

The Scheie Extension Rim for Traction Engines

Just what Traction Plowmen have been looking for.

Fully protected by home and foreign Patents.

Will take the engine through any reasonable mud hole or over any soft, slippery ground.

Are a recent invention and a boon to any man owning a Traction Engine.

Are the long looked for invention to prevent engines from getting stuck in soft ground.

Will give your engine its necessary grip just when it is most needed.

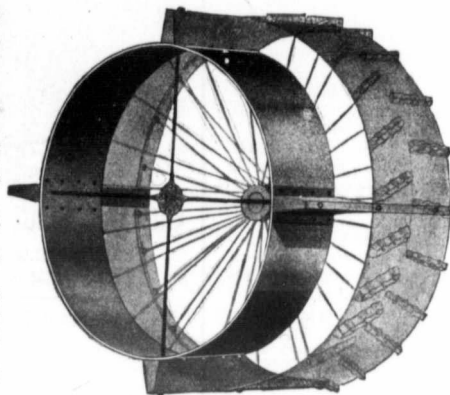
They will double the usefulness of traction engines by enabling the engine to be used for plowing in soft ground.

They will do away with the necessity of wide, heavy wheels.

They are attachable under rim of drive wheels and any blacksmith can put them on.

The rims are made of steel throughout. Are not cumbersome, easily applied, moderate in price and are guaranteed to do the work.

On page 85 March Thresherman is a full description of this invention.



This is to certify that I have seen the work done by the Scheie Engine and know she will do what the Scheie Extension Rim Co. claim for her.

JAS. TOO HILL,
Blockman, Yorkton, Dist.
International Harvesting Co.

Langenburg, Sask., Feby. 24, '10

Scheie Extension Rim Co., Ltd.
Langenburg, Sask.

Dear Sir,-

I received the Scheie Extension Rims all OK and I am sure that they are sure to do all that they are built for, for they will keep any engine from going down in the mud. That is what all traction engines want.

Yours truly,
JAMES R. KIRTON,
Gerald, Sask.

To introduce these rims a limited number with 4 x 10 oak steel-bound grouters will be sold on the following terms:—\$175 per set, F.O.B. any railway station in Manitoba, Saskatchewan or Alberta. \$90 cash with order, balance approved note Dec. 1st, '10, 8 per cent. Rims delivered ready to attach, purchaser to attach them himself. Measurements required:—(1) Smallest inside diameter of wheel (greatest slip inside rim of drive wheel to be attached). (2) Width of drive wheel. (3) Weight of engine.]

Scheie Extension Rim Co., Limited - - Langenburg, Sask.

Order filled in two weeks from date of receiving.

W. M. Q. Do you think **PORTAGE LA PRAIRIE**, engine large enough to be a profitable plow engine?

2. Do you consider the Corliss engine, with link reverse, more economical than the Woolf valve gear?

3. Is the single-cylinder engine more economical than the double-cylinder engine?

A. During the past four or five years we have received hundreds of letters from engine owners in Western Canada who have used a 25 horse power engine for plowing purposes, and on the whole we would say from these letters that the 25 horse power engine makes a very satisfactory plowing engine. You, of course, cannot do as much work per day with it as you can with an engine of larger size, but on the other hand you are not under a heavy expense. A 25 horse power engine will pull six plows in breaking and do it very economically.

2. No.

3. The single-cylinder engine is, and should be, more economical than the double-cylinder engine, although the difference is very slight. This was evidenced last summer in the Motor Contest. There is, however, no question but what the double-cylinder engine is an easier handling engine than the single cylinder, but you pay for this ease of handling in an extra fuel and water consumption.

E. A. P. Q. Would like to know which of the following engines you would consider the most economical, both engines working on the same load, about 60 brake horse power, and cutting off at the same point.

1. A simple engine, 11 x 11, 130 pounds pressure, and 250 revolutions per minute.

2. A Woolf tandem compound, 94 and 13 x 11, 250 revolutions per minute, 145 pounds pressure.

A. With both engines on the same load, and with the same cut-off, there should be little or no difference, although with your tandem compound you get two expansions and, of course, in the second expansion you get down almost to atmospheric pressure; consequently you will reduce the back pressure due to the exhaust. This would have the effect of giving you slightly more power, and you would have less power wasted. The difference would, however, be slight.

G. W. HAZELCLIFFE, Q. I would like to get an injector which I could regulate so as to pump just what the boiler needs when working, and have the injector on all the time. The two that are now on the engine pump too much when working at the lowest capacity. What I want to know is, if I got an injector a size smaller, could I put it on the same delivery pipe or would I have to get a smaller pipe all through?

A. It would not be necessary to get a smaller delivery pipe, but you would need a smaller suction hose. It would not be wise for you to depend on this entirely, but it would be all right to use it as one of your injectors. In case your small injector went wrong, you would have your large injector to fall back upon.

E. B. Q. Is it necessary to have a license to operate a plowing engine in Manitoba, Saskatchewan, and at Edmonton for the

2. If necessary, where can same be obtained?

3. What qualifications are needed to obtain the license?

4. Does a fireman need one also?

A. 1, 2, 3, 4.—A license is necessary in Saskatchewan or Alberta, but is not necessary in Manitoba. Application should be made to the Department of Public Works, Regina, for the province of Saskatchewan, and at Edmonton, for the province of Alberta. If you have had experience with a steam engine, a provincial license can be obtained, which is good for one year, but the regular license is granted only upon an examination backed up by a certain amount of experience in running a steam engine. The fireman does not need a license.

A. J. M. Q. Will you please tell me, through your paper, if there is any way to fix a crack in a pump barrel?

This pump has a cylinder 9 x 10, and is driven by a 10 horse power gasoline engine at 40 revolutions per minute and delivers the water about 42 feet high. The crack is about 8 inches long and does not leak until it has almost full pressure on it.

A. There are two ways to fix this crack. The first way is to shrink one or more bands around the barrel, which will hold it up tight. Considerable care must be used in shrinking these bands on in order not to get them too tight, or they will burst when cooled. Another way is to drill holes in the crack and also drill out the crack slightly, or what is better, run a hack-saw through it. Where the holes are drilled out they should be reamed, so that the holes would be smaller on the outside than on the inside. Pour both the crack and holes full of babbitt metal, and the difference in the size of the holes will hold it in.

Look out for the chronic hand-shaker—he may have something up his sleeve.

The man on the way to heaven can make a living for his family these days.

Industry need not wish, and he that lives upon hopes will die fasting. There are no gains without pains; then help, hands, for I have no lands; or if I have, they are smartly taxed.—Franklin.