

everything was kept in good shape at all times.

I had thirty-two days actual threshing with a few stops for wind and moves. Otherwise, the machine worked ten hours per day.

I own a 25 h.p. J. I. Case and a Case 36 x 58 separator and did splendid work. One place I pulled to we threshed four hundred acres in eight and one-half days. We threshed between 1200 and 1600 bushels of wheat a day and about 4000 bushels of oats.

The only break I had in the two season's work was the upper half of water gauge, which cost me \$1.00. So it pays to get the best men you can procure. This spring my engine was in good shape to go to work plowing. I had to get a pair of blocks, otherwise all was O. K.

If at any time I can write upon anything I would be pleased to hear from you.

A Very Good Run.

By Oscar Sundall, Govan, Sask.

I will endeavor to give you my experience in threshing in 1909 and before starting will say that one must work on a business principal, for threshing is a business of its own and must be run as such. One should know just what it costs him to run in a day and should know just what money has been made for himself each and every day. If every thresherman would do things up in this way there would not be so many failures amongst our threshermen, for when you find that your books aren't balancing right then it is time to change prices on threshing or system of handling the crew. You have made a large investment in your machine and if it does not net you a fair profit, then there is something wrong. An average sized machine, 36 x 60 should make an average of \$50.00 per day for the season outside of all expenses.

You must have a place for each man and see that he attends to his job right to a T and this should be done the very first days you are out, for once you get your men trained you will not have much trouble.

So here we are ready for threshing with everything lined up for the first move, consisting of a 32 h.p. engine, 44 x 66 separator, sleeping caboose and last but not least, the dining car, all lined up. It looks like a freight train, but I find this to be the best way to transport sleeper and dining car as they are always coupled together and kept close to the machine and very little time is lost for meals and time is what counts.

We had a very good season, although short. It was dry and the crops were good, so the man that managed right made some good money. We threshed 28½ days and never lost one minute on account of the machine. We were held up on account of wind for two half days. We threshed in the season 63,744 bushels of grain consisting of 48,000 bushels of wheat, 12,000 of oats and barley and 3,744 of flax.

We charged 9c. a bushel for wheat, 7c. for oats and barley and 20c. for flax. This figures to a total of \$5,908.80 receipts for the season's run, which looks very well, but it does not stop here, for as I said before, we must take expenses out of this. Now ours were heavy, as we had to have a very large crew. We had from ten to fourteen stook teams and each man put on his own load. We kept three spike pitchers so that one could keep it clean under the feeder and would be ready to get on the next load. In this way we lost no time in cleaning up. There is also not so much danger from fire and I find it gives better satisfaction. In this way you know your men are all working, which in having field pitchers, you do not know whether or not they are asleep or at work. Of course we had to have extra teams to make up for shortage of men, and then there was the cook at \$5.00 per day and food for all this gang. All in all it averaged \$100.00 per day for the season's run, making a total of \$2,825.00 expenses. Taking this from the grand total of \$5,908.80 a balance of \$3,083.80 is left. We cleared on an average of \$108.30 per day.

I hope that these few lines will be of some benefit to some readers of the Canadian Thresherman and Farmer. I forgot to state that my outfit is a Reeves complete.

Take Every Precaution Against Fire.

By A Thresher, Mather, Man.

Having been a constant reader of your paper for some time, I noticed many accounts of threshing experience and have at last decided to write too.

Our outfit consists of a 20 h.p. Gaar-Scott return flue engine and a 36 x 56 separator, generally six bundle teams, four pitchers, tank man, fireman, engineer and separator man. The number of grain teams depends upon the distance the grain had to be carried.

I think the key to success with threshing is to get started early and then keep going steadily. It will win in the end, although the man that rushes and tears about makes the biggest show, but examine their straw piles and will generally find poor work.

Some machines the same size as this one have four men pitching into the separator all the time and they wonder why the grain goes in to the straw stack and if the straw is damp they are continually plugging the separator from end to end. Heavy feeding may be all right on very big outfits, but a small machine cannot handle the straw as fast as four men can feed it, unless the men are taking things easy.

As to moving. An engine should always have a good large water tank. I think it is better on the engine than fixed on the tender. A good tender can be made from a pair of old drill wheels with the main axle left in a straw rack, which can be built on this with a few scantlings and boards. The centre scantling should have a hook which fastens

to the foot board of the engine. This tender can be easily pulled around by the fireman when coupling to the separator, or to be run under the blower to be filled ready for moving.

Moving costs money when you are keeping twenty men from work and as little time as possible should be lost. A lot of time is saved by moving at meal time if possible. It pays to haul bundles a little further and keep threshing till dinner time than it does to move for an hour's threshing.

An extra man is always handy to have when starting up in the first of the season as you will always find that you have a man or two that is not worth their board, and the time to get rid of them is right at the start. A poor man always causes trouble in a threshing crew and when the boss and the men don't pull together things will not work very smoothly. A gang of men are a hard outfit to handle at the first and requires a good man to handle them and one that does not lose his temper.

One great risk the owner of a machine has to run is fire, and every precaution should be taken, a chain or cable should always be fastened to the tongue of the separator and a hook on the front of the engine so that the machine can be pulled out at a moment's notice. Sheaves and loose stuff that falls under the feeder should also be picked up as they might cause trouble if the machine had to be moved in a hurry. The engine should be fitted with a good spark arrester and if any of the wires burn out, they should be immediately renewed as a very small hole lets out a very big spark, which might cause trouble, especially if threshing with a fair wind.

All belts should be gone over at least once a day to see that the laces are in good order. A broken lace will generally cause half an hour's stop. A good plan is to have two sets of belts and when one breaks it is but a moment's work to slip on another.

Shun the Holes.

By J. G. Slater, Pleasant Forks, Sask.

I have been out here four years. The first fall I got a job as waterman, the second fall as stook teamster, third fall I bought a second-hand outfit and the fourth fall, which was last fall, I bought a new Case Steel separator and run it with our 20 h.p. Case engine. My elder son handles the engine, the 2nd one the tank, the 3rd one the separator and the 4th one runs the straw fork and looks after steam. I engage four men to pitch and pay them the highest wage going. When I engage them I tell each the time I expect them to start work and finish, namely 6.30 a.m. start and 7 p.m. finish. If a job is finished by 5 o'clock I pay them for a full day, and expect them to work until 8 or 8.30 to finish a job. I never have any trouble with my men. I have not had a man leave until the outfit was home.

If we are in a hurry, I take a fork and go and help them to get the loads on quicker. As soon as the outfit is home I try to get them a job on the farm. If anything occurs that we cannot run for either break down or weather, by so doing my men are only too willing to help us out any time. Treat your men as men irrespective of creed or nationality. If I found I had a shirker I would give him one chance and if he failed then give him his time and shut him off the job.

As regards mud holes. Shun them. That is the best way out of them. We have a cable and if the engine looks like going down the best way is unhitch; let a couple of men get the cable which we always drag behind the separator. Hook it on the draw bar, let the engine go over, hitch to the separator and you have it at the end of your cable. This means that you are out of your difficulty before you start to pull on the separator. The same applies to a steep incline. Get over with half a load and you can fetch the other half with your cable. Don't trust to chains.

Now a word about the outfit in general. I see that everything is all ready before I go out. I start up at home and have it well looked over, seeing that all boxing is properly lined up, see to the flues, pulleys, etc. I say, clean your outfit every move you make from one farm to another. This keeps you in the good books of the men you thresh for and don't pull out until you have thoroughly cleaned out your boiler and separator, inside and out.

If possible, I would advise anyone to run their outfit personally, listen for any knocks, see that all repairs are done as speedily as possible.

Our average run last fall was 2,500 bushels per day for a month, which is not too bad for new beginners.

Sand Hard to Negotiate.

By Owen F. Radway, Mentor, Minn.

In reading your paper I noticed that you asked for the experience of threshermen and I avail myself of the opportunity of writing. Although I do not own a threshing rig of my own, I have run different machines for a number of years.

Two years ago I ran the separator for William Brann of Stacey, Minn. It was an Aultman-Taylor, hand feed, and Sattley attached stacked. It was a small machine, only 28 x 40 inches and 16 h. p. engine. A large machine is not needed in that country as it is in the potato belt of Minnesota and is sand for 200 feet deep for all I know to the contrary.

We had a good run considering the quality of the grain. We had a very dry year and all the crops were light. The largest day's work we did was in our second week's run. We made a move of one-half mile the first thing in the morning and threshed two big rye stacks and two small stacks of oats before dinner, finishing this

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