

to the absence of a proper driving shed and shelter, that we were really surprised ourselves. The losses are in reality not always felt at the time; the wretched weather-worn tools will still do their work "after a sort," until, like the minister's gig, they all go to pieces at once, and have to be replaced by new ones; whereas, under proper protection, the wood-work will not rot, and the iron-work will last for a very long time.

I am myself using a buggy waggon purchased for \$50 on the 1st of September, 1847, or nearly twenty-five years since. My child's waggon is now in existence, bought 29 years since; some grain shovels (steel), forks, hoes, and other articles, are now good, and all were bought 16 years since, when I first required them. Many have been bought since, and destroyed from carelessness; but some are in existence to this day, and are quite useable all owing to having been taken care of and protected from the weather

### Fences.

To the Editor.

Sir,—I feel that I shall be doing an act of justice to the public in making known my experience in reference to A. Weir's portable fence.

At the Provincial Exhibition, held at Toronto in 1870, I bought a right to make the above fence. We proceeded to make 300 lengths, and in the spring put them in position, and a more elegant or stronger-looking fence need not be sought for. We were fortunate in meeting with a carpenter out of employment, who made all the legs for supports, and cut all the notches in the boards exactly according to the plan furnished to us. But the first half gale of wind that blew after putting it up, over went our fences from one end to the other, and probably it would not take more than five seconds to cross a ten-acre field. To our surprise, we found three or four hands could put the whole up again in a few minutes, by beginning at the end where it left off, which again brought it in right position. But we were very much discouraged, because to a certainty it must be staked. But in what form was the question. The outside fence we decided to stake inside every alternate panel and in the centre, driving the stake low that it should not be seen, and nailing it to the middle batten. This we did to save the credit of our fence. But for the inner fences, we drove longer stakes down alternately on either side without nailing them. This done, we felt perfectly satisfied such a mishap would not occur again. This refixing, staking and nailing, caused us much loss of time, and at the very busiest season. But the next gale that came, over went our fences again, with some damage to that which was nailed, but not to the other. We now proceeded to stake them more securely, and nailed them. We got a large number of stakes four feet long, and let them deep in the ground by punching a hole with an iron crow-bar, and driving them in with a heavy beetle, and thus flattered ourselves that we had put an end to this trouble, loss of time, and vexation; but no, the next

gale was yet stronger, and over went the fence again, the third and last time. The legs (or supports) seemed to form a lever; the motion caused by the wind loosened the stakes, and they were lifted out of the ground as by a lever. At this time we had got only about half of our fence in position, and if we could not find out a scheme to keep it up we concluded we should have to wait and get posts. We were now thoroughly disheartened. I, however, studied the matter out, and ascertained by experiment that if insignificant stakes were driven in the ground in a line with the slanting legs, with one small nail fastening it to the leg, it was equivalent to letting the leg into the ground in a slanting direction, and a strong man could not push it over. With this arrangement, our fence has bravely stood the trying ordeal of that memorable hurricane that passed over this Province on the 24th Dec.; whereas miles of our neighbours' rail fences were blown down and scattered like bits of sticks. We now like our fence as well as ever, and when I want more I shall resort to the same.

In addition to the instructions given by Mr. Weir for making this fence, we found the following simple plan carried us through with less trouble: Notice, first, the ends of the panels lap over each other, and there is commonly a difference of two or three inches in the length of boards; there is no need to waste the boards by cutting them shorter, but the notched boards may always have the same lap, as it will not affect their resting on the supports, be they long or short lengths. Secondly, putting up a few lengths as we first made them, we discovered it was far the better plan *not* to nail the bottom notched boards until they were put in position, because by this arrangement the bearing of the two notched boards may be made just equal by first hanging the weight on the top notched board, then dropping the bottom notched board in the notch of the brace of the legs, and nailing it to the three perpendicular battens; then both notched boards will carry an equal weight.

In making the legs, we found it necessary to drive two cut nails in the cut parts where they were halved together.

After the legs are made (all from one pattern), and the boards notched and kept carefully in pairs, one man, with the sawn lumber at hand, could nail together fifty lengths in a day.

We made a frame of three pieces of scantling, nailing brackets on so as to make the top and bottom spaces absolutely correct both in space and distance, and all the inequalities caused by the varying width of the boards were worked in elsewhere. We also put two nails in the bottom board, and always saved the best pieces for the top rail. Several people have called on me for advice about the fence, and I have carefully explained the necessity of staking as above, and these stakes should be got ready before putting up the fence. On account of the lap of each panel, a twelve foot board is reduced to eleven feet, and ours cost 31 cents a length, including nails.

Mimico.

W. BURGESS.

### Fences.

To the Editor.

Sir,—Fencing has now become an important item in the expence of Canadian farming. In the township where we live, the rails split from the timber which grew on the land when cleared up, are now done. A few exceptions exist, where black ash and oak formed part of the original forest. Valuable pine, white oak, and rock elm, purchased from the farmer for a mere trifle, has many years ago been carried away by the lumberman. Cedar cannot be obtained but at an exorbitant price and great labour. Pine lumber, for building purposes, is dear, and has now to be drawn long distances, rendering it impossible to fence with boards and cedar posts. Black ash, the only available timber now for rails, is scarce, the swamps being pretty well culled. The expence of the rails, the labour of getting them out of the swamp, the distance they have to be drawn, make not only a heavy drain on the farmer's purse, but a bugbear to his mind.

We have bought rights to make patent fences, and, after practically testing them, have no hesitation in pronouncing them a kind of *humbug*. Many attempts have been made to improve on the old worm fence, and notwithstanding that your correspondent "Sarawak" designates it the "lazy man's fence," I must confess that I have not seen much improvement, if cheapness, quickness in building, being easily repaired, adaptability to all places, be any consideration in fencing. In the township of North Dorchester there is a fence made by boring three inch holes in tamarac posts by horse power. The holes being placed at suitable distances for six rails, makes the fence about five feet high. The rails are cut eleven feet long, and the ends trimmed to loosely fit the holes. The posts stand on the surface of the ground, and are held upright by stakes driven into the ground on each side of the posts, being securely nailed thereto by spikes. This kind of fence has obtained a good deal of notoriety in the township. Who was the originator I never heard. Thomas Sadlier was the first farmer (and perhaps the inventor) who built it extensively, about six years ago. Since that time it has been built more or less on a number of farms; it is considered a strong fence when properly built. Those who have tested its utility and counted its cost, state that, could they obtain the rails at a reasonable price, they would prefer the old worm fence. Still, where rails cannot be laid on the ground under \$30 or \$35 per thousand, and as long as tamarac posts can be obtained for five cents apiece independent of boring, it becomes an important object to the farmer, when half the rails are only required to make the fence sufficiently high for ordinary purposes.

A very important desideratum in the construction of a fence should be the practicability of easy repair when it has been blow