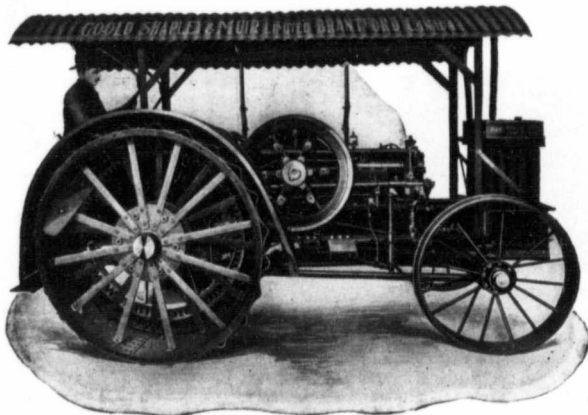


THE "IDEAL" Gas Tractor

HAS NEVER BELIED ITS NAME AS A



TWO SIZES—28-20 and 45-30

And the best evidence the makers can offer the farmers of Western Canada as to its perfect efficiency as an **IDEAL PLOW ENGINE** and a tractor that can successfully handle every description of haulage and belt work is the very large number of Western farmers who are using it. We hold the most conclusive and flattering testimony from scores of practical farmers.

BUILT UP TO A REPUTATION — NOT DOWN TO A PRICE

The "IDEAL" engine is constructed on the sound mechanical principle: two cylinders opposed, placed horizontally on cast bed pieces; pistons are operated by a two throw crank shaft, placed in heavy bearings between two cylinders, insuring a perfect balanced engine, and obtaining the maximum power at the minimum cost of operation. The IDEAL has been carefully designed and built throughout, special care having been given to properly housing the gears to prevent dirt or dust affecting the wear and durability of the engine. The construction has been based on exhaustive field tests, from which nothing was omitted that could help in any way to ascertain most definitely what were the normal extreme capabilities of the engine. **They are the Simplest and Easiest of all Tractors to operate.**

GOOLD, SHAPLEY & MUIR CO., LIMITED

BRANTFORD

WINNIPEG

CALGARY

Uses Portable Gas Engine for Threshing.

We have a Fairbanks-Morse 20 h. p. portable gasoline engine and a Waterloo Champion separator 28 inch cylinder and 42 inch body and we found this to be a splendid threshing outfit. It is a good outfit for the farmer's individual use.

We got the outfit too late last fall, so that we did not have any record run, but still we could have done worse, as I had no experience at all in running a gasoline engine and a separator.

We got the outfit running ourselves before the expert came, when all at once the loose pulley on the engine caught fast to the axle of the engine and that caused us a lot of work and time to get it fixed up again. Well we got running again when the engine stopped all at once and I couldn't make out what the matter was. So I went right to work and took the electric igniter out, but as I did not understand it very well I put it back again. The trouble, however, was caused by it as I found out later. Before trying the engine again I set the igniter to ignite a little earlier and we could get it to run, but it would misfire and be weak. So I stopped again and took the igniter out and then I found a little piece of metal lying in chamber and then I saw there was a little hole in the fixed electrode where the contact point should be; consequently, I saw that the contact point had fallen out. So my father and I went to

work and riveted the piece of metal which we found to the fixed electrode and then tried the engine again and it went fine for a while until the contact point loosened and fell out again and the engine stopped. We then took the fixed electrode out again and had a piece of iron braced in it instead of the other little piece of platinum and the engine went alright, excepting once in a while when the piece of iron would burn out a little, when I would have to file it. After that we did not do so badly. I had the cylinder journal hot once in a while and some odd troubles like that.

We had two stook teams and I ran the outfit, so in all we were seven men. We should have had two or three pitchers in the field, but could not get any men.

We averaged about 710 bushels of wheat and oats a day and we used an average of 22 gallons of gasoline per day at a cost of 19c. per gallon. We charged 5c. a bus. for wheat and 6c. for oats, that is stook threshing. I let the engine use too much gasoline. We should only have used between 18 and 20 gallons of oil. I learned quite a lot about the engine and next fall I hope we will do still better. The engine had plenty of power; in fact we couldn't feed hard enough to show any affect on the engine, the separator having full equipment.

The separator we have is a grain saver and it cleans the grain fine.

Yours truly,
Roy Forsman,
Earl Grey, Sask.

Please Make a Note of This.

For the convenience of customers in the tributary territory of Regina, the Maytag Company Limited, Successors to the Parsons - Hawkeye Mfg. Company of Winnipeg, have placed a complete stock of repairs and extras for all their self feeders at Regina with Mr. H. A. Knight to whom orders may be sent.

A new use for the vacuum cleaner was discovered by a Chicago electrician who freed his dog of fleas with one of these modern machines.

Send out into the world a smile every day. It is worth more than the longest Marconigraph ever sent across the sea.

Hart-Parr Kerosene Tractors (The Modern Farm Horse). See us at the Winnipeg and Regina Fairs.

OILDAG

REGISTERED TRADE MARK

Deflocculated Acheson-Graphite
—DAG—and oil

Graphite does not dissolve in any liquid or break under pressure, and these qualities, added to the unctuous softness and purity together with its non-coalescing nature, makes Acheson-graphite ideal for lubrication purposes.

The process of deflocculation takes Acheson-graphite powder so fine that it will go through a sieve having 40,000 meshes per square inch, and subdivides each grain of this finest powder into many still smaller particles—so small that they are invisible under a powerful microscope.

Oildag is this Deflocculated Acheson-Graphite suspended in oil, where it neither floats or sinks, but is evenly distributed throughout. Oildag will flow anywhere the oil alone will go.

Mr. Robert A. Ross, E.E., of Ross & Holgate, Consulting and Supervising Engineers, Montreal, after running a 1910 Model T Ford car with Oildag, in reply to an anxious inquirer, wrote the following letter:

A. B. Grove, Esq., Airdrie, Alberta.

Dear Sir:—Referring to yours of May 5th with reference to Oildag, I would state that the Ford Company warned me against its use, but being an electrical man, I reasoned it out for myself and came to the conclusion that, while a graphite was a conductor and if used alone would short circuit the magneto, oil was an insulator and that each small molecule of graphite was surrounded by a sphere of oil, so that in effect no short-circuiting could take place, and this has been proved in my case and doubtless in others. I may say my car is of the model of 1910, with the magneto in the oil bath. I do not think you need be alarmed on this score. Yours very truly, etc. (Signed) R. A. ROSS, E.E.

May 13th, 1911.

WRITE FOR OILDAG BOOKLET 778

FACTORY AT
SARNIA, ONT., CAN.

ACHESON OILDAG COMPANY

We are General Agents for GREDAG made by the International Acheson-Graphite Co.

PORT HURON,
MICH., U.S.A.