

THE SPICE OF LIFE.

Smartfellow (anxious to poke fun at an old maid)—Let me see. It's a long time since we last met, is it not, Miss Antique?

Miss Antique—A very long time. How well that suit of clothes has hung together!

A young Scotch farmer lived at some distance from his bride-elect. On the eventful day he set off for the station betimes, but he met one friend after another with the result that he missed his train. Naturally he was very much upset, and bethought himself of the telegraph: This was the message he sent: "Don't marry till I come.—William."

A Maine man tells a story of a friend of his in the West who was induced by a stranger to buy what was claimed by the latter to be the best wolf-dog in the country. A few days later the man took his new purchase and started out early in the morning to try him out. The dog soon picked up the scent and started off, the man following on horseback. The dog was soon out of sight, but the man could hear him bark occasionally and followed on. About noon he met another man, coming from the opposite direction, and inquired if he had seen a wolf and a dog anywhere, to which the man replied that he had.

"And how were they going?" queried the man. "Was the dog nearly on to him?"

"Well," answered the other, "if I remember correctly, the dog was just a trifle ahead."

It is the lot of the wise man to be asked fool questions. In fact, the asking is an acknowledgment of the wisdom of the man of whom the inquiry is made. Nobody ever asks a fool question of a fool, for a fool answers a fool according to his folly, and there is no question whereto the asker so honestly wants a wise answer as a fool question.

This being so, the man who asked William Jennings Bryan whether he really believed in advertising, paid Mr. Bryan a compliment. It happened in Reading, Pennsylvania, this winter, and the modern commoner indeed showed that he was a wise man by the reply he made. It was:

"The fellow who tries to attract business without advertising is like the fellow who throws his sweetheart a silent kiss in the dark. He knows what he is doing, but nobody else does."

CUPIDITY.

The famous surgeon, Velpeau, was visited one day at his house during the consultation hour by a marquis renowned for his closeness. Velpeau informed the marquis that an operation was urgent, and that the fee would amount to four thousand francs. At this the marquis made a wry face and left. A fortnight later Dr. Velpeau, while making his rounds in the Hospital de la Charite, had his attention attracted by a face that seemed familiar to him. In answer to his inquiry, it was stated that the patient was a footman of a nobleman in the Faubourg Saint Germain. The surgeon found that his case resembled in every particular the somewhat unusual one for which the marquis had consulted him a fortnight previously. He refrained, however, from making any comments. Three weeks after the operation, when the patient was about to be discharged, Dr. Velpeau called him aside and exclaimed: "Monsieur, I am extremely flattered and pleased to have been able to cure you. There is, however, a small formality with which you will have to comply before I can sign your exeat; that is you will have to sign a check for ten thousand francs in behalf of the public charity bureau of your metropolitan district." The patient's face became livid. "You can do what you like about it," continued the doctor; "but if you refuse all Paris will know to-morrow that the Marquis de D— adopted the disguise of a footman in order to secure free treatment at this hospital and to usurp the place which belongs by right to a pauper." Of course, the marquis paid.

No "Flying Start" Needed with FROST & WOOD No. 8



Why, think you, do you have to back up some mowers a few feet and get a "flying start" before the knives will cut?

It is because the gear wheels on external gear mowers do not mesh fully enough and lost motion results.

When selecting a mower, see if the small gear wheel is inside the large (the internal gear, note illustration) or outside of it (the external gear.)

If it is the external gear you'll find only one cog in mesh. To start this kind of a machine in heavy hay without first "getting up speed" is impossible. There is so much "slack" to be

taken up in the gears between the Main Drive Wheels and the Pitman, that the horses have to travel quite a distance before the knives commence cutting.

Now, look at our top illustration (better still, see our No. 8 Mower), and what do you find? Why, that two cogs are always in full mesh and at least one other in touch. You'll readily understand by this that the Internal Gear is just about three times as fully in mesh as the External. The gears mesh so completely that they simply must turn smoothly and precisely together, with never a slip. You can take our No. 8 into the heaviest part of your hay field and the knives will commence cutting the instant the horses step up.

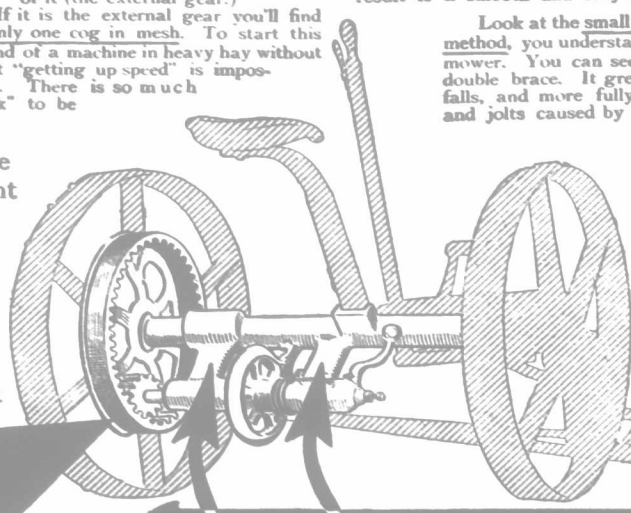
Furthermore, in the external arrangement, the wheels turn away from each other, out of harmony, and the cogs wear down.

By the internal method (see top illustration) the wheels move in the same direction, in harmony, which reduces friction (wear) to the minimum. The result is a smooth and easy-running machine—the pride of the owner.

Look at the small arrows pointing to our double brace. The other method, you understand, is to have but one brace at this part of the mower. You can see for yourself how much wiser it is to have the double brace. It greatly strengthens the machine where a big strain falls, and more fully protects the working parts against the jars and jolts caused by driving over rough ground.

Then, too, the No. 8, thanks to the use of generous sized Roller Bearings, delights the horses by running so "easy," instead of making them work so "hard," as some mowers do.

Just see our agent in your locality. But first drop us a post card for catalogue F4



THE FROST & WOOD COMPANY, Ltd.
Smith's Falls, Canada

Note the Double Brace

DON'T BUY GASOLINE ENGINES

UNTIL YOU INVESTIGATE "THE MASTER WORKMAN," a two-cylinder gasoline, horizontal alcohol engine, superior to any one-cylinder engine, revolutionizing power. Its weight and bulk are half that of single cylinder engines, with greater durability. Cost Less to Buy—Less to Run. Quickly, easily started. Vibration practically overcome. Cheaply mounted on any wagon. It is a combination portable, stationary or traction engine. SEND FOR CATALOGUE. THE TEMPLE PUMP CO., Mfrs., McAgar and 15th Sts., Chicago. THIS IS OUR FIFTY-FIFTH YEAR.



How a DAIN HAY LOADER and DAIN SIDE DELIVERY RAKE More than PAY for Themselves in One or Two Seasons

HERE are actual hay-harvesting facts: A pretty big percentage of the hay-crop of the country is left in the field each season—And a still bigger percentage of the feeding value of the hay is lost in getting it into mow or stack—Lots of hay is left on the ground in shocking and pitching-out-of-the-shock—After you've got your hay out of the field by hand-loading, you can mark the location of every shock and windrow by the loose hay lying around—That's absolute waste.

Another thing—either hand-loading or the ordinary loader and rake, scatter-off the leaves—and authorities all agree that much of the nutrition, the feeding value of hay, is in the leaf.

Now, a Dain Hay Loader gets all the hay—either out of the swath or windrow—Two sets of raker-teeth gently gather all the hay from the ground and the elevating-fingers carry it up the elevator onto the load—well forward—where one man can easily handle it—It cannot drag the hay back off the wagon like the return carrier Loader will do. And there's

No Bunching, Wadding or Tangling to make hard work for the man-on-the-load—or to choke-up the loader.

The raker-teeth are self-adjusting, taking the hay as-it-comes, heavy or light—they can't clog or get stopped-up.

The Dain Loader is entirely free from complicated mechanism—

And it is the smoothest-and-lightest-running—lightest-draft loader on the market.

It works close up to fences and ditches—And over any kind of ground. It is hammock or swing mounted—which saves it from all "racking" and jar.

And here's the big advantage in using a Dain Side Delivery Rake ahead of the Loader—

First, it delivers two swaths of hay upside-down into a loose, continuous windrow—

And the loader following it will take up a load in half the driving or traveling necessary when loading from the swath—

And then this rake, with its raker-teeth slowly revolving on a reel, leaves the windrow loose and open—

Permitting a free circulation of sun and air through the hay, producing air-cured hay, preserving all the rich, nutritious juices, making the hay worth from 75c to \$1.00 more a ton.

The Dain Rake has three sets of raker-teeth, which take the hay up clean without *threshing it*. These tools *save* enough hay in one or two seasons to pay for themselves.

Both loader and rake are substantially and dependably constructed throughout—

The name Dain on any hay tool assures superiority at every point.

Your implement dealer will show you how these tools "work"—

Or write us—we'll tell you about them.

Address

DAIN MANUFACTURING CO.

Mention this page. Preston, Ontario

LAND FOR SETTLEMENT!

Lands are offered for settlement in some cases FREE, in others at 50 CENTS per acre, in various districts in NORTHERN ONTARIO. Write for information as to terms, homestead regulations, special railway rates, etc.

HON. JAMES S. DUFF, Minister of Agriculture, Thee. Southworth, Director of Colonization, Toronto.

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Yonge and Alexander Sts., Toronto.

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W. J. Elliott, Principal.

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Our school has a continental reputation for thoroughness. Our graduates succeed. We have three departments: Commercial, Shorthand and Telegraphy. Beautiful catalogue free.

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Wanted—Brakemen and Firemen Salary—\$75 to \$150 a month.

We teach and qualify you by mail. Course simple, practical and thorough. After eight or ten weeks' study we guarantee to assist in getting you a position on any railway in Canada. The first step is writing for our booklet.

THE DOMINION RAILWAY SCHOOL, Dept. F. Winnipeg, Man.

Souvenir Post Cards

The loveliest picture post cards ever seen in Canada. English and Canadian views. Only 20 cents a dozen. In the store they sell them at 30 cents.

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