

The Guardian, Charlottetown, Thurs., Jan.14, 1965

ACROSS THE ISLAND

Ford Roadster Sold At \$345 Back In 1917

By NEIL A. MATHESON
Provincial-Farm Editor

I FOUND some interesting suggestions in "An Automobile Trade Journal" that David Mutch, Mt. Herbert loaned me some time ago. The journal said a serviceable delivery body of 500-pound capacity is being manufactured for the Ford Roadster. It is being sold for the nominal price of \$15. The body is attached with four long bolts that replace the ones fastening the back of the roadster to the chassis. In this way no holes need be drilled. The body is 52 inches long and 34 inches wide with 10-inch sides and six-inch flareboards.

Dim auto-lite switch for Fords. One wire of the switch is connected to the magneto post on the dash, the other to the headlight switch. The price was \$2.00

Another truck body of 1,000-pound capacity sold for \$65.00. It was for Ford roadsters.

POWER LIGHT intensifier for Fords was to maintain a uniformly bright light. It sold for \$1.00.

Miami trailers, 500 to 4,000 pound capacity had steel tired wheels, and looked like the farm wagon we used to know as a truck wagon.

There were Briscoe, Oneida and Republic trucks. A Waterloo Boy kerosene tractor had one speed forward and one reverse, and could plow 7 acres while horses plow five. They were put out by "Any-auto Tractor", and sold for \$225.

Tractor wheel attachments were advertised freely for cars. "Any-auto Tractor" attachment fitted Reo, Saxon, Oakland, Hupmobile, Grant, Allen, Dort, Overland, Briscoe, Buick, Studebaker, Dodge, Chevrolet and Ford cars among others.

There was a wood and wire splint for a broken spring. "A Stilson wrench wired to a wheel spoke held the wheel from turning on the driving axle when the axle key is broken or lost."

An application of Neat's foot oil or kerosene was recommended for prolonging the life of leather on a leather-faced cone clutch. These came under the general heading of road repair hints.

Ford Roadster Cost \$345

A LOOK at some of the prices asked for cars at that time might be interesting. They ranged from \$345 for a Ford roadster to \$5,850 for a Packard 12-cylinder limousine.

A Chevrolet roadster sold for \$620 and a Dodge for \$835. Coupes were more expensive and even a Ford cost \$505. A four-passenger Ford sedan cost \$645, a Chevrolet sedan \$1,060 and a Willys-Overland \$1,240.

A Briscoe, remember it? Cost \$725, a Ford \$360, a Maxwell \$745, a Dodge \$835, a Buick \$795, a Willys-Overland \$930 and a Stutz – it had 30 horsepower, imagine that! – cost \$2,750 and up. All of these prices were for touring cars.

Electric cars were in vogue then and prices ran \$2,125 to \$3,000. Steamers sold for \$2,200 to \$2,700.

THERE MUST have been 150 different companies making cars listed in the old journal, and that reminds me that Hal Smith dropped in a few days ago with a list of automobiles that have been sold in Canada, which are no longer manufactured. The list was only from memory – he recalled some of them from the years he spent in Vancouver – but there were almost 60 cars in all.

There were such names as Apperson, Auburn, Briscoe, Borgward, Chandler, Chalmers, Cord, Duzenburg, Grey Dort, DeSoto, Durant, Edsel, Elgin, Emerson, Essex, Franklin, Fraser, Gardner, Graham, Hudson, Hupmobile, Marquette, Moon, McLaughlin and the Maxwell.

There were the Marmon, Mackay – I believe the first few were made in this province – the Monarch, Nash, Oakland, Overland, Willis Knight, Winton 6, Whippet, Peerless, Pierce Arrow, Premier, Packard, Rickenbaker, Roosevelt, Reo, Saxon, Stanley Steamer, Star, Stutz, Simplex, Stevens Duray, Tudhope, Tupper, Terraplane and Tucker.

Mr. Smith also recalled such cars as Velie, Jewett, Kaiser, Knight, Locomobile, Lafayette and Lycoming.

It was Mr. Smith who told me some time ago of an unusual experience when the family was living in North Rustico. Mother and father were away driving and the children were around the table reading quietly one Sunday afternoon when the four of them heard distinctly their mother's voice saying the one word "children". When the parents arrived home later in the afternoon the children learned that the parents had been some three miles away when the voice was heard. Nobody ever was able to explain it.

First Tractor In Province?

SPEAKING OF the old tractors, Charles MacKenzie, Millview told me a few days ago that he thought he had sold the first tractor on the Island when he sold a Happy Farmer tractor to Robert Furness of Vernon in 1918. Dr. J. A. Clark, former superintendent at the Experimental Farm had purchased a tractor that arrived shortly after. It was a Moline, Mr. Smith believes.

My earlier reference to seeing a Happy Farmer tractor at Alberton suggested it must have been the first on the Island as it was brought here "approximately 50 years ago", I was told. There was no definite date set on that one, so it is possible that the two machines came here the same year, or the Furness machine might have been the first. At least Dr. Clark had thought so at the time, he told Mr. Smith.

Mr. Smith was a representative of the Renfrew Machinery Company at the time, and they handled the Happy Farmer tractor, which was actually made in Wisconsin.

Egg Surplus Is Reported

THERE'S A surplus of eggs in the province at the present time that has forced prices to the producer down to a ruinous level of 20 cents per dozen, and there is no immediate prospect of clearing the some 24,000 dozen, unless Island housewives use more of the eggs on their tables.

The information – it came from the Canada department of agriculture inspection service – suggests that if every Island housewife used a dozen extra eggs per week for the next two weeks, the surplus would disappear.

The eggs retail now, the story said, at some 43 cents per dozen and they constitute a low cost food with a comparatively high food value, at that price.

IF SOMEONE is wondering why the retail price is more than double the price paid to the farmer, I can tell you that I have often wondered the same thing. But I did go into a study in detail of the price situation once, and found that it is impossible – at least it seems that way – to grade, package and handle the eggs through the wholesale and retail marketing chain and come out with anything less than approximately 20 cents per dozen.

If you think that's too much to pay, I agree with you, but after a thorough study, I am not able to suggest how that handling cost can be reduced. Meanwhile the idea of Island families using slightly more eggs each day is passed on for what it is worth. The poultry industry is an important part of the agricultural economy, therefore it merits attention.

Old Cancelled Note Is Available

A letter to the Guardian from Robert John Warmington may interest some reader. He lives in Victoria, British Columbia and recently has found “a rather interesting document, a promissory note (cancelled) dated June 2, 1879 and made out to Carvell Brothers.” It was signed by Alex Robertson, Bonshaw and on the reverse side was printed “Pay to the order of the Union Bank of Prince Edward Island.” On the face of it is an old 3 cent green stamp with the face of Queen Victoria.

Mr. Warmington's idea is that some relative of Mr. Robertson might like to have the cancelled note for a souvenir. He can be reached at No. 1-27 Menzies Avenue, Victoria, B.C.

Easy Way To Drive A Pig

A NEWS story in Wednesday's Guardian reported Stan Medland telling a Summerside farm audience of the tremendous bruising damage that is found on hog carcasses. And this reminds me of the easiest way I ever found to drive a pig from one place to another. I know that many of you have heard of this method and some have used it for many years. But this is for those who haven't heard of it.

Put a bucket over the head of the pig and back it up to the desired location. The animal moves easily and without any effort on your part. You can steer it by twisting the bucket in the opposite direction to which you are driving it. I recall once telling a trucker who used it to good effect on hogs he was loading at my place. It really works. And there is no bruising.