

# MADE IN CANADA



When you come to buy harvesting machines—reapers, binders, mowers, gasoline engines—or farm implements of any kind, the one matter to which you ought to give first and most important consideration is:

What machine or implement will give you the best service? What will make the most money for you in the long run?

It's purely a matter of business with you, and you—if you are wise—are looking solely to *your own* best interests.

You have to pay the bills; you should see to it that *you* get the best returns for your money and not let prejudice of any kind blind you to your own best interests.

A man can't very well fool you on a horse or a bull or a hog. You can "size up" the animal and determine for yourself how much he is worth, but unfortunately it is not always so easy to tell about a machine. Poor materials covered with paint may look every whit as well as the best materials.

So you have to go farther back than the mere *looks* of a machine.

You want to know—first—something about its reputation. Has it been doing good work? Have the people who have been using it been entirely satisfied with it? Has it proved durable and dependable?

If it does good work for hundreds and thousands of farmers working under the same conditions that you work under, it is very likely to do good work for you.

Then you want to know something about the company that makes it. Are the manufacturers in position to secure good materials? Have they facilities for turning out good work? Are they interested in making machines that will give them a lasting reputation or do they want "to get rich quick" at your expense?

These are things of first importance to you in buying farm machinery or implements.

These are things which we ask you to consider earnestly before you make your purchases for 1905.

More Canadian farmers are using machines and

implements of the International Company's manufacture than of all other makes combined—not because they *have* to, but because they *want* to; they have found that the International line gives them better service, longer use, greater satisfaction and that their purchase is the best economy for the farmer.

If the International machines satisfy these discriminating buyers, they will also satisfy *you*.

The International Company has exceptional facilities for producing high-grade machines at a fair and reasonable price. Its new plant at Hamilton, Ontario, is without question one of the most completely equipped manufacturing plants of the kind in the world—a credit not only to Canada, but to the Empire.

Its products are already found, not only in every corner of the Dominion, but are exported throughout the British Empire, to the Russian Empire and other European countries and to South America, giving a new outlet for Canadian labor and industry.

From the time the raw materials used in the manufacture of the International line of harvesting machines and other farm implements enter the chemical laboratories, where they are tested to make sure that they are of the highest possible grade, until the finished machine is loaded on a train or steamer for transmission to some distant farm, everything that human skill and ingenuity can devise to prevent mistake and to insure a perfect product is employed.

The right sort of materials, carefully graded and selected, the right sort of workmanship, the most modern up-to-date machinery, the most rigid inspection—these are the things which have given the International line the *quality* that makes them known with favor the world over.

Do you think such a reputation could have been built by poorly constructed machines?

Most assuredly not. We ask you as a careful buyer to consider these things and then to call upon the nearest International agent and look at the line he represents. He will be glad to give you catalogs, answer questions and go into details.

These machines are manufactured by

**INTERNATIONAL HARVESTER COMPANY OF CANADA, (Limited)**  
Works; Hamilton, Ontario, Canada.

The International lines are represented by different dealers. See them for catalogues of

## DEERING AND M'CORMICK

Binders, Reapers, Mowers, Rakes, Tedders, Sweep Rakes and Stackers, Gasoline Engines, Knife Grinders, Disc Harrows, Smoothing Harrows, Lever Harrows, Spring Tooth Harrows, Hoe Drills, Disc Drills, Shoe Drills, Cultivator and Seeder, and Binder Twine.

## CHAMPION

Binders, Reapers, Mowers, Rakes, Tedders, Sweep Rakes and Stackers, Knife Grinders, Binder Twine.

### TRADE NOTES.

**RE BLACKLEG.**—J. H. Rose, of Lacombe, states that he has reliable records of cattle of two, three and four years of age contracting blackleg. Blackleg commonly affects the younger stock, but it is by no means confined to those two years old or under.

"The Adventures of Mike Mulligan, the Masher" was once, according to Oscar Fay Adams, applied for by "a lad of the people" at a public library. When told that the work was not to be had, the youth cried, "Gimme 'Roaring Ralph of the Rialto' or 'The Gory Gailoot of the Gaultees.'"

"We don't keep such books here," replied the librarian, frostily.

"Wot's this here li'ry fur? I know wot it's fur, I do; it's fur the rich, and the poor workin' boy don't git no chance at all."

**NO SLAVE TO WEATHER.**—When the hardest rock maple is cut into layers and glued together with the grain in each case running in a different direction from the layers adjacent, the result is a block of wood which cannot be affected by weather conditions. Into such a block as this are fixed pins of the "Gourlay" pianos, and the heaviest string tension cannot move them one iota. This is one reason why the "Gourlay" remains in such perfect tune and thereby sets a standard for other makes to emulate. Of course, much depends on the selection of the wood and the care in the manufacture, but this is a specialty of the firm of Gourlay, Winter & Leeming, and another reason why their piano has so many points of excellence when compared with others less carefully built.

### HINTS ON THE CARE OF GASOLINE ENGINES.

Being connected with one of the largest gas engine manufacturers in the United States, and having more or less direct charge of trouble, some very amusing and still interesting instances are brought to notice. We frequently have telegraphic or telephone hurry-up calls to send an expert quick to start a balky engine. Of course the man leaving to fix the engine has no idea of what the trouble may be, but upon arrival he immediately looks the machine over, making each move count.

First testing the battery to see that he has current.

Next, pumping up gasoline to see that there is fuel in the tank and that the pump will work.

Then, turning the engine around slowly by hand, to see that it has compression and to note that both of the valves are working properly.

After these points have been determined and no trouble located, he immediately proceeds to go through the movements or the operation of starting the engine. It is not infrequent that the switch is closed and the charged pumped into the engine fired when the engine immediately starts and runs, and this, bear in mind, is after having gone in some cases several hundred miles by train to start an engine that could not be started. In such cases we believe that it was a case of where the party had been careless and forgotten to close the switch, as absolutely nothing was found wrong, nor was there any changes made in the engine or the adjustment.

Another case: It frequently happens that we find parties who have been running the engine up to quitting time the day before, and when they attempt to start the engine the next morning they find it impossible to start, sometimes being able to get, say, one or two explosions from the engine, after which time it is impossible to get another explosion. Then again it may be that no explosion whatever can be obtained from the engine. In a case of this kind we find upon examination that there is no gasoline in the tank. In a case like this the engine was running, and would hold the suction even to practically the last portion of gasoline in the tank, but so small was the amount that to operate the pump, after allowing it to stand over night, that it would not suck fuel, but would draw air. Before the engine could be started it was necessary for our man to have the tank filled, after which time the engine would start off and run the same as it always had.—James A. Charter, M. E., in Farm Implements.

In answering the advertisement on this page, kindly mention the FARMER'S ADVOCATE.