trouble to get it to start with a few motions of the wheel. In cold weather I pour about one gallon of boiling water into the jacket of the engine and if everything else is all right my engine will start with a few motions of the wheel. I never had the least trouble in any way. I remain,

Yours truly,
A. Sanford,
Wadena, Sask.

Costs $5.20 for Fuel for 12 Hours.

I own and operate an International 20 h.p. portable gas engine in conection with a 28x40 Red River Special separator. This is the second season of my threshing outfit and the time lost from breaks has only been 12 hours in the two seasons.

We have no trouble in getting any brand or grade of gasoline that we require, as both the Continental Oil Co. and the Imperial Oil Co. keep a large stock here. I use either the Engine gasoline or the Royal, finding the one as good as the other and the cost about the same, that is 28½c. per gallon in barrel lots, with a refund of a dollar for barrels returned, making a net cost of about 26c. per gallon. In cold weather I find it advisable to use a better grade of gasoline for starting in the morning when the engine is cold.

I use my engine for threshing purposes only. In 1908 the season was short as the crop was light, but I threshed 44,000 bushels and last year I threshed 70,000 bushels.

In my opinion the gasoline engine will in the future take the place of the steam engine both for threshing and plowing, as the cost of operating is much less and the number of men required is reduced to a minimum. In this locality a 20-horse steam engine requires an engineer, fireman, two tank teams and many have extra straw team, whereas a gas engine requires only one man.

My engine consumes about 29 gallons of gasoline in a 12 hour run, costing $5.20, which is very little more than the cost of hiring a tank team and driver for one day. So I save the wages of a fireman and tank team and take the place of the engineer myself. Besides I do not have to put in Sundays washing out flues, nor do I have to be out an hour or so earlier in the morning to get up steam.

In this locality and I believe in many other localities the gasoline engine has not found very good success. In my opinion the trouble is not with the engine, but the lack of experience in the operator. No inexperienced man would dream of trying to run a steam engine, and no inexperienced man should try to run a gasoline engine. A man must understand his engine thoroughly.

One great point in favor of the gas engine is that there is no danger of fire. Many of my neighbors will wait weeks to have me thresh the stacks at their barns for this reason only.

If any of the readers of the Canadian Thresherman have any questions they would like answered, I will be only too pleased to reply to their letters.

Yours truly,
W. K. Fletcher,
Saskatoon, Sask.

Engine Comes out Ahead.

Replying to your favor, would say that I have a 7 h. p. gasoline engine. This engine is only intended for chopping and elevating grain and pumping water. It works very smoothly and gives good power. It is called the "Monitor" manufactured by the Manitoba Windmill & Pump Co. and consumes one gallon of gasoline per horse power per day of ten hours.

Gasoline costs me 23c. per gallon, by the barrel. I pay the freight. My experience and knowledge of gasoline engines is very meagre. Occasionally my engine takes a notion to stop and it puzzles me to get it going. The engine usually came out one ahead, however.

Yours truly,
G. R. Campion,
Belleview, Man.

Can Thresh 35 Acres per Day.

We own a 20 h. p. International portable engine and Belle City separator. We have run the outfit three seasons.

At the time we bought out outfit we had never had any experience with gasoline engines and of course we had a lot to learn with regard to it, but now know fairly well where to locate any trouble. My brother looks after the separator, while I look after the engine. We keep four stook teams busy, each of us taking turns spike pitching.

We cleared over 35 acres per day on an average of a good average crop, the grain being nearly all oats. Our engine consumes two gallons of gasoline per hour when pulling its full load. Gasoline cost us 29½c. per gallon in Yorkton, Sask.

After we finished threshing we put the engine in the engine house, which I built opposite the granary door, where I put in a chopper, and also have a wood saw handy, so that we can chop and saw wood without taking engine out of doors. I have an old stove in the engine house, which I heat up the building with in winter time, as I find that the water does not have a chance to freeze in the pipes if you have to stop down for an hour or two.

Yours truly,
W. F. Boulden,
Yorkton, Sask.

Has Done No Plowing.

I have a 15 h. p. International gasoline traction engine and a 32 x32 Belle City separator.

This fall I threshed about 30,000 bushels of all kinds of grain and am well pleased with my outfit. The engineer gets lots of power to run the separator in any any descent kind of grain.

I use about one gallon of gasoline per horse power for ten hours. If I use only ten horse power I would only use ten gallons of gasoline for ten hours' work. I paid 30c. a gallon for my gasoline.

I have not had any trouble with my engine except with the water pump last year, but we put a force pump on and now it works all right.

I have not plowed with my engine but have pulled brush and poplar trees with it, for which the engine is all right. In fact, I don't want anything better for that work in the winter. We have run the engine when it was 40 below zero without any trouble. We have an eleven inch Champion Grinder and the engine runs fine.

I intend to do some breaking with the engine next summer and would like an idea of some kind of a hitch for the brush plow.

Yours truly,
Henry Borgwardt,
Horse Hills, Sask.

No Trouble.

We own and operate a 22 h. p. Hart-Parr gasoline traction engine and cannot praise it too highly. We purchased our engine on the 23rd of April, 1909, and during the breaking season we broke thirteen hundred and sixty acres of prairie sod, pulling seven fourteen-inch Cockshutt plows with perfect ease, much of the land being heavy gumbo and very dry. We broke this land from three to five inches deep using on