

Happy Farmer Tractor

Guaranteed
Drawbar Pull
2000 lbs.

12-24 H.P.
Pulls 3 Plows



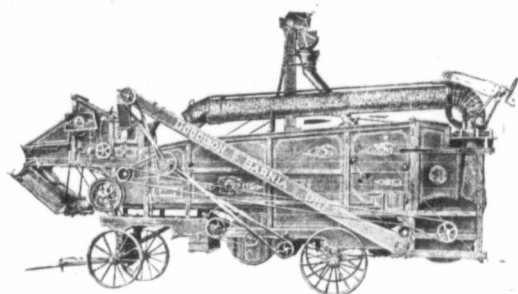
Read what one of the hundreds of satisfied owners has to say of the "Happy Farmer"

Rathwell, Man.,
Feb. 17, 1919.
Gasoline Engine and
Tractor Company,
104 Princess St.,
Winnipeg.

Dear Sirs:
Regarding the "Happy Farmer" tractor I purchased last April. It has given entire satisfaction at plowing and threshing. I ran a 22-40 separator threshing wheat, oats, barley and flax and had no trouble in any way.
It burns kerosene perfectly, have seen no signs of carbon. I plowed as long as two days on less than one tea cup of water. It uses about one and a half gallons kerosene per acre.
It is the simplest and most get-at-able tractor I have seen.
Yours truly,
Walter Pritchard.

Write us NOW for full information and prices

Goodison Threshers



Are Known Wherever Grain is Raised in Western Canada.

35 years of Thresher building has developed a thresher that meets all requirements. It takes all the grain out of the straw and does it fast.

It Puts the Grain in the Sack and the Straw in the Stack with a minimum of power.

From the big substantially built cylinder to concaves, grates, straw decks, grain decks and cleaning shoe, every part is designed and built to give a maximum of the best quality work combined with durability.

Built in sizes 20 x 38, 24 x 42, 28 x 42.

**TO SEE A GOODISON IS TO OWN ONE.
TO OWN A GOODISON IS TO LIKE IT.**

For the individual farmer who uses his gas tractor for power, there is no more successful thresher built than the Goodison.

Sold and Distributed by

The Gasoline Engine and Tractor Company Limited

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WINNIPEG, MAN.

Some Essentials of Tractor Care and Operation

By V. C. HULL

THE two items of importance which must be considered in the care of a tractor are adjustment and lubrication. Some things may be neglected, but not the regular and careful adjustment of parts. Without systematic lubrication a tractor soon becomes a junk heap.

The plan of a Montana man is a good one. At regular periods he stopped his tractor to fill the various tanks and grease cups. At these times he also went over the tractor and saw that all parts were in good adjustment. By this plan of work he got excellent results and made his tractor pay and pay well.

Experience vs. Inexperience

However, most operators would not stop four or five times a day to make adjustments. It is not necessary either. The experienced man can usually tell by the sound and working of his engine if something is going wrong. But the inexperienced man must have some plan of work or he will have trouble.

In the very first place the new operator must try to keep his rig clean. Not the polish and rub sort of cleaning, but rather the prevention of grease and dirt formation all over the tractor working parts. While it is not always true, it is frequently the case that dirty tractors are the ones with heavy repair bills. This is true for the simple reason that the man who has the habit of scraping dirt and dust from the magneto, carburetor, lubricator and bearings is quite apt to discover loose bolts and defects which would otherwise pass unnoticed.

Keeping the Tractor Clean

"How can I keep the tractor clean?" is asked. The answer depends upon how clean the machine is kept. There is a happy, common-sense medium. One owner of whom I knew, cleaned and rub-

bed and polished every day, a clear waste of time. Another ran until his radiator was full of dirt, inside and outside, while the dust lay four inches deep between the horizontal cylinders. One man wasted time, while the other wasted fuel and tractor parts. A safe rule is to keep the parts which need attention always clean enough for easy inspection.

The nuts and bolts of a new tractor should be tightened carefully as soon as the tractor is unloaded from the car. Anyone who has had shop experience knows that some things get by the inspector in poor order. So an hour or so spent in tightening nuts and bolts on a new machine may save a serious repair.

When the tractor is put in service the bolts and nuts should be gone over every three or four hours and then at less frequent intervals until every one comes to its seat or is "bedded." Even after the tractor has been in hard service, the best results will be had by a daily inspection, for in some cases it is practically impossible to hold nuts and bolts.

The adjustment of the motor bearings is an important one. It is also a hard one to describe. Loose bearings cause pounds and excessive strains; tight ones mean too much friction if not overheated bearings. As a general rule the adjustment of a connecting rod is good when it is just free to move sideways on its pin. The main bearings, too, must be snug, or trouble will result.

Adjusting the Bearings

One operator of whom I heard, used to adjust the crank and main bearings so tight that he could scarcely turn the fly-wheel. Then he put in a pair of thin shims and "let 'er go." Probably no other adjustment on a tractor is as important as that of the motor bearings. Neither is any harder, for



The Corporal: "Don't move, or she'll go. I'll walk back to the village and 'phone for the 'First Aid.' She ought to be here in a couple of hours or so."