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## Gasoline Traction Engines.

Continued from page 17

engine is necessary, for in such there is a constant application of power which enables the governor to furnish the proper amount of power at the proper time when quickly needed. This is very essential in gasoline engines, for their power depends entirely upon the speed which they are able to maintain under a load.

For working over cultivated soil, such as discing, harrowing or seeding, the engine constructed with high drive wheels has much the advantage because it has so much more surface on the ground in the manner needed. A high wheel gives much more leverage power in going over high bumps and is also an advantage on soft ground because it has very little tendency to dig the soft dirt from under the wheels, thus letting them settle down into the ground.

For work of all sorts it is essential that the cams, crank shaft, and all the gearing run in oil, thus protecting them from wear caused from contact with dust. The accessibility of the important parts, such as the valves, the ignition system and the carburetor is of great importance.

Having considered these things I purchased a 30 horse power gas traction engine. With it I pull a ten-bottom Cockshutt plow. While breaking I use from six to eight according to the nature of the soil. When stubble plowing I use ten bottoms followed by a packer. When working sod down for seeding, I pull six sections of harrow, four eight-foot discs, and two fifteen-foot packers.

While doing this work I employ but one man, relieving him at noon by another, so that I can keep the machine going full time during the rush season. I keep but two horses for cleaning up the corners and hauling gasoline.

Breaking the raw prairie cost me approximately seventy cents per acre, while stubble plowing cost but forty-five. While working the sod down I pulled all three outfits above mentioned for a fraction over 25 cents per acre. I consider threshing a light load compared to breaking prairie.

One difficulty many farmers have with power farming is the difficulty of utilizing all their power satisfactorily in pulverizing the soil. A hitch which will permit the taking of a broad swath, one that will let the machinery turn around corners without damage to themselves or their adjacent machine, and one which can be utilized for harrows, discs, packers or seeders without a great waste of time in changing, will in my estimation add 30 per cent. to the life of the machinery. After close observation and experience I constructed a drawbar hitch which I consider very satisfactory. The details of this hitch I am giving in an accompanying diagram.

Yours truly,  
T. E. Ruby,  
Crailk, Sask.

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