

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 Gasoline Traction.

THAT gasoline traction engines are bound to come into general use is as plain as the fact that the self binder is used today wherever grain is grown. So many reasons are offered in support of this contention that many manufacturers of steam engines not only consider this a foregone conclusion but are preparing to meet this contingency by arranging to build gasoline traction engines for farm work. This is not because of a desire to be forever changing, for this is the last thing a manufacturer cares to do.

Steam traction engines have reached a very high state of perfection and but little can be added to make them more useful. But fuel is becoming scarcer and more expensive every year, and it requires good fuel to generate steam for the monster engines now required to do the heavy work of the farm traction engine, especially during the cold weather. Water is an object to the user of the modern steam engine on the western plains where the heaviest kind of work is required of these engines, and it often has to be hauled miles during dry weather.

One advantage which the builders of the combustion engine claim over that of steam is less weight for a given horse power. This point may or may not be well taken, but it is the specter that stalks abroad in the land, especially among operators of threshing machinery where the motive power of traction engines is most required. The user of a traction engine has a hard road to travel at best. He knows that lurking along the way are death traps in the shape of dangerous bridges over which he must pass and which in many cases causes death and injury. The number killed and injured by reason of imperfect bridges every year is so great that anything that offers relief, or which promises to do so, is eagerly

sought after by the operatives of traction engines.

Only those who have fired a traction engine in the winter know anything about what it means to raise steam and hold it at a point where the engine will develop its rated power. Hours of hard and constant firing are necessary to get a sufficient head of steam to begin work. The

claims and the only successful reply he receives is that "it's unreliable and a costly experiment." But now this argument has been upset by the very men who build steam engines. These gentlemen, most of whom had experimented in gasoline engines years ago and cast them aside as failures, have since become owners and operators of automobiles

a skip or a miss, of that delicate construction which of necessity the automobile engine must be, has taught the world a lesson, and no one has watched its progress with more interest than the builders of steam engines, most of whom have learned this lesson from personal experience. This great educational factor, the automobile, despised by some, abused

by many, and over which all mankind has become intensely interested, has been the silent teacher of the steam engine builder and he has heeded or will very soon heed the lesson.

To the steam engine the world owes, in a large measure, its present prosperity, and from the days of Robert Fulton down to the present it has performed its Herculean tasks with a great degree of efficiency. Those

who have studied its construction and whose cunning brains have brought forth the perfect steam engine, have run well and the world owes them a deep debt of gratitude.

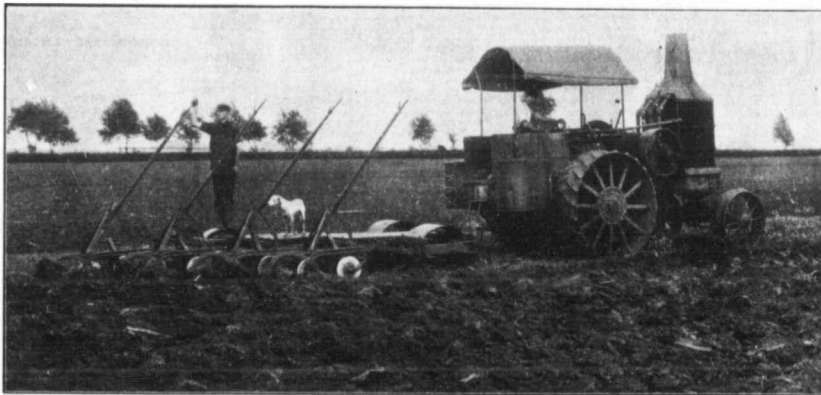
There will always be a demand for steam traction engines but the fact remains true, that with the improved gasoline traction engine now being built and those which will yet be built, and with the discovery of oil all over the world in abundant quantities, for fuel, and its successful use as fuel, together with the use of denatured alcohol, it would be shortsightedness on the part of anyone to deny that very speedily the gasoline engine will supplant the steam engine to a great extent.

An Answer to S.E.A. In Our Last Issue.

Canadian Threshman & Farmer, Winnipeg.

Gentlemen:—

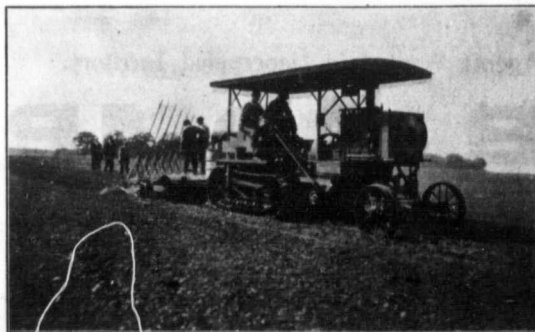
In reply to your recent request for our experiences with a gasoline engine, also to your request in your December issue for our opinion which outfit for one of your readers to buy. We will give you a full detail of what we



The Rumely "Oil Pull" Tractor pulling an eight bottom fourteen inch John Deere Engine Gang.

gasoline engine salesman, knowing these facts, whispers them into the ears of the prospective buyer and for further argument demonstrates his ability to make a "dead engine" begin work instantly by applying the ignition and turning on the gasoline. He

in which they have made journeys of from five hundred to five thousand miles without more than minor mishaps, and most of these were from causes other than defective engines. They have gone over the smooth boulevards of the cities and over the rocky and



The Holt Caterpillar Gas Tractor Doing a Plowing Stunt.

goes further and demonstrates the great saving of time and energy by simply turning off the flow when through, and his engine becomes as dead as a door nail." He challenges his brother competitor with the steam engine to meet him with any argument to offset

mountainous regions of the country, many times at a speed equaling that of the ordinary passenger train, and these gentlemen have learned a lesson therefrom.

The gasoline engine of from four to six cylinders, speeding along for hours at a time without