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**JOHN HALLAM,
Toronto, - - Ont.**

from a half dozen to twenty. Each band has a stallion as its leader, and there is practically never more than one stallion to a band. As soon as a male colt acquires growth and strength he is either driven out of the old band or voluntarily leaves to form a band of his own.

The leader is in every sense the master of the band. The members of his family are such by his will, and acquisitions are made only with his consent. The stock on the range is frequently added to by strays from distant ranches or from some vaquero camp. This has been particularly true within the last two years, when effort has been made to capture the wild bands, and a cow boy camp has been maintained in the hills for much of the time. Iron shod saddle mares and even mules are among the members of the bands, all apparently as wild as the leader.

Exciting and Difficult Work.

Catching these wild horses is, as may be imagined, exciting and difficult work. Among the men engaged in it, it is called "running" wild horses, and that is what it amounts to. The vaqueros run them down by superior skill rather than by speed and endurance, and force them into some corral or some band of gentle horses, where they can be handled for market. A Nevada ranchman named Blossom has made several attempts to round up this wild stock and turn it to some profit. The principal thing necessary is to keep the horses moving, giving them no chance to rest, and finally rounding them up in an exhausted state. The sight of a man on horse back is frequently enough to keep the wild band going the entire day. Knowing this trait, Blossom tried the device of mounting images of men upon captured horses and turning them loose, counting upon frightening and exhausting the wild horses that caught sight of them, and then running them down with fresh animals. The scheme was only partly successful, owing to the fact of his not being able to get enough dummies in the field.

The difficulty of the chase was enhanced by the fact that the herd apparently posts sentinels on the lookout for danger. The country is nearly all rolling, and the first sight of a band is usually of one or two lookouts on the crest of a knoll, plainly on the alert, though miles away. On attempting to move nearer, the entire band appear, and, after a moments' gaze at the intruders, start off at a trot, the leader in the rear. This trot is deceptive. It seems easy to overcome, but the pursuer soon finds that it

THE GOULD BALANCE VALVE

Is recommended and endorsed by the leaders in thresher organization in the United States, and what they say can be taken as facts. These men know, as thousands of others do, that the Gould Balance Valve is a necessity on a traction engine.

READ WHAT THEY SAY.

Halstead, Kansas, Sept. 18, 1911.

Gould Balance Valve Co., Kellogg, Iowa.

Gentlemen:—I write you to let you know that I have used your balance valve and have given it a thorough trial in every way that I could, both in the belt and on the road, and find that it is all you claim for it. It surely saves coal and water, and is much easier handled than any other valve that I have ever had anything to do with. I have other valves that were claimed to be balanced but they were nothing like this one.

Your valve surely does the work that it is intended for, and is a great saving: everybody that has seen my engine run remarks "how nice it runs, and how easy it seems to do the work. You can use this over my name in any way that you think it will do you any good and if I can make it stronger, I am willing to do so, if it will be of any benefit to you.

Hoping to hear from you soon, I remain as ever, Yours very truly, E. C. CADWELL,
President Threshers' Association of the Southwest.

Springfield, Minnesota, Oct. 16, 1911.

Gould Balance Valve Co., Kellogg, Iowa.

Gentlemen:—I am in receipt of your letter and in reply will say that the valves I purchased of you for my 20 H.P. Reeves Compound engine are giving first class results. They work nicely.

My valve gear seems to run perfectly smooth under an excessive heavy load and can say that no man running a traction engine can afford to be without a Gould Balance Valve in his engine, for the simple reason that a traction engine is under such severe test at times that it is very hard on the reverse gear, and the Gould Balance Valve will end all of this trouble. I can say that I have used your valve four years and did not have any trouble with them, and can say that they will do what you guarantee them to do, as I have found them so.

Wishing you the best of success, I remain, Yours respectfully, WM. KRALING,
President Minnesota Brotherhood of Threshermen.

Martinsville, Ohio, Sept. 25, 1911.

Gould Balance Valve Co., Kellogg, Iowa.

Gentlemen:—In regard to the Gould Balance Valve will say I have used them on different engines. I bought one the first year you manufactured them and have used them ever since. I am well satisfied with them. I would not run an engine without the Gould Balance Valve in it. Respectfully, JOHN KESTER, President Ohio Brotherhood of Threshermen.

Valley Junction, Iowa, Nov. 5, 1911.

Gould Balance Valve Co., Kellogg, Iowa.

Gentlemen:—In reply to your letter of the 2nd inst. would say that after using a "Gould Balance Valve" in my Case engine for six years, the fact that I stipulated in the order for my new engine this fall that it should be equipped with a Gould Balance Valve, should be as strong a testimonial as I could write. Yours truly, JAMES DEVIN,
Secretary & Treasurer Iowa Threshermen's Association.

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