

SERVICE OF THE OUTBOARDS

By R. S. SPEARS

Work that can be done by power ought to be done by power. No one has any idea of the waste of human energy which should be devoted to higher than mere muscular effort.

The increasing service of outboard motors for skiffs and small boats is one of the results of attempts to save human energy, and every engine used to save this work saves that much human energy for other purposes.

As a general proposition, it may be stated that men and women ought not to be called upon to perform tasks which machines will do. In no form of living is the proportion of muscular exertion so large as in outdoor work of trapping, fishing for market, hunting and similar occupations.

the brains and the muscles with energy enough to run at their best. One or the other suffers from lack of fuel.

So when the trapper rows with oars he uses up blood material which ought to be used up in the brains instead of in the muscles. The answer is, that an outboard motor fastened to the skiff would supply the power to drive the boat instead of the human body. The mind would get the blood instead of the muscles. The harder a man thinks, the more he studies, the more blood his brain consumes.

Thus the trapper ought to consider whether or not the outboard motor would not give him time to think and power to think, study

the problems around him, which time and power are now wasted on pulling an old boat over twenty miles of water.

To illustrate the service which an outboard motor would give a trapper, take a man with a river or bayou ten miles long. This would give twenty miles of shore for the trap line, up one side and back the other. If it is a muskrat proposition, that means not less than 200 traps, and 450 might reasonably be set.

A twenty-mile row is not a great hardship; I've rowed 45 miles in a day against a head-wind, and I figure that I have lost \$500 because of my failure to take notes that day, since the brain did not work while I was lugging my lungs out. The notes could have been used in

countless articles, but especially in fiction stories, which are my writing specialties. If I had had an outboard motor, I would have been fresh for my typewriter work all day long, and I would have written about 3,500 words in notes, instead of the 300 words which are now in my notebooks.

But twenty miles and half of it against a current is hard enough work to make a man tired enough to feel that it isn't any use to set four or five traps up a little creek, or around in a stack of driftwood, or in some other such place.

Suppose toward the end of each of ten days a man fails to set, all told, 30 traps. I've neglected to set traps oftener than that be-



YOU CAN FIND THE GOOD PLACES WITH A CAILLE.

So I wish to preach a doctrine of interest to the people who use skiffs and scows, one based on facts which any man can verify from his own experience. A trapper, for example, runs a long line of water sets in a river, slough, bayou, or other body of water. He follows it with a boat using oars. He rows his boat, and has to keep watching ahead for his trap marks. Between his rowing and watching, he has not time to think of anything else, and on a few miles pull he gets tired.

Muscular exertion, working with arms, back and legs, takes large amounts of blood, using up the corpuscles of oxygen, for instance. Now the blood will not supply both

cause I was tired. Yet in failing to set those thirty traps we have in mind, we lose fur. The question of how much fur we lose by being tired is hardly open to a real estimate. But suppose we figure on ten days trapping for muskrats. One trap in three ought to take game if set for five days for rats. That's a very low average in fair rat trapping. The thirty traps would be set five days on an average (three each day for 10 days).

That figures out 10 muskrats, or \$8.00 — or whatever rats bring. Can anybody afford to pay \$8.00 for the privilege of overworking himself? That's exactly what it amounts to, when one fails to save labor by buying a proper power conveyance on land or water. Eight dollars would pay interest on \$100 for one year, and an outboard motor doesn't cost \$100.

The problem of the market fisherman is the same, only a little more so. Take it on all the tributaries of the Mississippi there are thousands of fishermen who pull around an old fishboat with oars instead of with a proper equipment. Perhaps the fish proposition would not pay for a big power plant, but the inexpensive outboard motor, moved from boat to boat, and easily utilized for other power, would make the lifting of the hoop or gill nets a matter of half the time and probably not one-fourth the expenditure of human energy.

The energy would be used in thinking, or it could be used in handling twice as many nets, and handling twice as many traps means, I should say, about three to four times as much energy of the mind. On this point I haven't very many notes or observations to draw on, but I know that if I set traps on one brook, good for 12 good sets, it will take only about the same amount of "figuring" that a man can do in one day's trapping work. I mean, if I go up a brook two miles, and prospect it; and then carry the traps up and set them, it takes a day's work.

Now if I have to row eight miles to the mouth of that brook, I arrive there partly tired; I've consumed about one-third of my available brain power pulling the oars. How could I expect to give that brook the best of attention and row 16 miles, all in one day? I can give the brook only one-third the day's energy.

The worst of it is, however, if that brook is eight miles away, and I have to row to it to look at it, and then row again to set the

traps, I won't do it. "What's the use?" The brook is really worth so much time and thought and I think it isn't worth while. But if for two gallons of gasoline I can go there and back, and not work my arms off, but plan all the way out what I'm going to do, and then run the traps up the brook—and where's the profit?

On a two-mile brook, ordinary farm country, not much trapped and with an average amount of fur, there should be 1 mink, 30 muskrats, 2 skunks, 1 coon and perhaps a weasel or two. I'm keeping the figures down. Yet here we have, \$30.00 at the least. That amount could be caught in two weeks, seven trips, say, counting one prospecting, one setting and 3 hours a trip after the traps are set.

Now if the hard work of the rowing out to the mouth of the brook stops us from trapping that brook, what excuse can I give for not buying an outboard motor for my water trap lines?

In the first place, the outboard motor doubles or trebles the number of miles which can be covered by a trapper on a water route. A man in a rowboat, unless he is a wonder,



CAILLE "LIBERTY DRIVE" MOTOR.

will set his traps a little too close together. He will in one mile, set twenty muskrat traps in good places; then he will set ten more traps in "chance places". Those ten chance traps could be set in half a mile of good places beyond the ends of his line on the river.

Lots of trappers with rowboats run their lines up stream, and go up one side, and come back the other side. Five miles down stream is some dandy trapping, but when one pulls against the current after setting and tending a line of traps or hoop nets — that pull home sure does look hard! It is fearfully hard. It is working when the mind, by thinking, and the muscles by working, have used up the fuel supply of blood. Perhaps \$500 worth of fur is down the river, but it costs so much energy that one cannot row down and back. But one can easily run down with an outboard, and coming up the current, sit back — all tired out, smoking his pipe and whistling at the bluejays. Probably, too, on the way back, the eyes, not tired, will see where an



COULD A LAUNCH BEAT THIS ROWBOAT WITH A 2-CYLINDER KOBAN ATTACHED?

otter has a slide back in the shade, which would never be seen, unless a man is fresh of mind and quick of vision.

Of all the things that proper adjusting of the physical and thinking energies does for a man, the most important is that it helps him make the most of himself. The reason so many people are against liquor is not because it makes a man feel good, or because it gives him a headache afterwards, but because it

prevents a man from being as wise as he might be, or as strong as he ought to be, or as productive as it is his duty to be.

If it is wrong to do any one thing in this world, especially these days, it is wrong to waste human energy. Two million men are being taken out of our industries and agriculture in order to do the hardest task of all—fight. The rest of us must shoulder the burdens of the others.



THE 2-CYLINDER KOBAN ON THE DORY OF MR. E. LORTHIER OF SOUTH HAMPTON, N. Y.

Now if we can do more work ourselves by spending a few dollars for a boat motor as simple as the outboard engines, and if we can make two gallons of gasoline do two or three hours work for us, we save that two or three hours work for our other affairs. I cannot too much insist on this point, for it is a perfectly vital thing that we undertake to use our utmost strength, but not to waste our strength. It's better to let a few cents worth of gasoline do our work than to waste our own energies, merely as a matter of dollars and cents.

On this point, I should say that the average worth of a man's time on the trap and fish net lines is around 40 cents an hour. If

for other effort, especially thinking effort. Men who use their brains get higher wages than men who use their strength, because mere strength can be bought, and better strength is for sale than mere man muscle.

A gallon of gasoline will on land carry two tons ten miles. In an outboard motor, it will carry a man in a heavy fish boat, all his equipment, ten miles at a moderate rate of speed. Why should a man with his own strength do that work? He could by using that energy think of something which would bring him a dollar, as setting two muskrat traps, or a mink trap, or planning a campaign up a brook at the edge of one's trapping country.



YOU DON'T HAVE TO BE PREPARED TO USE A LOCKWOOD-ASH ROWBOAT MOTOR, ANY ROWBOAT WILL DO.

a man tends his traps three hours in the evening, after his regular day's work is done, and he takes \$1.20 worth of fur, that is 40 cents an hour. I think that the only way of estimating the returns of trapping, fishing, etc., is to reckon the number of hours put at the work.

Now the outboard motor burns, say 1 gallon of gas an hour. The cost of the gas can be computed at 25 cents. That is running steadily. Now, however, we know that the machine will burn only three gallons in going fifteen miles, counting idle running, waste, etc. That is six hours on trap lines. So the gasoline and motor cost would be one dollar, including a quarter for the motor. That saves four hours' rowing energy of the man

I know in my own case gasoline has saved me a great deal of physical effort, while it enabled me to go far and obtain many things not otherwise accessible. An outboard motor will practically double the number of miles of nets or lines which a man can cover without excessive weariness, and it will make him more efficient as a fisherman and as a trapper, because, as I have so often insisted, it is brains that count more on the trap line than mere mileage.

Old trappers and trap-net fishermen know that their whole success on the line depends on their use of their minds in putting out their lures and snares. I wonder how many of the boys ever thought why it is that traps set for foxes or wolves before noon are apt



HIS FIRST ATTEMPT. HE'S AS PROUD OF HIS BAIT AS A "BEEN THERE" WOULD BE OF A 20-POUNDER.

to catch more animals than those set after noon?

I have watched a man setting traps all day long—and have set traps myself all day—and the traps set in the morning were "pret-

tier" set, and the traps set in the morning were not less than twenty per cent more successful. The reason was that the fatigue incident to putting down traps, and going over the lines gradually worries the mind into caution and less certainty of purpose. This is why the old trapper, blazing his trap places on his first trip through, building cubbies on the second trip, dropping his lines on the third trip, and baiting and setting on the fourth trip, working both ways over the lines, keeps the average up. The green hand doing everything on one trip through, is tired over one-half his line each day.

So when any man does work on trap lines or hunting, or fishing, where miles of water must be crossed or followed, especially on the Mississippi river tributaries and around the numerous lakes and southern waters, where the winter's trapping is along open streams, much of the time, his work will be more efficient as to the individual traps, and he can set and attend to many more traps by having an outboard motor on his skiff or flatboat canoe.

The motor does the work of the man's muscles so far as pulling the boat is concerned. It drives the boat about twice as fast, saving half the time. And if a man traps \$3.00 worth of fur a day on his trap line, or catches \$3.00 worth of fish, the outboard motor would enable him to extend his operations so that he should catch approximately \$4.50 worth of fur in the same number of hours' trapping. But the outboard motor will enable him to stay more hours on the trap line, because he will not be using up his physical strength and mind ability. If a man does not tire himself out rowing, he can think at least a half longer or more every day, and that extra thinking will mean just that much more fur or fish. It is not the number of traps, but the places where and how the traps are set that counts.

I don't know of anything more interesting than the increasing reports of the use of gasoline energy by outdoor people. Especially the development of the outboard motor means very much to those who wish an inexpensive,



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detachable and efficient power for their fishing, pearling and button-shelling, trapping, hunting and sporting boats. It will add rather more than half as much again territory avail-

able for their purposes, and it will very much relieve them of the terrible weariness which we all know, coming home through the late day, when miles of effort and toil are behind.



GEORGE RODGERS, FULTON CO., OHIO, AND PART OF HIS CATCH NEAR THE CITY OF TOLEDO.