

Stop That Limp

Change that limping, useless horse into a sound, healthy horse, willing and eager to do a good day's work. Don't let a Spavin, Curb, Splint, Sprain, Ringbone or any other Lameness keep your horse in the stable. Cure it with

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It cures without leaving a scar, blemish or white hairs—because it does not blister.

Fort Kalla, B.C., June 14th 1909
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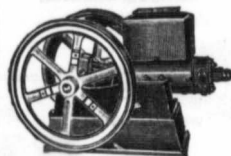
Cheap Power!

Do you know that a horse costs three to six times more than a Gilson "Goes Like Sixty" Engine of like power?

That a Gilson Engine of same cost as a horse will do four to eight times as much work?

That the feed of a horse costs six to ten times more than a Gilson Engine doing like work? Of course the idle horse keeps eating, but the idle engine costs nothing. Surely you want to know lots about the

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an equal load of harrows or other implements. It will drive a small thrasher or similar machine, and on the road has a speed of from one and a half to fifteen miles per hour, hence it is a remarkably versatile implement. In another tractor a four-cylinder vertical engine furnishes power for driving the peculiar "caterpillar" wheel. It virtually moves forward over a steel track which it lays for itself. As yet only a few have been introduced. As high as eighty per cent. truck efficiency is claimed to be a result of the use of this type of driver.

For general farm work the internal combustion tractor may be said to be rapidly supplanting the steam engine, which, however, has a great field of usefulness in sections where it is desired to bring large areas rapidly under cultivation. In older sections in order to compete successfully with the horse, tractors must bring the cost of operation close to that with horses and at the same time be capable of a great variety of work. The internal combustion tractor meets these conditions better than the steam engine, and is being introduced at a rate estimated anywhere from two thousand to five thousand per year. The consumption of gasoline has been greatly increased by the rapid development of the automobile and the gasoline engine. One has only to note the reversal in the course of ten or fifteen years in the relative price of gasoline and kerosene to predict the early rise of gasoline to a price prohibitive except for a very few purposes. It seems only a question of time until gasoline must be used extensively for power production, alcohol as a factor being apparently a remote possibility. A tractor has been developed solely for the use of kerosene and the low grade products of crude oil. It has a horizontal, twin cylinder, water or oil cooled engine, developing fifty brake horse power. Distinctive features claimed are the carburettor, which is absolutely automatic, and the regulation, which is within 2 per cent. from no load to full load. It is said to develop as much power as a gasoline engine of the same specifications. It is too early to judge of its success, but if it should prove efficient it will do much to solve a fuel problem which is rapidly becoming acute.

There is an immense field for the tractor on the farm. Plowing is stated to be the world's greatest single item of power consumption. In the United States alone more than two and a half billion horsepower hours are required annually for this operation, and at least one-third of this is expended in states where traction plowing is already popular. Numerous other farm operations consume a vast amount of power annually. In 1907 nearly twenty-four million horses and mules were found on farms in the United States. It is safe to say that at least half of these were

GILLETT'S

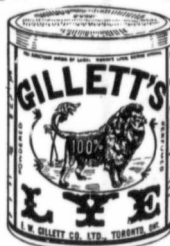
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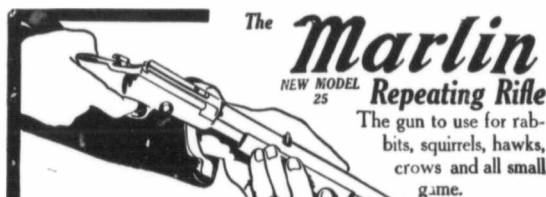
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