

Implements.

See That the Implements Are Well Bestowed.

Farmers, as a class, have the credit of taking the best care possible of the costly implements with which their business is carried on. The reaper is sometimes left out in the field where the last cut was made, exposed to driving rains and drying winds, and is even left to be covered up with snow and to have its most joints discovered and rusted by the melting of that emblem of purity. The next year comes round and our pattern agriculturist, its owner, latches to. "Wonder what's the matter with the thing, now?" ejaculates he as it dawns on him that the machine will not work. The woodwork is shrunken and split, the paint worn off, the bright surfaces are an eighth of an inch thick with rust and the bearings—well, the less said of them the better. If given to profanity, our farmer falls to cursing, not his own carelessness and stupidity but the maker of the "gimcrack rubbish," which will not stand a bit of rough usage.

It is not only reaping machines that are neglected, though probably there is a greater loss from neglect of them than from ill-using all other implements together. Ploughs are left in fence corners exposed to weather so that their smooth surfaces, which should be bright as mirrors, become rusted and flawed. Shovels are allowed to get rusty and rough, wearing out in half a day a man who could have done a creditable day's work with a tool in good order. Cultivators, harrows, hay-rakes, etc., are allowed to lie around in a way that speaks eloquently of the reason why so many agriculturists find that "farming does not pay."

The fall following harvest is the time when farmers should see that they have proper shelter for their tools—a place for everything and everything in its place. In countries where lumber is dear there may be some excuse for not providing shelter. In Canada there is no excuse. A few dollars will rig up a shed large enough to shelter properly all the tools which a small farmer uses. There are not many ways in which money invested will make such quick and sure returns.

Repairing Waggon.

"A stitch in time saves nine. In nothing is this old proverb truer than in regard to repairing waggons. I once lived with a man who repaired waggons for his neighbors and often had a chance to see the loss caused by a little neglect. Many a wheel have I seen at that shop which needed new spokes and felloes, but which need not have been brought there if the owner had only attended to it in time. At first the tire was a little loose. If it had been taken to the blacksmith's and been set, there would have been no further trouble. But it was let alone. Soon the spokes began to work, and as the wagon was kept in use, the spokes kept working until they had worn both themselves and the felloes. Then new spokes and felloes had to be put in and the tire set besides. Sometimes a wheel would be brought with a loose box. If it had been taken in time it could have been made as good as new in a few minutes, but having been neglected until it had worn a large place out of the hub it was quite a job to repair it, and there was no certainty that it would long remain in good condition.

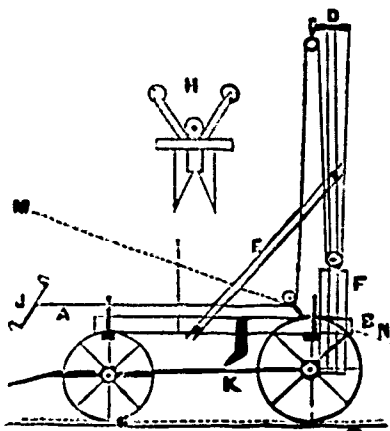
A loose bolt often wears both the wood and iron work of a wagon, makes a constant rattling, and injures and weakens where it ought to preserve and strengthen. A worn axle or a cracked shaft has often caused a break down, much to the annoyance, and sometimes to the injury of the owner. When a man is in a hurry about planting or haying it is neither pleasant nor profitable to have a wagon break down. Yet a great many farmers let their waggons run as long as they will without repairs. It is hardly pleasant to have a wagon or carriage come to pieces when the owner is travelling either for business or pleasure. Sometime it is very disagreeable.

I remember an instance in which a man drove up to the shop on some errand, and the man who made repairs, noticing something wrong about the wagon, told the owner that it wanted a little fixing. I think it needed a bolt, or else a little iron work. The owner said he must have it fixed, but being in too much hurry to go to the blacksmith's then, he went home, and as the wagon did not fail, he kept using it as it was. One day his wife started for another town; the wagon came to pieces, she was thrown out, seriously hurt, and as the direct result of the accident was sick all winter. Such cases are not very rare. And their moral is that repairs should be made as soon as needed. Now is the time to examine waggons and have them repaired if they need it, so that they will be ready for use when they are wanted.—*Boston Cultivator.*

Pile-Driver for Fence Posts.

The engravings below represent a portable pile-driver for fence posts. The maker of it has had it in use for eight years and is perfectly satisfied with it, it being practical, quick and efficient especially for large posts. There is no patent upon it. It is placed upon an ordinary farm wagon, and can be drawn from place to place; is light, and can be put on and taken off as readily as a hay-rack. It will be seen from fig 1 that it is placed like a hay-rack on an ordinary farm wagon.

There are two bed pieces, *B*, of soft wood, set edgewise, 2½ by 5 inches, 11 feet long; into which are morticed cross pieces 2 by 4 inches, like the lower part of a hay-rack, the rear cross piece being directly over the hind



axle of the wagon, the main pieces projecting rearwards over the hind axle 16 inches. An upright gallow, *L*, (fig. 2), is made of soft wood 2½ by 7 inches, 16 feet long, attached together at top by cross piece and braces, and at bottom to the bed pieces, 12 inches back of hind axle, by movable ½-inch bolts, and open at bottom; the fence post to be driven being set up between them. Two braces, *E*, 2½ by 4 inches, of soft wood, 11 to 12 feet long, are attached by movable ½-inch bolts to the upright and bed pieces. These braces can be removed and short ones substituted to lower the guide pieces to the position of the dotted line, *M N*, when moving from field to field, the hammer hanging between the guides and across the axle of the wagon. *F* is the hammer, made of a sawed hard wood block, 20 by 20 inches, 4 feet long, corners beveled off slightly; weight 450 to 500 pounds, with a band at the lower end like a beetle ring, and a link at the top into which catches the hook for raising. This weight will drive a fence post at one or two blows. *H* is an automatic catch, like those used on ordinary pile drivers, but lighter for taking hold of link of block, and letting go when drawn up. *L* is rear view of the guides.

The block is raised with the ordinary horse-fork rope, attached first at top, *D*, then through pulley in catch, then through pulley at top, *D*, then through pulley at bed piece, then to horse at *J*, or the rope can be attached to a roller in the bed pieces, at the crank *K*, and raised by hand. The horse is much the quickest, and can be attached to the wagon to move ahead. The driven posts are left in rear of wagon. A long line of posts can be driven in a day accurately and well. The cuts and description we have reproduced from the *Country Gentleman*.

Reaping Machine Contest.

We had the pleasure of witnessing an interesting trial of Reaping Machines held yesterday on the farm of Eli Crawford, Esq., lot 2, 2nd line east Chinguacousy, between the Brampton Harvester, manufactured by Haggert Brothers of Brampton, and the Champion, made by the Joseph Hall Manufacturing Company, Oshawa. The field chosen was one of barley—an irregular crop—some parts heavy and down, others very short and thin. The farmers present, of whom there were a good many, selected as Judges, Robert Lowes, George Cheyne and James Anderson, Esqs. The Champion Machine was represented by Mr. Thayer, of the firm of Messrs. Bright & Thayer, agents, of this

town, who complained of his smooth knife being bad, and demurred to cutting barley with a sickle knife. Mr. Haggert generously said, "we wish to get no advantage in this trial, but desire the machines to be tested on their merits, and will therefore use a sickle knife in our machine," thus putting both on an equality. Both reapers appeared to have good drivers, but we thought that the horses attached to the Champion Machine had the hardest work, as they appeared to labor a good deal, while those on the Brampton Harvester did their work with greater ease. We were particularly struck with the clean manner in which the Haggert Machine cut those portions of the field where the crop was short and very thin—scarcely leaving a straw standing—while the Champion really run over it, not cutting one-half the grain on such places, and many places where the crop was heavy the Champion left a ridge or comb of uncut grain several inches wide; in fact, the latter feature was so noticeable that the driver of the Brampton Machine objected to following directly after the Champion, lest the Judges should think it was his machine that left it. The Judges thereupon ordered that each should cut two swaths in succession round the field. Below we give the decision of the Judges, which was fully endorsed by all who witnessed the match:

At a trial of Reaping Machines held yesterday on the farm of Mr. Crawford, lot 2, 2nd line east, Chinguacousy, between the Champion Machine, made by Hall, Oshawa, and represented by Messrs. Bright & Thayer agents, Brampton, and the Brampton Harvester, made by Haggert Brothers, Brampton, the following farmers were appointed Judges: Messrs. George Cheyne, Robert Lowes and James Anderson. After the Machines had been tested in the field, both machines using sickle knives, we are unanimously of the opinion that the Brampton Harvester did the best work. With regard to the Butterfly, also exhibited by Messrs. Haggert Brothers, we consider it a nice little, light-running machine, and one that does its work remarkably well, very light on a team, and well worthy the attention of farmers.

(Signed,)

GEORGE CHEYNE,
ROBERT LOWES,
JAMES ANDERSON.

In view of such tests as these where the superiority of the Brampton Machine is so manifest, we do not wonder that Messrs. Haggert Brothers are in the same satisfactory position this year as usual, having sold all their machines but two, which they say will yet be disposed of. There are but few firms in the Dominion doing so large a business as they do, who can boast of having their sales limited only to capacity to manufacture, and we hope soon to see them enlarge their already immense premises sufficiently to employ three hundred hands.

We had almost omitted to mention that they also tried in the same field a lighter reaping machine, which they intend manufacturing next year. This machine was universally admitted by all present to be greatly in advance of the Champion in cutting qualities, and superior to both in lightness of draft, and in laying off a square sheaf, not being in the least twisted. This machine the Haggert Brothers, with their characteristic forethought, are having thoroughly tested in various parts of the County in all kinds of grain, so that when they offer it to the farmers next year, they will be certain that it can accomplish all they claim for it.—*Peel Banner.*

A KIMMEL-JACK.—A kimmel-jack is made of a good piece of leather an inch and a half wide, split like a pair of scissors, with buckles on the two lower ends to buckle to the bit rings; the other two have loops on them like those on a martingale. The bridle has two loops on the top of the headstall, so that when the kimmel is put on, it makes an X in the horse's face. The two ends with the loops pass over the head through the loops on the headstall, and drop three inches each side of the neck. Then take a plough line, lay the middle on the top of the head, pass each end through the bit rings, then through the loops on the kimmel, then through the hame and saddle rings, and then through a large ring made safe on the crupper at the hip strap. Hook your horse in the shafts, then tie the rope to each shaft, so as to rein the colt up tolerably tight, and he cannot kick. Every attempt will throw its head just twice the height of its heels. I always use a snaffle bit with two slide rings, and fasten everything to the slide rings except the driving reins. I fasten these to the outside or stationary ones, as it gives free play to the bit.—*Cor. Country Gentleman.*