

# Practical Talks to Thresherman

Continued from page 28

and feel safe that it will not suddenly start running, otherwise you may turn it half over and it will set the engine going with the steam trapped in the cylinder, and you are liable to be injured.

Cylinders constructed with twelve bars are known as standard cylinders. This is the size that was in general use for a number of years. At present in addition to the twelve bar cylinders there are some made with sixteen, twenty and twenty-one bars. The small cylinders run at from 1,050 to 1,150 revolutions per minute, and the large ones at from 700 to 900 revolutions. It has been found in practice that the correct speed of the teeth for threshing is in the neighborhood of 6,000 feet per minute. In order to obtain this speed in all cases it is necessary to run the small cylinders very much faster than the large ones. While the threshing speed is roughly given at 6,000 feet per minute and this speed will be obtained by running at the speed stamped on the front of the machine, it does not follow that deviations from this speed are not permissible. As a matter of fact, under certain conditions of grain a change in speed is necessary in order to obtain the best results. When the straw is tough and slightly damp the speed must be increased somewhat above the normal, when very dry it may be kept at or just below normal. The exact speed is a matter for judgment and experience to decide. It depends upon the condition of the straw and the kind of grain. Rules in such a case are useless, and the only guide to correct procedure is the judgment of the separator man. Since this matter of cylinder speed is quite essential to correct practice, the operator in charge should make free use of the speed indicator and make sure in starting that he has the required cylinder speed as indicated on the front of the machine. If the grain is somewhat damp he should have the engine speed up the engine a little at a time until he obtains the best results. From fifty to seventy-five revolutions above normal are usually sufficient increase to take care of any condition of dampness.

## Something for Every Western Dealer!

We wish to call the attention of our readers to an advertisement of the Strite Governor Pulley, which is a most successful device and the missing link between the cream separator and the gasoline engine, and is said to be the only successful device for driving cream separators with any kind of unsteady motive power. The Strite pulley is just what its name implies, "a speed governing pulley," which contains a novel and valuable feature in its slow start-



We Want Every Woman to read about this

## BIG VALUE COAT

COMPLETE WITH COLLAR FOR

**\$13.95**

SENT ALL CHARGES PAID

J. 101. — Very Special Value. — **LADIES' BLACK CHEVIOT COAT.** This cloth has been very carefully selected and imported for our special use. The High Storm Collar is Mink African Marmot and Reverses to match. It is body lined with fine quality Farmer's Satin. This is strictly a plain tailored coat with tailored seams and pockets on each side. Turn-over cuffs trimmed with one button. Can be had either Black or Navy. Sizes, 32 to 44. Price, **\$13.95**

Have you seen a copy of our Fall and Winter Catalogue? If not, write in to-day. We are the people who build your Coat or Suit to measure, guarantee a fit or refund your money. Thousands say we lead in our line; can we add you to the list?

**Montgomery, Ross & Co.**

**Box 110 Station B. Montreal**

ing of the cream separator. The engine may be started instantly at full speed, the Strite pulley will gradually increase until the normal or desired speed is reached. This pulley not only starts the separator slowly, but it controls the speed at all times, regardless of the variation in speed of engine or line shaft, which may vary from 200 to 1,000 revolutions, without affecting the speed of the cream separator. By the use of the Strite Governor Pulley not only the life of the cream separator is increased but the capacity of the machine is increased and it produces a more uniform grade of cream than is possible to produce by hand turning. Read their advertisement and write for further particulars to the Strite Governor Pulley Co., 310 South Third St., Minneapolis, Minn.

### Sun's Bi-centenary. Oldest Insurance Company Celebrating Its 200th Anniversary "Early Days of the Sun Fire Office."

Congratulations are being extended the Canadian representatives of the Sun Insurance office on the completion of the two hundredth year of its unique history. Few corporations now in existence can trace their records in an unbroken line so many years back, to the very beginning of fire insurance, so the Bi-Centenary of the Sun Fire Office is an event of more than passing interest. Incidents connected with its inception and early history have been recorded in a most interesting souvenir book entitled "Early Days of the Sun Fire Office." This book is issued by the Head Office in London, England, and gives an insight into what seems to us of

today to be peculiar manners and customs of business procedure. The Sun Fire office was the outgrowth of a partnership of twenty-four members formed by one Charles Povey, pledged to pay claims share and share alike. An office which he named the "Exchange House Fire Office" for insurance of "Goods and Merchandise in London and Westminster" was established in 1706. At that time such fire insurance as was then carried was confined entirely to the City of London. It was in 1708 that the first attempt was made to do business all over the Great Britain, at that time considered quite an undertaking. It was this business which a year or two later was surrendered by Mr. Povey to the Company of London Insurers under its name of the "Sun Fire Office."