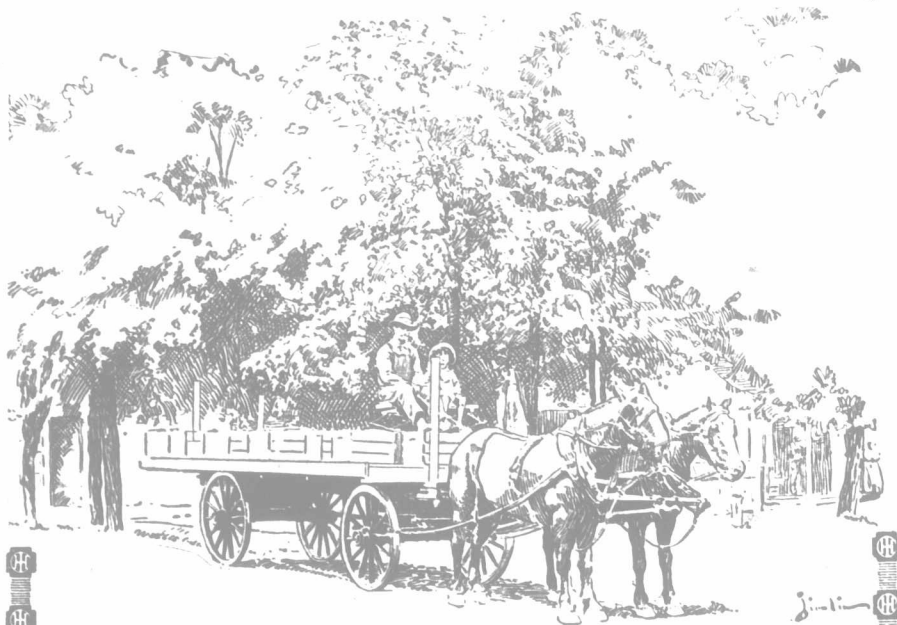




Every IHC Wagon is Inspected Four Times

HOW do you buy a wagon? Do you wait till you need one and then take the first that's offered you, or do you find out in advance which wagon will give you best service, and buy that one? Why not get as much as you can for your money? Buy the wagon that will stand up for the longest time and be easiest on your horses. That wagon is an IHC wagon. Here is why: Each IHC wagon is thoroughly inspected. IHC wagons—

Petrolia

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have just one standard—the highest. The lumber used is selected from large purchases. Every stick of this lumber is carefully inspected. Another inspection is made when the parts are ready for assembling. This inspection assures perfect shaping and ironing.

The third inspection, when the wagon is ready for the paint shop, covers all the points of superior construction for which IHC wagons are famous. Bearings are tested, every bolt and rivet is gone over, the pitch and gather of the wheels are verified. When this inspection is finished, the wagon is up to standard everywhere, good enough to be stamped with the IHC trademark.

The final inspection is made when the wagon is ready for delivery. Four inspections to make sure that you get everything you pay for.

All these inspections are for your benefit, so that any farmer who owns one can say with truth, "My IHC wagon is perfectly satisfactory." The IHC local agent will show you the wagon best suited to your needs. He will supply you with literature, or, we will send it if you write. Address—

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IHC Service Bureau

The purpose of this Bureau is to furnish, free of charge to all, the best information obtainable on better farming. If you have any worthy questions concerning soils, crops, land drainage, irrigation, fertilizer, etc., make your inquiries specific and send them to IHC Service Bureau, Harvester Building, Chicago, U.S.A.



QUESTIONS AND ANSWERS. Miscellaneous.

BOUNDARY LINE

Some forty years ago a field was sold off the farm I now occupy. The field, according to the deed, contained twelve acres. But by actual measurement it contains fifteen acres, and my farm is short this much. If it can be shown that the line fence is not in its proper place, can it be put so after this length of time?

Ontario.

Ans.—Judging from the foregoing statement of the case alone, we should say, no. But it is possible that there are circumstances in the case such as would warrant a different conclusion. We would, therefore, suggest that you have a personal consultation with a solicitor.

WATER SUPPLY.

1. With pump and engine, how many could an air pressure tank be put in house cellar 200 feet down, to supply house with water?

2. What fixtures, such as faucets, cocks, etc., would be needed for such pipe, and what sized pipe?

3. Could pressure be maintained in pipe at pump?

4. Would a concrete tank develop enough pressure?

5. A supply pipe is 12 inches. Could this other supply be added to this by a two-way cock?

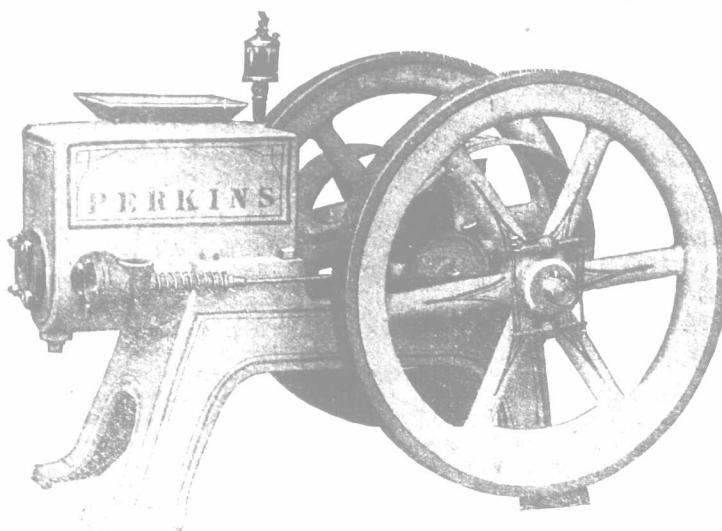
6. Are air-pressure systems satisfactory?

7. Could a person handy with this up himself?

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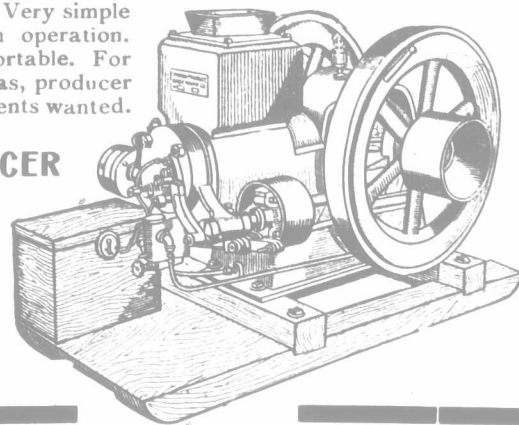
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8. Would a 120-ft. bored well, through rock and brick-clay, cased ten feet on surface, situated on high land in stable, be considered a pure water supply?

9. Would it be practicable to erect a 150-ft. line shafting to transmit power from barn to dairy, to churn and separate with?

10. What percentage of power would be delivered at the end of this shafting?

W. C.

Ans.—1. Yes. But care should be taken to have the joints in the pipes perfectly tight.

2. A check valve between the pump and the tank would be required. If you are pumping by engine, a 1½-inch pipe will do nicely, but if by hand, 1½-inch would be better.

3, 4 and 5. Yes.

6. Yes, if properly installed.

7. He should be able to.

8. It is doubtful if any well situated as stated, and cased only 10 feet down, could be considered a perfectly safe well. If cased 50 feet down, it would be reasonably safe.

9. A line shafting as indicated would be practicable, but I am inclined to think that a small gasoline engine of, say, 1 to 2 h.-p., and situated in the dairy, would be more convenient and economical.

10. It is impossible to state the percentage loss due to friction from the data given. As the power required for churning and separating is very small, I am inclined to think that the loss in transmission due to the friction of the shaft would probably be as great as the power used to run the churn or separator.

WM. H. DAY.