

downs. You will either break something or rack your machine and thereby cause expensive delays. We had one move last fall of eight miles and we only had to stop twice and this was for water. This was our longest move.

I think a thresher should try and have his route planned in order that he will not make so many long moves as they are always an extra expense to himself.

Some take great pride in telling how they got out of mud holes. Last season there were engines around this part stalled in mud holes for a day at a time. Now a good engineer can avoid such loss of time and expense by watching his road and steering shy of such places. It is better to take a little time and consider before you get in a mud hole than after you are in.

Tenth Prize Experience.

By J. R. Long, Mortlach, Sask.

The thresherman meets various difficulties and often some very serious conditions confront him. My first experience with an outfit was acquired last fall when I purchased an American-Abell 26 h.p. engine and a Toronto Combination 36-60 separator.

These I unloaded on October 2nd and despite disadvantageous weather conditions, extra long straw and difficulty in picking up a crew, at that late date in the season, I had a very good run, getting in 18 days in October and 13 in November. I had no difficulty or misfortune with the outfit, both performing admirably, but the labor problem kept me in "continual hot-water."

I started off paying my engineer \$7.00 per day, separator man \$5.00, spike pitchers \$3.00, field pitchers \$3.00 and teams and teamsters \$5.00 per day. Labor was scarce and many outfits were only "half manned," consequently wages were high and it was not long till I was obliged to pay my engineer \$9.00 a day, separator man \$6.00, spikeman \$3.50 and submit to the crew or adopt the other alternative of "pulling in."

There was too much of my neighbors' grain at stake to do the latter and in order to enable them to save their spring and fall labor, my outfit ran some fifteen days in December and January.

We made no record runs at any time, owing to the great length of straw and the dampness by frequent rains, but I am persuaded to believe that the outfit will take as much as four men can feed under proper conditions, and under such conditions there is good money in a threshing outfit.

My charge for threshing last fall was, wheat 8c., oats and barley 6c., the farmer boarding the men, but with wages at their proper or reasonable figure, I hope to be able to cut a little this fall. The farmer cannot hold the machine owner responsible for threshing prices, so long as he demands the big price for his labor

and that of his teams; so long must the thresherman demand the higher price for the work he performs, and when one considers the amount of money a machine represents, what an outlay a careless employee can incur on the owner thereof, the risks he assumes, and responsibilities under which he rests, or rather unrests, it must be conceded that he must have a fair price for the work his machine does.

Personally, I like to see a man paid well for his work, and I like to see an employee give his employer a square deal, but the average thresherman, unless he is with his machine, and watches his help, will not get value for the money he pays out for wages, for

for my machine's honest earnings. It is all a farmer wants too, or has a right to pay for, and until we get an absolutely reliable measure on our machines, let us count the wagon loads, level full, taken from the machines.

A Record of Costs.

By William T. Pittman, Ranfurly, Alta.

My outfit consists of a J. I. Case 20 h.p. Simple Engine and a 32-54 Steel Separator, with modern equipments.

The first thing a man wants is a good crew and then be the boss and get his separator set level both ways, so that it will do first-class work. I find this always pays. I have a cable with my rig



A Flour City Gas Tractor making things hum.

in every crew is a "slink," and this man is always a kicker, and should be treated as a man who puts his hand in another man's pocket for the purpose of taking his money. The one steals money—the other time, which means money and which he also takes.

I would like to see threshermen organize and set a scale for threshing and a scale for wages, and a set of rules that would give both the employee, the farmer and the machine owner justice and fair play and adopt a day that if men or paid by the day, the machine owner gets the advantage thereof in the early part of the season, as the employee gets in the latter part of the season—thereby making it a square and

and find it a very useful thing. I always run my rig early and late and have to hustle to make payment and make anything besides.

My engine is an easy steamer and just plays with my separator. It is better to have ample power and get uniform motion, which I think is essential for good work in threshing. For fuel I burned straw. My expenses were per day as follows, not figuring interest or depreciation:

4 pitchers at \$2.00 per day	\$8.00
Fireman at \$2.25 per day	2.25
Tankman at \$2.00 per day	2.00
Separatorman at \$4 per day	4.00
Oil-Sundries \$1 per day	1.00

\$17.25

I have plowed some and will say it is very hard on the engine,



A Fairbanks Gas Engine on the Power End.

fair play deal all the way through.

I would also like to see a weigher that would work perfectly, so that the farmer when he pays a thresherman for a certain number of bushels would find his delivery at elevators tally accordingly, and further, so that a farmer would not pay a thresherman a cent more than he actually earned.

This is one of the problems I met this season. Some of my neighbors received the weight or number of bushels the machine registered, while others were short from fifty bushels to 550 bushels. This is a most annoying condition and one of the most serious in our business.

For my part I only want pay

and I found that there was no money in it unless the ground was level, with no brush.

Finds Steam the Best.

By Louis Ferris, Holland, Man.

I have been in the threshing business for three years and find that there is quite a lot of pleasure in it, but a good deal more hard work and worry and not much sleep while the busy season lasts.

To start with, I made a mistake. I went in partners on an engine, which I think is a mistake in most cases. Our first rig was a new 32 x 50 Great-West separator and a 25 h.p. Gasoline engine, which proved afterwards not to

be enough power, so we sent it back. Then an agent came along and made us believe that an 18 h.p. steam that he had would run it fine. So we bought it on the conditions that if it wouldn't do the work he would allow it on a new one. This turned out to be the case after trying it for a day. We shut down and went and got a new one, 22 h.p. Sawyer-Massey and have had satisfaction ever since.

Before we got the new engine home I had an experience that taught me a lesson. We had a Coulee to cross and there had been a heavy rain the day before and when we came to the bottom it was quite wet and the grade was narrow. We put planks down for the drive wheels to run on, but just as we were on the worst place the engine slipped off the grade and if it hadn't been for the wheel resting on an old bridge which was three feet lower than the road, it would have gone over. We were just five hours getting out, so you see it doesn't pay to get in a hurry in places like that with an engine.

To my mind there are just two classes of men that should go in for threshing, and they are: the man that has nothing to lose and the man that can pay for at least half of it the first year. The man that has just a quarter section and goes in the threshing business with no experience, will have a big load on his farm and his machine worn out before he knows it. The wages we have to pay and the way most of the men work, it is hard to make much threshing.

There is one thing I like to do when I pull in and that is to take note of all that is needed for the next year, for if it is left till the next summer, thinking there is lots of time, when you come to start you will find things you have missed. I know a man who lost a week of good threshing last fall fixing at his machine. One hour lost when your wheat is ready and sixteen men and teams and wages is worth more than a week in the fall after you are through.

I hope you will find space in your valuable paper for these few lines.

Threshed, 27,528 bushels in 21 days;

By E. Simon, Oxbow, Sask.

I see by your paper that you want every thresherman in the country to give you an account of his season's run; so I am writing you about my experience. It may possibly be of help to someone.

The past season was an ideal one for threshing. It was so dry that the grain separated easy and the straw burned splendidly.

I run a 21 h.p. Port Huron engine and a 36 x 60 Gaar Scott separator rigged complete with feeder and blower. I run the engine myself and hire the best separator man I can get regardless of wages, and I think it is the cheapest in the end if the life of the machine is worth anything.