

GASOLINE TRACTION ENGINES

A DEPARTMENT FOR THE USER

WE want every owner of a gas tractor in Western Canada to give us his experience. The owners of gas tractors to-day are in a sense pioneers. They are working out the data and compiling a record of work done that both manufacturer and farmer alike the world over are watching with intense interest. Don't keep what you know under your hat, but let us have a story of your gas tractor work. We will reward every such story with a copy of "Plain Gas Engine Sense," one of the best handbooks we know of on the gasoline engine. Don't neglect this matter but let us have your experience at once. —(Editor.)

The Gas Traction Engine.

The development of the gasoline engine has been very rapid during the past ten years. The farmer has always been somewhat timid, and slow to take hold of this type of engine. He has had reasons for this timidity, in that so many of the first engines proved unsuccessful. The manufacturer is now making them simpler and to-day's greatest demand for the gasoline engine, in all forms, comes from the farmer. First, he called for the stationary engine, next he wanted this made into a portable type, and at present some of them are calling for the traction. This demand calls for an engine with which all classes of farm work can be done. It must be able to move from place to place and at the same time pull a heavy load behind it.

The gasoline traction engine is gaining favor among power users, in many cases, over that of steam, on account of the advantages they possess. The steam engine has always been successful and must be placed in a class by itself. The gasoline traction is new, but we have every reason to believe it to be the coming engine for the farmer.

In the first place, there is no danger of fire, or explosions. It can be safely used around buildings and stacks in windy as well as in calm weather.

The average farmer is intelligent and progressive enough to be able to learn to successfully run it. In fact, anyone with intelligence enough to run a steam engine can handle the gasoline engine. Some think that the necessary education to successfully operate a gasoline engine is of high order and cannot be easily obtained. This is not the case. Good "horse sense" put into practice is all that is necessary.

The expense for operating a gasoline traction is from one-fourth to one-half less than that

of the steam traction of the same horse power. It is a self contained engine and it is not necessary to haul fuel or water to it. One filling of gasoline or kerosene is sufficient for the day's run. One man can operate the engine.

This type of engine is always ready for work, very little time is necessary to get it ready to begin work, and when it is stopped all expenses stop.

The gasoline engine, like the steam engine, uses at least one-half of its power to propel itself over the ground. More than

stituted to do the work on many of our western farms. These not only do the work of plowing, harrowing, seeding, harvesting, etc., but are also used in many instances for hauling the grain to market. In many places they have been very successfully used in the construction and maintenance of our public roads.

It must be understood that there are very few companies who now manufacture successful gasoline traction engines. Those who are doing good work are yet far from perfect, and it is true that the gasoline traction of the future must be able to go far beyond the present day steam traction engine.

Steam plowing has been successful to a certain extent, but it is hampered by many difficulties which can be overcome by the successful gasoline traction engine of the future. Water and fuel hauling can be dispensed with, less labor will thus be required to run it. It often happens that where traction engine plowing is most desirable, fuel is high priced and the water is unfit for boiler use and may have to be hauled too far. There are no long stops for the purpose of taking on fuel and water. Another very important advantage in favor of the gasoline traction is that it is of light construction, it does not need wide traction wheels and, for this reason is easier to handle and does not pack the ground so much. The heavy engine often packs moist ground enough to seriously injure the following crop results. In order to get the best pulverization, which insures best crop results, it is absolutely necessary to plow when the ground contains moisture. It is true that the engine of excessive weight does not injure dry ground by packing it, but ground in this condition does not pulverize well, more power is required to handle it, and the following crops will



A Joy-McVicker 50 H.P. Gas Tractor doing a nice plowing Stunt

The average amount of gasoline used when working under a load should not exceed one gallon for each brake horse power for a ten hour run. Kerosene is often used in place of gasoline, yet it causes more trouble. It is less expensive per gallon but more of it is used. Four gallons of gasoline will go about as far as as five of kerosene. The price of the gasoline ranges from seven to nine cents per gallon higher. Distillate is used extensively in

one-half of this power is used on soft or plowed ground.

It is a well known fact that in heavy pulling a horse can pull four or five times its continuous pulling power, but this is not true with the gasoline traction engine, because it has very little reserve power. The steam engine, on the other hand has considerable reserve power and often pulls twice as much as its rated pulling power for short distances.



A Gas Traction Engine pulling John Deere plows in heavy gumbo

some sections for fuel in this class of engine, but the distillate usually produced in the central part of the United States is too heavy and does not vaporize readily.

At the present time farm labor is scarce, unreliable and high priced. Horses are also high in price and it costs a great deal to keep them. For these reasons, the traction engine has been sub-