

o' business for the time being, at any rate. There wis naething for it but tae hunt up anither Jack-o'-all-trades an' keep at it, which they did. It wis a cedar-block foundation he wis pittin' in, an' the next thing wis tae saw the blocks. It took about fifty cords a' thegither, but they got them sawed, an' aifter about a couple o' weeks o' drawin' sand an' lime an' mixin' mortar they had the walls up an' were lookin' roond for the next thing on the program.

I shouldna' forget tae say that ma friend had managed tae get a' his grain cut an' pit awa' in the pairt o' the barn that had been feenished first, while the ither wark wis gaein' on. I dinna ken how he did it, but it wis done some way. As they say, he must hae' done it while he wis restin'. I'm thinkin' it wis while some o' his neebors were restin' at any rate. He didna' get ower muckle sleep, ye may pit yer money on that. He would be at the cheese factory before daylight wi' his milk, an' it didna' maitter what time o' the nicht ye happened tae be oot, ye were liable tae meet him comin' hame wi' a load o' lime or cement or buildin' stuff of some kind. Between drawing sand an' gravel an' a' the rest o' it, I'm thinkin' his horses will remember this summer as lang as it's in their nature tae remember onything.

In the course o' movin' the barn ma friend had to tak' doon his auld silo, an' thinks I tae mysel' "he'll no' tackle the buildin' o' a new silo this year onyway," but one day I met him on the road wi' a big load o' dressed lumber on his wagon an' he stopped an' says he: "When can ye come an' help me fill my silo, Sandy?" "Weel," says I, when I could get ma breath, "I guess I'll try an' go ony time ye're ready. I dinna' think I've mair on ma hands tae prevent me than ye hae yersel'. Are ye really gaein' tae build a silo this fall?" says I.

"Hoot yes," he replied. "The wife said I couldn't dae it, an' I'm gaein' tae show her that I'm juist as guid a mon as the one she married. She thoct I could dae onything in those days."

Weel sir, he pit up that silo, an' got his corn all in it too. The next day aifter he had finished filling, he wis drawin' gravel for his stable floors, an' I dinna' need tae tell ye that he got them a' in an' everything finished up complete. There wis mair gravel tae draw, an' sand an' cement an' lumber for stalls an' so on, but he got it there, some of it by daylight an' some of it aifter dark.

I saw him the ither day an' I says tae him, "Weel, an' how are ye comin' on? Hae ye made oot to dae ony ploughin' this fall?" "Hoot, Sandy," says he, "gie me anither week o' guid weather an' I'll finish her up. I got a wee laddie frae the toon an' I hitched up the ould mare an' the colt for him, an' we hae been turnin' it ower wi' twa teams for a couple o' weeks past." "Ye're daein' weel," I says. "I ken some farmers hereabouts that are na mair than started yet. An' they didna' build a barn this summer either," says I.

"Weel, Sandy," he replied, "it a' depends on how ye gae about a job, how ye're gaein' tae get along wi' it. Gin ye mak' up yer mind that ye'll see the thing through ye're gaein' to dae it, nine times oot o' ten. These chaps that are aye wonderin' whether it will be wise tae try to dae this or that on account o' the difficulty o' the undertaking never get onywhere I notice," says he.

"In ither words," I replied, "ye're sayin' what I read in a magazine yesterday. It wis this way: 'He can who thinks he can.'"

"That's richt," says he, giein' me a slap on the back. "Ye've hit the nail on the head this time Sandy, no mistak'."

"Weel, I guess I had tae borrow your hammer to dae it then," says I. SANDY FRASER.

"Only a Farmer."

EDITOR "THE FARMER'S ADVOCATE":

A phrase sometimes used by a farmer with reference to his vocation is: "Oh, I'm only a farmer"; or, "He is only a farmer." Why discount himself, or his calling? The cultivation of the soil is man's primal and proper work, his first, as it shall be his last. Without bread, the individual, the community, the nation would starve, or the world would have remained in a state of barbarism or have returned to chaos. The farmer is the bread-producer. Agriculture is, therefore, the basis of civilization,—it constitutes civilization. It is not only great and complex as an art and a science;—the farm is man's heaven-appointed sanctuary,—his religion and theology. He worshipped in the groves and fields before "temples made with hands" were built; he shall so worship as a re-constituted free child of nature, after man-built temples shall have crumbled to dust.

Farming makes possible and gives rise to all other pursuits of civilized and organized society. Without the tillage of the earth, man has been in all times and places a savage subsisting in the crudest manner, as an untamed creature.

Only a farmer! the being privileged, honored, exalted, endowed by his Maker with priority, freedom, sovereignty and power. Only a farmer!—"How art thou fallen!" Whom would there be to "fleece" without thee? Where would be the appointees to sumptuous and easy livings, the parasites and fake-scheme promoters, if thou wert not?—Oh where! Only a farmer!—The man who clears away the forests, upturns the virgin sod in vast prairie regions, erects fences and buildings, drains and cultivates the soil, produces the food of the world, pays taxes, supports a legion of non-producers, in addition to his own necessities;—the man who builds the highways, the home, the school, the church;—the man who is a large factor in establishing

and sustaining government, the nation, the throne,—only a farmer.

Who ever heard a lawyer refer to himself as "only a lawyer?" or a physician as "only a physician?" Are these raised above the farmer by higher intelligence, a broader or more technical culture? If so, then not necessarily so. The book of nature—a big book—is in an especial sense his text-book. It is ever open before him. It presents a field for observation, experiment, research and study quite sufficient for the best brain-power; and many are the "mute, inglorious Miltons", and Horace Greeleys among farmers. Kent Co., Ont. W. J. WAV.

The Lesson of Underdrainage.

EDITOR "THE FARMER'S ADVOCATE":

We are at the close of another year which, as with every previous year, has taught us some valuable lessons. It is not my object to discuss them in general, but I want to pick out the one subject, "tile drainage". First of all, in the spring, as we had a new drain in this year, nobody regrets of having put in drains especially in places with a heavy subsoil having little or no natural drainage. I experienced that: in the same mud hole, where, some years previous, the frogs held concerts all summer long, and which was drained, with the discouraging work of digging down nearly seven feet through hard pan and heavy clay to get enough fall, it was dry enough and fit for the drill before I could get in the rest of the field. However, the usefulness of the tile was not at an end with the end of the rainy weather. Where the superfluous water was taken away I noticed that there was a great difference in the crop. The ground did not cake and harden as in places that dried slowly and were puddled through with the cultivation and seeding implements.

Lastly I noticed that in plowing this fall the saving of time and horseflesh was, in a well-drained field, enough to pay for the tile. Put in more tile and save more money, prevent waste, get the old willow bunches out of the hollows, and, wherever possible to get an outlet drain them using precaution not to take too small tile. I never use tile smaller than three inches, except sometimes for short branches. A main drain with several branches into it ought to be at least four inches in diameter. Although small tile (as 2½ or even 2 inch) certainly are better than none but they are very likely to get clogged, especially where fall is limited and in quick sand or mucky soil. There are over 15,000 tile on the farm on which this is written and there is not one tile that has not paid for itself. Waterloo Co., Ont. J. K.

Note.—As a general thing it is not advisable to use smaller than three-inch tile even in short branches.—Ed.

Automobiles, Farm Machinery and Farm Motors.

The Overhaul Job.

We have visited a great many repair departments in different garages throughout the country in the past two weeks, and invariably the answer to the question "What is your particular class of work now?" has been "Overhaul jobs." Previously owners left the inspection of their machines to the very day when the condition of the motor absolutely demanded attention. A few, however, took time by the forelock and had their overhauling done each winter in order that their power plants might maintain a high average efficiency. Others secured an inspection just before the spring opened up. We are convinced that the proper method is to have the overhauling attended to just as soon as the car is laid up in the fall. There are many reasons for such an action, but the principle one is this, that the motor is not allowed to remain clogged and dirty and defects permitted to increase their injurious nature. If, as soon as your last mile has been run, the auto is given an overhaul at the hands of an expert, its condition during the winter will be much better than if it had been allowed to stay in storage without first receiving adequate care and attention. If you decide to take our advice, we would suggest that in turning over the work to a competent garage man that you present him with a slip with the following classifications: Motor, connecting rods, wrist pins, valves, cylinders, fan and bearings, oil pump and connections, water pump and connections, carburetor and connections, transmission, gear shift, guide and levers, clutch, foot brake, hand brake, propeller shaft, universal joints, differentials, steering gear and connections, radiator, wheels, tires, springs, frame, body, rear axle, front axle, bonnett and fastenings, engine pan, gasoline tank and connections muffler and cut out, mud guards, self starter, self starter clutches, self starter lighting wing, dynamo, generator distributor, battery distributor, storage battery, dry batteries, coils, spark plugs, voltage regulator, cut-out relay, wiring and connections.

These items should include practically everything that is required in an average car. In fact there are some details that will not be necessary for cheaper models, but it is going to be an easy matter for you to determine just where elimination should take place, and what points, if any, further classifications should be added. The main thing we wish to impress upon you is the idea that when the work is finished you will know definitely and positively just what mistakes have been made during your last driving season, and just what pitfalls it may be necessary for you to avoid

when you again put your machine into service. We would ask you also to go some steps farther, and after the mechanic has completed the job, pay him the minimum fee to disclose to you exact information as to the energy he has exercised on the various parts of your auto in order that they might be brought back to standard. The knowledge you receive may not be of any immediate value, but sooner or later it cannot fail to well repay you for any effort put forth in securing it. You must remember that in so far as accessories are concerned, the guarantee given by various companies generally includes some indication of points at which service can be secured. If you have had any trouble with an accessory, write the manufacturer direct, and find out who is responsible for keeping the part in perfect order. Some firms state positively that their guarantee ceases when a mechanic does any tampering with their product. Under these circumstances, it is the best policy to refrain from fixing any piece of automobile equipment that is so safe-guarded.

In this season of the year many salesrooms are visited by owners anxious to trade in their second-hand cars for new models, and these deals are frequently complicated by the fact that the person who desires a trade has allowed his auto to run down in every particular and has constantly avoided the spending of a single cent towards the maintenance of its appearance or performing abilities. If you intend to make a trade this year, we cannot too strongly urge that before you approach an automobile agent, you should know exactly what your car will do under all circumstances. Any money that you spend keeping the machine in perfect condition, will be the finest investment you ever made in your life. Cars are traded in under different circumstances, some dealers giving definite prices, others stating a price and promising the owner anything in addition that may be received, and still others take in the old machine for sale, and credit the amount received for it on the new car. You can readily understand that no matter what choice you may make, the result is going to be far more beneficial to you when the car is at the top notch of performance. In many instances the expenditure of \$25 or \$30 has resulted in an increase of from \$100 to \$200 on the sale price of a second-hand. Perhaps we cannot drive this home with greater force and effect than by stating that while the average individual approaches the purchase of a new car with confidence, it is also true by the same token, that the same average person views a second-hand deal with fear and discomfort. You know yourself that if anyone offered to sell you a used machine

and it failed, for any legitimate or illegitimate reason, to properly perform, you would be immediately doubtful of its value. A word to the wise is sufficient.

AUTO.

Sizing up an Engine.

The gasoline engine has proven its worth. It is as necessary to the farmer as his drill or binder, and instead of asking the question, "Is a gas engine a good investment?" or "Will it save me some money?" the progressive farmer to-day is asking "What points shall I look for? Which type shall I buy? Which will do the best work and last longest with a reasonable amount of intelligent care?"

We are dealing with small stationary engines and not tractors this time. There is scrub machinery and pure-bred machinery, just as there are scrub stallions and bulls as well as pure-bred, and each has its price, cost and value.

When you are wondering whether you will pay \$100 to \$125 for an engine, remember these three things—price, cost and value—and don't be misled by the initial payment, it may be the least of all your troubles.

Get an engine that appears well finished. You can size up a good horse, perhaps, as well as a professor, although you may not be able to give reasons, and you can size an engine up as well. Get a good ignition system, which requires no batteries but uses a magneto for starting as well as running. See that the carburetor is easily accessible and that the gasoline pipes are of sufficient size to be easily cleaned. The valves should be easily removed for grinding. The crank chamber should be dust proof—this is a point often found wanting in first-class makes. The engine must be balanced so that a uniform speed may be obtained. A dollar revolution counter will give you much valuable information about the running of your engine. The cylinder and cylinder head should be cast in one piece. When it is separate and has to be removed to grind the valves, much trouble is caused by getting the packing to fit. When head and cylinder are in one piece, the valves are seated in cages which can be easily removed and replaced. When you buy a horse you don't buy one that is only fit for the bone-yard, so when you buy an engine, you don't want one that is only fit for the scrap heap. Pay a reliable firm a fair price for a well-designed, carefully constructed engine.