

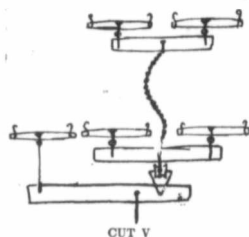
As the shares become worn, raise the draft but do not let them become thick as tests with the dynamometer have proven that the draft is increased by one half with dull shares.

Should the furrows fail to match upon starting, the cause may be due to three reasons:—

1. The plows may not be running at the same depth.
2. They may not be running at the same width.

3. Either beam or share may be slightly out of position causing one furrow to be thrown rather than turned.

The first may be remedied by changing the levers as nearly as possible to the proper position, which is usually two notches up on the left-hand lever for every one on the right hand. Should this fail to level it, the trouble may be found by removing the soil until the bottom of both furrows is seen and a slight



adjustment of the levers, provided the shares are both cutting level, will immediately overcome the difficulty.

The second may be remedied by having the width between the two plows just $\frac{1}{2}$ inch less than the distance between the front share point and the front furrow wheel, or if not exact, a slight widening of the coulter on the narrow furrow or a narrowing of the coulter on the widest furrow will bring the desired result.

The last can seldom be remedied without taking the plow apart but before doing so the trouble may be partially ascertained by placing a straight-edge along each landslide and extending these a few feet out. If the edges are not parallel, the beam, or more probably the brace between the beams, is bent, causing an improper slope of the moldboard. This brace will require straightening to the length that in position it holds the plows the proper distance apart.

The point and heel of the share may not be level, thus leaving a V-shaped bottom to the furrow, which requires a reshaping of the shares to the same level, and with all parts replaced properly, no trouble in turning a straight even furrow should be encountered.

BREAKING

Nowhere will a gang plow respond by good work to the effort and perseverance of the operator as in breaking on open prairie. Here any minor carelessness in adjustment shows up most strongly, while the state of perfection which may be reached by judicious management is equally obvious and is most creditable both to machine and operator.

The breaker bottoms are of course essential, and are distinguished mainly by a long narrow moldboard with a very gradual

slope, so that the furrow is slowly inverted and not thrown over as with the stubble plow. The coulters should be set to run flush with the landslide, low enough to cut the full depth of the furrow, and forward to cut within 1 inch of the point of the share.

In the set of the coulter for breaking lies the great secret of saving horse power as the tearing of tough sod is making the horses do the work intended for the coulter and is absolutely unnecessary.

The horses should be hitched as closely as possible to the plow and the fore furrow wheel should run quite tightly to the square edge of the furrow as there is less danger of it running out than in stubble.

The writer has noticed considerable difficulty in adjusting a plow to shallow breaking when such is desired, especially if it is to be backset later.

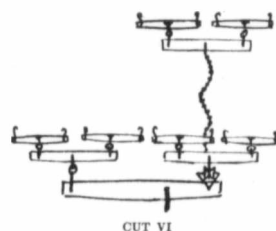
If the plow runs too deeply even after pressure is removed from both levers the first point to be noticed is the shares.

They may be either too long or have too much dip on the point, which may be improved by turning the point well up, though much more satisfactory results are obtained by taking shorter shares turning the points almost straight out and keeping them sharp. Should this fail to remove the difficulty, the clip on the spindle at the front of the plow, which is merely the continuation of the axle of the furrow-wheel, should be raised as far up as possible and fastened.

This gives a larger range over which to move the right-hand lever and will invariably give the desired effect.

After a ploughman has his plow perfectly adjusted, he must look forward to the work he is to do and endeavor to carry his knowledge of the machine into practice on the field.

In conclusion the writer will endeavor to give a chronological account of the method of procedure



in ploughing a land in breaking, beginning with the first furrow and so on until the last is turned.

After having plenty of stakes placed in line across the field, bring the lead and pole team in line with them, and with tight lines drive so that the pole is kept in line with them across the field.

Run the front furrow slightly less than half as deep, and the hind plow a shade shallower, than the field is to be plowed, for the first time across the field.

When returning do not change the levers and drive with the fore furrow wheel close to the edge of the furrow already turned, and this will place one thin furrow directly on top of the other, thus making the four furrows occupy the width

Handling Hot Water With Your Injector

The hot water problem is one that causes much concern with every thresherman. We have solved the difficulty in two ways.



The Chicago Automatic Injector

is especially built and constructed to operate with high temperatures of feed water together with high pressures of steam. These are special features in addition to its simple construction and ease of operation. Does not "buck" or "break" when engine is traveling over rough or bumpy roads.

The Chicago Ejector

delivers the water cooler to your engine tank than any other jet on the market. Read what users say of the Chicago Ejector:



The Ohio Injector Co., Wadsworth, Ohio.

American Falls, Idaho, August 16, 1909
Gentlemen:—Please find herewith enclosed check to pay in full for the No. 5 Ejector which you lately sent me by prepaid express, and I must say that it is no wonder you can send them out on trial, as the ejectors are certainly the right things to have for filling engine tanks when in a hurry. I have been using different kinds for twenty-five years, but never had one that did the work so easily and quickly as yours, and kept the water cool for the injector. Before I could not use the injector, and now with your ejector, I can use the injector every time. So I wish that all the Thresher Manufacturing Companies would use your ejectors.
Yours truly, (Signed) F. D. ENNS.

You get a Brass Strainer with the Chicago Ejector.

You Pay Extra for it When Buying Other Makes.

Ask your Dealer about it, or write us for circulars

THE OHIO INJECTOR COMPANY

132 S. MAIN ST.

WADSWORTH, OHIO, U.S.A.

Eng-o-lene

THE PEER OF ALL FUEL OILS

There is quality in everything, good, bad or indifferent. Good coffee, poor coffee. Nice tender meat, tough meat.

You do not expect to get as good coffee when you buy chicory as when you buy Mocha or Java.

When you buy a dress you cannot get silk at a cotton price.

Well, there is just as much difference in Fuel Oil.

It is now generally recognized that we are the originators of the only fuel oil suitable for the Hart-Parr engine, or engines of that class, and the great economy effected by the use of **Eng-o-lene**, compared with other fuel oils, is so well known that it needs no advertising.

Eng-o-lene is free from impurities, such as carbon, asphaltum and sulphur. It has all the requisites of a perfect fuel oil—that is, a low

gravity and has a flash test which permits it to ignite quickly, thus getting immediate action and the best of results.

Eng-o-lene is manufactured under a secret process and is guaranteed to do more work than any other fuel oil on the market. There are cheap gas oils which are sold as being just as good as **Eng-o-lene**, but you no doubt have had, before now experience with things "just as good" as the original. Do not be deceived in taking a substitute.

We were instrumental in reducing the price of fuel oil four cents a gallon during the past year, and believe we are entitled to some consideration at your hands.

We are independent of all trusts or monopolies, and would be pleased to quote you on your season's requirements.

Continental Oil Co. Ltd.

WINNIPEG, MAN.

Branches: REGINA, CALGARY, SASKATOON