

## The Business Farmer—A New Type

By Gerald M. Walker.

**E**ASTERN cities boast of their great factories—the perfect way in which they are organized, and the wonderful machines in them, that perform the work of many hands with almost human intelligence. They boast of the value of the products turned out by the factories—how the value of the raw materials is increased many times over by the work of the machines.

Here on the Coast we have our own manufacturing plants—of a new and different type. There are hundreds and hundreds of them, employing expensive and powerful machinery, producing products that are in demand in every part of the world. These plants are our farms; the machines they employ are farm tractors, gas engines, harvesting outfits, plows, etc., and the managers of the factories are the modern business farmers.

### Former Methods.

Farming used to be done by rule-of-thumb, by tradition, by hearsay, or by hit-or-miss judgment. That day is past. Today the business farmer goes about his work scientifically, figures his costs as carefully as any factory accountant, seeks cheaper methods to lower his cost of production. The result is that he is installing machines to do as much of his work as possible and the worker on the farm today—because of machines—can produce five times as much as our fathers produced.

This is indeed the power age—and it is only dawning. In 1908 there were not more than 400 tractors in the field, according to the estimates of some good authorities. Last year two firms sold over three hundred tractors in California alone. Other agricultural countries have profited by America's example, and tractors are being shipped to Russia, Cuba, the Philippines, Germany, South America and to every other part of the globe where crops are raised.

The reason is that tractors have shown themselves so much more satisfactory than horses and so much cheaper in operation that their adoption has been inevitable. Farming, to be most profitable, must follow the rules of all other business, and business swings toward the lowest cost.

The day of the horse is passing,

and that because the horse has not been able to hold his own against machines of iron and steel, propelled by gasoline, oil or distillate. Horses have become unprofitable. They are too costly to buy and too costly to keep. In the last ten years horses have increased in price 143 per cent—in ten times ten years their power has not increased an ounce.

### Time Used in Caring for Horses.

Each horse requires twenty-seven minutes of some man's time every day in the year, winter and summer alike, for cleaning, feeding, watering, etc. This is not a guess—it is the report made by the United States government after a most careful investigation. And this labor—horse chores—is the hardest, most disagreeable sort of drudgery.

Compare this with the modern gas tractor, that only takes a few minutes of some man's time daily—interesting work to any one of a mechanical turn of mind—to keep it in the very finest shape.

Then consider the stable room, and the space required to store the horse's feed. Compare the expensive barns required for this purpose with the small shed needed to house the tractor.

The horse tires out in six hours, on the average; the tractor can work day and night—twenty-four hour stretches, if desired. Horses get sick and die—their working power is cut down by extreme heat. Neither heat nor cold affect the tractor and it has no fear of plague or sickness.

Tractors require no man's time or attention when they are not doing useful work. The horse must be cared for whether he is working or not—must even be exercised in the dull seasons.

These are not all the points of advantage of the tractor over the horse. A volume might be written on the subject and then it would not be exhausted. From every standpoint, except possibly that of sentiment, the tractor is far ahead of the horse, and few farmers can afford to keep horses to do their heavy work for sentimental reasons only.

### Adopting the Tractor.

California farmers have adopted the tractor eagerly, but they have been particular about the kind of tractor they get. When eastern manufacturers came with cheap machines, they said "we won't have them. You can't

sell us something cheap, that's going to go to pieces after a few months' work. We want machines built for service." Then came the light machines—the saving in freight made some appeal. But the California farmers said, "They won't do for us. Some of our plowing is in hard adobe soil, where a light machine either wouldn't pull at all, or would be pulled to pieces." Finally came the heavier, stronger machines, but with round wheels, and the farmers shook their heads and said: "Not here. Take them down in the soft land, such as we have in the delta—or out where the soil is light and sandy, and they'd mire down to the hubs in a minute."

Meanwhile Benjamin Holt had been doing a good deal of experimenting down in Stockton, California. In 1904 he placed on the market a machine that was powerful enough for the heaviest work, strong enough to stand the heaviest racks and strains and, best of all, had an ingenious form of flat track in place of drive wheels, from which the Holt tractor got its name of the "Caterpillar"—a name which has since been registered as the copyrighted name of this tractor.

The new tractor was a great success in the Coast country. It had a powerful, four cylinder motor that supplied plenty of power for all farm work under all conditions. It did the work of thirty or more horses in plowing, hauling, discing, seeding, harrow-

ing, road grading and similar tractive work. In belt work it furnished twice that power.

### Laying Its Own Track.

The Caterpillar Tractor actually lays its own track and rolls over it, then picks up the track behind it and lays it down in front again. The tractor is supported by wheels that run on this track—four wheels on each side, that run on a surface as hard and smooth as the rails on which a railroad train runs.

On soft land, the effect of this track is the same as a board placed over a mud hole. The weight of the tractor is distributed over so great a surface that it cannot pack the soil. It has been figured that the pressure on the ground under the track of one of these tractors is less, per square inch, than the pressure under a man's foot—about one-third as great as the pressure under a mule's or horse's hoof. This means that the machine can work successfully where other tractors would be sure to sink in—it has even been known to work on land where horses could not go without bog shoes, where a fish pole could be shoved down by hand a distance of six or seven feet into the ground.

The great surface in contact with the ground also makes slippage impossible. The Caterpillar can work where the roads are slippery and not lose all its power in spinning the wheels around.

## Anti-Saloon League Luncheon

By R. P. Hutton.

**F**IVE HUNDRED and fifty Portland and Willamette Valley business men gathered in the big dining room of the Portland Hotel Tuesday noon, August 18, at a luncheon given in honor of Howard H. Russell, the founder of the Anti-Saloon League of America.

The luncheon was unique in that it was paid for by members of the Pittsburgh Board of Trade, who requested Mr. Russell to arrange such meetings at their expense in all the metropolises of the four western states which vote on state-wide prohibition this fall.

Mr. Russell delivered an address on "Methods to Promote Efficiency and Safety by Increased Sobriety." This was the address which he delivered before nearly a thousand members of the Pittsburgh Board upon invitation of some of the largest manufacturers. "Representatives of a thousand millions of dollars of invested manufacturing capital were present and they unanimously endorsed the Shepherd-Hobson national prohibition amendment at this Pittsburgh meeting, and following this meeting the Board of Trade of Pittsburgh petitioned Congress to pass that bill," said Mr. Russell. "And some of those Board of Trade men, hearing I was to make a vacation tour of inspection of these states which are voting, proposed that if I would get together you men, they, as fellow manufacturers and business men, would foot the bill."

Mr. Russell said that already the martial law closing down the saloons in the coal strike district in Colorado had shown that the "per man" output increased 11 per cent and that the mine owners of Colorado had joined the "drys" in the present campaign for that reason, just as they did in West Virginia two years ago.

He told how the railroads had almost universally adopted "Rule G," which discharges any man seen frequenting a place where intoxicants are sold, whether he drinks or not.

Following this he cited the testimony of automobile manufacturers that during Monday and Tuesday they were short handed and work was delayed because men had not got back after their Sunday drinking.

The foundrymen were backing prohibition because they found that over eighty per cent of their defective castings and rejected products were made on Monday before noon and for the same cause.

The U. S. Steel corporation had posted some of its mills with the "drys" that promotion would be given only to total abstainers.

Mine owners and foundrymen and manufacturers found that the majority of accidents came at the same time and for the same reason. Under the

compulsory compensation law this was an item. For that reason they had joined the campaign for a dry nation and pending that time for dry states as a step toward that.

"If these Northwestern states go 'dry' this fall," said he, "Congress will submit the national amendment, so say to the fellow who 'is for national but not state prohibition,' that this is a part of the national campaign."

It was very significant of the changing sentiment of business that six hundred men were willing to take two hours out of the middle of the day.

Mayor H. R. Albee presided and the following Portland men sent the invitations: Mayor H. R. Albee; J. S. Bradley, lumber; Judge Earl C. Bronaugh, attorney; J. H. Boyd, pastor First Presbyterian Church; Wilson Clark, lumber; B. C. Coffey, surgeon; C. C. Colt, Union Meat Co.; Samuel Connell, Northwest Door Co.; W. E. McCord, timber; J. W. McDougall, superintendent Portland District, Methodist Episcopal Church; A. A. Morse, O. W. R. & N. Ry.; Miller Murdock, attorney; E. Quackenbush, capitalist; J. P. Rasmussen, wholesale paints and oils; A. King Wilson, attorney.

R. P. Hutton, assistant superintendent of the Anti-Saloon League, said that house to house canvassing showed that the "drys" were in the majority largely, but that of those registered the "wets" were largely in the majority.

Two hundred thousand voters were still unregistered, mostly drys. "Unless we register thousands more the amendment is lost," he said.

"Women and farmers are the worst sinners," he said. "Eleven counties have registered fewer this year with women than two years ago without them."

He then told how farmers were in some places gathering groups in convenient places and notaries or justices were registering them and how women were taking notarial commissions and canvassing and registering voters at ten cents per name as per section 3455 Lord's Oregon Laws. In this way it was hoped to induce many "Oregon inhabitants to become Oregon citizens."

### Have Any of the Readers of This Paper a Good Ranch for Sale?

I want to buy a good farm. I would like some stock on it, but that won't be necessary if the farm is worth the money. Tell me all about your place in your first letter. I have not time to write letters and ask questions. I must get located and stop this wasting money looking around. J. Lynch, P. O. Box 1059, Portland, Oregon.

## Domestic Scientists

particularly should read U. S. Bulletin No. 103 of the Dept. of Agriculture on the subject of Aluminum Compounds in Baking Powder.

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