

the various phases to a logical conclusion. On the other hand, Mr. Love in reply, to use an Irishism, starts nowhere and finishes at the same place. Mr. Love in his last paragraph professes that he would throw away "the laws of man and principles of economics" and trust to the laws of human nature.

When we view the sad experience of the world with the laws of human nature, which we are undergoing at the present time, one wonders if Mr. Love would like to revert to these same principles in everyday life. Mr. Good's ideas are about as many centuries in advance of those expressed in Mr. Love's article as there are years in their ages.

Haliburton District, Ont. ALFRED G. TATE.

## Sandy Concludes that Ontario is All Right.

EDITOR "THE FARMER'S ADVOCATE":

I hae juist got back frae a little trip up in your direction, an' I'm minded tae tell ye something about my impressions of what I hae seen o' the western pairt o' the Province. I couldna' expect tae see vera muckle o' it in twa or three days, but I'm in a poseition tae gie an opinion formed by a passing glance onyway. One thing I can say, the country didna' seem tae be suffering tae any great extent frae lack o' rain. Frae ma ain county o' Glengarry tae west o' Hamilton it looks as though Providence must be intendin' man as weel as beast tae live on hay this year. The meadows are unco' fine lookin', but as tae the grain fields, the less said the better. Aboot everything but the quack grass was under water. An' that's something I want tae speak aboot in particular, this quack grass. It seems tae be pretty nearly a' over the Province. Ilka field we passed had a few bunches o' the grass in it, or it was an exception tae the rule. Gin we dinna' wake up an' dae something tae get rid o' this weed it winna be mony years till we'll hae tae turn oor farms intae pasture, or leave them an' gae farther west. Quack grass is na joke.

But it's a great province a' the same, is Ontario, an' when ye get west past the stanes an' intae the land o' alfalfa an' clover, ye begin tae ken it. Mony's the field did I see wi' a bunch o' Holsteins or ither cattle grazin' in them, an' the grass a foot high a' aboot them. Guid live stock an' guid grass lan, mak' a combination that's hard tae beat as a money-maker. Ye can mak' a guess at this frae the hooses an' barns ye see on ilka side. Gin the farmer in this country hasna' everything he wants he must be hard tae please. He can get power tae rin his machinery frae Niagara Falls, an' he can get gas tae light an' heat his hoose frae the wells that they bore thereaboot. He has his motor car tae rin him in tae toon, an' a' the ither inventions o' the twentieth century are his gin he wants tae pay for them.

The land between Hamilton an' Niagara Falls is maistly taken up wi' orchards an' gardens an' such like, an' it's an unco' bonnie sight tae see the trees a' loaded wi' blossoms as they are the noo. I hae na doot that there's guid money in the business, but it's something I ken but little aboot. It's no job for a lazy man though, I can see that. Gin ye keep the ground cultivated an' the trees sprayed an' pruned as they ought tae be, ye willna' be idle, I'm thinkin'. There's some attend tae this matter better nor ither, too, as ye can easily see as ye pass by on the train. It's no' hard tae tell what like a mon the owner o' a farm is, gin ye can get a look at the farm. Sometimes ye get a glimpse o' baith farmer an' farm together, as I did in one case. We were gaein' along through a pretty fine lookin' country when we passed by a last-year corn field wi' the corn still on it. The corn wis in stooks, but wis lyin' this way an' that way juist as the wind had left it last fall. But what pit the feenish tae the picture wis the owner o' the ranch himsel'. He wis sittin' on the fence wi' a fishin'-rod on his shoulder waitin' for the train tae pass sae he could get doon tae a wee river that rins alongside the track. "Weel," says I tae masel, "they say ye can't always judge by appearances; but I'm gaein' tae guess that I've seen a mon that willna' hae muckle trouble dividin' his property when he comes tae makin' his will a few years frae noo." The whole combination was the

maist consistent thing o' the kind I've ever seen. On ma way hame I thocht I'd maybe better gang by way o' the Falls an' see gin they're the wunnerfu thing I'd heard they were. I'd heard o' one mon who was unco disappointed wi' them. "Why," says he, "what else could ye expect the water to dae but fa doon when it cam' tae the edge o' the precipice. I canna' see onything remarkable aboot them." But for mysel' I didna' feel yon way aboot it. I'm no' going tae try and describe them. Gae an' see them yersel' an' gin ye happen tae be in the richt mood tae appreciate Nature an' her handiwork ye'll no blame me for not tryin' tae tell ye what like they are. There's maybe words in the dictionary tae dae it, but the trouble wad be tae use them in the proper order. What impressed me mair than onything though, wis a statement I heard tae the effect that it has taken 75,000 years for the water tae wear oot the channel frae Queenston tae the present Falls, a distance o' seven miles or mair. This auld earth was a lang time in the makin, sure eneuch. An' the people wha are livin' on it seem tae be juist in what ye micht ca' the primary stages o' development as yet. They dinna' even ken how tae get along wi' ane anither wi'oot fightin' an' wastin' mair property in a year than they can get back in ten. But onyway Niagara is a bonnie place an' weel worth a visit. But dinna' gang wi'oot plenty siller in yer pooch, or ye may find yersel' a stranger in a strange land. As sure as I'm tellin' ye I thocht I must hae a hole in ma pocket, the way ma small change disappeared. But since I've got back hame ma pockets seem tae be a' richt, sae I've come tae the conclusion that I must hae juist given ma money awa' tae some poor body in a fit o' absentmindedness. I ken there's lots o' ways tae spend yer money aroond the Falls but I dinna' remember buyin' oot the plant an' makin' a part payment on it, or onything like that. It's lucky I had ma return ticket or I micht hae been compelled tae settle doon in that part o' the country. Hooever, I'm at hame once mair, no' muckle the worse for wear an' able tae tak' ma place on the auld job again. There's no place like hame, even gin there's lots o' places ye micht like better.

SANDY FRASER.

# Automobiles, Farm Machinery and Farm Motors.

## How to Buy an Automobile.

When automobiles were first introduced the average farmer described them in language more profane than polite, because the noisy motor of the old days and the road hogghishness of the drivers caused agriculturists almost daily annoyance. Horses were frightened, live stock killed or injured, children sent crying to their mothers' arms, and even the soundest sleepers awakened at all hours of the night with the rhythmic banging of the muffler cut-out. The farmer was not jealous of the loudly-dressed city chap who affected strange attitudes as he wound his weird way through the country, for sooner or later the car contracted some form of strange mechanical indigestion—and the occupant walked wearily homeward.

But the times have changed. Inventive genius has softened the sound of the internal combustion engine to a purr, made its operation a safe, sure system, and motorists have given up their former haughtiness for more becoming manners. The ruralite sees, in the present-day motor car, a machine that not only goes but comes back, and, as such, his keen business acumen knows that it can be made a sound paying investment along with the binder, the seeder and all the other implements of intensive farming. It is because of this epoch in the automobile trade that agriculturists should make themselves conversant with the modern gasoline engine and its application to everyday and everywhere locomotion.

The city man purchases a car for social reasons. He likes to be seen driving to the club. He wants his wife and children to appear at social functions to advantage, but he doesn't know anything about the mechanism of his machine, and, furthermore, he does not care to. He bought it because of beauty, or advertising, or a friend's say-so. If it stops, he phones a garage, and in many instances even refrains from this, a paid chauffeur acting in his behalf. Not so the farmer. He has always been independent. Stern necessity rules his life. When a mower broke down he usually found a way to repair it, and when he couldn't, many long hours were wasted waiting for an expert. So the agriculturist does not look at the fancy stream-lines, gaudy coloring and doubtful accessories in an automobile. He must have dependability. It is his desire to learn just how staunch and true the machinery is, and whether it will constantly take him miles from his own barnyard and back again without being stalled at some lonely spot on the road. Strange as it may seem, the average farmer knows more about his motor than does the average gasoline fiend upon the swaggering avenues of Nob Hill. The former must count upon his personal knowledge, the latter has only to call up a trouble man.

I have said all this by way of introduction. It is my purpose to acquaint the readers with the inner secrets of the motor trade, to put them in possession of facts that will remove the purchase of a car from every shade of uncertainty, and to so drill in the essentials of gasoline engine construction and operation that ownership will become a pleasure rather than a haunting fear. Some people love to shroud the

description of a motor in mystery, but the useless covering can be conveniently thrown away. Now let us take it for granted that you intend to purchase an automobile. Your first step will be the selection of five or six car companies whose financial standing is above reproach, and whose future can be relied upon, for you do not wish to buy a machine that will soon become an orphan through the bankruptcy of its makers. There will be parts to secure in a hurry and this factor cannot be disregarded. Talk the matter over with your family. Determine the lines along which your machine can give you the highest efficiency. Consider the work it will be called upon to do, the roads over which it must travel, the necessary speed and hill climbing ability—in a word give yourself a mental picture of the size and type of motor best suited to your requirements. Then you are ready for the initial move—the checking over of the manufacturers turning out the car of your choice. Eliminate those that are not represented in your locality. Delete the names of others new in



A Device to Hold a Wash Basin or Pail in the Stable.

the trade. If possible, give preference to the ones with a factory or factory branch close at hand. Always remember that these essentials spell better knowledge for owners and consequent better care. Having resolved the lengthy list into a smaller and better array for comparison, write to the firms in question for catalogs and supply of literature. Pending the arrival of the printed matter, you can hardly be better engaged during your spare time than in interviewing your friends regarding the merits of the automobiles now grouped in your mind. Every owner will have interesting experiences to relate, and these cannot fail to afford many angles for observation.

In the next article a general description of the motor car will be given, and the way paved to discuss details. Thus stage by stage you will be carried along in easy comfortable fashion to a point where without hesitation and with intimate information you can decide upon the machine best adapted to afford the most for the money in your family and farm life.

AUTO.

## Inexpensive Homemade Time Savers

The twentieth-century farmer must be somewhat of a mechanical genius as well as a man who has knowledge of land and crops, in order that he may keep abreast of the work which daily devolves upon him, owing to the scarcity of help and the high wages demanded. Any handy device which he may conceive and put in use on his place and which will save time and labor aids him to show a balance on the right side of the ledger at the end of each season. A short time ago we called on H. M. Rolph, a York County farmer, who, being somewhat of a mechanic, has in use on his farm many simple devices which might be adopted by other farmers without great expense.

First, we wish to mention a neat little workshop, well built and painted, in which are to be found all kinds of tools necessary in blacksmith and carpenter work. A complete blacksmithing outfit, with forge, anvil, vice, drill, dies, etc., was installed at a cost of about \$100 and through these the annual blacksmith bill of the farm has been cut from in the neighborhood of \$45 to \$12, which means a saving of \$33 per year and this outside of the horseshoeing work which is still done at the nearest village. Thirty-three dollars per annum is six per cent. on an investment of \$550, and we feel sure that a complete shop with outfit could be put on most farms for much less money than this, and in these figures no account is taken of time saved in repair work, a great deal of which can be done in the winter, or on wet days. If a bolt should break or a nut be lost it is soon replaced from the supply in stock in the shop. It should not cost more than \$125 to completely equip a farm workshop with blacksmithing and carpentering tools necessary for farm repair work. We would not advise the average farmer to attempt horseshoeing. In Mr. Rolph's shop are a number of drawers in which are kept the different sizes of bolts, nuts and washers required on the farm. They are not all mixed up in one promiscuous heap and every tool is kept in its proper place.

Every good dairy should have in it a place for the milkers to wash when beginning milking and after milking each cow. A simple arrangement to hold the wash-dish is here illustrated. Mr. Rolph uses this in his stable and finds it very handy. To get the exact size of the wash basin take a piece of soft wire and bend it around the basin under the projection at the top. Take this to the shop and bend a piece of round iron (three-eighths inches is a good size) the exact shape of the wire. From the shoulder of the iron bent to fasten to the wall, allow about the width or a little more of the projection at the top of the basin and then bend down at right angles, three or four inches, fastening to the stable wall or to a post by means of staples. This arrangement permits of the holder being turned back against the wall out of the way when not in use and is very simple indeed and if stoutly stapled the same arrangement could be used for holding pails for feeding calves.

Many farm windmills are situated several rods from the buildings and it is necessary very often for someone to make a trip or two each day to the windmill to pull it into the wind and throw it out again. Mr. Rolph has a mill 80 rods or more from the barn and