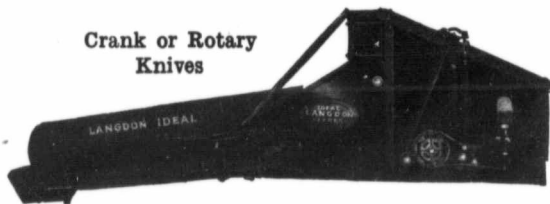


The Better Feeder

LANGDON IDEAL FEEDER

Crank or Rotary
Knives



A TIME FOR REAL THRIFT

NOT the old time penny-pinching kind but the real economy that involves judicious spending where it means the greatest returns and future savings of money, time and labor.

Dollar for dollar, in no other way can the shrewd thresherman invest his money where it will make as large returns in operating economy and increased capacity as in the purchase of a LANGDON IDEAL SELF FEEDER. Every detail entering into its construction has been worked out so as to safeguard his investment. In material and workmanship

nothing has been left undone to insure a long period of service. And above all, there is the Langdon governing device—the real secret of successful mechanical feeding—the only governing system that acts on the principle of cylinder resistance. The governing device that supplies the brains of the hand feeder, estimating, as it were, in advance just how much of any certain kind of grain the cylinder can handle perfectly and allowing that much and no more to pass the retarder. In other words, the dryer the grain the faster it feeds, the tougher the grain the slower it feeds.

**It is impossible for a mechanical feeder to do better work.
It is impossible for any other feeder to work so well.**

Do not delay any longer in placing your order. The foresighted thresherman will anticipate his future needs and buy now for next year and the year after. If present conditions continue he will make big money by doing so. Write us at once and we will see that you are supplied.

Cushman Motor Works of Canada, Limited, DISTRIBUTORS FOR CANADA, **Winnipeg**

HART GRAIN WEIGHER CO.-PEORIA, ILL.

"Makers of Better Feeders"

speed to start the engine, making it possible to do away with the batteries entirely for starting purposes.

A magneto is not hard to understand after making a careful examination of it and studying its construction. It consists of a set of magnets, an armature, some carbon brushes and a frame to support the different parts. It takes its name principally from the magnets which form the major part of its construction.

The winding of the armature has to do with the style and type of the magneto and also determines the kind of work it will perform. The armature generally consists of some soft pieces of

metal wound in such a way that when rotated between the magnets they will produce a current of electricity. The armature commonly used to-day produces the current at different places in its rotation between the magnets. The current is only produced at these particular places, so that the magnetos must be timed to the engine in such a way that the armature will be in one of these positions at the time the igniter is tripped to make the spark, or when the timer of the spark plug system makes its contact to make the spark. These places can be very readily determined by holding the magneto in one hand and rotating the armature with the

other. At these places will be noticed a resistance or tendency of the armature to rotate in the opposite direction to the way it is being turned. These are called the points of resistance.

The worst enemy of a magneto is surplus oil and dirt. These will cause short circuits. Oil is to be used on a magneto in the most sparing way possible, as ball bearings are generally used on the armature, which do not need but little oil. If too much oil is put on these bearings it will get on the commutator, brushes, etc., and you will get no current. This can nearly always be remedied by washing the magneto thoroughly in gasoline or kerosene, but care

must be taken to allow it to become thoroughly dry before attempting to use it again.

Most magnetos at present are gear driven. When removing this type of magneto from the engine, look for the markings on the gears. These are put there by the factory so it can be replaced to run in perfect time with the engine. If there are no markings, make some before removing, so you will be sure to get the same teeth back together again. You will then have no trouble in removing and replacing the magneto. If you should, however, remove it before looking for these marks and after it is too late to find that there are no markings,