

speed and increase diameter of pulley on the engine. Having three sizes I find it to advantage to change and when the engine is under its load the speed is not so variable. In cutting cordwood the saw should be sharp with just enough set to clear itself, which means a saving of power and time.

At threshing time the engine is put into service elevating grain into the granary, which is certainly a labor saving. It also runs a six inch grinder grinding at the rate of 8 to 10 bushels per hour of wheat or barley, according to fineness required. This I find requires the most power.

I have had the engine 2½ years and have never had any difficulty to start it and keep it running. The ignition has never given any trouble whatever. I use dry cells. But when using the engine for outside work in extremely cold weather, I have taken the battery to be warmed first, as I find the cold does affect their efficiency somewhat. After warming the gasoline by standing it in warm water just previous to being used, there never was any difficulty in starting. Lubricating oil is apt to be too thick in cold weather to run unless a lighter grade of oil is used. I have found by mixing about 15 per cent. of coal oil, better results were obtained.

I may say by keeping the mixture right, more power is obtained and the heat is lower, which insures a more perfect lubrication of the cylinder, especially in air cooled engines, but will say when running five hours steady in summer time the engine has never once overheated or failed to give its rated power.

The gasoline engine is often claimed by manufacturers to be able to run itself after it is started, but I do not believe that such is the case. It needs attention just as other machinery does, with a little thoughtful study besides. It will then be unnecessary to call for the expert, as many has to do for some trifling thing which might easily have been remedied.

I think the Gasoline Department in your paper will benefit many. I am a subscriber myself to Gas Power and Gas Review, both of which are excellent magazines.

Wishing you every success,
Yours truly,
Percy Wheeler,
Rosthern, Sask.

Uses a Portable for Threshing.

In answer to your request in regard to our experience with a gas engine, would say that we have run our engine four years and have had a good return for the money we put into it. We have had some bad luck as well as good, but I will say that the last two years we have had the very best of satisfaction, as last year our engine did not cause us one minute of lost time and this year we had a little trouble the last few days we were out, but it was on account of a poor spark. We could not start it in the morning without



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burning it out two or three times with gasoline. I think there is more trouble with gas engines caused by a poor spark than anything else. I find that if I have a good spark we can go right along without the least trouble. All the trouble we ever had with our engine was getting started in the morning. After we got it started it would run all day if we wished. I think if more attention were paid to the ignition and cylinder oil by the men who have gas engines, there would be less trouble with them.

I also think that if the makers of the different engines would send an experienced man out with their engines for a week or ten days, they would be doing a good thing for themselves as well as the man that bought their engine. I do not think they give themselves nor their engine nor the man who buys justice as they will sell an engine and go and start it and go away and leave it to the man who bought it to play with it until he gets out of patience and then goes after an expert to fix it up. The makers of the different engines should do all in their power to educate the men to handle their engines and if they would do this the day is not far distant when we will see the gas engine the horse of the farm.

Our engine is a sixteen horse power Flour City portable and we run a thirty-two inch Belle City separator with feeder and blower and have plenty of power. Our expenses are:

Three stook team per day	...\$4.40
One pitcher in field per day	... 2.50
Myself per day	... 5.00
Gasoline per day	... 5.00

We thresh from 550 to 600 bushels of wheat, and oats and barley 700 to 800 bushels per day. Our engine uses from 18 to 20

gallons of gasoline per day of ten hours and it costs us delivered at our station about 22c. per gallon.

I might say that our engine is about nine years old, so you will see that we have not got an up to date engine and when we could get such good results out of this engine we should get greater results from an up to date engine.

We use our engine mostly for threshing, although we have done some crushing and wood sawing with it.

I also might state that we had a very funny thing happen just at dark one night. I was at the engine and was going to stop for the day when I saw sparks coming out of the blower of the separator and I thought the machine was on fire. I stopped the engine and after getting a pail of water I got on top of the machine to see where the fire was, but I could not find any fire. On closer examination, however, I found that there was some binder twine wound around one of the beaters between the boxing and the beater and caused it to heat and set the twine on fire. As the twine burnt the sparks went out the blower. One of the men picked up a piece of burning twine and lit his pipe with it. I have threshed more or less all my life and never saw a thing like that happen before.

I think that a gas engine is much easier to handle than steam after one gets to understand it, for if you have a good ignition, plenty of good oil and if you regulate the gasoline properly, you can depend on it that the engine is going to run. I have left our engine for an hour or more and gone into the field and pitched. I would not be afraid of starting it in the morning and going away from it till noon if it were not for putting oil on it.



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Wishing you all success, I remain,

Yours truly,
Chas. Pittman,
Silver Plains, Man.

A Problem for Smith.

F. W. Smith, the popular cigar man, whose interest in baseball is well known, is in the habit of buying two seats when he attends a ball game so that he will have plenty of room. The ushers understand this peculiarity, and when Mr. Smith arrives at the grandstand he forks out the two tickets and an usher conducts him to the seats with due ceremony.

During the recent series of games played in Spokane between the Indians and the Seattle team, Mr. Smith started for the game one afternoon with the customary two tickets in his pocket. As usual, the usher took in at a glance what the two pieces of pastboard were for, and led the way to the seats. When he reached them he paused.

"What's the trouble, young man?" said Mr. Smith.

"Sorry, sir," said the usher, "but if you sit in these two seats you're going to have some difficulty. Don't you see? They're on opposite sides of the aisle?"