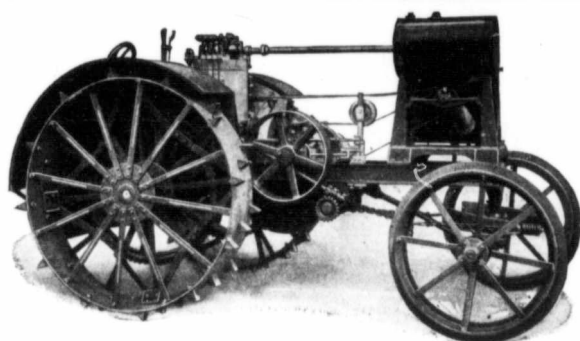




Steam Traction Engines

Our Steam Tractors are well and favorably known almost everywhere. On account of difficulty procuring material, we have only a limited supply. Early action is essential in order to secure one.

THRESHING MACHINES.—Standard Imperial in sizes 28-42, 32-54 and 36-60. The Imperial Junior, in a new size, 24-40, specially built for use with our, and similar Tractors. Enquire about it.

REBUILT MACHINERY.—We have on hand a number of rebuilt engines and threshers of our own and other makes, in condition and at a price that will be found very attractive.

SEND FOR OUR LIST

The Robt. Bell Engine & Thresher Company, Limited

WINNIPEG

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Kerosene Tractors

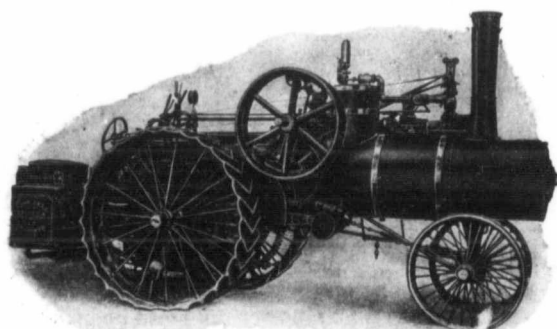
12 -- 24 H. P.

Two Speeds Forward and Reverse

SIMPLICITY—Every working part easy to get at. Only about one-half the number of gears used as compared with others. Transmission runs in oil, in dustproof case. Hyatt Roller and Ball Thrust bearings on transmission shafts.

STRENGTH—Shafting, Gears and all other working parts unusually heavy and strong.

Send for further particulars of this Tractor before placing your order for one.



SMALL VERSUS LARGE TRACTORS

(Continued from Page 12.)

iod five times as much work has to be deducted. But against all this the big engine being slow speeded, according to farmers' estimates, will give nearly double the time of service. This, of course, should be the case when we take into consideration the difference in cost between the large and small engine.

The Smaller Type Tractor

The man on the smaller farm has just as great a problem to face as has the large farmer. In fact, his labor difficulties are even more acute, because it is only necessary to hire one or two men. On the big farms where a number of men are employed we find there is little difficulty in procuring help. The reason must be that men, as a rule, like to be together and have a more companionable time than does one hired man alone. This means that the small farmer is only able to hire floating help or those who are in the vicinity, and work spasmodically. Also it is a big expense keeping a number of horses on a small area. Even keeping a four-horse team at the present time with feed so high in price, means considerable expense. How then to get the

acreage in crop at as small a cost as possible is the question.

The small tractor has developed more recently than the big one and was made to meet the demand of farmers on smaller farms. Its development has been rapid and by no means stable. In other words, a tractor made by one firm last year, and as a rule, does not much resemble one made this year, showing that the manufacturers are constantly searching for some set type still far ahead. This causes some purchasers a great deal of trouble when the matter of repairs comes up.

A few years ago small tractors were being turned out by hundreds of firms, but each year sees the elimination of the undesirable types until to-day practically all on the market do efficient work and live up to the standard set by the manufacturer. There is a far wider variation of types among these small engines than among the larger ones, as stated before, from two wheels to four, from one to four cylinders.

It is only during the last couple of years that these machines have been made to use coarser fuel, such as coal oil, instead of gasoline, and it has been a remarkable evolution both in point of accomplishment and economy of operating cost. To burn coal

oil has been a big problem. All would burn it and develop power but to do so economically has been the big obstacle. There was no use in using fuel other than gasoline unless it cost less.

However, tractor owners with kerosene burners attached declare that fuel consumption is very little, if any, greater than when gasoline is used, and that they have no more trouble with their engine on one fuel than on the other. This being so then, it would appear that coal oil was the fuel from an economic point of view. With the large type of engine running comparatively slow, coal oil has been used for a number of years with perfect success. But when we get the smaller tractor with its much higher speeded motor then it is a more difficult problem and necessitates a much greater change of adjustment.

There can be no question regarding the popularity of the small tractor. In going over the country one sees them at work on many fields, and in talking to owners operating these machines one finds that in most cases they feel that it has been a good investment, more especially since help has become so scarce and one man must try to do what two did a few years ago. Many uses develop other than plowing when

one has a tractor, and it can be used very economically on belt work for smaller jobs where the big one would be wasting fuel in its over power.

The small tractor is usually purchased for work on one's own farm alone, and therefore the number of days it is used per year is usually greater than where the large engine is used. This has probably given rise to the idea that the life of these two types is vastly different, the larger one having the longer life. We have no definite proof as to the longevity of small machines. Their origin is too recent, but large ones purchased ten and twelve years ago are still running efficiently.

When one considers that the large machines have, in the majority of cases, been used for heavy custom work, such as breaking and giving these years of service, it would appear reasonable that a small machine worked only on one's own farm and getting good care should last equally as long. Our high speeded autos with a number of cylinders have long life. The vibration is less, and the shock and jar occasioned by a single cylinder engine is absent. The majority of our small tractors are multiple cylinder, high speeded machines, with very little