

did with a Flour City Gasoline Tractor, 30 horse power.

We are owners of some 2000 acres which we started to farm in 1907 with horses, which we found a sure, but slow way of farming on a large scale. So last year we decided to look into motive power. We gave both steam and gasoline a careful study, also went and saw both powers at work, and after careful consideration, we decided for gasoline by a large majority.

We got our outfit rather late, last of September, owing to the shortage of engines. The expert stayed two days with us, and we started on our new road alone. We have a Red River Special Separator, 28-42. First week we threshed with five teams and separator man, 5,800 bushels of wheat, 978 bushels of oats and 176 bushels of barley, average for gasoline the six days was 19½ gallons at 24½c. per gallon, 2 gallons of cylinder oil, \$2.00 and 2½ gallons of lubricating oil, \$1.00.

The last day we ran the engine on 3 cylinders, as I was short of spark plugs. There was one occasion when plenty of power came in handy. That is one thing, Mr. S. E. A. don't be afraid to buy a little extra power even though it costs a little more. You will surely see the time when you will need it, and with the reserved power you won't have to drop any plows or take off any trains from your separator, as in case of accident or small breakage.

We had no experience either with steam or gasoline, and at times we had our troubles, which is a little hard for an inexperienced man to find. But after a few ups and downs you soon learn. In fact it is twice as easy as I thought it would be, as I expected trouble when I bought it, and our greatest surprise was the amount of gasoline it consumed, which is the main thing about a gasoline outfit. I have started my engine in the morning, and have only gone to it at times, balance of the time was spike pitching.

When it came to plowing, that was when I made them all look up. Some of my neighbors in fact about all quit plowing, as it was too dry. But I had no trouble in plowing 5 and 6 inches deep with eight plows, and I made 14 rounds on a field about 1½ miles long. I have a John Deere 8 furrow plow and she is a daisy. No choking up, and cleans through all kinds of soil. In 3 days we plowed 54 acres.

The outfit travels faster than horses, as we tried this, and don't take half the space to turn in as I expected. Don't have to stop for sloughs; just go right through. Had no trouble in cold weather, only on starting up as the machine was a little stiff and hard to crank up.

The Flour City has all the up to date machinery. At any time after it has run a few minutes, and then you shut down to repair something, just press the button and you are off. The 7 ft. drivers are certainly a great thing. The workmanship all through is fine, and if any party should ask me what outfit to buy, I certainly would say, "Go and see the Flour City work before you buy." In fact, I would be glad to have anyone give us a call when we are at work, and they can see for themselves, which I would advise Mr. S. E. A. to do: I think as far as improvement goes, the gasoline engine will be improved on, such as little conveniences for years to come. But I do think it is on a good solid foundation now, and it would be safe to buy any time. Old farmers in this district are giving the gasoline power the best of it, who a year ago, you could get nothing from regarding gasoline; it was all steam. This is a long letter for what little is in it. But next time I write regarding gasoline engines, I will save time to you and myself and I'll just send a picture and then you can see what it can do.

Yours truly

Bennison Bros.

Silver Moon Ranch,
Manor, Sask.

A Good Experience.

I have broken somewhat over 400 acres with a gas traction engine during the past summer and we also threshed during the last fall for 38 days. My engine is a 33 h.p. Hart-Parr Gasoline Traction and it has given me excellent service. I was not compelled to lay up for three days during the entire 38 on account of the engine and I often took 30 h. p. out of it.

It takes about 4 gallons coal oil per hour under full load and for this we pay 20c. per gallon, which makes the cost of fuel 80c. per hour. I figure that it takes a little more gasoline, but I cannot tell exactly how much because I never use a great deal of it on account of the high price we have to pay for it here. Besides, on a heavy load I like coal oil much better. It seems to make a harder explosion and therefore gives the engine more power. On a light load, however, it will run smoother and quieter on gasoline.

There is one thing about a gasoline traction engine, in order to keep it running well, and that is to keep every part of it tight, see that all bearings are adjusted so that there is no play anywhere, as there is more strain on nearly every part of a gasoline engine than there is on a steam engine. It is, therefore, necessary to see that your engine is timed right for if the explosion takes place



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