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Threshing in Western Canada

The following experience letters were submitted to this Magazine for some special prizes that were offered by us some time ago. We received a great many valuable letters, all of which contain a great amount of interesting information to those engaged in the threshing business. We recommend these letters to all of our readers for their careful reading, as we believe no small amount of valuable information can be derived therefrom—Editor.

First Prize Experience.

By W. J. Wells, Saskatoon, Sask.

I have enjoyed reading the letters of different threshers, which have been published in The Canadian Thresherman, and if anything I may say in this letter will help any brother thresherman I will feel repaid.

I own and operate a Port Huron outfit consisting of a 30 h. p. Tandem Com. Traction engine and a 36-60 separator with Port Huron feeder and Fosston Blower and Perfection bagger.

I thresh in the district south of Kinley, Sask., about 40 miles west of Saskatoon. It is a nice level country, nearly free of bog sloughs, so that I have had no trouble hill climbing or getting stuck in the mud.

One of my troubles has been in contending with alkali water. There is no good water in the district excepting what can be gotten from wells and this is small. Last fall we changed water in boiler once or twice a week and washed the boiler thoroughly every Sunday, and then had to bead flues two or three times a week to make them stop leaking.

We had a very good run last fall, threshing 54 days and put through 120,000 bushels of grain, about 80,000 bushels wheat and the balance oats.

It was quite difficult to secure help, both men and teams. My largest day's run was when I put through 500 bushels of wheat and

4,300 oats in one day. I follow the plan of having field pitchers and two spike pitchers and have teamsters assist in throwing into feeder. When nearly through a set I arrange for two field pitchers to come to the machine to assist in cleaning up and piling belt on platform and coupling engine to the separator. This platform is built on to pole of separator, be-

straw to run a mile or so. Rack has sides about 4 feet high. This rack can be taken off at any time quite easily.

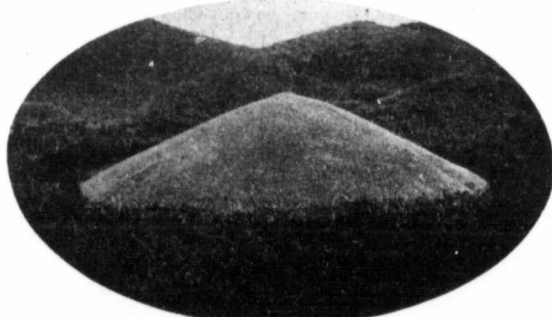
It pays to have things convenient around a threshing rig as time lost means money lost. I had very little stack threshing to do last fall, used 8 stook teams and six field pitchers, one straw wagon and two tanks. I use a

pump water from their tanks to this tender tank by using a V shaped trough to run water down on. I supply each tank man with an iron pot to sink in water and which is then used to place end of hose in in order to avoid sucking up mud from bottom of pond or creek. When about done a set the straw man helps to place rack on back of engine and then fills it with straw and then pulls tender tank out in direction we are to go and when outfit is out he attaches cable from separator rear axle to end of pole of tender and engine then draws tender.

On short moves we run the engine backwards as it saves time of turning. It is well to have small tanks on engine filled with water before starting out, so that no delay occurs for want of water. When taking a long move, say two or three miles, I place engine tender behind engine and then couple separator to engine by cable under tender.

I have a cook car, also sleeping car and tent for stook teamsters. When moves are short I pay tank men to move cars. But where they are long I have the tank men pull cars out to road and we then pull them with engine, behind separator.

In supplying the cook car, I always purchase supplies before starting threshing and store them with a farmer in the centre of district, so that I can easily reach them when needed. I keep a



The Trail of the Thresher.

ing as wide as the machine at back and tapering a little towards the front, and is about 7 feet long. It catches a lot of loose grain, which is easily shovelled off it and makes a handy place to carry drive belt. I have a straw rack to place on back of engine for carrying straw on the move, said rack being about 8 feet wide and 6 feet long, which holds enough

tender tank on regular farm wagon. It is an ordinary tank with sides about 6 inches high to hold oil cans, grease cans, lifting jack, coal oil can, large wrenches, water keg, etc. When set, this tender tank is drawn up on side of engine from which the wind is blowing, so that no straw blows on to it from straw wagon at back of engine. The tank men

