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We own and operate a 20 h. p. portable International Harvester gasoline engine, which we use for threshing and chopping feed. We have been threshing two seasons with our gasoline engine and I think it is way ahead of steam. Our engine consumes about 18 gallons of gasoline in a ten hour day of threshing.

The cost of gasoline in our locality this year was 26c. a gallon, making the expense for gasoline \$4.68 a day and 15c. worth of lubricating oil and grease, which makes the total running expenses \$4.73 per day.

I have not had any experience with steam, but I do know that there has to be an engineer, which costs about \$5.00 a day, and there has to be a god fireman which makes another \$2.50 or \$3.00, and you must have a tankman and team, which makes still another \$4.00 at least, making his expenses for running a steam engine about \$12.00 a day. Then you have other troubles, such as leaky flues, injector troubles, lubricator troubles, etc.

I think the gasoline engine is the coming power for the farmer and thresherman as it is always ready when wanted.

Hoping this is worthy of your consideration, I remain,
Yours truly,
Albert Carlson,
Windthorst, Sask.

Anxious to Learn.

We have a 15 h. p. International Harvester gasoline engine and a 32-inch Belle City separator. We had plenty of power and our engine was quite easy to operate.

We also own and use a 6 h.p. vertical Stover engine, driving a ten-inch plate Fleury crusher, and crush and clean oats from 20 to 24 bags per hour, barley or wheat about 12 bags per hour. We also saw wood and are thinking of adding a lime crusher and a cement mixer to our plant. We find the little upright engine very simple and easy to start. In cold weather a kettle of hot water poured in the jacket will warm and dry the cylinder, so that the gasoline will vaporize and the engine start without any trouble in cold weather. In the winter time we keep battery in the house when not in use. This is a point often neglected and as a result many find their batteries short lived and inefficient. Gasoline here at the present time is 25 1/2 c. per gallon.

We are anxious to learn all we can about operating gasoline engines and shall be glad to have the book you name if you consider this letter merits it.

We hope before long to see gasoline tractors of moderate price, and become general, thus reducing the cost of wintering so many idle horses, a serious and ever recurring problem in the country. If we can be of any further use to you we shall be glad to answer any questions.

Yours truly,
Cutting Bros.,
Carnegie, Man.

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Is not this positive proof of superiority?
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insures better work from the new machine and lengthens the life of the old. Wherever bearings are loose or boxes worn it takes up the play and acts like a cushion. Changes of weather do not affect it.

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