

cords, except for steady running. We had a couple of mishaps; the first a fork going through and then a knife off the feeder also starting on a voyage to the interior.

There are one or two points that I would like to offer, which I came across during my experience in the threshing field. Don't forget to take off the blower belt after a break for a couple of minutes. Don't neglect to thresh for a man because he grouses a lot. He is probably a buster and will help you all he can and that is worth a lot of grousing. Hire good men, treat them well and they will treat you well. Try and have "Espirt de Corps." It helps and don't think that you can make your fortune in one season's run, even if it does pan out like that on paper. Yours truly, Herbert H. Ellis, Edgeley, Sask.

#### Fourth Prize Experience

By A. P. Simpson, Wallace, Sask.

Having seen a number of communications in your paper, I beg to submit my own experience in connection with threshing; not that I expect to give your readers anything particularly beneficial, but I believe that a great deal of good can be derived from the "swapping" of honest experience through the medium of the press.

I am a part owner in a gasoline threshing outfit, which consists of a 20 h.p. International portable engine, and a 32 all through Belle City separator, fitted out with Parson's self feeder, and what is supposed to be a blower.

This outfit was bought in 1907 and has handled three crops, and having run this rig myself, for that time, I am able to speak from actual experience.

The separator was recommended to thresh 60 bushels of wheat per hour or 120 bushels of oats; but with considerable alteration we have threshed as high as one hundred and ninety bushels per hour. But this is by no means its average capacity. Our average days' run of ten hours is anywhere between fourteen and eighteen hundred bushels of oats, according to the condition of the crop and the number or length of moves. But this machine could not possibly carry any more on account of the narrow rear. In wheat it will thresh eighty bushels per hour and makes a first-class job. We use two rows of teeth in concave for wheat and one row for oats. This in the average grain will remove anything from the straw.

With regard to the engine, we have every reason to be pleased with it. It is easy to operate and has plenty of power. I don't believe we lost half an hour through the three seasons from any fault of the engine refusing to work.

Our crew consists of three good stook teams, one spike pitcher, one man in the field to help load and myself running both ends. When threshing in a bin our number is but seven. We always

figure on threshing about 250 bushels per man per day.

We have always threshed by measure, 65 bushels to the double wagon box and charge at the rate of 3c. a bushel and 2½c. per cubic foot if threshed into a bin. The farmer supplies the teams.

In the season of 1907 we threshed thirty-one thousand bushels, in 1908 seventeen thousand and in 1909 forty-six thousand bushels, nearly all oats.

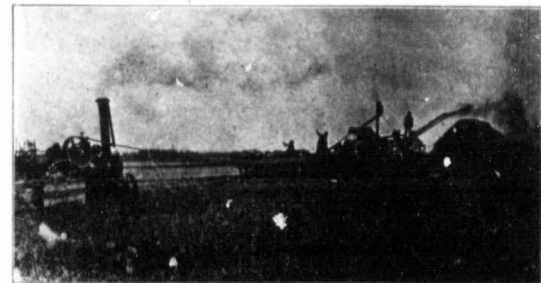
When threshing at home three of us thresh together using our own teams and help. Our arrangements are as follows:—We



A Waterloo Outfit at work near Miami, Man.

all have breakfast and supper at home and dinner together at the place we are threshing. This makes the women's work comparatively easy, as they have one extra for supper and breakfast and only seven for dinner.

Good gasoline costs us at Yorkton 34c. per gallon and engine gasoline costs 31c. per gallon. This is the first year that I have had the opportunity of testing the different grades of fuel and will give you the actual results. Three barrels of engine gasoline, Naptha 137 gallons at 31c., threshed eight thousand two hundred bushels and cost me \$6.85 a day for fuel; while one barrel of 43 gallons, Crown Gasoline at



Rodney J. Parker's F. & M. Outfit at work at Kelwyn, Sask.

34c. threshed four thousand five hundred bushels and cost me \$4.50 per day. One gallon of the best gasoline threshed one hundred bushels while one gallon of engine gasoline only threshed 60 bushels.

Now just a word in regard to expenses.

2 men at \$2.00 per day	.....\$4.00
Good gasoline 14 gal. at 34c.	4.75
Myself as boss	..... 3.50
Oil	..... 50
	<b>\$12.75</b>

We do all our own crushing and sawing with this engine in

winter and have had no trouble except starting in very cold weather, but a kettle of boiling water poured in the water jacket around the cylinder, with a good spark starts it off alright. Batteries seem to become useless at about thirty below zero. They should be taken in the house after work is finished and kept there till required again.

Trusting that this may prove helpful to others in the same profession, and thanking you for according me space in your valuable paper.

#### Fifth Prize Experience.

By J. G. Dickie, Hespeler, Ontario.

I noticed in one of your issues that you were giving us threshermen a grand opportunity to communicate our joys and troubles to each other through the valuable columns of your magazine. If it may be excusable, I will just give you a short sketch of all my moving during the summer and then end up by telling about the work done during the threshing season.

I left Ontario last March for my land in the Regina district and on arriving there with my carload of effects, I found that my Hart-Parr gasoline plowing

Only the one light was needed on the gasoline engine as we run the tractor by sound. There is no water in the boiler to take up a fellow's attention. But of course everybody will get into places that will make him scratch his head. Once one of my wires broke inside of the casing and none of us could place the trouble. We were in despair and so went for an expert who was for some time as much lost as any of us, but he stumbled to it at last. Then we took them out and cleaned them well.

Once the governor on our sparker got loose on the little shaft and of course it did not give us the right current and we stuck right there. As soon as it was tightened it worked as good as ever.

I did not go in for a fast slip slop job, but for a good even job and so it was that we plowed only 35 acres per day at an average cost of \$8.00 for fuel. We found that the engine would not start on coal oil, and so we used gasoline until it was warmed up and then gave it the oil. I like the oil the best and it gives a harder explosion with more power. There are several different grades of oil, but to my idea the Blue Flint is the one for me.

We soon turned over three hundred acres and then harrowed and disced same and then sowed flax as soon as the land was ready. Then during the summer we finished breaking our section and went out doing custom plowing for others. This is a good paying business. For breaking we got \$4.00 per acre and for backsetting \$3.00. So you see that was \$120.00 for breaking per day and more for backsetting as we put on more plows for that.

When the threshing season came along we were ready with our Case 32x50 complete with self feeder, high bagger and wind stacker. It took five teams and ten men to run the outfit and we were all well satisfied with the way that our 25 h.p. double cylinder oil-cooled engine did the work.

One forenoon I had trouble with one of my cylinders and thought that I would tell the teamsters and spike pitchers to feed a little easy, as I was going to use only one cylinder, while I got the other one into shape again. You would have been surprised the way that one cylinder handled the separator. I would not have believed that it could have managed it if I had not seen the experiment.

Flax threshing pays well at 20c. a bushel and then when you make it known around that you will only thresh for those who will let you plow their stubble, it is still better. I took an engineer and plowman along when threshing and as soon as the belt was off the wheel at night the engine was coupled to the plows and away went my two men for a good night's plowing. The men had their midnight dinner taken out to them and in this way they lost practically no time. When we

outfit (engine and eight plows) had got there before me. When the land was fit to go on and break I lost no time, as I had during the intervening days hauled out about a half car of coal oil for fuel and a few barrels of gasoline to start the tractor with. Then, too, we put up a little shack and a stable.

I had three men besides myself and as soon as the plowing started I put the engineer and plowman to work during the day while the other plowman and myself as engineer slept. We used a headlight at night until it got broken, and then we used a lantern.