

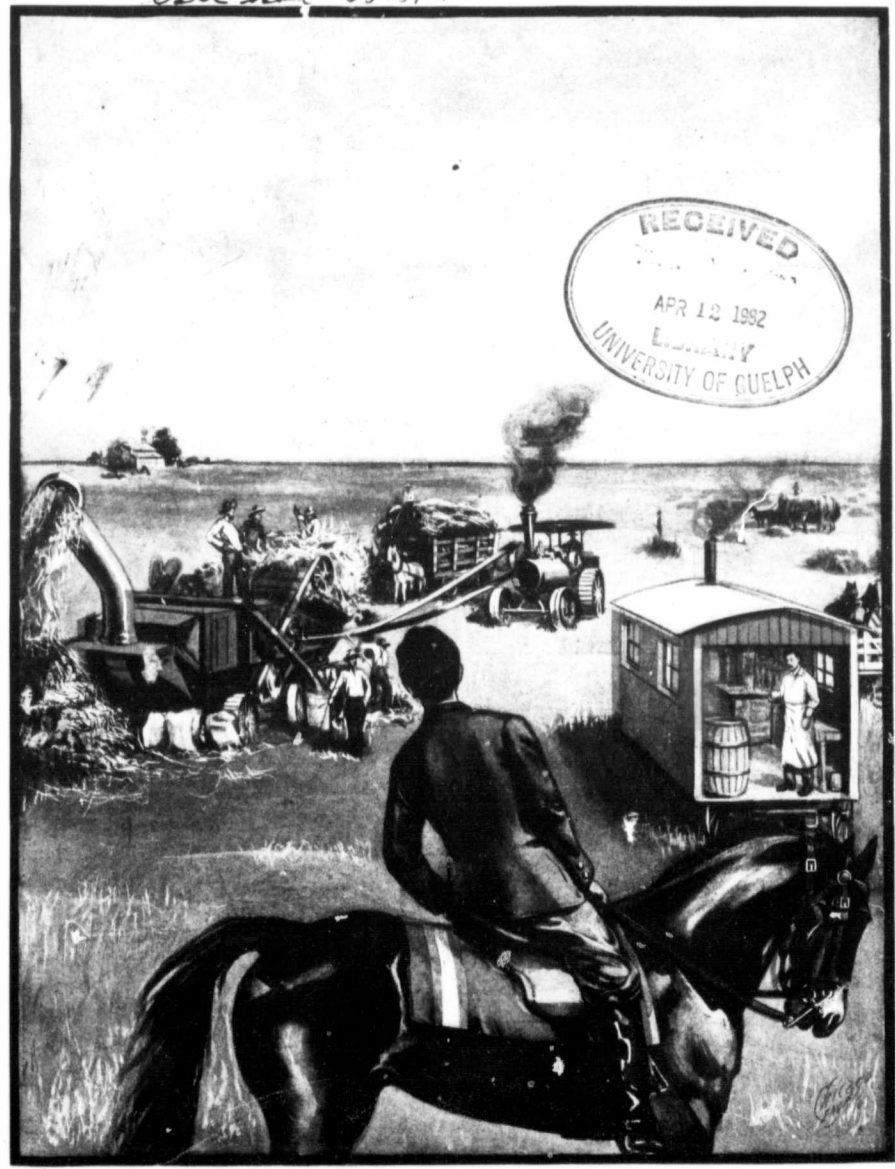
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THE CANADIAN THRESHERMAN and FARMER

CANADA'S FARM MACHINERY MAGAZINE
WINNIPEG · CANADA

SEPTEMBER, 1911

Save date 25-31-

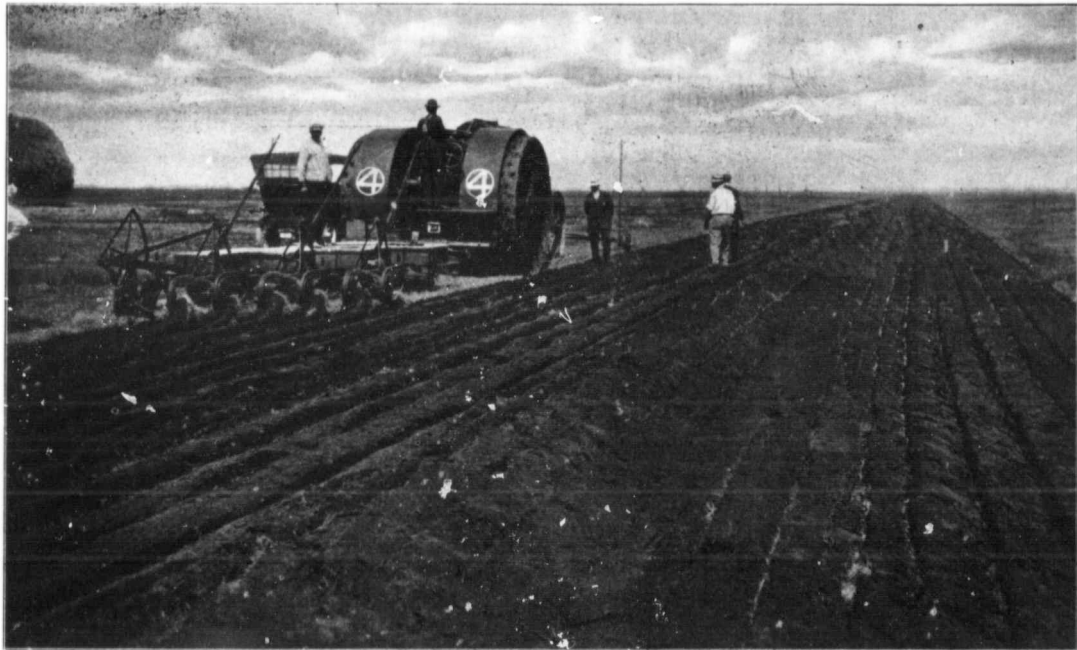


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JOHN DEERE ENGINE PLOWS

Four, Six, Eight, Ten or Fourteen Bottoms



Equipped with Deep Suck, Quick Detachable Shares. Handiest Feature ever put on an Engine Plow.

JOHN DEERE ENGINE GANGS were pulled by 10 Medal Winners out of a possible 13 in the 1911 Motor Contest.

Use John Deere Engine Plows

Because these plows have the longest successful field record back of them, and more of them are in use than of any other make, which is the best evidence of their efficiency.

Because it is a safe bet that farmers generally will not buy an implement unless it has been proven satisfactory.

JOHN DEERE ENGINE PLOWS are very strong, pull easy, handle easy and do the finest kind of work.

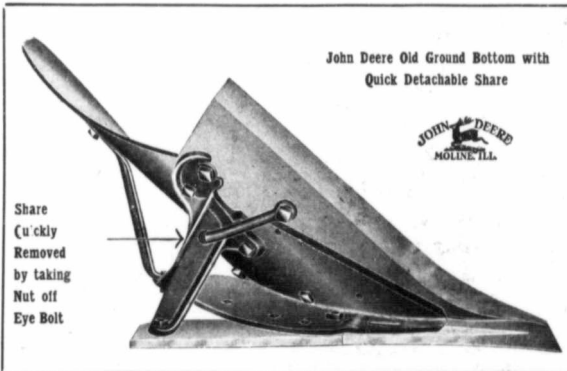
They are strong because of the high grade material used.

They pull easy because JOHN DEERE bottoms are light in draft.

They handle easy because there is only one lever for each pair of plows and every other desirable convenience is provided.

They do the finest work because the pulverizing and turning qualities of JOHN DEERE bottoms have never been equalled.

Write us for further information or send for Engine Plow Book. This Book contains all available valuable information on Engine Plowing.



Quick Detachable Shares are a Great Advantage

It takes a lot of valuable time to change shares on an ordinary engine plow.

JOHN DEERE ENGINE PLOWS are equipped with QUICK DETACHABLE SHARES which can be changed in one-fifth the time usually required for other makes.

Each share is removed by taking off one nut, which is easy to get at, instead of four nuts inconveniently located.

Illustrations below give you a good idea of this feature.

Another thing, the one eye bolt holds the share more securely than when bolted to frog in the old way.

Think of saving 80% of time ordinarily required to change shares. This means a lot—especially when in a hurry.

JOHN DEERE PLOW CO. LTD.

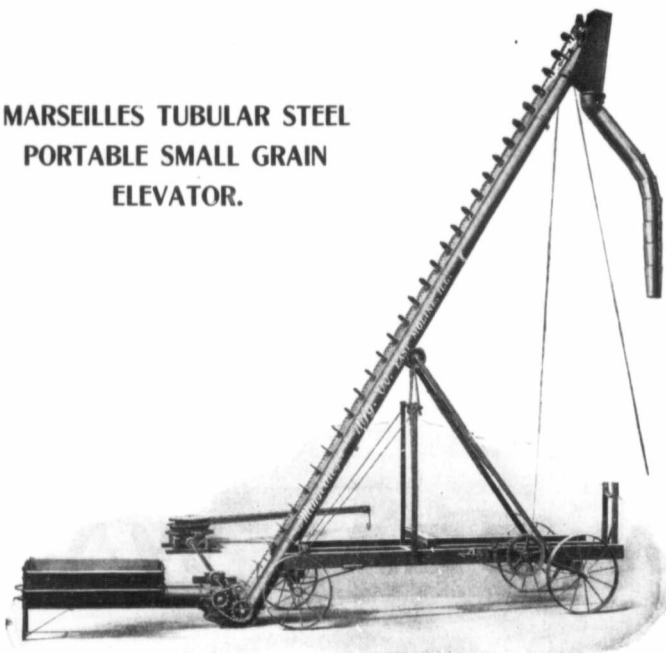
Winnipeg Regina Calgary Saskatoon Edmonton Lethbridge

THE MARSEILLES TUBULAR STEEL PORTABLE GRAIN ELEVATOR

Handles All Kinds of Small Grain

**Elevator
Leg is
Made of
6 $\frac{1}{2}$ inch
diameter
Well
Casing.
Cannot
Bend,
Buckle or
Twist.
Will not
Rust.**

MARSEILLES TUBULAR STEEL
PORTABLE SMALL GRAIN
ELEVATOR.



**Capacity
15 to 20
Bushels
Per
Minute**

Horse Power Outfit.

Operated either by Horse Power or Gasoline Engine.

Can be furnished with or without Horse Power.

Elevator can be quickly lowered to horizontal position on truck for transportation over country roads, by merely turning a hand crank.

WE CARRY IN STOCK :

No. 759---23 ft. Mounted Outfit, with Swiveled Flexible Discharge Spout, with 10 ft. small rod and slip coupling for horse power connection.

No. 760---28 ft. Mounted Outfit-- Same equipment as No. 759.

No. 724---Engine Attachment for Horse Power Outfit.

No. 255---Two-horse Hercules Triple Geared Power, with 1 14-ft. Large Tumbling Rod, 1 Large Coupling, 1 Block Rest and compound Coupling.

WRITE FOR CATALOGUE

JOHN DEERE PLOW CO. LTD.

Winnipeg Regina Calgary Saskatoon Edmonton Lethbridge

Deere Potato Diggers

Appeal To Every
Farmer

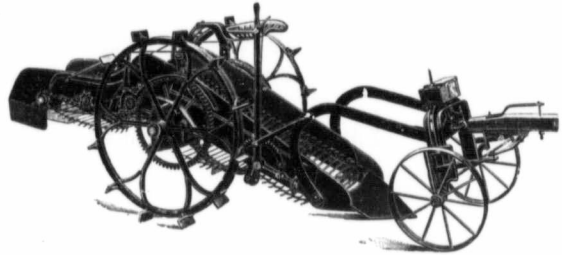


Shaker Digger with Fore Carriage

STEEL beam.—High natural temper steel blade.—Provided with weed fender and gauge wheel.—The shaker Digger has a perfectly flat blade and will not cut the potatoes. The rod grating is hinged at the front and is given an up-and-down shaking motion by the sprocket wheel at the rear. This shakes the dirt off from the tubers and leaves them clean and whole on top of the ground. The weed fender is intended to clear away weeds and vines, preparing the way for the blade. The digger is shipped with gauge wheel and fender unless ordered without.

The Forecarriage, or double gauge wheel which straddles the row, insures steady running of the Digger. The wheels have an up-and-down as well as an in-and-out adjustment.

Dowden Potato Harvester



Dowden Potato Digger

THE Digger that works where other diggers fail—the digger that takes every potato out of stiff lands, clay, grass, mud, weeds and stones, as well as clean lands. One enthusiastic owner of a Dowden writes us about its perfect work in grass and weeds four to six feet tall. We have hundreds of such reports on file. Let us show them to you. In some crops the Dowden digger actually pays for itself in the potatoes it saves. Write for the Dowden Book. It will tell you how this machine is made so strong that a break need never be feared, and so simple that a boy can run it. Drop us a postal to-day. The book will come, so will our catalogue prices and full particulars.

NEW DEAL WAGON

New-Deal Wagon

Is made of air-seasoned lumber.

Is equipped with double collar skein.

Skeins are dust-proof, therefore will hold grease longer and run easier than others.

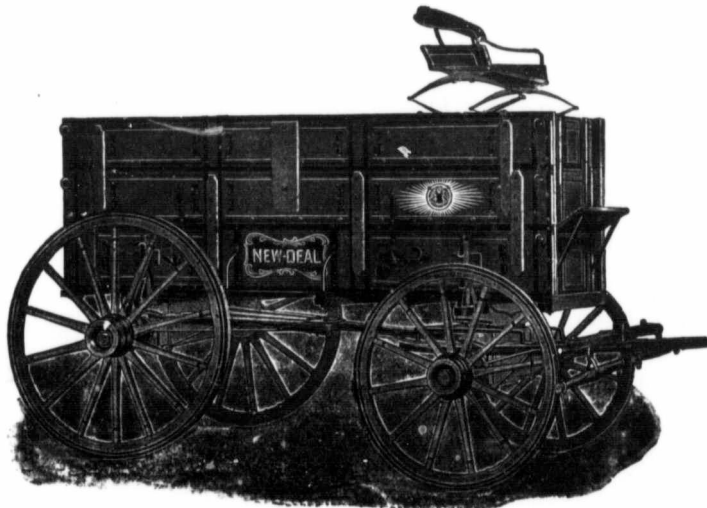
Skeins are heavier; bell is longer and larger, taking more axle.

Has riveted grain cleats (not nailed or screwed).

Bottom of box is reinforced both front and rear.

Has clipped gear, both front and rear.

Box is made flax tight



New-Deal Wagon

Spring seat with 5-leaf springs (not single leaf).

Steel bolster stake plates on side of box.

Neckyoke 48 in. long (not 42 in.)

Has trussed tongue, cannot break or warp.

Has channel iron reach really indestructible.

Is extra well painted, striped and finished.

Possesses a great many distinctive features of merit.

JOHN DEERE PLOW COMPANY, LTD.

Winnipeg

Regina

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Edmonton

Lethbridge

Back in 1877



MY grandmother lived with us on a Wisconsin farm of 120 acres. I was seven years old and had to mind a baby brother part of the day. But each year I had three days' vacation, and that was when the threshers (we called them threshers) did our job. That good grandmother took charge of the baby, because I was too excited to be of any account. It was mighty interesting to watch them "set up." And then there was that fellow with a long whip on the old sweep power. When those fellows ate their dinner—and my how they did eat—I used to crawl up on that old sweep power just for the purpose of handling that whip. And mother was always glad when the threshers were through, because she was afraid I would get caught in the tumbling rods. For weeks and weeks after the threshers left, the circular path that the horses wore around the sweep power, we boys would use as a circus ring. You can imagine my eyes pop out the first time I saw a traction engine. And then to think that some day I would be making lifting Jacks. And making the "Barth" Jack by the thousands every year. When my father was a thresherman he didn't know what a Jack was. In fact, there weren't any quick acting Jacks of this type. Nowadays it is seldom that a thresherman thinks his outfit is complete unless he has one or more Jacks, and nine times out of ten, it is a Jack of our make. We have been building Jacks since 1892. We are still at it, and selling more than ever. That means that we make a good Jack at a fair price.

BARTH MFG. CO.
SOLD THROUGH DEALERS.
WRITE US FOR CATALOGUE.
110 L Street, MILWAUKEE, WIS.

A WORD OR TWO WITH YOU AS A THRESHERMAN

By the time this number reaches you it will be threshing time in real earnest. You will be eating dust in shovelfulls and wallowing in grease and, we hope, enjoying it all. You of course have your outfit in good shape, or else you are working out a new rig—one that has cost you several thousand dollars. Now, how about it? Have you laid your plans so that you will make money. Have you counted the cost? Making all reasonable allowances for wear and tear, interest, depreciation, bad luck, rainy weather etc. are you reasonably sure that you can meet your payments and still have a little for yourself.

In your neighborhood (unless it is a striking exception) you have one or more price cutters. Like the poor they are always with us. They are men who know it all and are never in a position to be told anything. Some of them have new outfits but they are unexperienced in the business side of threshing, consequently a cent or two more or less on a bushel means very little to them. They are the men who work all fall and when it is all over they wonder why they can't make ends meet. They curse the Company that sold them the outfit and demoralize the business in general. They get lots of work to do but they

do not even make wages at it.

Then there is the man who has the old outfit. He has paid for it and he considers that anything he can make is velvet. True to a certain extent but he is just as much in error as if he considered a horse he owned worth less per day than one that he owed for wholly or in part.

Don't pay any attention to either of these men. They will both sooner or later dig their own graves in so far as the threshing business is concerned. No business can exist that is not run along proper business lines.

Don't worry about the few jobs that the price cutter may take away from you. Let him have them in welcome. Better let your outfit stand idle and let the company take it at the end of the season for if you work for a losing price they will get it in the end with all of your time and hard work thrown in.

Fix your price and stick to it. Western Canada's big 1911 crop would be worthless without the threshing machine to handle it. The country needs you and consequently must pay you for your labor.

This season will not be an easy one. The straw is long and it will be good and tough. The ground will be soft in a great many places and moving will not be easy or rapid. These things all help to reduce your profits and make your work harder, so don't cut your price. You can't afford to do it.

Lunkenheimer Pop-Safety Valves

Do not waste steam as they relieve the over pressure only

They can be regulated to reduce the pressure only one pound, if such close regulation is desired. The improved construction of the valves prevents chattering and sticking and adjustment of the pop and pressure can be made from the outside of the valve.

Lunkenheimer Pop-Safety Valves have full relieving capacity and are positive in operation.

Either brass or iron body valves can be had, and they are made in all standard sizes for working pressures up to 250 pounds.

Write for Catalogue J. Your Local Dealer can furnish them, if not, write us.



THE LUNKENHEIMER COMPANY

Largest Manufacturers of High-Grade Engineering Specialties in the world.

General Offices and Works:
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PARKER'S JUMPING HORSE CARRY US ALL



THE ONLY ONE OF ITS KIND IN THE WORLD!
THE ONLY ONE OF ITS KIND IN THE WORLD!
THE ONLY ONE OF ITS KIND IN THE WORLD!

Above figures will be verified to prospective customers. Write for catalogue and prices to
C. W. PARKER,
Abilene and Leavenworth, Kan.
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Barn Roofing

Fire, Lightning Rust and Storm Proof
Durable and Ornamental

Let us know the size of any roof you are thinking of covering and we will make you an interesting offer.

Metallic Roofing Co.

Limited
MANUFACTURERS
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Western Canada Factory,
797 Notre Dame Ave., Winnipeg.

HOME Protection

BENJAMIN FRANKLIN
PERFECTED LIGHTNING CONTROL

THE home may go. Every loved memory may be utterly destroyed in a few brief moments by lightning.

How About Your Home?

You have a home and family. You see your children in terror at the approach of every thunder storm.

Are You the Prudent Man? Have you taken steps to protect them? Or will your cars remain dead to their cries until the lightning stroke falls upon you, and then vainly sit down and mourn your loss?

The DODD SYSTEM of Lightning Control

makes your home and loved ones safe. Two thousand mutual fire insurance companies testify to it. They are not deceived; you can rely on what they have said and done. It is the one scientific system, the only one with a responsible guarantee behind it. Money refunded or damage made good (if you are ever damaged) under binding contract. Let us send you free the greater Lightning Book ever published; to show you how 2000 insurance companies endorse *The Dodd System* and no other system of lightning control. Beautifully illustrated book, many striking lightning views; gives theory of lightning, full explanation of lightning control, plain questions and answers. Professor Dodd's lecture, etc. Sending for it does not bind you to anything. Address to-day:

DODD & STRUTHERS
451 6th Ave., Des Moines, Ia.

WEST DODD PERFECTED LIGHTNING CONTROL

Reciprocity and Threshing Machines

THRESHERMEN AND FARMERS—If you are thinking of purchasing a threshing outfit, you are certainly at the parting of the ways on the threshing machine question—whether Canada is at the parting of the ways on the Reciprocity question, or not.

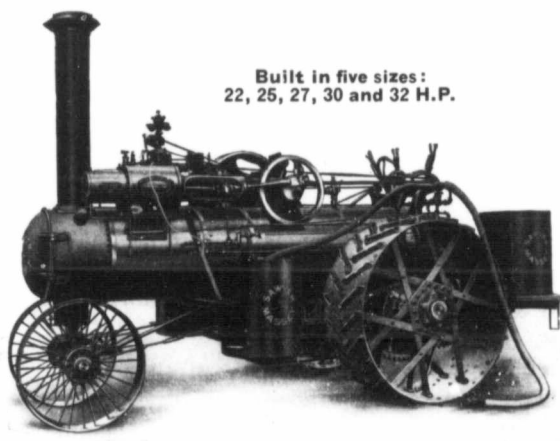
You will soon be called upon to decide the Reciprocity question—but, before that, and of **immediate** importance is the question of getting your portion of the crop threshed satisfactorily, and profitably.

You are about to commence the heavy and important work of making your season's work a success.

You are now at the point where your decision in the matter of a threshing outfit is of great importance to you.

You have reached as it were the parting of the ways. You cannot be too careful. Make certain you choose wisely, for then the results are bound to please you.

Steady
Reliable Power
for Plowing
and Threshing



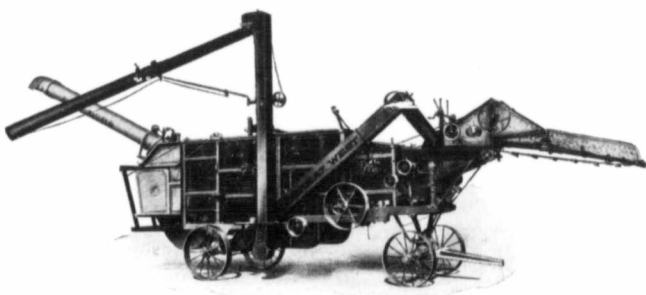
Built in five sizes:
22, 25, 27, 30 and 32 H.P.

Strong Heavy
Drive Wheels
and
Gearing

It Doesn't Pay to Take any Chances on your old Outfit or on your Crop

Every hour lost means money.

Every grain wasted means money, and an unreliable, poor running outfit means so much of your valuable time and your hard work gone for nothing.



Note carefully the Simple System of Belting.

No blower gears to give trouble.

Note the well-braced frame.

Weight properly distributed on both axles.

No sagging

"Great West" built in seven sizes

Mr. Farmer, if you don't own your own outfit, make sure a Sawyer Massey does your work. It does the fastest work, the cleanest work, the best work.

If you are thinking of buying and haven't seen or inspected Sawyer-Massey engines or separators, do so before you buy—Give them your most careful inspection.

You must admit they spell success for any man who operates one. They are reliable machines, built by a reliable firm.

Don't lose any more time, write for detailed information.

SAWYER-MASSEY CO.

Winnipeg, Man.

LIMITED



Vol. XVI.

WINNIPEG, CANADA, SEPTEMBER, 1911.

No. 9.

The Two Great Red Rivers

By A. C. BUILDER.

THE RED RIVER OF THE NORTH.

The clayey mould, rich in organic deposits, that constitutes the level prairie reaches of the Red River Valley, is perhaps what gives the water its color and the river its name. And its adaptability has brought forth the bright blue flowers of the flax fields and the wheat fortunes that have come with the harvest.

An unjust notoriety has been given the "rigorous" winters of the Red River Valley country. But the summer, and autumn is never too short to harvest and care for the crops to which it is best adapted. And there is a gradual transition from Indian Summer to the first snow fall, a week of which usually puts the surface in condition for snow shoeing toboggan slides, skating and sleighing. This lasts for two months and often for a longer period. The sound of the sleighing bells adds to the exhilarating sense produced by the pure bracing atmosphere. These delightful sports the inhabitants of the Red River of the south know not of.

But in April the prairie anemone covers the southern exposures to the verge of the retreating snow, the growing wheat is a carpet of green, the alders and willows of the Red and tributaries are in bloom and soon the entire prairie is resplendent with the blue and scarlet petals of the magnificent native flora. Anon, the day is measured by the click of the harvester: then the energizing hum of the thresher tells the World that they may have bread again.

At the Height of Land—about 1,000 feet above the sea level—within a few miles of the source of the Mississippi River, is the beautiful shadowy wooded, Elbow Lake, the source of the Red River of the north. Just over to the west is the Coteau des Prairies, South Dakota, which

between the Dakotas and Minnesota.

The next tributary is the Bois des Sioux at the mouth of which is located the twin cities of Wahpeton, North Dakota, and Breckenridge, Minnesota; thriving places. The seat of Red River Valley University, the lo-

west. Here about are located many thrifty Norwegian and Danish settlers—to the per cent.—that they, though thoroughly American, have installed their institutions, have newspapers published in their language and other customs peculiar to their Mother Country. Moorehead has wagon and sleigh factories. Grand Forks, North Dakota, located at the mouth of the Red River, has a population of about 10,000; is the seat of the University of North Dakota, and numerous other schools. It is in an agricultural district and where wooded it has the added industry of lumbering. The city manufactures flour and articles made of wood. Near the boundary between the United States and Canada is the mouth of the Pembina. And the city of that name, which was settled by a French trader in 1780, and again (permanently) in 1812 by a Scotch colony backed by the Hudson's Bay Company. This is perhaps the oldest city in the Red River Valley. Pembina is a grain shipping point and is at the head of deep water navigation of Red River.

There was located at the junction of the great prairie River, Assiniboine, and the Red, in the early part of last century, contemporary with four other forts and settlements in the vicinity, one of Hudson's Bay Company's early forts and supply depots. This is now the booming city of Winnipeg with a cosmopolitan population of thousands. This prairie city with its railroads, mills, factories, schools, churches and business



Picking Cotton, near the Red River of the North

is 2,000 feet above the sea level and the greatest heights this river drains. The Red's first tributary, the channel to Lake Traverse, is called the Mustinka River, and it is this section of Minnesota that the natives designate "The Park Region." From Lake Traverse onward to Canada the river is the boundary

of wagon factories, flour mills and various other industries. Near the mouth of the Cheyenne, the Red's second largest tributary, are two other twin cities: Moorehead, Minnesota, and Fargo, North Dakota. It No. 1 Hard Wheat. At Fargo is located one of the largest farm machinery depots in the North-



Threshing on the Red River of the North

blocks is the metropolis of the Red River of the north and is often termed the Chicago of Canada. It has a wonderful future backed by an only partly developed prairie, of great wheat possibilities, which extends West to the Rocky Mountains 1,000 miles distant, and the great wood to the east with its millions of saw logs. After a course of 565 miles (110 in Canada) and forty-five miles north of the city, the waters of the Red River fall into Lake Winnipeg, a great tideless fresh water lake, upon which steamers ply, and by which is a navigable course to Hudson's Bay, though somewhat obstructed by the rapids of Nelson River, Winnipeg's outlet.

Among the minor tributaries to the Red in their order are: The two Wild Rice Rivers, Buffalo, Goose, Marsh, Sand, Turtle, Forest, Park, Snake, Two Rivers and Roseau River. The Red River of the north and its tributaries are well stocked fishing streams and Muskallonge, White Fish, Sturgeon and Trout are some of the varieties that award the Northern Izaak Waltons. As well as a commercial and fishing stream this river and section of country is widely known as the home and breeding grounds of numerous wild fowl of the aquatic and wading varieties and many sportsmen from other sections spend their vacations here.

THE RED RIVER OF THE SOUTH.

The extreme source of the Red River of the south flows through a system of canyons of which the Paio Duro is the largest. This picturesque canyon is about 100 miles long and from 200 to 1,000 feet deep. These canyon tributaries are channeled to the depth of the great water bed of the plains and strong springs are numerous, swelling the stream to a considerable volume of water, only to be almost entirely absorbed as it flows into the adjacent sand belt and does not again collect as large a volume until it reaches the junction of the North and South Forks near the one hundredth Meridian. The Red drains the major portion of the broad area of the great level Staked Plains of Texas. And along its course through this region are many young, thriving Texas cities. Amarillo (population 20,000) is the location of meat packeries and is surrounded by great cattle growing interests. Canyon City—a new town that had snap enough to recently raise \$100,000 bonus to secure a Normal School and Childress, with railroad shops and broad wheat fields are all now larger cities than the stream is a river.

The Red is through a prairie country until it reaches the confluence of the Wichita River, near which point is located Wichita Fall, Texas, a young railway center—six lines—and a rich wheat growing district. From this point on the trend of

the stream is in a south-easterly direction, the boundary between Texas and Oklahoma the length of these States, and it is an ever-flowing stream of considerable dimensions but with a fall so slight as to make it very sluggish. A few miles below Wichita Falls commences the heavily wooded bottom which is from one to four miles broad. This is bordered on either side by a bluff from twenty-five to fifty feet in height at the top of which is a second bottom or broad prairie valley. The second bottom or valley is never flooded. But about every eighteen years the lower bottom

other growths native to the section. And the angler, may at any time of the year have good success plying a line for Sturgeon, Cat, Perch or Buffalo. While the same migratory wild fowl that breed on the Red of the north here spend a part of their winter vacation.

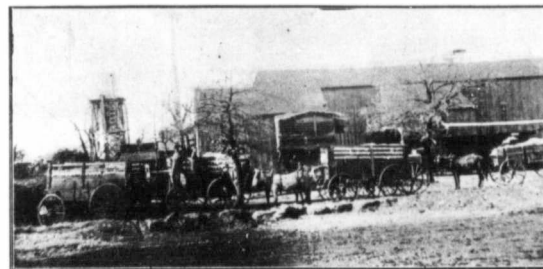
The farmers in the Red River Valley of the south work on through the winter months with but little climatic hindrance, as they are in a latitude of almost perpetual summer. It is seldom that the river is frozen over and about two snows of one or two days' duration, followed im-



A Local Cotton Mart where the farmer brings his shipments of cotton.

is inundated. Some valley towns below Wichita Falls are: Gainesville, with its cotton, corn, wheat and dairy products; Denison, railway center, cotton and fruit; Sherman, schools and farm products; Paris, cotton; Texarkana, lumbering and cotton. Shreveport (population 27,000) is the head of navigation and the metropolis of the Valley. It is an old town with all the modern improvements. Cotton culture, sugar plantations and mills and lumbering are the industries. Great forests of pine and hard woods lie to the south and east. Three new cities in the Valley

mediately by sunshine and thaws, counts the severity of his winter. He must pasture his winter wheat to prevent it being too far advanced in the early spring. The cotton and corn lands are plowed in the winter months. Early March finds the prairie over-spread with the blooming buffalo clover. The corn is planted followed by cotton planting in April and May. The first week of June is wheat harvest, this finished, there is haying with possibly a short vacation. Then with September comes the cotton picking to last until Christmas. On one of these Red River Valley



A Southern Cotton Mart on the Red River of the South.

and on the north side of the river in the new state, Oklahoma, are Altus, Waurika and Ardmore with their resources of cotton, corn, wheat and alfalfa.

Other tributaries than have been mentioned are: Pease, Washita, Little, Sulphur and the Quachita with many lakes, lagoons and bayous of extensive dimensions in Louisiana below the city of Shreveport. The Red after a 1,200 mile course, empties into the "Father of Waters." The banks of the Red and its tributaries are generally lined park like with stately cottonwoods and fruitful pecans, and

farms can be kept up a continual round of farm work. The mild winter, and the summer ameliorated by the refreshing gulf breeze that constantly fans the prairies renders the climatic interference the least to be considered. And if the Southerner does not have the sleighing, he has a longer season in which to enjoy his melons and fruit and ice-cream.

Of the similarities and dissimilarities of the two river systems that we may notice in their broad area of virgin fertility, each greater than half a dozen European kingdoms, are their agricultural possibilities. Their

systems of railways; their chains of thriving cities; their prairie wheat fields, mills and elevators; their forests and saw mills; and their virility and American push characteristic of the great West. The cities on the river of the north have their sleigh factories. Those of the south have their ice factories. Each has been the scene of some of the most famous and history making events in America. The Red of the north had her Aborigines of Blackfeet, Crees and Sioux. And the pioneer of the Red of the south battled with the wary Apaches, Comanches and Kiowas. The Red of the north had her early French Voyageurs. The Red of the south had her Spanish gold hunters and adventurers. The Red of the north her Louis Riel, leading the Bois Brules uprisings. The Red of the south the Gen. Banks Expedition of Civil War and the bloody Battle of Mansfield, Louisiana. The Red of the North withstood the early restrictive rule of the Hudson's Bay Company. The Red of the south had her great cotton and sugar plantations worked by slaves under the management of "Legres."

In the history of these streams we find, in common with most North American rivers that at intervals of about eighteen years, they are swollen by the freshets to overflowing their normal banks to the destruction of crops and adjacent property. These great "head rises" coming down, usually in May or June, have a sweeping destructive grandeur to the beholding witness.

The time has been so short since each region was a wilderness it is hardly conceivable that they are now the seats of a most progressive and enlightened civilization, surpassing in many ways that was reared upon the Nile. But there is room for several times their present population and the land will easily sustain them. Here opportunity is ripe and many strangers are coming each day. One never leaves the Valley after drinking from a spring on one of these rivers. Whether it is some cabalistic property of the water or that he finds that he can make two dollars here more easily than he formerly made one, I do not presume to say.

The salmon catch of Alaska now equals that of British Columbia, the United States and Japan. It is developed into one of the most wonderful fisheries of the world.

Fish are rarely poisonous, especially fish in the northern waters, but in the tropics quite a few are injurious to the people eating them. A Japanese fish, fugu, has deadly poisonous roe, and the row and meat of pike and sturgeon are poisonous in spawning seasons.

A Story of the Greatest Grain
Fields in the World

SPRING WHEAT

By Felix J. Koch

"You ain't going down to corn show with James, now be ye?" and he eyed her, wistfully, as he hung over the top of the barbed wire fence, gingerly, lest the thorn prick his gingham shirt—while the girl in the sulky looked him over.

"Course I am; why should'n't I? He asked me first, besides" (she knew how "dead struck on her" Perce Rosa was, as she put it) it's well in every case, you know, to have two strings unto your bow," or beau, as it might in this case have been spelled.

"Oh, Clarissa, the fellow's 'll say you shook me, and they'll just guy the life out of me."

"Don't hurt me any. If I ain't worth being teased about, I ain't worth the bothering over. You didn't mind being teased about me when we lived down there in Kentucky. An' now . . . well, now . . . well, I got to drive up Indian Head, get some twine for father; good by. 'See you down to the corn show.'"

The man returned to his three head of horses, standing patiently before the reaper champing their bits, whisking their tails, and now and then bobbing their heads at some fly that would not be budged. Behind him, half a mile of fallen grain lay stacked, as symbol of his labors. Another mile or so lay, taunting, in the sunshine. Above, in the blue sky, the warm harvest sun poured forth radiance. It was the golden time of year in that yellow land of promised gold, the Canadian grain belt. For a holding of but three years, Roosa had reason indeed to be proud of his acreage and his harvest. But with the sulky, flying behind a cloud of dust down the king's long turnpike, there also fled his happiness and peace of mind. Perceval Roosa was jealous, very. Always had been. There is an old saying that an ardent love is a jealous love, ever; and hence his extreme jealousy.

Before they came up here into Canada, he had had Clarissa all to himself. Now, well now, August Rendings, there, on the next holding, did seem to make an impression on her—more than the Kentuckyian half way liked.

Rendings had more money in the bank than he—so, often, while still Roosa would be clearing land or mending fences, and Rendings could idle. In the long, long twilights, for here, at times, the twilights almost met, so, he could see Rendings drive over to Clarissa's, and he could almost fancy he heard the sounds of his mandolin, as that one played accompaniment to her in "Old



Spring Wheat in earnest

Kentucky Home" and "Moonlight on the Wabash." Still, it was only of late that he had grown actually suspicious. Others had noticed that the girl wasn't any longer absolutely his alone, and had twitted him about it.

Roosa couldn't stand teasing—or rather, he didn't know teasing when he saw it.

When he came to the corn show alone, Sam Lowenstien, "fresh ever," was the first to greet him.

"Gus Rendings cut you out, didn't he, Perce. Tough luck old fellow," and he laughed, in mock pity.

"Roosa's girl ain't done shook him, has she?" Knochie put in, at this sally.

"Why there she is, with Gus Rendings, buying pop at the booth, yonder, and Sam, happy to prove 'his point, turned on his heel and pointed.

Perce looked—he couldn't help it. Down at the foot of the hill where the race course wound away into the paddock, stood

Perce and Clarissa, a great cooling glass of sarsaparilla in hand. Clarissa had a gay little whip under one arm, he must have bought her. In the other, a fan drooped while she held the glass.

"Never mind, Perce, there's as good fish in the sea as ever came out of it," Ed. James tried to console him.

"Yes, she's welcome to Rendings," Goetz interjected, too.

The man thought they were putting balm on troubled waters, instead of which they were but fanning the flames.

Perce whitened and said nothing for a moment.

"Never mind, Perce, there's and war, boys. I'll get even," he said.

There is a curious psychology underlying ardent natures such as Perce's. The deeper their love, the greater may become their hate—where the love is deceived or played with. From the moment when Percival Roosa found himself humiliated—at least to his mind—by the foolish prank of the

girl, gone to the harvest-homing with the other man, out of pure spirit of wanting to tease and to torment, he had thrown her out of his mind, except for revenge, deep as his love had been, just so deep, now, his hate.

She was a woman, but in such affairs he held men and women to be equal. A woman might not be as strong, physically as a man; but mentally—and he judged from reports at the district school in Kentucky—she was not only his equal, but often excelled him. Where for, why excuse her for such a prank as this.

Perce was game. He hung along with the crowd till evening, apparently enjoying himself as much as any of them. He drove home, whistling, till out of ear-shot—then, well then he meditated his revenge.

Next day as he rode through the grain field at the reaping, his ear caught the distant jog of Clarissa's mare. He turned the horses and they began cutting, due away from the fence. By the time she caught up to the place, he'd begun the row at, he was far back in the field. She looked his way, but he pretended not to see her; and to her call from afar he made no reply. She'd half suspected he was angry, but, woman like, that was what she wanted. Then, as she'd confided to her own intimate chum, Alma Brown, she'd be "sweet" to him and soon get him back, as she wanted. This time, though, she had passed the traditional bounds of the limit. He would have no more to do with her.

To her abrupt question, one day, as to his reasons for shunning her, he blurted, frankly, striving to control his anger 'till the words were said:

"You made a fool of me out in public. I got a right to do same to you; that's all. I'm doing a pile of thinking, and may be you'll see."

Out in the great lone land the ranchers buy land and land and land. Where-so-ever there is land, there is one who covets, and as a man's crop comes in and money to hand, he invests in more and more. Land is gold, and it grows as even gold don't up here, north of fifty-four. So there is many a land holder who has acres, to which he may not yet have come in cultivation, but which are but yet biding their time. Roosa, too, had some land down near the railway, that he had not put in grain before this.

With the harvest over, and the fodder in the shock, the last red glare of the burning straw stacks



An Old Timer still in the ring.

Continued on page 52

A Three Years' Program as to the Equipment and Cultivation of a Half Section of Land in Alberta

By WALTER READ.

First Prize Essay, 2nd Year Student, in the Canadian Thresherman and Farmer Contest, by Students of the Manitoba Agricultural College.

We are indebted to Messrs. Bulmer, Downie, Reed and Curle, Winnipeg, for the excellent cuts appearing in this article.

The question of buying a farm in Western Canada and farming it for a few years is one which has confronted many thousands of men within the last few years. Many have tried it and succeeded, a few have tried it and have failed, while many who could have succeeded have not tried it.

Having farmed in Southern Alberta for seven years, and having studied agricultural problems to some extent, it may be that I could give some who intend farming in the West a little insight into the work before them.

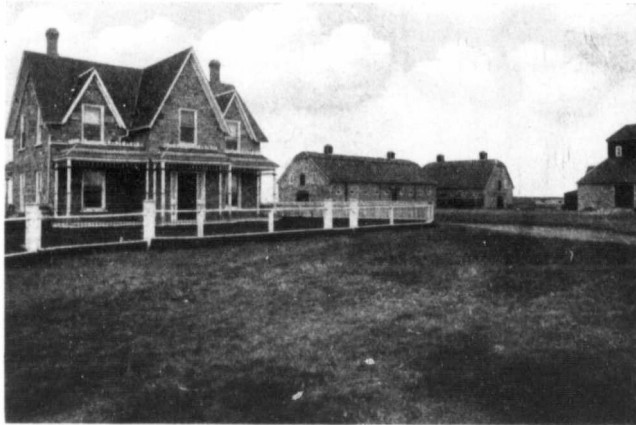
I know of no better district for the farmer who is just commencing than just east of the thriving little town of Cayley, Alberta.

Experience has shown this district to be admirably suited to the growing of fall wheat, spring wheat, oats, barley and root crops, as well as that kind of all forage crops — the alfalfa. What more could a farmer desire than a chance to raise these crops on land that has given good results every year since farming was first tried in the district.

For the purpose of this programme, I will take a half section of land three miles from the town of Cayley, with twenty acres broken, but having not been cropped. The remainder of the farm is covered with the naturally heavy crop of prairie grass. The soil is a chocolate loam, extending down to a depth of 10 to 12 inches, and containing a few stones; the subsoil is a light clay which, if tilled, becomes light and friable. No alkali or bush land is found in this locality. The land is high and has just enough slope to insure good drainage.

The annual rainfall has for years been sufficient to raise an excellent crop, with the exception of a single season, and in this case the crops here compared very favorably with those of southern Saskatchewan, Manitoba and of the States just across the International boundary.

This farm was bought by a young married man early in February, 1911, for \$20 per acre. One half being \$3,200 was paid in cash and the remaining \$3,200 was to be paid, with interest at 8%, in eight annual payments, due on or about the 15th of February of each year. These payments will amount to \$656 due in February 15, 1912; \$624 due in 1913 and \$5902 due in 1914 which is as long as we will follow his programme.



The kind of Home that comes through good farming. Farmstead of J. W. Scallion, Virden.

He at once starts improving the place by engaging carpenters to build a house, barn and a work shop. He also contracts with a well drilling company to have a well drilled as soon as possible. While these men are at work, the farmer is hauling lumber and other materials for the buildings.

The workshop is soon finished and the carpenters start to work on the barn. As soon as it is far enough along to afford protection for the stock the farmer moves onto the place so as to be close to work, living in the workshop until the house is completed. These improvements cost him, in round figures, as follows:

Well	\$200
House	300
Barn	425
Shop	75
Total	\$1000

This young farmer has most of the equipment needed for farming a place of this size, namely, household goods, 6 brood mares, weighing 1,200 lbs to 1,400 lbs each, with harness; two good cows; one brood sow; three wagons; one buggy; one mower; dozen pure bred hens; one hay rake; one 12-inch gang breaking plow; one disc harrow; one drag harrow; one double disc seed drill; one binder; 1,000 bus. of oats; 70 bus. of barley; 50 bus. of wheat; and a few necessary carpenters' and blacksmiths' tools.

This young farmer has a fair knowledge of how to use these tools and a determination to succeed in spite of all odds.

Desiring to keep the new farm as free from weeds as possible, he very carefully cleaned all the grain before bringing it to the place. In order to work the farm to the best advantage,

the farmer must have considerable money to meet the necessary expenses and to place the land in such a condition as to bring quick returns. This young farmer has \$1,300 which can be used in this manner. Everything should be straightened up as soon as possible for the spring field work often commences here about the middle of March and then the farmer should have little to keep him from working in the field. As soon as the 20 acres of plowed land is thawed out to a depth of six inches he discs it twice, smooths it with a plank drag, then discs it again and drag harrows it, which reduces it to a good seed bed. This field he sows Red Fife wheat as soon as the weather appears settled.

Before sowing the seed, he cleans it very carefully to take out the chaff, smaller seed and weed seeds, then he treats it with a solution of formalin to kill the smut spores on it, if they are present. All the grain he sows he handles in this manner because it more than pays for the extra work put upon it. The quantity of wheat sown per acre is 1½ bus. and it is drilled from 1 to 2 inches deep depending on the condition of the soil.

During the first few weeks of field work the horses should receive all possible consideration, for they are in high spirits and very willing to work, but they are so soft that unless carefully watched they are apt to injure themselves for the entire season. By carefully changing the horses around, one or two which need rest the most, are resting all the time.

As soon as the prairie sod is thawed and deeply enough the farmer starts breaking. In doing this he first breaks a fire guard about 16 feet wide around a small field of 10 or 15 acres, burns the grass off as cleanly as possible and then proceeds with the breaking. Every few days he double discs the breaking to prevent its drying out too much. By working steadily he soon has 30 acres broken and double seeded; this he then planks, discs and harrows down fine and sows to oats, using 2½ bushels of good, clean seed per acre. He then breaks and works down 10 acres more which he sows to barley at the rate of 1½ bushels per acre.

This field work keeps him busy until about the first of June, but during the spring, when it was



Getting the Fall Plowing done early

necessary for him to go to town he was hauling out material for the buildings, and later wire and posts for fencing the place. The type of fence he decides to put up is composed of three strands of barbed wire with good cedar posts three rods apart, and a smaller willow post between each two cedar posts, with the corners well set and braced. This type of fence is much used in this locality and answers all requirements. The place will require about 700 rods of fencing, which costs \$150; this includes fencing a 60 acre pasture near the buildings. He erects the fence at once after the spring seeding is completed. During the fence building the horses have a chance to rest

some and to gain a little flesh before entering on the hard summer's work. The young farmer also takes a few days now to move into the new house and to do a few of the odd jobs which are always waiting to be done.

The grain is growing well and in order to be more sure of returns from it the farmer takes out hail insurance which is both safe and inexpensive. This young farmer realizes the value of getting returns from the land as quickly as possible and as he has a little spare money he contracts to have 100 acres broken, with horses, at \$3 per acre. The work to be done during May and June, which is the best time for breaking as the ground is moist and the young grass roots are still tender.

During the spring and summer his live stock has been increased by the birth of two colts, a calf and a litter of six pigs, all of which are from the very best pure bred sires in the locality. The farmer is very particular about the kind of stock he breeds his female animals to and so he often obtains young stock which are superior to their dams. By using a little forethought, he has one cow freshen in the spring and the other in the fall thus insuring plenty of milk to use all the year.

He keeps working on the contract breaking, during the summer, double discing and planking it in order to conserve the soil moisture and rot the sod down. As this would not keep him busy all the time, he starts breaking on another field and by the first of July, when the contract breaking is completed, he has broken 25 acres, besides partly working down all the breaking.

The first part of July is spent in discing and harrowing the



A Crop too heavy for the Binder. It had to be mowed

breaking and the latter part in making hay. He puts up 30 tons of hay which with the ample pasture and straw from the crop will be sufficient to feed what stock he has. The horses are turned out on the pasture at night all summer and this requires much less hay for feeding.

At this time a plan of the farm would be as follows:

	B'd's	Spring Wheat 20 Acres
Pasture 60 Acres		Oa's 30 Acres
		Barley 10 Acres
Breaking 25 Acres		
Prairie and Hay Land 75 Acres		Breaking 100 Acres

After haying he puts a little extra work on 75 acres of the breaking and sows it to fall wheat between August 8th and 15th; sowing one bushel per acre about 1½ to 2 inches deep as a recent rain had made the soil moist.

By this time the spring wheat is nearly ripe and the farmer prepares for the small but important harvest. The heads are closely watched and when the grain reaches just the right degree of hardness and the field has that certain golden color so familiar to all good farmers, it is cut, bound in fairly large sheaves and carefully stooked in such a man-

ner as to dry out thoroughly and quickly.

Soon the barley and oat harvest come and these are tended to much the same manner.

Then a good fire guard is plowed around the fields to prevent any prairie or stubble fires

doing damage to the small but very important crop.

Having a little room to spare in the barn he builds some bins, to hold the threshed grain, in there instead of going to the expense of putting up permanent granaries this year. He was very fortunate in getting his threshing done as soon as the grain was ready and was well pleased with the results which were as follows:

Wheat, 20 acres yielding 27 bus.	540 bus.
Oats, 30 acres yielding 55 bus.	1650 bus.
Barley, 10 acres yielding 34 bus.	340 bus.
Total	2530 bus.

The cost of threshing was 8 cents per bus. for wheat, and 6 cents per bus. for oats and barley, a total of \$62.60. All the farmer had to do was to haul the grain from the threshing machine to the granary.

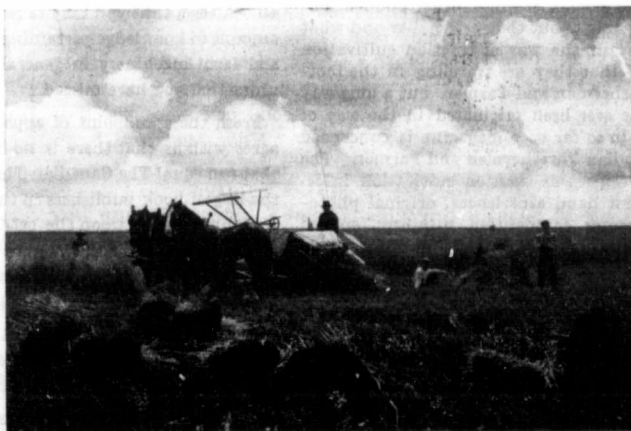
Having threshed early, the price of wheat was still high, and he sells what he wont need for feed and seed the following spring for 85 cents per bushel. In selling grain he always keeps out plenty for feeding purposes and also enough to use as seed for the next crop.

After the wheat is marketed he buys a 14-inch gang stubble plow and at once commences plowing the wheat stubble. On an average he plows two and a half acres per day and then before he stops work at night he always harrows down that day's plowing so as to retain the soil moisture. In plowing stubble, he always tries to turn up just a little new soil, thus preventing a hard "sole" forming in the bottom of the furrows.

Here the land usually freezes about the middle of November and by this time he has all the stubble land plowed and harrowed down fairly smooth. Very cold weather is seldom experienced here before the latter part of December so most of the arrangements for the winter can be completed after the plowing is finished. Here the farmers do

not stable their stock in the day time unless in very stormy weather. But instead they are allowed to run out on the pasture and feed on the stubble fields and straw piles, thus utilizing much scattered grain and course feed that would otherwise be wasted. The snow is seldom deep enough to prevent the animals grazing, and the outdoor exercise keeps them in the best of health.

When these arrangements have been completed, the farmer takes life a little more easy every day, and by spring he has carefully overhauled the machinery and harness, repairing them where needed; the manure from the barn has been hauled out and scattered



The time when the Farmer's worry begins to leave

Continued on page 72

SEPT.



The Canadian Thresherman and Farmer

CANADA'S FARM MACHINERY MAGAZINE

PUBLISHED MONTHLY BY
E. H. HEATH COMPANY
LIMITED
WINNIPEG - CANADA
Members Western Canada Press
Association
Authorized by the Postmaster General,
Ottawa, Canada, for transmission as
Second Class Matter.



E. H. HEATH
PRESIDENT AND MANAGER
E. W. HAMILTON
SECRETARY
F. C. BRAY
"TREASURER"

"Everything begins and ends with the soil."

1911



A WORD ABOUT ORIGINALS---AND COPIES

OUR GUARANTEE

No advertisement is allowed in our columns until we are satisfied that the advertiser is absolutely reliable and that any subscriber can safely do business with him. If any subscriber is defrauded, E. H. Heath Co., Ltd., will make good the loss resulting therefrom. If the event takes place within 30 days of date advertisement appeared, and complaint be made to us in writing with proofs, not later than ten days after its occurring, and proved, also, the subscriber in writing to the advertiser, stated that his advertisement was seen in "THE CANADIAN THRESHERMAN AND FARMER." Be careful when writing an advertiser to say that you saw the advertisement in "THE CANADIAN THRESHERMAN AND FARMER."

WE are the original. All others are imitations. Success in any line of business always brings a band of imitators. No man ever started a business and through hard work and good service rendered built it up to an enviable height, but what a bunch of claps-traps, who had never made a success of anything before in their lives, became of the opinion that the proposition looked good to them and they immediately started in to do business on the same scale. This is particularly true of the newspaper business, and it is amusing, to say the least, to watch those who are trying to follow The Canadian Thresherman and Farmer.

This magazine has always occupied a position in agricultural journalism that is unique. It has done things for itself. It was the pioneer in the traction cultivation proposition. Those who were engaged in agricultural journalism at the time we first started our traction plowing articles laughed at us, but it is amusing to watch these same people skirting the edges at the present time and trying to get in and get their feet wet. Some of the attempts are laughable to say the least.

One of the latest of these attempts is where a certain journal, published in Canada, got out

some very good photographs of the Motor Competition. When we first looked at these photographs as published in that journal we spotted them immediately. They were the ones that our photographer had taken. This same journal was in evidence at the Motor Competition, and in so far as any body knowing it, it was not in existence. It came out with quite a lengthy report corralled from nobody knows where and to all intents and purposes, it was in the game big as life.

It is a nice thing in some respects to be copied, but it isn't a nice thing to travel a plowing field day after day in the hot burning sun and direct the movements of a photographer, and then have somebody else come in and use your photographs and make a big holler about it.

The same thing is true to a certain extent of other publications that have started out. They talk about their originality and what they are doing for the farmer in the way of traction cultivation information, but we notice that they are traveling in the footsteps of The Canadian Thresherman and Farmer, but a long way behind. Anything that has ever been originated in the way of traction cultivation stunts in so far as a magazine is concerned has originated in The Canadian Thresherman and Farmer. The gathering together of such a mass of traction cultivation information, or in other words first hand experiences, original photographs, traction hitches, motor competition numbers, special plowing numbers, etc., etc. have come first from our office. It is an easy thing to copy, but it takes brains and hard work to originate.

The thing that we want to impress upon you is this. You are liable to be importuned by these journals for your subscription. They will doubtless come to you purporting to be the only proposition as regards traction cultivation. While, when you get right down to the real facts they are all copies of the original.

We are going to leave it to you, readers, as to which you would sooner have. If you go to a store and ask for a certain article to

fill a certain want, you do not feel very good when someone hands you a cheap imitation. The same thing should be true in the newspaper business. You want the original, unadulterated article and not the copy.

One of our subscribers in writing us a short time ago went out of his way to tell us that in his locality alone we had been the means of influencing the purchase of five traction plowing outfits. Some had been successful, others were not, but in the end it had increased the wheat production of that locality by several thousand bushels, and what is true in one locality is true of hundreds of others.

We have been pioneers in this game. We make it our business regardless of time, trouble and expense to get at all the possible available information and to disseminate it to our readers in as readable form as possible. Through text and illustration during the past six years little has happened in the traction cultivation world that we have not found out.

We do not claim to fill your every want in so far as a farm publication is concerned. We do not claim that ours is the only publication that you should subscribe for. There are certain other phases of farm life upon which you desire information that you cannot find in The Canadian Thresherman and Farmer. We do not pretend to tell you anything about your live stock in an exhaustive way. That is not our business. Ours is the problem of farm machinery, and when you stop and consider that more money is annually expended on this branch of farm equipment than upon any other, a journal that goes into the matter as thoroughly as The Canadian Thresherman and Farmer is well worth your consideration and support.

We want you to consider this matter seriously before you let that subscription expire. We know that you do not always do it because you want to, but because—well, you just put it off, that's all. After a time you may take it up again, but meanwhile a vast amount of knowledge pertaining to traction cultivation machinery and farm machinery in general has found its way into our columns that you have missed.

From the standpoint of appearances, we believe that you will agree with us that there is no farm journal published anywhere that can equal The Canadian Thresherman and Farmer. Some of the largest book publishers in the United States and Canada have complimented us upon the excellency of our work and if there is quality in appearance, we must in order to save our own reputation back it up by the quality of the matter that goes into our magazine, and the price is only \$1.00 per year.

If you have access to some of the other so-called traction cultivation journals, just compare them with The Canadian Thresherman and Farmer and we will stand by your opinion in the matter.

You want the original: you want The Canadian Thresherman and Farmer. It will cost you but \$1.00 per year.

SUBSCRIPTION RATES

Postage prepaid,
Canada and Great
Britain,
\$1.00 Per Year.

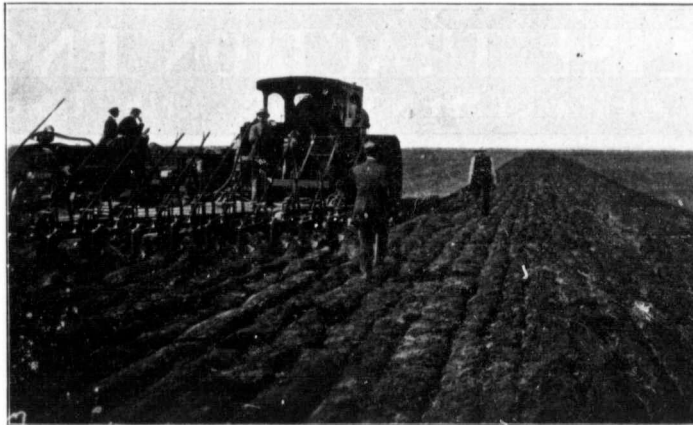
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United States and
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\$2.00 Per Year.

Failing to receive paper, you should notify the office at once, when mistakes, if any, will be corrected immediately.

All subscriptions must be paid for in advance and are positively discontinued at date of expiration unless renewed.

Advertising copy in order to secure good position should be in our hands not later than the 15th of the month preceding date of issue.

Advertising rates furnished on application.



Avery Undermounted Engine and Cockshutt Plow, 1911 Motor Trials. Gold Medal Winner Steam Class

FOUR RECORD BREAKERS

"As you are aware I am using two of your large Engine Gangs for breaking sod near Shepherd. Last week one of my outfits consisting of your Cockshutt 12-furrow Engine Gang broke an even 100 acres in thirty-two hours, 38 acres of this amount having been broken in eleven hours. I consider this a record for breaking in this section.

Charles W. Grobe,
Shepherd, Alta.

I take pleasure in writing you a few lines in reference to the ten-furrow Cockshutt Engine Gang Plow which I purchased from you last season. I broke 500 acres with your plow in a very bushy country, also plowed 300 acres of stubble land in the Fall and can highly recommend the plow for all classes of work. I recommend the breaker bottoms for the second plowing where there are many roots in the land. It does not need the rolling colters and stubble bottoms until the third plowing in any country where the land contains poplar and willow roots. They are a splendid plow and I cannot too highly recommend them. I intend to break six hundred acres this season of heavy scrub land."

B. S. Clinch,
Shellbrook, Sask.

We are prepared to show every farmer who will be shown that, regardless of soil conditions, you can pin your faith to

THE COCKSHUTT ENGINE GANG

Read the intensely interesting testimonials of **Four Prominent Western Farmers** and acquaint yourself with the wonderful results achieved with the Cockshutt Engine Gang in **Stony Land**, in **Breaking**, in **Stubble**, and in **Brush**.

Still, There are Men Who are Going to Break this Record. Are You One of Them? Have **You** a Cockshutt Engine Gang? If **Not**, you will want one sooner or later. Most of farmers do, and those who come to the Cockshutt Dealer **Later**, usually wish they had come **Sooner**.

No need to say more.

"Buy what you know is successful."

"It has the two essential features of a steam plow, strength and simplicity, and there is nothing on the market today that will compare with it. Broke 1000 acres of stony land with no breakage whatever on the plows. A man of good judgment needs only to see a Cockshutt Engine Gang—that's all. I came from the other side and am probably more or less prejudiced against goods of Canadian manufacture, but I must take off my hat to the Cockshutt Steam Plow."

Ortus Henry,
Claresholm, Alta.

"The Engine Gang we purchased from you last spring has given perfect satisfaction. We have very rocky land here and before we bought the Engine Gang we doubted if it would plow better than horses. One man took the contract to plow 200 acres of very rocky ground with horses. He partly plowed 50'ty acres and threw up the contract on account of the rocks. We plowed the other 250 acres with your Engine Gang. Our work was perfectly satisfactory. We have farmed all our lives and have used all kinds of horse plows, but never used any plow that did such good work in all kinds of ground as the Cockshutt Engine Gang, and we would advise anyone intending to purchase a steam plow to try the Cockshutt."

Cridland Bros.,
Summerview, Alta.

Let us send you our Illustrated Booklet, showing a large number of Cockshutt Engine Gangs in actual use. See The Cockshutt Dealer

COCKSHUTT PLOW COMPANY, LIMITED

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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.)

Breaks for 75 cents per Acre.

I have a 20 h.p. International gasoline tractor and a P. & O. engine gang plow.

I did not get my rig until the 15th of May, 1910, and as I had no experience with a gasoline engine, the first week was mostly spent in learning all about it. After that I got along fine.

I had all my own help, so we had no cash expense, except the oil and gasoline.

I broke from May 5th until August 1st, and broke 700 acres. After the breaking was done, we disc-harrowed. As for discing, we fastened the 22 wheel packer behind the engine, then the two disc harrows and last a smoothing harrow, which did good work. I disc'd about 375 acres.

Threshing, we had about two weeks, and averaged 1100 bus. per day.

The cost of breaking is about 60c. to 75c. per acre, according to the soil. We have only four horses.

I consider traction plowing harder on the engine than threshing.

Regarding a hitch. To hitch three drills we have a 16 foot bar fastened to the engine. We hitch the two outside drills as close to the engine as we can, and the middle far enough back to allow for a good turn. Then we hitch the smoothing harrow behind the drills with a cable running through pulleys over the frame of the drills, then to the engine, so we get the direct pull from the engine.

Yours truly,
J. J. Harder,
Langham, Sask.

Does Not Like Kerosene.

I have a 45 h.p. engine and a Cockshutt engine gang with 6 by 14 inch bottoms, and when plowing we also had a 24 foot drag harrow behind the plows. Last season we broke 450 acres of heavy gumbo and plowed 160 acres.

We need two men for the outfit, one to attend to the engine and one to see to the plows. We use a team about two days a week to get gasoline.

We use about 35 or 40 gallons of gasoline per 12 to 14 hour day. We do not use kerosene because one has to use more of it and it is smoky. Besides the difference in the price of gasoline and kerosene doesn't make it worth our while to use kerosene, the prices being 28½c. and 20c. res-

pectively. We use about 10 gallons of water per day.

I don't believe it is as hard on the engine to break sod as it is to stubble plow. The dust from the stubble field wears the gearing so much.

We figure it cost us this year to break about \$1.70 per acre.

Regarding hitches. We just used eight three-inch planks, and nailed them to each other, so that on the corner was the other plank, and the other plank on the ground, something like a stair way. Then we took a 4 by 4, and put braces under that about one foot high and nailed that on the drag planks, and it looked something like a carpenter's horse. Then we took the disc harrows and fastened the tongue on the 4 by 4. Instead of the eveners, we had three disc harrows and behind the disc harrows we had the 24 foot steel harrow attached with a cable to

very hummicky, which makes it very hard on the engine. We are sure it is the cheapest farm power we can get.

We have two heavy teams of horses that we use for the seeder and for hauling gasoline from town, which is 18 miles, making one trip a week.

We draw a 24-wheel packer, four sets of 14 by 16 disc, two in-turns and two out-turns, and a set of six section drag harrows. Thus we give the land with one operation, one stroke with packer, two strokes with discs and one with drag harrows, which we consider is better work than four strokes with the discs.

We fasten our packer next to the engine with two short poles and about 18 inches of chain to allow for turning, two out-turn discs side by side, one about 18 inches in advance of the other, and two in-turns behind them,

plows. We had the fuel taken to the field, and so just needed the man for the engine and one for the plow. For fuel we used the kerosene, which cost us 12¼c. per gallon laid down here. When using kerosene, water also has to be used, about the same amount as kerosene, and has to be fed accordingly, to obtain the most power. It took us a few days to find the proportions required, but after that things went on smoothly.

We plowed the 60 acres in about five days and used 2½ gallons of fuel to the acre, or thereabout. We then started plowing stubble land, pulling the eight plows. Some days we plowed as much as 28 acres, but on an average 25 acres, and used two gallons of fuel to the acre.

On cold mornings we had considerable trouble with the water, frost being in the pipes would freeze it until the heat from the cylinders would be sufficient to warm the pipes, otherwise we had no trouble except a few springs that broke.

We estimated the cost per acre for fuel and oil about 30c. and labor of two men also. The fuel and water can be taken to the field about once or twice a week, and the engine can be taken up to it noon and night to be filled up, as it will run for half a day without replenishing.

We think for breaking or plowing heavy land this is the proper method, and is also successful.

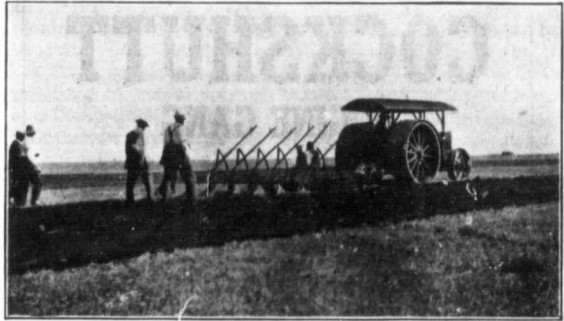
A good engine hitch for drills that take eleven feet each is a thirty three foot rail off a railroad, bolted on to the cross bar of the engine. Then hitch a drill up close to it at each end the right distance apart for the other drill, which will be hitched in the centre and behind the two, the wheels will lap and nothing be missed.

Wishing your paper all success we are

Yours truly,
M. D. & W. J. McCuaig
Portage la Prairie, Man.

Trouble Due to Inexperience.

I have run a steam outfit for eight years and find it to be ahead of horses. I can plow deeper and get the work done in shorter time. Owing to bad water around here, however, I concluded to purchase a gas tractor, and bought a 22 h.p. Hart-Parr gas tractor. I had 640 acres to break.



The Gould Shapley & Muir 30-45 Gasoline Tractor pulling a 6 bottom 14" Cockshutt Engine Gang in the Winnipeg 1911 Motor Contest.

the engine. We averaged about 16 acres per day. We broke 4 to 5 inches deep.

Yours truly,
John A. Viens,
Herbert, Sask.

How to Hitch Packers.

We are operating a 20 horse power International tractor and Cockshutt plows, and a 27 by 42 Aultman and Taylor separator.

We purchased our outfit last May, 1910, and since that time we have done 460 acres of breaking with just one man operating both engine and plows. We average about one acre per hour, drawing four fourteen-inch bottoms, using about three gallons of gasoline per acre and about two barrels of water per ten hours for cooling engine. Our gasoline costs us 29c. a gallon.

We might say that our land is very heavy chocolate loam and

drag harrows behind them, which leaves the field very heavy.

We had a small threshing last season, owing to failure of crops, but it is certainly easier work on the engine, taking about one-third less of gasoline.

If we purchase another engine it will be an International, but we will have more horse power.

Yours respectfully,
Mitten Bros.,
Coleville, Sask.

Fuel and oil about 30 cents per acre.

Our experience in traction plowing is as follows:—

We purchased a 45 brake h.p. Hart-Parr gasoline engine and a John Deer eight furrowed engine plow about the 1st of October, 1910.

We started out to back-set 60 acres of breaking, pulling six

The Work of I H C Engines at the Winnipeg Motor Contest

The recent Tractor Plowing Contest at Winnipeg proved the following points:

- FIRST—An I H C gasoline engine plowed the cheapest acre plowed with gasoline—31½ cents. •
 An I H C engine plowed the second cheapest acre plowed with gasoline—35½ cents.
 An I H C engine burning kerosene reduced the cost of plowing an acre to 29½ cents. (Gasoline at 20c. per gallon. Kerosene at 12c. per gallon.)
- SECOND—An I H C engine plowed the greatest number of acres per hour—2.74 acres. This is a record.
- THIRD—An I H C gasoline engine used less gasoline per acre than any other engine in the contest—11.01 lbs. (7 pounds to the gallon).
- FOURTH—An I H C engine drew a larger number of plows than any other engine. Every I H C engine above the 25 h.p. class, whether burning gasoline or kerosene, picked up 10 fourteen-inch plows and pulled this number throughout the test.
- FIFTH—An I H C gasoline engine delivered the largest average drawbar pull—6650 pounds.
- SIXTH—No I H C engine entered had to stop for any defective part, breakage, readjustment, or for miring.

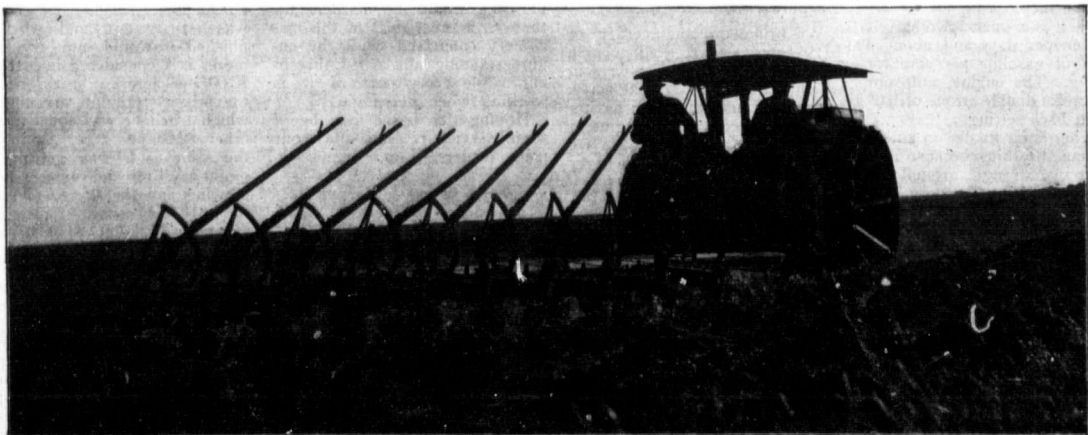
Conclusion :

These results are taken directly from the judges' figures. They prove, in so far as a contest can prove, that when it comes to real plowing in a real farmer's field, the I H C engines, whether Titan or Mogul, gasoline or kerosene, have no equal. Neither time, money, nor pains was ever spared in the effort to produce the simplest, strongest, most durable engine that experience could develop. Each contest for the past three years has shown that the single and double-cylinder engines are right, last longer, do more work, use less fuel, and are more easily managed than the more complicated high speed four-cylinder engines.

For complete information in regard to these tractors, ask the I H C local dealer or write direct.

WESTERN CANADIAN BRANCH HOUSES.—International Harvester Company of America at Brandon, Calgary, Edmonton, Lethbridge, North Battleford, Regina, Saskatoon, Weyburn, Winnipeg, Yorkton.

INTERNATIONAL HARVESTER COMPANY OF AMERICA
 CHICAGO (INCORPORATED) U S A



I had some trouble at first, owing to the fact that I was not familiar with the handling of the oil and water. At first I engaged a man who represented himself to be an expert, and paid him \$5.00 per day, but after operating the machine eight or ten days he got stuck entirely. The machine refused to go, so I concluded that it was best to let him go. I saw that I could learn nothing from him. I had never had anything to do with gas engines before, but I had been running steam engines for over 25 years; so I concluded to tackle the Hart-Parr myself, having received some information from the Hart-Parr expert who delivered the engine.

I went out the next day. It took me about 15 minutes to get started up. Then it would stop off and on. I saw at once that the trouble was due to my inexperience with this sort of machine, but after a couple of days I had no trouble at all. I plowed about 300 acres, double disced and harrowed 600 acres.

When plowing I had one man on the plows, and for discing and harrowing I was alone. There is no doubt about it, the oil engine is the machine for the farm. I have 900 acres to seed this spring and I intend to use the Hart-Parr for that work. So I will let you hear from me regarding my experience after the work is finished.

I must say that the breaking cost me 80¢ per acre for oil and grease.

Yours respectfully,
Mike Hanson,
Dundurn, Sask.

Gasoline Will Take Place of Steam.

We have an International 20 horse power gasoline engine and a four furrow John Deere engine gang, which we bought last spring.

We ran our outfit from daylight till dark, plowing about 24 acres per day. Three men handled the outfit, and we sharpened our shares, hauled the water, and done the cooking.

We use from one to two barrels of water per day, and about 3 gallons of gasoline per acre for breaking. The engine pulls our plows and a double stroke of harrows in back-setting.

Plowing is far harder on an engine than threshing because it is moving over rough ground all the time, and there is more dust and dirt gets on the gear and other working parts of the engine.

We did not have any experience with gasoline engines till we got this one, so of course we had lots of trouble on the start, but we are satisfied that the gasoline engine is ahead of steam for plowing, as they will run just as steady as a steam engine if they are properly handled.

We did far better plowing with our John Deere plows than the

horse plows, and everyone that we did breaking for last summer want us to break for them next spring.

The gasoline engine to my mind will soon take the place of the steam engine, especially in places where water is scarce. The only trouble that I can find is that my engine has not got a speed regulator, and we cannot go as slow as we would like over the rough places.

Hoping this will be of some use to you, I remain,

Yours truly,
A. Simmons,
Unity, Sask.

A Good Cultivation Experience.

Re traction plowing. In the first place I wish to state that I have had very little experience in this work, as I just got my outfit last spring. It consists of a 30 h.p. Flour City gasoline engine, manufactured by the Kinard-Haines Co., of Minneapolis, Minn., and an eight bottom John Deere engine gang.

The greater part of the work which we did with the engine

Our engine has the water cooling system, and in cool weather it takes one barrel of water a day and in hot weather about two barrels a day. We never had any trouble with our cylinders getting too hot.

In cultivating the breaking we used five sets of 16-16 Massey-Harris and Cockshutt discs and behind that again we hitched a heavy drag harrow 24 feet wide.

The hitch worked well, as there is no danger in turning of getting the discs mixed up, as each disc is far enough ahead of the one next it to swing past when turning. Also in drawing the discs that way, by the point of the tongue, they have a tendency to take a better hold of the ground, and it is therefore not necessary to load them down.

There is one thing that I am quite satisfied of, and that is we can do better work both plowing and discing with the engine than with horses, even where the ground is quite rough and stony. We will still need a number of horses on the farm, but the gasoline engine has come to stay, and

its after effect upon the land in this district, as in a great many cases the grain is not as good where the drive wheels have gone as it is between. In fact I have seen some fields where the straw was six inches shorter.

I purchased my outfit more particular for threshing, only plowing what I cannot get done with the horses in time. On lighter soil than ours I do not think it would make a difference.

I have an International Famous gas engine. It is a 20 h.p. and delivers about 14 or 15 horse power at the draw bar. I draw an Emerson plow of seven discs, or one disc for each two horse power, being the same as horses, as we use four horses on a double disc in this district. We use disc plows.

I had some trouble in getting the plow properly adjusted. But when I did I was amply repaid by the good work that it did.

After I got everything working nicely I ran the outfit alone, letting the men use the horses. I could average about ten acres per day of ten hours. I did not use any horses as the men took the water to the field when they went to work.

To give you an account of the cost I will give you the figures covering 40 acres that I plowed for a neighbor, which had become 50 per cent. sod. I plowed these 40 acres in four days.

90 gallons of gaso	
line at 27 3/4	
cents	\$24.98
2 gallons of cylin	
der oil at 75	
cents	1.50
4 gallons of en	
gine oil at 40	
cents	1.60
Hard oil .....	.92

\$29.00

I used about two barrels of water per day at 20 cents per barrel, and if you add \$3.00 per day for engineer, it cost me about \$1.15 per acre.

I broke 18 acres of gumbo for a neighbor, and was only able to draw three 14 in. furrows, using all the power I had. The ground was very rough, and when I finished I would not try any more, as I considered it cost me \$2.00 per acre to break, beside the heavy strain on my engine, which I believe was equal to another \$2.00 per acre, making it the same as I was getting. I might say I ran the summer, both plowing and threshing, on less than \$10.00 breakages for engine, separator (Rumley 28 inch) and plows.

In threshing I averaged about 1000 bus. per day in wheat, costing 1/2¢. per bushel for gasoline. Other oil cost about \$1.00 per day. I averaged about 2500 bus. in oats per day, costing 1/4¢. per bushel for gasoline. Of course straw was very short here this year and well filled, so that I would not like to say I could do as much every year.



A Gas Traction Engine and one man doing a Plowing Job at Arnaud, Man.

was breaking and stubble plowing. We used six bottoms in breaking and eight in stubble plowing. Our engine has plenty of power to pull the six bottoms in any kind of breaking, for although last season was very dry, we never had to take off any of the plows.

We broke on an average of 13 1/2 acres a day. Of course there were a number of days in which we broke over 20 acres, but on account of never having any experience with an engine of any kind before, some days we had a good many stops, but never had any serious breakdowns.

We used about 1 1/2 gallons of gasoline per acre in the early part of the breaking season, but later when it got very dry it took about two gallons to the acre. The cost of breaking was \$1.09 per acre; that was allowing for all repairs, sharpening of shears, which cost 50c. each, operator's wages, two men at \$35.00 a month, and \$4.00 a trip for man and team going to town eight miles for gasoline and other necessities.

will replace horses at a great deal of the heaviest work.

We have not done any threshing with our engine, therefore, we could not say which (threshing or traction plowing) would be the harder on the engine, but would naturally think that the plowing would be harder, for there is a great deal of the machinery connected with the engine standing idle when threshing, while every part of it is working when plowing.

Hoping this letter may be of some service to you and your many readers, I am,

Yours sincerely,
James G. Henry,
Guernsey, Sask.

Averages 10 acres per day.

I have not had very much experience with my plowing outfit, having only plowed 200 acres last summer, and only 80 acres of that for myself.

I might say that while the outfit does splendid work, and even cheaper than I can do it with horses, I do not altogether like

Highest Honors Again



THE BIG FOUR "30" won both Gold and Silver Medals in both gasoline and kerosene classes in the great World's Motor Competition at Winnipeg in July, excelling its wonderful, record-smashing performance of last year, when it also won the Gold Medal. This year it pulled eight breaker bottoms in tough prairie sod, using two gallons of fuel to the acre, and no water, and making perfect non-stop runs.

This winning for two years consecutively of the highest honors which the world can confer upon a farm tractor is merely the highest official recognition of superiority long since demonstrated in actual hard work on farms all over the United States and Canada. The Gas Traction Company was the first and is the largest builder of four-cylinder farm tractors in the world, and THE BIG FOUR "30" has won higher honors in the field than those awarded it in Winnipeg.

The point is just here: THE BIG FOUR "30" makes good every time and all the time — delivers the goods — never falls down — never lies down — never quits. It is always "there." With its wonderfully light weight and high wheels, it can do its work well on any kind of soil, and its perfection of design and construction, its ease of manipulation and automatic steering device, its fuel economy and never-failing power, all place it distinctly in a class by itself.

Write today for "The Book of Gas Traction Engines." It will tell you all about this wonderful "Giant Horse."



GAS TRACTION COMPANY

First and Largest Builders in the World of Four-Cylinder Farm Tractors

OFFICES AND SHOWROOMS 156 PRINCESS STREET, WINNIPEG, MAN.

GENERAL OFFICES AND FACTORY, MINNEAPOLIS, MINN., U.S.A.

Water is very scarce in this district, and I know it did not cost me any more for gasoline per day than it cost my neighbor per day to draw water six miles.

Yours truly,
W. J. Newman,
Belle Plaine, Sask.

Perfectly Satisfied.

I have a Hart-Parr 22-45 h.p. engine and am perfectly satisfied with my outfit. I have only plowed about 100 acres with a fuel and oil cost of about 35c. per acre. I use Silver Star kerosene, and I might say right here that I would not thank you for gasoline as long as I can get this kerosene. When using gasoline, my engine will take from half to two-thirds more impulses than it would on kerosene, doing exactly the same work. Besides this, we hauled out kerosene to the end of the field and left it. If we had left gasoline the same, a considerable lot of it would have been evaporated.

I used a seven plow Canton P. & O., five plows being twelve inches and two of them fourteen inches.

I just employ two men, engineer and plow tender, and no horses, as I hauled my oil into the field previous to plowing. I also used about twelve to fifteen gallons of water a day, which is fed in with coal oil. My engine is oil cooled, and I had no trouble, no "freeze ups or rust."

I plowed about 15 acres a day of nine hours as my powers were not large enough for more, and were all one man could manage. But the plowing was far superior to work done by horses as it was the hottest weather in the summer, July 6th to 10th, and plowing seven inches deep, while neighbors across the way were resting their horses twice in a half mile plowing five inches deep.

I am thinking of getting an eight furrow gang for next year, as my engine used to work very easy. With seven plows it would cut out at 2 and 3 impulses on the level and 3 to 6 on a 15 to 20 per cent. grade, but it never showed any sign of overheating.

I have been an interested reader of The Canadian Thresherman for four years and always expect to be.

Yours truly,
F. Baily,
Bradwardine, Man.

Equal to Horses.

In the spring of 1910 my brother and I bought a 30 horse power Flour City gasoline engine for \$3,000 cash f.o.b. Winnipeg. We also bought a 6 bottom John Deere engine gang.

This outfit was operated by two men and one team, my brother running the engine, while I hauled gasoline and water with the team.

We broke about 450 acres, using about 3 gallons of gaso-

line per acre, pulling four plows. We used from 1½ to 2 barrels of water per day.

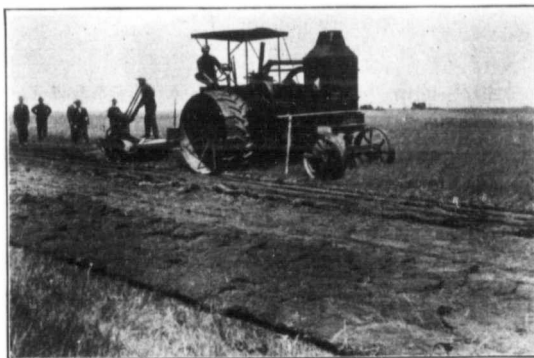
We consider that in breaking our engine has a draw bar pull equal to sixteen horses. The cost per acre was about \$2.50 not counting cost of repairs.

Yours truly,
R. T. Yeomans,
Napinka, Man.

A Pioneer Gas Power User.

I will try to give my experience with traction plowing and other work with gasoline as motive power. I am a Pioneer gas power user, having bought a 10 horse power stationary gasoline engine some five years ago from the International Harvester Co. I used this to drive a 12 inch plate grinder and a 24 inch Canadian Economist planer, and met with very good success for two years. I then bought an International Harvester portable engine of the 6 h.p. Famous type to use for sawing wood and shipping grain at the granary.

This machine gave every satisfaction, although operated under very trying conditions, such as 40 deg. below.



The Rumely 15-30 "Oil Pull" Kerosene at the 1911 Winnipeg Motor Contest pulling a Rumely Engine Gang.

I used this machine for two years, and then sold it to a neighbor who uses it as a farm power. He saws wood for his neighbors, and says he would not be without it.

I then purchased a 20 h.p. International Harvester tractor for general purposes, such as plowing, threshing, etc.

I plowed with this engine last season, using a five furrow P. & O. Canton Mogul engine gang. I used the full set of bottoms for plowing stubble, but only four bottoms for breaking and deep backsetting.

I only plowed about 120 acres of stubble as it was late in the spring when I got my plows. I did not have very good success for the first few days, as I had not handled a traction engine since 1893, and never a gasoline

tractor, and I had a green man for a plowman.

However, the last five days I plowed about 65 acres, an average of 13 acres per day of ten hours, with the five bottoms, at a cost of about 71 cents per acre.

I used for this work from 18 to 22 gallons of gasoline per day, about 1 gallon cylinder oil, 5 pounds grease and hard oil, and about one-half gallon machine oil. The gasoline cost 27 cents per gallon, the cylinder oil 56 cents, the hard oil 12½ cents per pound. I employed one man besides myself and had no team. I used about 1½ barrels of water, which was close at hand, so I hauled it with the engine.

I then began breaking about the 5th of June. As I had some experience in traction breaking, I was able to make a better showing.

I broke in June and July about 300 acres, the weather not permitting me to work steady. I averaged about two acres to the plow or bottom. I used four 14-inch bottoms, and plowed about 2½ inches for light to 5½ inches for deep breaking. The land was what is known as made prairie, fire having killed the scrub and timber some years ago.

The amount of gasoline I used was about 2½ gallons to 2-3 gallon per acre for light and deep breaking respectively, or a total cost of from \$1.70 to \$1.90 per acre.

I then backset about 150 acres at about the same cost per acre as the deep breaking. I used about two barrels of water per day for both breaking and backsetting.

In comparing the work of the tractor with the work done by horse power on land lying alongside, my work was very superior to that done with the horse, both as to breaking and backsetting.

In regard to seeding, harrowing and backsetting, I would say that this is the hardest work on the engine, on account of the dust and sand getting in the gears, and no matter how well they are lu-

bricated they will wear very fast, this being, in my estimation, the weakest point in most of the gas tractors.

About the 1st of September I began to make preparations for threshing. I ran an Aultman and Taylor 27 by 42 with self feeder, wind stacker, high bagger and weigher, having ample power for same under reasonable conditions. I averaged about 1000 bushels per day, threshing as high as 1300 bushels of wheat and 2660 bushels of oats with five teams and eleven men. I received six, seven and eight cents per bushel respectively for oats, barley and wheat.

I threshed about 30,000 bushels last fall. I had two breaks with the engine which laid me up for a week. These breaks were caused by my carelessness to a very large extent.

I consider carelessness and ignorance as the cause of 90 per cent. of the trouble with the gas tractor. As to which is harder on an engine, plowing or threshing, I believe that plowing is very much harder than threshing, owing to the constant strain in travelling over the rough ground and the wear on the gears owing to the dust and sand.

One day in moving my threshing I had occasion to stop the engine, and the ground being very soft, the threshing sank in the mud till the rear axle was buried in the ground. Yet I pulled it out on the first trial.

I think The Canadian Thresherman is the best paper of its kind that I ever read, and trust that some part of the above may be of use to you.

Yours truly,
L. R. Ostrum,
Durban, Man.

A New Traction Cultivator.

Information is at hand to the effect that the McKinney Traction Cultivator Co., who have something unique in the way of traction cultivator machines, have now completed their manufacturing plant on the corner of Main and St. George Sts., St. Louis, Mo., and that they will be in a position to deliver machines, beginning November next.

The factory is 102 by 148, two floors and basement, and will have every facility for building this style of machine.

Any of our readers interested in this will do well to write the concern, mentioning this publication.

Never let well enough alone. The order of every day should be advancement and improvement in everything and in every way; for no matter how well a thing is being done it can always be done better.

DON'T BUY A GASOLINE ENGINE Until You Investigate The Temple Make.

Its Great Advantages are: 1st—Lowest Fuel Cost; pays for itself in Fuel Saving. 2nd—Delivers Steadiest Power Stream, adapting it especially for operating farm machinery. 3rd—Easy on the machine it operates. 4th—Uses Gasoline, Kerosene or Gas. 5th—Perfect Lubrication. 6th—Starts Easily and Quickly, occupying minimum space. 7th—It is the King of Portable Engines. No engine has so wide a range of use. YOU WILL MAKE A MISTAKE IF YOU DO NOT WRITE FOR INFORMATION. We make 1½ to 3½ H. P. single cylinder engines; 6 to 20 H. P. four cylinder engines; 3 to 40 H. P. four cylinder engines. All Heavy duty, slow speed engines. For surety of operation and low fuel cost our engines lead. TEMPLE PUMP COMP. CO., Manufacturers. 401 West 15th St., Chicago, U.S.A. This is our 59th year.

MORE GOLD MEDALS

"Flour City" Tractors

Sweep the Field in the Winnipeg Motor Contest in 1911, carrying off Gold Medals both in GASOLINE and KEROSENE Classes

OUR RECORD—

1908, "FLOUR CITY," GOLD MEDAL (GASOLINE)
 1909, "FLOUR CITY," GOLD MEDAL (GASOLINE)
 1911, "FLOUR CITY," GOLD MEDAL (GASOLINE)
 1911, "FLOUR CITY," GOLD MEDAL (KEROSENE)



Built in three sizes, viz.: 20, 30 and 40 H. P.

That the "FLOUR CITY" leads in the development of a Gasoline or Kerosene tractor is verified by the record in these contests. Our entire time, ingenuity and capital have been devoted to its development and we point with pride to its record both in the Winnipeg Contest as well as in the field.

Winning the Gold Medal the first year might have been only an accident; winning the Gold Medal the second year might have been only a coincidence, but winning four Gold Medals in four years can neither be considered an accident or a coincidence; but stamps the "FLOUR CITY" as the highest development in gasoline or kerosene farm tractors.

Any doubt as to the adaptability of kerosene as a fuel and of the "FLOUR CITY" tractor being above all others in design, economy of fuel, brake test and draw-bar pull were cleared up by this Contest with the awarding of the Gold Medal to the "FLOUR CITY," which received the highest number of points ever scored by an internal combustion engine.

The "FLOUR CITY" won in this contest because of its correct design and construction; it is equipped with the four cycle, verticle engine of the automobile type, and it is a notable fact that this type of tractor was awarded the Gold Medal in all classes in which it was entered.

IF INTERESTED SEND FOR DESCRIPTIVE CATALOG.

KINNARD-HAINES Co.

828 44th AVENUE NORTH
 MINNEAPOLIS, MINN. TORONTO WINNIPEG CALGARY

Ontario Wind Engine & Pump Co., Ltd.



Proves Sensation of

Wins a Dozen Firsts That Prove It Smashes All Former Records in All

Rumely Oil Pull Tractor "E" Wins

BURNING KEROSENE

Sweepstakes on lowest cost of fuel per brake horse-power hour over all engines, of all makes, in all motor contests, including 1911, over 80 tractors competing.

Sweepstakes in brake tests over 23 other gas tractors, 1911 contest, with 189.4 points out of a possible 200.

Sweepstakes on steadiness of running, with 1.5 per cent maximum variation in speed, winning over all 4-cylinder tractors.

First on overload capacity.

First on horse power developed.

Tie with "F" for first on points for water consumption.

First on highest drawbar pull class "D", practically equaling the pull of a steam gold medal winner developing 2½ times as much brake horse power.



Rumely Oil Pull "E"—Holder of the World's Record on Fuel Economy
Developing 67.99 Horse-Power in its Matchless Run on the Brake

Every Rumely in the contest developed more than its guaranteed brake and drawbar horse-power.

"E" pulled 10 plows—all any steamer dared pull—in gumbo sod, ground being so soft that automobiles repeatedly mired.

Under the scientific conditions of the brake tests, Rumely amazed farmers and engineers alike by the most perfect exhibition ever seen on the brake—by its wonderful reserve power, its unheard of fuel economy, and its unrivaled steadiness of running.

A Fifteen Year Motor Contest on North American Farms Will

WRITE US TODAY

M. RUMELY COMPANY, 1991 Rose Street,



Winnipeg Motor Contest

the Superior of All Other Tractors Motor Contests on Fuel Economy

Rumely Oil Pull Tractor "F" Wins

BURNING KEROSENE

Second only to "E" in cost of fuel per horse-power hour over all engines in all contests, including 1911.

First over all other small engines in class on brake tests, plowing, and design and construction.

Second only to "E" on overload capacity.

Tie with "E" for first on points for water consumption.

BURNING GASOLINE—without change of carbureter—

to demonstrate the efficiency of the Secor-Higgins system.

First on lowest selling price per delivered brake horse-power

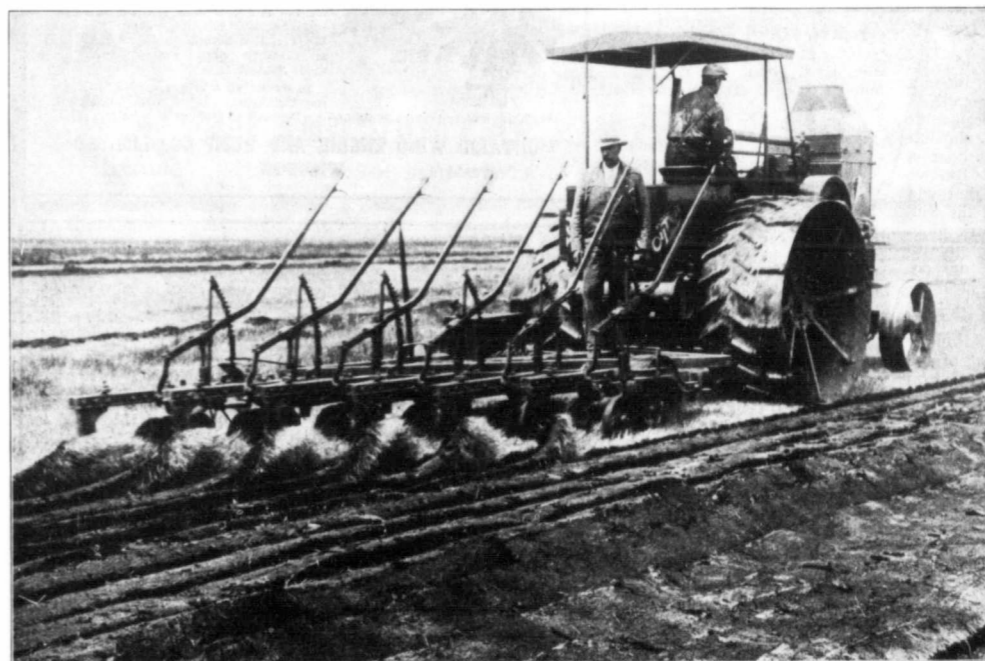
First on highest drawbar pull.

First on condition of engine during and after all tests.

First on overload capacity.

First on horse-power developed.

First on acres plowed per hour per brake horse-power.



Rumely Oil Pull "F"—Equaled in Fuel Economy Only by Rumely Oil Pull "E"
Pulling Six Breaker Bottoms in Virgin Sod and Developing 18.42 Actual Drawbar Horse-Power

Rumely is the only tractor that will burn both kerosene and gasoline without change in carbureter or construction. The simplicity of the Secor-Higgins system of oil combustion defies competition. Rumely is the only tractor that burns kerosene all the time, anywhere.

Prove Rumely a Sweepstakes Gold Medal Winner in Every Class

FOR CATALOGUE

REGINA, SASKATCHEWAN, Branches at Winnipeg, Manitoba, Calgary, Albemarle, Saskatoon, Sask.

Questions and Answers For Gas Engine Operators

This is a department for gas engine operators similar to that which we have so successfully carried on for the past few years for those interested in steam. We invite your questions and will give them our best attention. Just tell us your troubles or ask us about any point upon which you desire information. We have secured the services of a competent expert who can handle gas engine queries intelligently and to the complete satisfaction of all concerned.

I.J.D. Q. I have a three h.p. motorcycle, the engine of which works as good as you could expect an engine to work, as long as the batteries last; but there is where the trouble lies. It is made to run with three cells, but it will not run for any length of time. With a battery of three good new cells, I would not dare to start on a 20 mile run because they would be pretty sure to give out on me, and I would have to wait for 10 or 12 hours before they would be ready to go again. I now run it on five cells, but even then they will not run more than two or three hundred miles, till they are worn out. Where can the trouble be? I am sure I have no short circuit, because I get a good fat spark out of my batteries as long as they last, and I have tried by scraping the wire at a place where a short circuit could be, and cannot find the least bit of a spark. Can it be in the coil?

A. Just where the cause of your trouble is would be difficult for us to point out without a personal investigation. But we are inclined to believe that you might locate it either in the coil, the timer or in the spark plug. We would suggest, if possible to borrow a coil to try it out on, then rewire with good new insulated wire between battery, coil and engine, and put in a brand new spark plug. Also look carefully over every part of the timer and its connections. You may find a short circuit where you least expect it. We have before found a short circuit by running the motor after dark and watching all the battery coils and timer connections. A spark is usually shown at the point of short circuit every time the circuit breaker acts. Are you sure that you have fresh cells? If you should buy cells that have been standing on the shelf from 3 to 6 months you could not expect much service out of them. If you wish to make any long runs we would consider it advisable to carry two sets of batteries of 4 or 5 cells each, and arrange them so that they can be switched from one to the other every hour. This will alternate their work with rest, and allow them to recuperate before too nearly exhausted.

L.T.H. Q. I have been using six dry batteries to run my engine, but thought if I got two more I would have a stronger and hotter spark. Is there a limit as to number of batteries for one spark coil? Could I use ten instead of eight if the battery was all right as to voltage, etc.

2. Which is the best to have on, a wood saw arbor, a balance wheel of 200 pounds, or one of 125 pounds, to be driven with a three h.p. engine?

A. A bigger, hotter spark can be secured by increasing the number of batteries, but there is no advantage in going beyond the needed current supply to get a good effective spark. The number of dry cells needed or the amount of current supply by other means depends on the resistance of the coil used. The average ignition set will give good service on four dry cells of the usual voltage and amperage flow of current.

2. The heavier flywheel will be more effective in connection with the size of engine given.

A.D.M. Q. I have an I.H.C. 6 h.p. gasoline engine. After running it about five months I found a jagged crack about five inches long in the lower part of cylinder face and about one inch from back head end of cylinder. Through the crack water oozes.

1. What is the cause of the crack?

2. Is there any danger of it extending?

3. Will it have any bad effect on the engine?

4. Can anything be done to prevent water from leaking through, and what?

5. What effect will it have on engine to have spark at 35 deg. below dead centre?

A. Your description of it would lead us to suspect a freeze up, causing the crack.

2. It will not likely extend unless water is allowed to freeze in the water space.

3. It will not affect the running of the engine.

4. By making a strong salt solution and letting it stand in the water space for several days you may be able to rust up the crack so that it will not leak, or if you prefer you can have some machinist or blacksmith put a patch over the crack, which if properly done will keep it from leaking and make it strong as ever.

5. Sparking 35 deg. below center is about the right sparking time for an engine running at from 225 to 250 r.p.m.

W.J.E. Q. I have bought at least a dozen different kinds of dry batteries and they all soon become too weak to give me proper ignition. All the batteries seem strong when I get them, but they get so weak they are of no use to me. I don't think I ever used a set of six longer than two months. Would you advise me to use a magneto or can you recommend a good dry battery?

The Flour City Tractor Gasoline or Oil Pull

There are many reasons why the "Flour City" Tractor is the Tractor for the farmer of to-day. Compare its simplicity, weight and horse power with ANY OTHER TRACTOR, and you will awaken to the fact that to look for better is waste of effort. For Summer-breaking, Fall Plowing, Threshing and Grain Hauling, no better Tractor is made.

Awarded Two Gold Medals Out of a Possible Three at the 1911 Winnipeg Contest

Descriptive Catalogue Free.

The Stickney Gasoline Engine

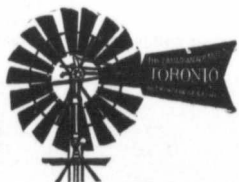
Stationary or Portable

Lowest fuel cost, lowest upkeep cost, adapted especially for farm work. Perfection seems so nearly attained that to make clear HOW we have reached that state is out of the question here,—but the Catalogue tells! Write for it,—it contains many illustrations of a practical character.



Windmills

We have left nothing undone to make this the best Windmill the universe produces. It stands in a class by itself, it combines ALL the GOOD features found in OTHER Windmills and outclasses them all in every point. Father TIME has made the test!



In service all over the country. Write for Catalogue. It tells all about the Windmill, and explains how nature can be made to do a lot of work for YOU!

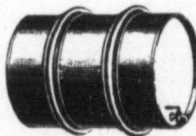
ONTARIO WIND ENGINE AND PUMP CO., LIMITED

TORONTO

WINNIPEG

CALGARY

Own Your Own Steel Barrels



For shipping and storing oil and gasoline. The Oil Companies cannot afford to let you retain their drums for storage, so have your own. They will pay for themselves in one season, in the saving of leakage and shortage. This barrel is made of heavy steel, galvanized inside and out, protected by drawn steel T shaped hoops, giving STRENGTH without WEIGHT. No rivets to come loose. No braising to discolor contents. ELECTRICALLY WELDED throughout, absolutely air and water tight. WILL LAST A LIFETIME. Brass name plate, attached to barrel, free of charge. Made by the The American Steel Barrel Co., of New York, U.S.A., manufacturers of the original steel barrel. Price55 gallons (wine) \$10 each, F. O. B. Winnipeg. Better prices on lots from 10 up. Terms, cash with order. Remit, by bank draft, or money order. Do not send currency unless by registered mail. Come in and see our samples when in Winnipeg.

STEEL BARREL COMPANY OF CANADA

303 Enderton Bldg., Winnipeg, Man.

Phone Main 7155

O. MILNS, Manager

Acetylene Headlight for Traction Engines

Complete in one apparatus. The latest and best on the market. All the light you want whenever you want it. Wind-proof. Jar-proof. Every man who operates a traction engine should have one. Indispensable for plowing at night or moving over rough fields and bad roads. Projects a strong light 400 feet. Runs ten hours with one charge. Costs one cent an hour. Write for Catalogue.

American Acetylene Stove Co., 516 Masonic Temple, Minneapolis, Minn., CHAPIN CO., CALGARY, Agents for Alberta

SAFE LOCK STEEL SHINGLES

Galvanized Painted
Absolutely WIND RAIN FIRE HAIL LIGHTNING **Proof**

Write for Booklet
CLARE & BROCKEST LTD.

246 Princess Street

WINNIPEG



ONE CAT - NINE LIVES AND THE ONE - KAT - YOU - KAN'T - KILL IS THE XCELL IGNITER



If you are using DRY BATTERIES for any purpose, ask your hardware dealer for the "XCELL" with spring clip terminals. They are made in Winnipeg and are guaranteed to give perfect and continuous satisfaction.

DON'T ACCEPT ANY SUBSTITUTE

because there's nothing that can take its place. It's simplicity is an assurance of its efficiency: you just press down the spring, slip in the wire, and

FORGET ALL ABOUT IT.



The new connections are soldered to the carbon and zinc electrodes making loose connections impossible. Use an "XCELL" and you'll have no more knurled nuts to tighten, pliers will be superfluous, and there will be no sore thumbs.

EVERY CELL WE SELL IS GUARANTEED

These igniters are specially made for strenuous work; they will fulfil every demand of severest ignition, telephone, or any kind of an open circuit service.

MONEY BACK IF DISSATISFIED

Ask your dealer to show you our useful novelties in Electric Flash Lights, Miniature Lamps in all styles and voltages; and if he does not handle our goods write direct to the

CANADIAN CARBON Co., Ltd. Factories:

Irish & Bury Sts. WINNIPEG — 12-14-16 Shuter St. TORONTO




A. The batteries were probably as good as any dry battery. The igniter is probably using too much current; that is, the contact points are held together longer than is necessary. The length of time of contact should correspond to the speed of the engine and the resistance of the coil used. When the batteries are held in circuit longer than the time necessary to get a spark the current is being wasted and the battery will be exhausted so much sooner. There are many cases where the correct electrical conditions and time of contact are not obtained or maintained. As a general thing a battery for starting and magneto for furnishing current after the engine gets up speed are better than dry batteries. A combination of a small storage battery and magneto charger is said to give excellent results as a means of ignition.

R.J.W. Q. Will a motor of 2 1/4 in. bore and 2 1/2 in. stroke, at the speed of 400 to 1,400 r.p.m., run a low down tank pump on the gear of 12 and 48, and draw the water 20 feet vertically? The pump is of the horizontal type and the bore is 5 in., stroke 5 in., with 2 in. suction and discharge, and the pump to make from 30 to 70 strokes per minute. Will it take a larger engine than stated?

A. The gear ratio suggested will not do at all. To give the pump, say, 50 strokes per minute would permit a motor speed of

only 100 r.p.m. At this speed the motor would develop very little power—not nearly enough to run the pump. You should figure at least one h.p. from the motor which should be obtained at 1,000 to 1,200 r.p.m. At 1,200 r.p.m. the motor would be running 48 revolutions to one of the pump crank, or two strokes of the pump. With this speed ratio the motor can be speeded up or down to suit varying water lift and pumping conditions. We suppose you are fitting the motor to a wagon tank, where the pumping conditions are constantly changing. It will be necessary to use a jack shaft to get the speed reduction required.

L.L.B. Q. Please advise me which is considered the more economical, a volume or hit and mis-governing engine, and why?

A. This is a relative question, and the nature of the work to be done and the conditions of each case must determine which is the better and more economical type of governor to use. Very briefly, the general principles may be stated like this: The hit and miss governor secures a practically uniform control of the mixture and compression and a fair speed regulation that does very well for a large variety of work. The well built throttling governor secures a very close speed regulation with a slightly increased fuel consumption owing to variations of the compression and slight variations of heat units in the gas supply. Improved automatic, compensating carburetors have, however, practically solved the question of keeping the mixture right as the throttle opens and closes. The great variations in

the nature of work to be done, and the different conditions for each case prevents any general conclusions as to which kind of governor is the more economical.

Vast Colonies of the Colorado potato-beetle have been found traveling together along a country road and near a railway, and no one has yet been able to determine where their real destination was, as it was at a season when the potato-vines were dead. Ants and worms sometimes move in great colonies across the country.

In the province of Shansi, in China, immense deposits of the very best iron-ore have been discovered, and the financiers of that and other countries will erect great iron-works.

OILDAG Defocculated Acheson-Graphite

REGISTERED TRADE MARK

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 defocculating 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 Defocculated 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 8th 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, (Signed) R. A. ROSS.

May 15th, 1911.

WRITE FOR OILDAG BOOKLET 77B

FACTORY AT
SARNIA, ONT., CAN.

ACHESON OILDAG COMPANY

We are General Agents for OILDAG made by the International Acheson Co.

PORT HURON
MICH., U.S.A
—Graphite

THE 1911 WINNIPEG



PROVES MORE CONCLUSIVELY THAN EVER THAT
CASE ENGINES ARE IN A CLASS BY THEMSELVES
 NOTE THE AMOUNT OF COAL ENTERED THIS YEAR IN COMPARISON WITH THEY SHOW THAT HAD THE CASE ENGINES BEEN CONCLUSION THAT THEIR FUEL AND WATER CONSUMPTION WOULD NOT HAVE BEEN CLOSE NO CLOSE COMPETITION BETWEEN CASE ENGINES AND THOSE OF OTHER MAKES.
WHEN CASE ENGINES COMPETE IT IS NOT AGAINST OTHERS

G MOTOR CONTEST



PROVES MORE CONCLUSIVELY THAN EVER THAT
CASE ENGINES ARE IN A CLASS BY THEMSELVES
 AND WATER USED BY ENGINES RECORDS ESTABLISHED BY CASE ENGINES ENTERED IN THE 1911 CONTEST, IT IS A FOREGONE CONCLUSION THAT COMPARISON WOULD HAVE BEEN SO LOW THAT COMPARISON ENOUGH TO BE INTERESTING. IN FACT THERE CAN BE NO CLOSE COMPETITION BETWEEN CASE ENGINES AND THOSE OF OTHER MAKES.
BUT AGAINST THEIR OWN RECORDS OF PREVIOUS YEARS

THE PROOF



The Contest of 1911 was held on a section adjoining the field plowed in the 1910 Contest and was practically the same soil plowed at the same season of the year. If anyone tries to tell you, Mr. Purchaser, that the excessive coal consumption of every 1911 entry was due to the soil being wet, etc., etc. (for 45 minutes) *ask them to explain the coal consumption on the brake as given in the official reports, the essential figures of which are reproduced and rearranged below for easy comparison.*

TWO HOUR BRAKE TEST

ENGINE	KIND	HORSE POWER DELIVERED BY BELT	POUNDS OF COAL USED PER HORSE POWER HOUR
CASE 110 H.P. - 1910	SIMPLE ENGINE	98.6	3.04
ENTRY No. 26 - 1911	DOUBLE "	75.64	5.57
" " 27 - "	SIMPLE "	71.77	4.9
" " 28 - "	DOUBLE "	111.35	3.99
" " 29 - "	COMPOUND "	101.52	3.86
" " 30 - "	SIMPLE "	103.06	4.61
" " 31 - "	COMPOUND "	83.25	4.52

NOTE!! THAT THE 1911 WINNER BURNED 54.35 POUNDS OF COAL IN THE HALF

Case Engines
 Have Never Failed to Win First Prize in Any Class Whenever Entered in Any Winnipeg Contest
A CAREFUL STUDY OF THESE OFFICIAL FACTS WILL SHOW THAT
 SEND FOR CATALOG No. 68
AT ONCE

J.I. CASE THRESHING MACHINE CO.
 INCORPORATED
RACINE, WIS. U.S.A.

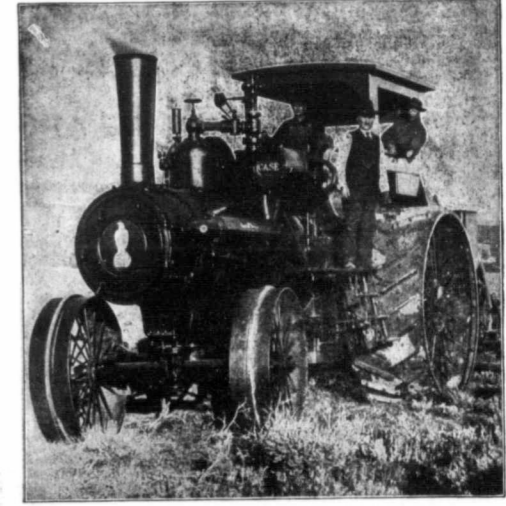
The average coal consumption of all the engines — simple, double, compound and even double compound in the 1911 Contest on the Two-Hour Brake Test was 4.57 pounds per horse power hour or 50.3% higher than the record of the Case. Even the 1911 winner used 27% more. The Case Record is practically 3 pounds of coal against nearly 4 pounds for each horse power delivered at the fly-wheel per hour, and in plowing practically 5¼ against 13½ pounds of coal for each horse power delivered at the draw-bar per hour.

PLOWING TEST

	AVERAGE DRAW BAR HORSE POWER DELIVERED	GALLONS OF WATER USED PER ACRE	POUNDS OF COAL USED PER ACRE	COAL USED PER DRAW BAR HORSE POWER HOUR
CASE 110 H.P. - 1910	74.92	82.01	99.2	5.29
ENTRY No. 27 - 1911	31.05	128.9	236.1	15.9
" " 28 - "	36.70	143.3	189.2	14.9
" " 29 - "	35.73	148.7	208.0	19.0
" " 31 - "	36.75	131.5	206.6	13.6

1911 - ENTRIES - 26 AND 30 FAILED TO COMPLETE PLOWING TEST HOUR MAXIMUM BRAKE TEST - AT THE RATE OF PRACTICALLY 5½ TONS IN TEN HOURS.

AT OPERATORS OF CASE MACHINERY SAVE REAL DOLLARS
ING MACHINE CO. AGENCIES EVERYWHERE
 INCORPORATED
WIS. U.S.A.
 CANADIAN BRANCHES:
 TORONTO, WINNIPEG, REGINA, CALGARY.



Case 110 Horse Power
 This Size of Engine Has Never Failed to Easily Win First Prize in the Winnipeg-Motor-Contest When it Competed. No Engine Has Yet Approached Its Records.

The Old and the New

Once upon a time (all stories begin that way) it so happened that the oxen broke into the pen where the farmer had stored his wheat. He discovered his loss in the morning, but he also discovered something else, viz., that it was possible for the oxen to tread out the corn. This was a threshing machine.

Next came the flail and its use is still within the memory of many a man living to-day. I have often heard my grand-father speak of one of his neighbors who, even after the advent of the modern threshing machine, still persisted in using the flail and fanning the wheat from the sheaf on the barn floor. This farmer had two sons, who did not just like the idea of wielding the flail all day, but when they went to their father and asked him to hire the threshing machine he refused. They finally made him a proposition that if he would allow them to work for some of the neighbors and earn some money, that they would take this money and hire the machine when it came into the neighborhood. He consented, with the result that for the first time in that farm's history, a threshing machine did the work. The result, of course, can be easily guessed at. It did it so much cleaner and quicker that the flail was hung up on the side of the barn, never to be used again.

The farmers of those days raised just as many bushels of wheat per acre as is raised at the present time and in a great many cases produced a larger yield, but there weren't as many acres. It was largely a matter of getting sufficient bread to supply the family needs. The matter of selling any wheat was an unheard of thing with the majority of farmers. Other countries, however, began to look towards the American Continent for their bread supply. The price of wheat began to go up and the farmer saw it was a profitable crop to raise. He also saw that if he were to handle it in a manner profitable to him he must of necessity use modern machinery, and the threshing machine business grew into a big industry. At first horse powers were used to drive the machine and many of these powers were not even mounted on wheels. Any man of to-day who has stood before the cylinder of an old apron machine and eaten dust for hours at a stretch realizes that threshing at that time was a hand mill job, and there is just as much difference between threshing then and threshing now as there is between the old country blacksmith shop and the modern implement factory. In those days labor was comparatively plentiful in proportion to the amount of work done, and it was not until the supply of labor did not equal the demand that the machinery busi-



**Power to Till the
Great North West
as it Never was
Tilled Before**

YOU MEN WHO KNOW GAS TRACTORS BEST ARE THE MEN TO JUDGE THE

Twin City **"Forty"**
THE ALL STEEL GAS TRACTOR

This machine has the power actually to do the work of 40 horses; power to do it while the horses eat, and while they sleep.

The Twin City "Forty" has a four-cylinder, four-cycle motor of 7 1/4 inch bore, and 9 inch stroke.

A Larger Crank Shaft than has ever before been put into a motor of this size, with

At the draw bar, or at the belt wheel, the power is always there; surplus power, continuous power, never failing power.

**LARGER BEARINGS,
BETTER MACHINE WORK,
STRONGER FRAMES**

Place this Machine at the Front in the Field of Traction Engines

WRITE TO-DAY FOR CATALOG G101

MINNEAPOLIS STEEL & MACHINERY COMPANY
Lake Street and Minnehaha Ave., MINNEAPOLIS, MINN., U.S.A.

ness was given its big impetus. To-day it is machinery, machinery. The farmer buys it, uses it and in a great many cases wastes it. He buys more than he needs and allows it to rust out in the fence corners. I can remember the first self-feeder that came into the neighborhood where I lived. It was looked upon

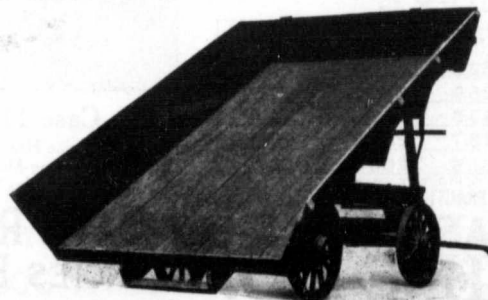
critically by the farmers whose jobs it was to handle. Some even had the idea that it would feed the straw in such a way that it would chop it all up (for that was a section where straw was prized highly. It did not look good to a great many of the farmers to see a threshing machine fairly

eating up stacks and yet apparently no one was putting the straw into the machine. A few days, however, overcame this and the next year no machine could get a job in that neighborhood that did not have a self feeder.

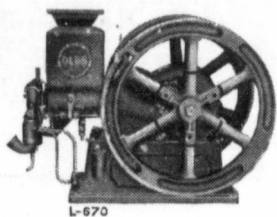
The same thing was true of the wind stacker, but it in turn overcame the obstacles put in its way, until to-day the wind stacker is an established part of a threshing outfit.

In Western Canada we do things in a big way. We plow, we seed, we harrow, we disc with engines. We get over a lot of ground and per farm population, our acreage is large. When it comes to harvesting, however, we are up against a stiff proposition and it is necessary for us to import from forty to sixty thousand laborers every year to aid us in garnering our crop.

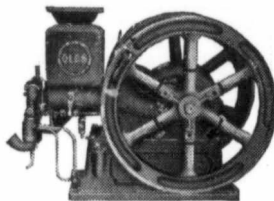
The importing and distributing of these laborers so that all may be served is a big problem and as yet no one has been able to



The above represents what is known as the Perfect on Dump Rack. This rack is constructed in such a way that the front end is raised by means of a windlass and the load is dumped off at the rear



L-670



L-670

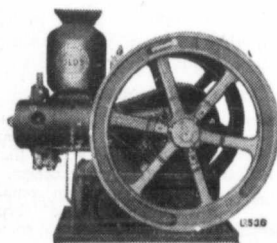
**Earn More
Save More
BE SATISFIED!**

USE A

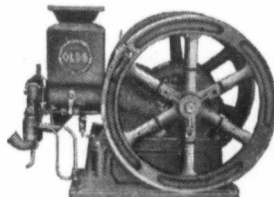
MASSEY - HARRIS "OLDS"

**GASOLINE
ENGINE**

**OUR LOCAL AGENT
IS WAITING TO SHOW YOU**



US30



L-670

solve it in a manner that spells satisfaction to everyone. The farmer is clamoring for, and the capitalist is hard at work on, mechanical grain stookers. It is easy for the traction engine to pull five and six binders, but it is not easy to get men to stook the grain. A mechanical grain stooker is coming. Human nature never wanted anything in the way of machinery that it did not

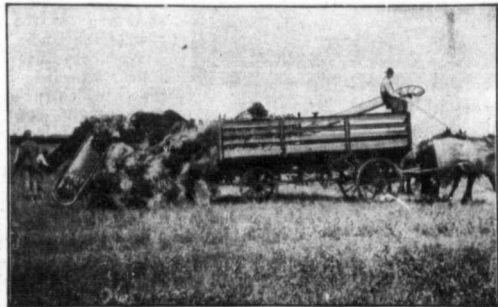
ground, and which can be raised or lowered or turned into any desired position. These wing feeders have proven to be a valuable aid to any threshing outfit and large numbers of them have been sold in Western Canada.

Following upon the heels of the wing feeder there has come another invention, simple yet filling a unique and valuable

Where a machine is equipped with wing carriers, the pitchers can stand on the ground and transfer the dump piles to the feeder. These dump racks effect a large saving. In the first place, they save pitchers. The field pitchers themselves can be dispensed with, as the rack need not be loaded carefully and the driver can pitch his own load. This does not work a hardship on him, as he does not have to pitch bundles off the machine. In the next place, it saves one half of the teams. Little or no time is taken up at the machine

thing like this which he calls an arithmetic lesson:—

4 by \$2.50 =	.....	\$10.00
5 by \$4.00 =	.....	20.00
		<hr/>
		\$30.00
\$30.00 by 40 =	.....	\$1200.00
\$4.00 by 5 by 40 =	.....	800.00
		<hr/>
		\$2000.00
Subtract	.....	375.00
Balance =	.....	\$1625.00
Subtract	.....	175.00
Balance =	.....	\$1450.00
Subtract	.....	250.00
Balance result =	.....	\$1200.00



The above represents what is known as the Hart Universal Dump Rack. A false end is fixed in this rack at the front, and this is in turn connected with a rope which extends to the rear of the rack. When it is required to dump the load this rope is attached to something stationary. The team moves forward and the false end pushes the load out at the rear of the rack.

get and before many more years pass in history, it is safe to say that Western Canada grain crop will be stooked by machines.

This labor problem has brought into use another improvement in the threshing machine needs as the wing feeder. This is nothing more than an ordinary self feeder with elevators that extend down almost to the

place—the dump rack. The wing feeder and the dump rack really go hand in hand, for the most cannot be gotten out of the one without the use of the other, although either can be used alone. The dump rack is nothing more or less than a proposition whereby it is loaded in the field, brought to the machine and immediately dumped into a heap.



The above represents what is known as the Nelson Dump Rack. This rack is constructed in such a way that one side of the rack is raised by means of a windlass, thus discharging the load.

in dumping off the load and the team can immediately return to the field. Two or more loads can be placed on each side of the machine; consequently, the team and driver does not have to wait for an opportunity to unload and thus saves the time usually consumed in pitching the bundles off. One dump rack and a driver will do as much as two ordinary racks, two drivers and one pitcher in the field generally do.

One ingenious individual has worked out a proposition some-

This is supposed to be a way of making \$1200.00 in forty days or in other words, show how the thresherman can make this much money in that space of time, by using dump racks and wing feeders as against the old style. Worked out, it is something like this. By using wing feeders and a set of five dump racks it saves one half of the pitchers — say four at \$2.50 a day. Next, one half of the teams used in the field are saved or five times \$4.00

Continued on page 53

TRACTION PLOWING

AS TOLD BY THE MEN WHO DO IT

On this and the following pages will be found a number of letters from traction plowmen in Canada West, the originals of which are on file in our office. We have inserted the letters just as they came to us, and we will, therefore, not hold ourselves responsible for any of the opinions or criticisms contained therein. Should anyone disagree with the statements made, we would be pleased to offer them the use of our reading columns for the purpose of criticism, etc.—Editor.

Has Plowed for Two Years.

I have been running a traction plowing outfit now for the past two years, and as far as my experience goes, I am pleased to be able to say that the results have proved highly satisfactory.

We use a 30 h. p. Rumely twin simple traction engine, with an eight bottom Cockshutt breaker and a twenty-one Emerson disc.

We employ three men, with a fourth occasionally, and two horses.

We used on an average of about one ton of steam coal and about 4 tanks (50 barrels) of water per day.

I estimate the cost, plowing with a steam outfit such as ours, to be about \$1.50 per acre for breaking, and 75 cents for disc plowing. Of course this estimate is based on our own figures. Circumstances alter cases, more or less, in all things, and this applies very strongly to running a steam plowing outfit.

Many points have to be taken into consideration, actual condition of the land to be plowed, position, distance from water supply, railroad and fuel supply, ability of engineer, make and power of outfit, etc. These points, favorable or otherwise, have to be considered, as they have a distinct bearing upon the financial success or failure of the enterprise.

As I stated before, my experience has been one of success. There is no doubt but that the work is done more rapidly, which is a great consideration in this district, and I also think that it is done more thoroughly than can be done by horse power.

There is not the slightest doubt in my mind, but that plowing, especially breaking, is much harder on an engine than threshing. Hard and heavy spots exist occasionally in otherwise light tracts, and the sudden strain and as sudden release are detrimental to the welfare of the machine. This condition is not met with in threshing, the running being practically even all the time. There is also the general unevenness of the land, which affects the pull which at one moment may be straight and the next at an angle.

Yours truly,

Wellington White,
Moose Jaw, Sask.

Employs Four Men,

I have not had a great deal of experience in steam plowing, but will do my best to tell you what I know.

I have a 25 horse power double simple Gaar-Scott engine and a 10 bottom Cockshutt steam lift plow. We use ten bottoms for stubble plowing and eight for prairie.

I employ four men and the fifth does not come amiss. There is always lots for him to do. We have a coal team and a water team and quantity of water used depends on the hours we run. But I should judge that we use between five and six tanks per day of 15 hours.

I consider that plowing is a good deal harder on my engine than threshing. The dust is hard on it. I think in a good many cases when plowing, an engine is overloaded and then the engineer

your paper for a year and like it fine. I subscribed through the Free Press.

Yours truly,
George Pomeroy,
Maple Bush, Sask.

Good Expense Bill:

We have plowed 2,000 acres in two seasons, most of which was breaking. Our outfit consists of a 32 h. p. Case engine and a ten bottom Cockshutt plow on skids, two twelve-barrel steel tanks and four wagons, one for caboose, one for coal and two for water.

We employ engineer, fireman, plowman and blacksmith, two teams and men, one for hauling coal and one hauling water.

We burn two tons of Blairemore coal, ten tanks of water and plow about twenty acres a day of eleven hours. We charge \$4.00 per acre for breaking.

Depreciation 27.00
Interest 43.00
Repairs on outfit 500.00
Tools 20.00

\$1,472.20

So wear and tear and interest for the year's plowing is per acre \$1.75
Coal cost up about, per acre 50
Labor, per acre 1.00
Oil, per acre 15

Cost per acre to plow...\$3.40

Yours truly,
Shaw Bros.,
Midnapore.

Reasonable Cost.

I will endeavor to give you an account of our two past seasons' plowing experience, not that we attained any great success, but hoping that it may in some way benefit some brother plowman or someone who intends going into the business.

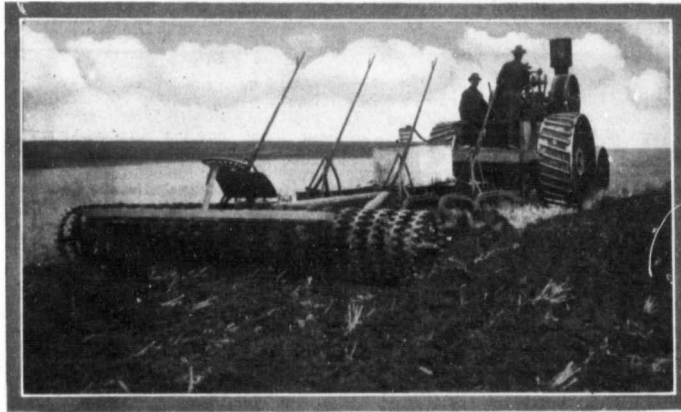
We use a 25 H.P. double simple Gaar-Scott engine and a ten furrow 14 inch John Deere plow. During the last two seasons we have plowed altogether about 3,000 acres, breaking 1,400 acres, backsetting 960 and the balance stubble. When breaking deep, we use 8 bottoms, and in shallow breaking which is to be backset we use 7 to 10 bottoms according to the condition of the land.

We always use 9 steel roller attached to the plows, which packs down any rough sods and makes a nice smooth looking job.

In order to keep a good supply of water on hand we use a large tank mounted on two heavy plank skids. This tank is 16 feet long, 40 inches wide and 40 inches high. We find it a great convenience as the waterman can pull his tank in beside it and let the water siphon down. It is much more convenient to have water all in this tank and placed where you want it than having two or three tanks partly full standing in the way when turning around. When the water is too far away for one team to keep us going our coal team, which is not kept busy all the time drawing coal, can draw a few tanks of water.

When starting at a job we take our tank pump and put it on a platform at the water hole, put a

Continued on page 32



Rumely, John Deere and a Packer doing a nice field

has not a chance to keep it in shape.

On an average I used about 2,300 pounds of Fernie Coal per day or one ton of Galt coal. I can average about 20 acres per day at a cost of \$3.50 per acre. My expenses for a day are about as follows:

1 ton of coal	\$8.00
Two men and teams, each	4.00
Engineer	5.00
Fireman	3.00
Board and other expenses	\$1.50

I have done some discing, but did not have very good success, as we didn't have a good hitch. I would like to learn something about the different hitches.

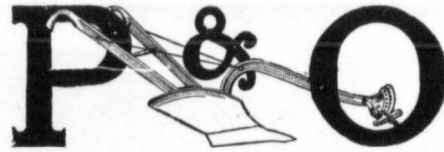
Probably next year I will be able to tell you more about traction cultivation. I have taken

The country we plow is very rough and hilly, so the repair bill is large. Plowing is much harder on engine than threshing. I ran a threshing engine for seven years and the repair bill was \$100. I have run a plowing engine two years and the repair bill was \$1000 and the threshing engine was in first class condition after seven years.

Our engine cost \$4,000.
Estimated life ten years.
Depreciation\$400.00
Interest 320.00

Our plow cost \$900.
Estimated life 10 years.
Depreciation 90.00
Interest 72.00

Two tanks, pumps and hose for wagon cost \$540.
Estimated life 20 years.



Mogul Engine Gang Plow

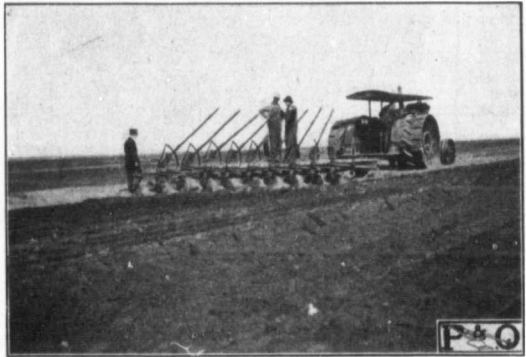
Better than we ever claimed them to be

IF YOU WANT THE EVIDENCE---WRITE US

The P. & O. Mogul Engine Gang Plow is made in the following sizes:—Five, six, eight, ten and twelve furrow. There are four distinct patents covering the following features on these plows:

1st.—The method of setting the levers so that they point to a central place on the platform, thus saving the operator about half the walking on the platform. This patent also covers the self-castoring gauge wheels which permit them to turn with the frame without grinding or dragging.

2nd.—The method of manufacturing the frame for the five and six furrow sizes, the front end of which is V shape, in order to bring the plow platform within stepping distance from the engine platform. This is a great advantage on a small outfit where the plow and the engine are operated by one man, as he can step back and forth without being obliged to get on the ground.

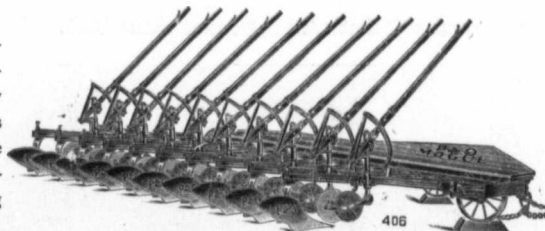


3rd.—The method of using break-pins when working the plows on stony or root ground, when the plows will trip back just exactly like the shovels on a spring trip cultivator. It is not necessary to use break-pins, as the plow is regularly equipped with bolts, but where the plows are liable to damage on account of foul ground, a break-pin has been the means of saving many plows from damage. This patent also covers the appliance on the end of the stub beams to regulate the suction of the bottoms.

4th.—The method of lining the plows laterally to cut uniform furrows by means of set screws on the oblique frame fail, and which operate on triangular castings; also to regulate the level setting of the bottoms by set screws on the beams.

The P. and O. Mogul Engine Gang Plows, Proven to be the Lightest Draft Plows drawn by Tractors at the Winnipeg Plowing Exhibition and Motor Contest

The company issues an interesting line of engine plow catalogs and booklets. An inquiry for such an outfit often comes from an unexpected source. The rapid introduction of light gasoline tractors certainly will bring



about a great demand for plows of this class. Dealers should be posted and prepared to handle such inquiries intelligently.

Write to the P. & O. Company for full information.

69 years of "Knowing How" Hammered into every one of them.

Builders of the Largest Line of Agricultural Implements made by any one Factory in America.

PARLIN & ORENDORFF CO. Canton, Illinois
International Harvester Co. of America, Sales Agent for Canada



HERE IS THE PROOF

Gaar, Scott & Co.,

Gentlemen: You asked us to keep you posted on the work of your gas traction engine bought last April and we are pleased to say that up to now we have broke about 1,200 acres of prairie sod, most of which we have also seeded. We pull eight 14 inch mouldboard plows running five to six inches deep and pull a 3,500 pound surface and sub-surface pulverizer. On one half-section we kept close account of our expenses and cleared a net profit of \$800.

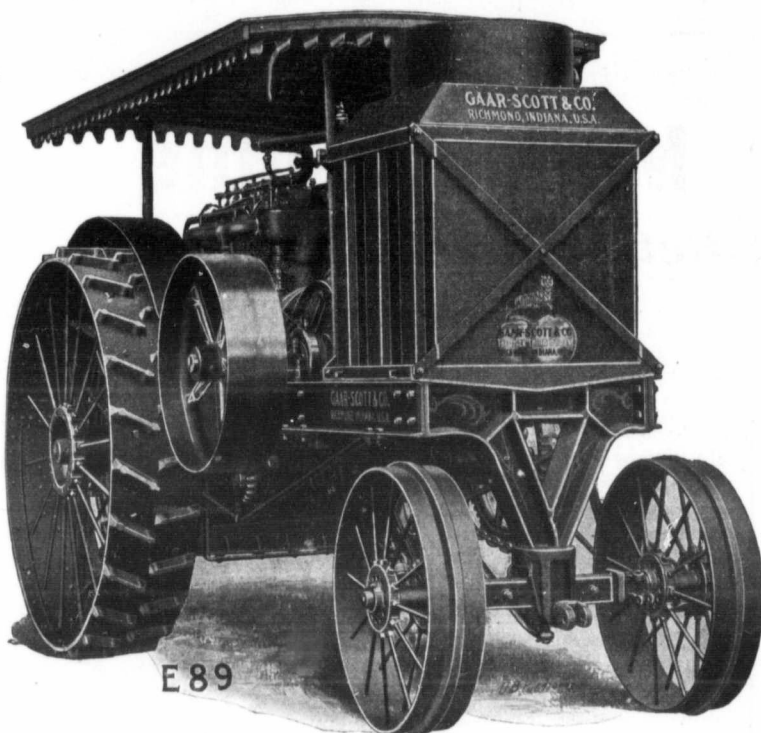
As yet, we have had no expense for repairs on this engine and there is no indication that we will have, for the engine seems to be as perfect as it was the day we began to use it. The little wear on the gears and other parts, however, would not be noticeable except for the polish.

You ask how this engine compares with others at work here. There is no comparison at all. There are five different makes of engines here, all operated by experienced gas engine men. They are not doing near as much work as we do and need repairs about half the time.

You can congratulate yourselves on having an engine that has not yet been equalled and if we wanted another gas tractor, Gaar, Scott & Co. should make it for us.

ERNEST JONES
HERMAN WALDMAN
ERNEST DEGNER

Leigh, N. Dak., Aug. 14, 1911.



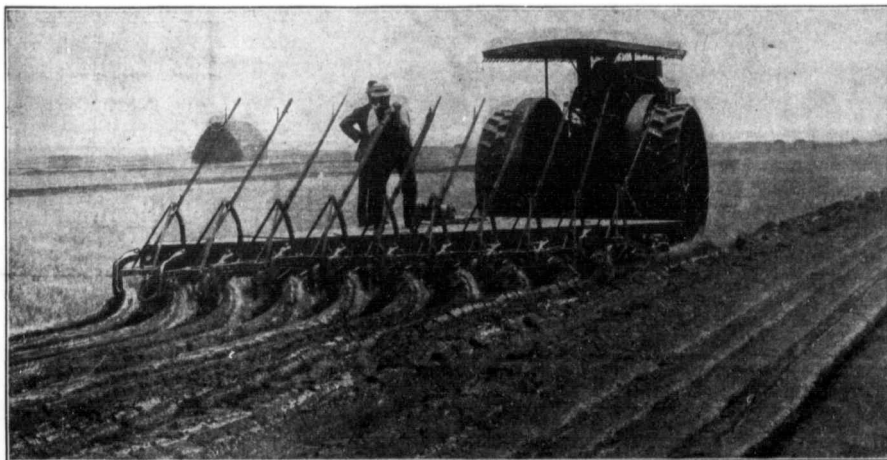
THE GAAR-SCOTT GAS TRACTOR referred to in the above letter is the second one that we built. The first one was completed about two years ago. In all that time it has been doing the hardest kind of experimental work and is still at it, but long ago perfected beyond the experimental stage. It is an established policy with us to do our own experimenting and not ask our customers to pay for it.

We know that this engine will meet the most exacting demands of the most critical buyers. If you are one of them and want the biggest, the steadiest running, the most powerful, and in every way the best gas tractor yet put on the market, write us.

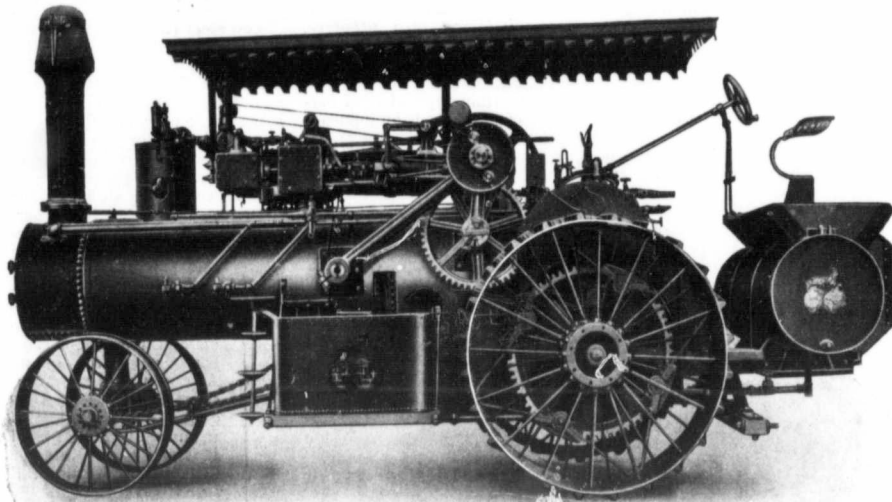
GAAR, SCOTT & CO.

WINNIPEG, REGINA and CALGARY

Manufactured at Our Mammoth Engine and Thresher Works, Richmond, Indiana, U.S.A.



Gaar-Scott
Gas Tractor
Pulling Ten
14-Inch
Mouldboard
Plows



Ask for Our Plowing Engine Circular Describing the "BIG FORTY" Steam and Smaller Double Cylinder Engines. Every Style of General Purpose and Threshing Engine

RECIPROACITY

No use waiting for the treaty to be ratified. Give us your business confidence and we will give you in exchange the most practical, profitable and honestly built threshing machinery you ever bought. This is the kind of compact we have had in force with thousands of Canadian threshermen for years. It took effect when we threshed our first crop here and that is about as long as the oldest thresherman in Canada can remember.

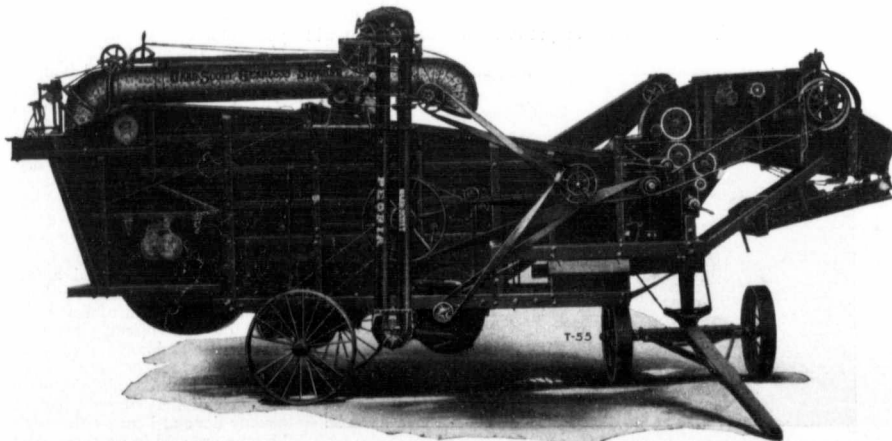
With a Gaar-Scott rig, you will more than make up the extra price for your grain that the treaty promises, through the economy of your engine in fuel, repairs and attendance, and the grain that you save.

If you have followed old, wasteful methods of threshing, stop it. "Chuck" your old machine right now and square yourself with your customers by giving them service that serves alike the men who thresh and the men who grow the grain.

There is no better time than right now to test this spirit of reciprocity. The "Hungry Threshing Tigers" are abroad in the land. Don't worry about repairs.

Gaar-Scott machinery is built for men who don't own a repair shop, but if you meet with an accident, our three big Canadian branch houses will take care of you with the utmost despatch.

We are still shipping whole trainloads of machinery into Canada to take care of the bumper crop.



DROP US A LINE AT THE SIGN OF THE

"TIGER"

Winnipeg,
Man.

Regina, Sask.

Calgary, Alta.

Traction Plowing

Continued from page 28

good wire screen on hose, place it in clear water, take off discharge spout, put on a suction hose connection and two inch hose to deliver water into tank. This makes it much easier for the tankman, saving the wear on hose by handling so much.

Our average day's work is 26 miles, using eight eleven-barrel tanks of water and about 3,500 of coal, which cost us \$7.25 per ton in the car lot. We prefer a good grade of steam coal, which has been screened, as there is a lot of waste in dirty coal, besides being much harder to fire with.

I think plowing is by far the hardest work an engine can be put to, the machinery being under such a heavy strain. The boiler has such a great strain when travelling over the rough ground.

J. Neil, Hanly, Sask.

An Error.

Turn to pages 22 and 23 of our August issue and correct it.

No one likes to admit that he is in error, much less a magazine. However, figures do not lie, and consequently we are obliged to admit that in our August issue on pages 22 and 23 a bad mistake was made. We would like to blame the printer, for he was the man who really made it, but as printers will never take the blame for anything, we must of necessity shoulder it ourselves.

The Avery 30 h.p. double under-mounted steam engine won the gold medal in class G for steam engines, and in so doing scored the highest number of points of any engine in the contest. It pulled a ten bottom Cockshutt engine gang, which did a very successful piece of work.

About 200 of our August issues as printed did not show this, as the plow was credited as being pulled by the American-Abell 28 h.p. steam engine, which was in a different class.

This was due to the fact that the figures pertaining to the plowing data, the figures themselves were pushed up one space too far. This gave credit to the Buffalo-Pitts steam engine as having gone through the contest. The Buffalo-Pitts engine was, however, withdrawn before entering a plowing test. The John Dere plows were pulled by the American-Abell 28 horse power steam engine, and the Cockshutt plows were pulled by the Avery 30 horse power double under-mounted.

If any of our readers received one of these copies we wish that you would turn to the pages and correct them. We are very sorry that such a mistake crept in even to the extent of 200 copies, as it has always been our aim to give the facts.

The Story of the Steel Barrel.

A number of years ago, a very remarkable young American girl, known to all the world as "Nelly Bly," the famous correspondent of the New York World, now Mrs. Elizabeth Cochrane Seaman, president of the American Steel Barrel Company of New York, made a flying trip round the world in record time. While in Europe she noticed a clumsy iron drum, which was used to carry glycerine in. "Some day I will make a better package of steel, and I will teach the people of the United States to use it," she mentally declared to herself. Shortly after, she gave up newspaper

work and became a manufacturer.

The American Steel Barrel Company is my own property, practically my own creation," she said. "I am the only manufacturer in the country who can produce a certain type of steel barrel for which there is an immense demand at present, for the transportation of oil, gasoline and other liquids. I invented and developed it. The machines were all made after my designs which I had patented, and the process is a secret one. I worked night and day on that steel barrel. The first one was riveted, and leaked; the second one was soldered and

not take care of the demand. I intend to make steel barrels until I die."

The steel package now turned out by the American Steel Barrel Co. is electrically welded throughout, by a patented process owned by the company, and has not a single rivet in its construction. It is heavily galvanized inside and out, after being made up in the black steel, so there are no raw edges to contaminate the contents. It is the only steel barrel which has passed the requirements of the Interstate Commerce Commission, and meets the specifications of the United States Government. The regulations of the Interstate Commerce Commission have gone into effect in all American railroads, covering the packages required for shipment of inflammable liquids, and it is safe to say that the Canadian railroads will soon follow suit.

The selling agent for Western Canada of the American Steel Barrel Company is the Steel Barrel Company of Canada, Winnipeg, whose advertisement may be found on page 22. O. Milns, manager, is a young American woman, who had charge of the advertising of the New York concern for many years. She came to Winnipeg to take charge of the mail order and advertising department of the Continental Oil Company. This spring Miss Milns took orders among the different oil companies in Winnipeg for steel barrels to the amount of \$25,000. This fact encouraged her to form a company to sell steel barrels to the farmers and threshermen direct. The Steel Barrel Co. intend to keep stock in Winnipeg.

The attention of our readers is directed to the advertisement in another column of the Mooney Biscuit & Candy Co., Ltd., of Stratford, Ont., and Winnipeg, Man. Although less than eight years old, the business of the Mooney Biscuit & Candy Co. has grown by leaps and bounds, until it is said that at the present time they sell more biscuits than any other Canadian house. Early in the history of their business, before their Winnipeg factory, they displayed their progressiveness by building their own line of private freight cars, used exclusively for shipping their own goods.

Last year they opened a factory in Winnipeg, and they have now the distinction of being the only Eastern biscuit manufacturers with a branch factory in Western Canada.

Mooney biscuits take the place of much of the baking which is usually done at home. Mooney's biscuits are sold in air tight, dust proof packages, or in sealed tins,



The Avery 30 H.P. Double Under-mounted Steam Tractor (Winner of Gold Medal Steam Class, 1911 Motor Competition), doing its Gold Medal Plowing Stunt with a 10 bottom 14 inch Cockshutt Engine Gang

work and became a manufacturer.

A representative of The Canadian Thresherman found the New York office of the American near the top of the Whitehall Building, which overlooks the whole sweep of New York Bay.

Mrs. Seaman occasionally gave a glance out of the window, from which all sorts of craft could be seen darting to and fro on the bay as she told her story, interspersed with periodical interruptions in the form of telephone calls of a business nature.

Thoroughly womanly and charming in manner, simply but modishly garbed, she looked the capable woman that her direction of the mechanical side of the steel

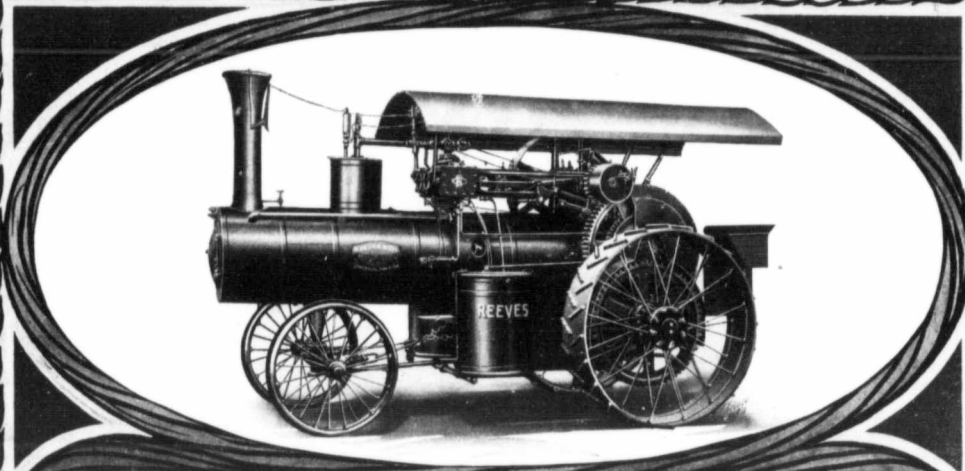
did not join satisfactorily; the third barrel was brazed, but this showed a tendency to discolor the liquids that were put into it. I persevered, and now have a barrel that defies comment. I began with an output of five barrels a day. Now I can turn out 1,000 a day.

"I have been hampered and hindered by business men all over the country," she continued. "They have stolen my patents, bribed my most trusted employees, and done every thing possible to steal my barrel and ruin my company. They have not succeeded, however, for I am about to build another factory, as the output of my Brooklyn plant will



A snapshot taken on the 1911 Motor Contest field showing the kind of stuff the Gold Medal Winner Avery Steam Tractor and the Cockshutt Engine Gang were required to negotiate

REEVES



Durability and Good Working Qualities in a Threshing Outfit Assure Profit to the Owner

Profit is what appeals to the buyer of threshing machinery, and when the qualities necessary to the greatest profit can be found in one machine, that is the one you should buy, even though, as is likely to be the case, the price is larger than on other machines. The following letter is right to the point and tells the experience of an operator of Reeves machinery:

Reeves & Co., Columbus, Ind.

Fullerton, N. D., May 29, 1911.

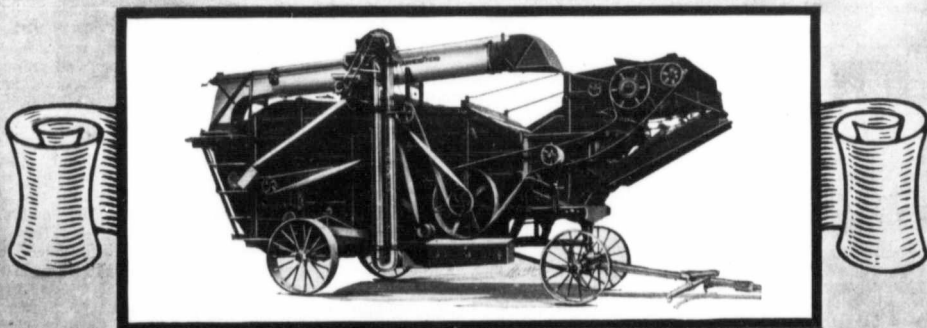
Dear Sirs:—Have you an hand lower pan for 40x60 separator No. 1052 bought in 1900? If you have, let me know and send price. This is the first repairs I have had to buy in eleven falls. I run this separator six falls in Illinois and five falls in Dakota, and it is still in first-class shape excepting this pan, and today, with a new pan, I will put it up along side any new separator and do a better job. I also am using most of the belts that came with it.

R. F. D. No. 2, Box 25.

Respectfully,

Myron McKeague, Fullerton, North Dakota.

The Reeves Double Cylinder Engine and the Reeves Compound Separator make an outfit that will prove profitable to you, satisfactory to your patrons, and with reasonable care, will last a life time.



Our catalogs are free — ask for them
REEVES & COMPANY
COLUMBUS, IND. U.S.A.

REEVES

CANADIAN BRANCH: REGINA, SASKATCHEWAN.

Conducted by
Professor
P. S. Rose

Practical Talks to Threshermen

Talk No.
XLIX.

It is not an easy matter to explain how to set the sieves for threshing the different kinds of grain under all the different conditions that are to be met with in the field. Besides, there is often more than one way to obtain good results. About the best thing to do is to give general directions, then if the operator will study the principles of grain threshing and separation he can reason out what is the best thing to do under any given condition.

In various lessons we have pointed out what is the proper thing to do under given conditions, but we will repeat some of these directions at this time in order to bring them all together. To begin with, there is the number of rows of concave teeth to be considered. A general rule is to use as few as possible and yet do good work. In dry grain fewer may be used than

when the grain is damp. For wheat it is generally sufficient to use only four rows of concave teeth. Most operators prefer to place two rows well towards the back, then put in a blank, and then two more rows. This arrangement will generally be found satisfactory with any of the ordinary varieties of wheat. When threshing Turkey Red wheat or Durum wheat it is often necessary to use six rows of teeth because these wheats are much more difficult to thresh. If many unthreshed heads pass through it is well to see that the concaves are raised as high as they will go. Where the wheat is easy to thresh it is not necessary to use so many rows of teeth nor to raise the concaves. In fact, under these conditions fewer teeth will entail a lighter burden on the sieves and make for better cleaning. Another thing to be carefully looked after is the condition of all of the teeth. Teeth that are badly worn or bent will allow unthreshed heads to pass through. The spacing of the teeth is also important.

For dry grain it is not necessary to run the machine quite up to the speed printed on the front of the machine, but if the grain is a little tough then full speed must be maintained and sometimes a little exceeded. When the adjustable shoe sieve is used it should be placed in the top of the shoe at the fan end and three or four holes down on the other end. In general this will give the best angle for the blast. If the grain is damp it may be neces-

sary to raise it at the rear end and lower the fan end a little in order to use a stronger blast and still prevent the blowing over of the grain.

If common sieves are used it is better to use the largest lipped sieve for the chaffer and the medium lipped sieve for the first sieve in the shoe. A quarter-inch round hole sieve will be found best for removing white-caps. If there is much cockle in the wheat a special cockle sieve may be used. This is a round hole sieve with openings about five-thirty-seconds of an inch in diameter.

In threshing headed grain more concave teeth are needed than in threshing grain with the straw attached, because of the fact that when there is long straw it is fed into the cylinder heads first, and the straw is held by the feeder while the grain is beaten out of

This is more especially true if it happens to be a trifle damp or has sweated in the stack. The best remedy is to use only a few rows of concave teeth and to run the machine at a higher rate of speed than for wheat threshing. This has a tendency to prevent winding. Sometimes rye can be threshed without any concave teeth at all. The same sieves should be used as in threshing wheat and they should be placed in the same manner.

Oats are easily threshed when dry. Usually two rows of concave teeth are all that is required. When in good condition it is possible with one of the large separators to thresh as high as seven hundred bushels an hour. Of course to make a record like this the yield must be very high, that is, there should be a large amount of grain in the straw. When oats are damp or a trifle green

that there is no meat in the hulls. It is impossible to save the worthless hulls. The same screens that are used in threshing wheat may be used in threshing and cleaning oats if desired, but generally no screens at all are used.

The position of the sieves in the shoe differs slightly in different machines and no general rule can be given. The best thing to do is to start with the directions as given in the book of directions sent out with the machine, and then vary them as common sense and experience dictate if the work is not entirely satisfactory.

Barley is harder to thresh than oats owing to the fact that the beards are sometimes difficult to separate from the heads if the grain is a trifle damp. The machine should be run at a high rate of speed if the barley is a trifle damp, that is, at or a little above the rated speed.

It also takes a full set of concave teeth, and they close. The sieves should be set high in the rear and low in the front as in all kinds of difficult cleaning this arrangement allows a better angle for the blast to strike the sieves. This also accounts for the custom of some operators of setting the rear of the machine a little lower than the front end. However, the writer once found a condition in threshing green barley where the grain was blown badly into the stack, the better work was done by setting the sieves almost level. Here was a case where the machine had to be run fast in order to thresh the grain out of the

heads and the blast was very strong, thus throwing over quite a good deal of grain. By making the change indicated, the speed could be maintained and yet the angle of the blast was changed in such a way that none of the grain was thrown out. This little incident merely adds force to the statement that no general rules can be given. The operator should study conditions carefully and get a thorough understanding of all of the principles and then he is in a position to reason what to do in any particular case.

The threshing of flax presents some unusual difficulties on account of the fact that the flax straw is very tough on account of the tow. It has a tendency to wind wherever there is a part of the machine upon which it can

Continued on page 76



A Case 75 H. P. Steam Tractor in a tough place.

the heads. With headed grain there is a tendency for it to pass through much quicker and unless everything is in good shape some of it is liable not to be threshed.

In all threshing the action of the machine can be pretty accurately determined by the character and amount of the tailings. These should be light and show only a small amount of unthreshed grain. If the tailings elevator is overloaded it indicates poor work at the cylinder. Obviously the thing to do is to see if the concaves are set up as far as they should be, if there are enough rows of concaves in place, and if the teeth are in good condition.

Rye is not difficult to thresh. In fact, it is easily separated from the heads. The greatest trouble experienced is with the straw which has a tendency to wind, being somewhat tough.

The straw is apt to wind and then it is necessary to run the machine at a higher rate of speed. From what has been said it will be seen that in general the remedy for winding is a high rate of speed for the machine. The adjustable sieves should be set more open for oats than for wheat or rye. This is necessary because of the fact that oats being only about half as heavy as wheat do not require as high a velocity of the blast in the openings of the sieves as does wheat. For the same reason it is not necessary to use quite as strong a blast for oats as for wheat threshing. Care must be taken not to blow grain over into the straw. In threshing light oats, that is, oats that are poorly filled, the hulls will be blown out and the customer is apt to find considerable fault. The only thing to do is to be careful and show him

THE FARMER'S FRIEND

"THE RISING SON"



IMPORTANT!

TO ALL PERSONS
BUYING AND USING

WIND STACKERS

THIS TRADE MARK
IS FOR YOUR
PROTECTION
AS WELL AS OURS

WIND STACKERS
THE INDIANA MANUFACTURING CO.
 INDIANAPOLIS, INDIANA



W. C. GARDNER

MEN WHO MAKE No. 1 HARD

Being first hand experiences of the men who own and operate threshing outfits in Western Canada

After Many Years.

I have grown up with threshing machines. My first introduction to a threshing machine was when I stood behind a one horse treadmill and raked the straw from the cylinder, and sometimes got the fork in the cylinder.

Then we got a four horse lever power. That's where the experiences came in. One time the bull pinion shifted and the horses started to run, with me in the centre. It took two to three men to a horse to stop them.

We started in properly when we got a 10 horse Buffalo-Pitts Mounted Power and a 24 inch cylinder and 34 inch separator made by Gaar-Scott & Co., Richmond, Ind. So we bought a 10 horse Westinghouse engine. That revolutionized threshing in this part of the country. Before going any further I will state that it was in 1878 that we bought the Gaar-Scott & Co. separator and ran it twelve seasons. The machine always gave good satisfaction.

Then we got a 12 horse Waterloo fire proof traction engine, and a 28 inch cylinder and 48 inch separator, with straw stacker, called the Advance, made in Battle Creek, Mich. The Advance gave great satisfaction, for it cleaned the grain to perfection. I ran this separator 16 seasons, and it is good yet. I used to run that separator all day without a stop, except for dinner.

In 1904 I bought a 16 horse Advance Portable Engine and a 32-52 American-Abell Toronto Combination Separator. I ran it one season and equipped it with a Neepawa Wind Stacker and Chaff Blower and Peoria Weigher and Bagger. I found that my grain pan was not joined strongly enough to the chaffer and I had to take them out and join them firmly together with strap iron three or four feet long, with bolts, so that it would have no possible chance of shaking apart. I also found that the boarding under the rear rack was not long enough. It allowed the straw that came through the straw rack to come down end on and poke itself through the chaffer, then through the sieves. So I got a piece of zinc and tacked it on the boarding, so that this straw would fall on the grain pan. Then it would be carried over the chaffer properly, and now the separator works fine. I do not have to look at the sieves from one end of the season to the other.

I have been a real thresherman for 33 seasons. I consider I have had good luck with my machines. I know all the farmers in this part of the country and I never have to ask for a job. I always see that I am threshing clean out of the head, and that the separator is not running too high a

speed, causing it to throw grain over in the straw, and that the feeder is not crowding or slugging—another cause of grain going over.

I will enclose you a photograph of my outfit under another cover. I take several papers, but none is looked for more eagerly than The Canadian Thresherman and Farmer.

I omitted telling you that I thresh for 4 cents per bushel. The farmer pays all hands except the feeder and engineer. Owing to the high price of land, many farms are getting cut up, which is making threshing less every season. Last season my run amounted to \$1100, from which I had to pay expenses which was only for the oil, and that was not much.

My engine is now running the Municipality's rock crusher, which has brought me in an additional \$330. I think if I were a young man and had to make a start to-day, I would take my chances on the prairies. With my knowledge of farming and running farm machinery of all kinds I would be right at home.

Yours very truly,

James Todd,

Mount Tolmie, Victoria, B.C.

Day Time is Long Enough.

Although I am yet but a young man, I have had a considerable amount of experience in threshing. My first outfit in the West consisted of a Waterloo outfit, a 16 h.p. portable engine and a 33 by 44 separator, which I must say was a splendid outfit for a man doing his own threshing, or where two or three neighbors are together and just doing their own work. Some years when help was scarce we did more than that, and I think a good many of those times we lost money, as the mill was too small to stand crowding, and the engine being a portable it took too long to move. Then often we had wild teamsters and the breakages amounted to no small sum, and we lost considerable time getting fixed up again.

Of course I don't mean to say that no money can be made with a portable outfit; but I must say this that I never threshed for a man that did not say he couldn't have wished for a better job.

Then in the fall I bought a new Gaar-Scott outfit, a 25 h.p. traction engine and a 36 by 60 separator. I had lots of power, which I think every thresherman needs when travelling through the country, facing all kinds of roads. I have quite a heavy caboose which I haul behind my separator when I am on the road. The farmer hauls it in from wherever I start to thresh, and then hauls it out to me again when I am leaving his place.

GOOD GOODS WIN

The "Good Goods Win" slogan of this Company is not an idle dream but the very soul of a clearly defined and ruggedly rooted business policy



Maple Leaf Endless Thresher Belts

AND



Lion Rubber Endless Thresher Belts

Go Hand in Hand as Pre-eminently the Best — Ask the fellow that has one

The Winnipeg Rubber Company Limited

NOT IN ANY TRUST OR COMBINE
Winnipeg Calgary

THREE J. I. CASE ENGINE GANGS.



Made with 4, 6, 8, 10, 12 or 14 Bottoms

Surely this is a plowing proposition of sufficient immensity to make anybody sit up and take notice.

And three **J. I. Case** Engine Gangs were put on the job because they were thought peculiarly adapted to so large a proposition.

Above picture shows three **J. I. Case** Engine Gangs being operated by Cheyenne County Development Co., Cheyenne Wells, Colo. Each gang is equipped with ten 14-inch breaker bottoms. The combined width of the furrows turned is 35 ft.

If the **J. I. Case** can handle a big proposition, better than any other make, it can do so with a smaller one.

Better write for printed matter, mentioning this paper.

General Sales Agent: THE HARMER IMPLEMENT CO., Winnipeg, Manitoba.
J. I. Case Plow Works, Racine, Wis.

I threshed quite a lot of flax last season, and everyone was satisfied with their work. Last fall I put on extra stook teams and let the teamsters pitch their own loads, but I would never do it again, for I find it is too tiresome and the men get too weary and everything seems to get dragging along. I believe in putting on lots of pitchers if they can be had at all and then work your men good and smart for a reasonable day and then quit. Do not try to work them half the night, for if a man knows he has to work half the night he'll take his time and prepare for it. He'll only do so much anyway, and you may as well do that and stop two or three hours sooner. Then you have your men fresh and in good shape for their day's work the next morning. At any rate I don't think there is any money made in threshing after dark, for you can't see what you are doing, but are only going by guess or else going until something breaks

or goes wrong, and then you have to stop because you can't see to fix it, and the chances are you will lose more time in the morning getting things in shape again than if you had stopped at the right time.

Help is a great scarcity in this part of the country. Often times a man is unable to do what he would like to do, but he is obliged to get along the best he can.

Yours truly,
 W. C. Gillett,
 Antler, Sask.

Lots of Experience.

I am an old timer. My threshing career commenced when I was but eleven years old, when I cut bands on horse power machines for two falls. Then I advanced to driver of the power. I found that to be a severe hard job. The next fall I got a job driving a Giant engine, 12 horse power, a chain driven engine, but

that was no snap, as this small engine was pulling a 36 by 56 Advance separator.

The next fall my father bought an outfit, a 14 horse power Huber engine and a 36 by 48 separator. This was the first steam outfit in our neighbourhood, which was South Dakota.

We got the outfit late, and when it came the separator was not dry. The cinders would stick in the paint and when we started threshing the dust stuck in the paint in great shape. However that did not hurt it for threshing. It was the first steam outfit in the district and everybody marvelled at the work done. There was a crowd of spectators for the first two weeks around all the time. Everybody took a hand at feeding, etc. Well, those good days are all gone by.

At that time we hired engineer at \$3.00 a day, two feeders at \$2.50 per day, water hauler at \$1.25. That was all the crew we had as I fired and we had our

Of the many features that make the **J. I. Case** best fitted for this big job, we mention two:

One lever raises or lowers two bottoms, i.e. five levers for one of above rigs. On other makes it would be necessary to handle ten levers. Think of the saving in work in even one day's plowing.

The Break Pin is another **J. I. Case** feature that spells Economy with a big E, because in stony ground it prevents breakage of shares, or bending of beams. The saving in cost of new shares and time for making the exchange is a very important item.

own team on the tank. Our daily expenses came to \$9.25. The outfit cost laid down \$1,850.00, and we threshed 87 days, getting 3 cents for oats, 5 cents for wheat. Of course the jobs were small, but there were not many machines either. There were a number of horse power machines that ran pretty nearly all winter, but we quit the latter part of November, as it got cold.

Well, the first fall we cleared a little better than \$3,100, so we made out fine. That winter we went to the factory to learn engineering, and the next fall I started out running the engine.

In the first place, the farmers were afraid of me. They were sure I was going to blow the engine up, as I was nothing but a "kid." They had no confidence in me whatever, and we had a hard time to get work. So we started on our own farm, and as nothing happened we soon got more work.

Continued on page 64

The Thresherman's Question Drawer

Answers to Correspondents

J. C. Q. Would like to hear from some of the brother threshermen who have had experience with adjustable sieves, if they consider them as good as the round hole sieve.

2. What is the gain in power, also the saving of fuel and water in compounding a simple engine? The working pressure is one hundred and six pounds, size of cylinder 9 x 11, speed 220 revolutions.

A. The concensus of opinion of all the threshermen we have talked with is that the adjustable sieve is entirely satisfactory and fully as good as the round hole sieve for nearly all conditions. This also squares with the writer's experience in handling separators.

2. This question is an exceedingly difficult one to answer, for the reason that there are a large number of variable factors which enter into the problem. The question of correct proportion of the moving parts, the proper proportion of ports and clearance spaces, and the means for preventing excessive radiation together with the nicety of workmanship all affect the problem. It is generally conceded that there is no gain in power in compounding, that is, if you have a 10 x 12 cylinder simple engine and then change that over, adding a small cylinder to it, you would obtain no increase in power. There should be a slight gain in economy, but just how much it is impossible to say. Engineering books and engine designers state that for small powdered engines the gain is much less proportionately than it is in large engines. Furthermore, the conditions under which the engine runs as to exposure to the wind and currents of air together with the arrangement of the piping and the boiler seriously affect the problem. We may state, then, that, in our opinion, you would obtain no increase in power through compounding an engine of the size mentioned but there might be a slight gain in economy. Under favorable conditions, amounting to as much as twenty or twenty-five per cent. for traction engines working under out-door conditions it is doubtful if the compound engine is an advantage over the simple.

G. M. Q. The side plates in firebox of a boiler are slightly boggled (1/4 inches between stay-bolts where the same are set more than the regular distance apart, owing to slanting seams in the plates. The stay bolts leaked slightly, but were easily tightened with a hammer. Boiler was steamed up later to normal pressure, 150 lbs., and appeared to be

all right. As the plates are covered on the outside by the axle brackets, making it unhandy to put in extra stay bolts, would you consider it safe to run the boiler at normal pressure (150 lbs) without putting in extra stay bolts?

A. The firebox of boiler was likely strained while running with a pressure which was higher than the working pressure of the boiler. The boiler should stand 150 lbs. pressure, if it was built for that pressure, even if the sheet is slightly sprung by misuse in the past.

L. W. Q. What is the cause of the main flue leaking around where it is riveted to the flue sheet and how can I fix it?

2.—Where can I get new flues, 3 1/2 ins. by 10 ft. long at a reasonable price?

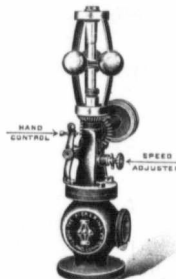
A. The heat, combined with the expansion and contraction usually starts a leak. Calk the leaks. A real dull, cold chisel will make you a fair calking tool for the purpose.

2.—You can get tubes for a boiler at any branch house of the engine's company at which made. They have them cut any length to suit their engines.

J. A. Q. Please inform me how to set the piston or balanced valve used on the Peerless traction engine. Please do not say it is done by indirect measurement I would like to have the details.

A. Aside from measurements and the aid of an engine indicator, there is nothing so effective as setting a valve by the sound of the exhaust. When both ends of the cylinder sound alike, the valve is properly set, as far as the cut-off is concerned, and as all valve gears of the type mentioned have the eccentric fixed on the shaft so that it cannot be changed, there is only the cut-off to adjust. Move the valve and note the results. You will find whether you have made it better or worse, and the case will suggest how to move it till properly adjusted.

R. A. Q. I have a Woolff gear that shows the same lead with the reverse lever in any position, but I can't get the valve to travel the same when lever is forward; the front port opens full and back port lacks about one-fourth of an inch of opening full. When lever is thrown back, the back port opens full and the front port lacks about one-fourth of an inch of opening. I have an adjustable reverse rod and have tried it with many different lengths, but



PICKERING

"THE GOVERNOR WITHOUT JOINTS"

**Less Friction
Less Wear
Less Attention
Less Expense
Longer Service
Greater Efficiency**

One day lost costs you more than a new Pickering Governor.
Patent Ball Ranger Speed Changer Supplied on all Genuine Pickering Governors.

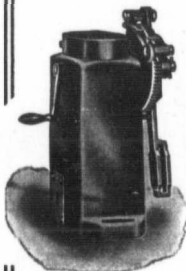
If you have Governor troubles write

The Pickering Governor Co.

PORTLAND

CONN., U.S.A.

A MADISON-KIPP Pays for Itself IN LESS THAN TWO MONTHS



One of our customers recently wrote us that he had saved oil enough with a MADISON-KIPP OIL PUMP to pay for it in 48 days. Oil costs money. What you want is a pump that will use as little as possible and yet keep your cylinders lubricated.

THE MADISON-KIPP IS A POSITIVE FEED PUMP

It always works. It makes no difference whether the temperature is 30 degrees below or 100 degrees above, and it "Saves Your Oil Bill." Over 50,000 in use, and as many thousands of satisfied users.

Write for prices on a pump for gas tractors with all fittings, attachments, etc., necessary to readily and easily attach to the engine in the field.

THE MAYTAG CO., LIMITED

Sole Agents for Canada WINNIPEG, Man.

Manufactured by MADISON-KIPP LUBRICATOR CO., Madison, Wis.

ASK YOUR DEALER FOR

"Garlock Packings"

Standard for over a quarter of a century, also write for Garlock catalogue showing

"PACKINGS FOR EVERY PURPOSE"

The Garlock Packing Co.

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We Do Business EVERYWHERE

No matter where you live,

We can equip your

Machine with a

Sawyer Belt

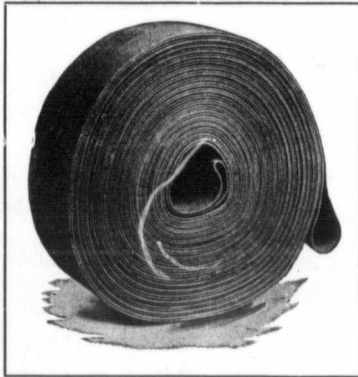


Over 10,000 sold every year, because Threshermen prefer the excellent quality and workmanship to be found only in SAWYER Belts.

WRITE FOR CATALOGUE "L" TO-DAY.

SAWYER BELTING CO., Cleveland, Ohio

Ask the man who has used one,
and then write us for further
particulars and prices.



"DREADNOUGHT" Endless Thresher Belts are manufactured in England from the highest grade cotton duck, and in accordance with specification to suit the Western Canadian Market. Every belt guaranteed to give satisfaction.

"GENSUP" Brand Packing, Suction Hose, Lace Leather, Tank Pumps, and all Threshing Supplies are the best to be had. Get them from your dealer or write to us.

"DREADNOUGHT"

Sewn Canvas Endless Thresher Belts

Six Carloads of these Belts sold last season, and
not one complaint

Are very much Cheaper than a Rubber Belt

LAST TWICE AS LONG

The General Supply Co. of Canada, Ltd.

OTTAWA TORONTO WINNIPEG

Winnipeg Office and Warehouse: COR. MARKET AND LOUISE STREETS.

can't get it to travel equally. Should the Woolff exhaust alike on both sides? One engineer says it should, while another says it does not and can't be made to.

A. If your Woolff valve gear is set with equal lead, you have it set to the best advantage. It is the nature of the mechanism to open one port wider than the other. The point which is made in this gear is to have a very near uniform cut-off. The end which has the smallest port opening has the latest cut-off and the port which has the largest port opening has the shortest cut-off, thus making the work done on each end of the cylinder about equal.

B. M. Q. Is there any way in which an asbestos gasket may be treated in order to reduce its liability to blow through?

2. Is there not some way in which a joint with an asbestos gasket may be broken without tearing the gasket to pieces and necessitating its renewal?

3. Is there any material that may be used instead of asbestos?

A. Saturate the gasket with either oil or silicate of soda.

2. By saturating the gasket with silicate of soda and chalking one face of the joint, the joint will break and leave the gasket on the side that is not chalked. Thus, in packing the cylinder head the head is chalked, and the gasket will then stick to the end of the cylinder when the joint is broken.

The head should be screwed tightly into place, while the gasket is still wet, and left in position for at least twelve hours while it hardens.

3. None that we are aware of.

R. A. Q. Should the spark plug of a 1 h. p. engine extend down from the cylinder, cutting into the cylinder itself? I am having trouble with this engine, and note that the plug is up in a hole in the cylinder head nearly three inches above the opening.

A. We consider the best effect is by allowing the points to project into the cylinder, or to have them not over $\frac{1}{4}$ inch back in the recess. Placing a plug in a pocket is sometimes done to prevent sooting, but it retards the ignition and makes it too late for high speed.

The Kinnard-Haines Co., of Minneapolis, who manufacture the "Flour City" gasoline tractor, were awarded two gold medals at the Winnipeg motor contest, out of the three classes in which they were entered. This tractor has made an unusually good record in these contests, having won the gold medal in 1908 and again in 1909, making four gold medals in the four years they have taken part in same.

The kerosene class was one of the features of the 1911 contest, the gold medal being awarded to this company, who had entered their big forty horse power in this class; the other medal won

was with their twenty horse power, entered in the gasoline class.

The twenty horse power was designed for those who farm on a moderate scale, has proved a very popular size, and was the recipient of many favorable comments as it went through the stunts at Winnipeg. The "Flour City" tractors are made in three sizes—20, 30 and 40 h.p.—and can be operated with either gasoline or kerosene.

The Kinnard Haines are the pioneers in the gas traction line, and their record at Winnipeg indicates that the "Flour City" is up-to-date in both gasoline and kerosene development.

A Good Engineer Necessary.

I began traction plowing in Saskatchewan in the spring of 1910 with a 40 horse power Avery Undermounted steam engine and a 12 bottom fourteen-inch Cockshutt plow. I brought my engineer and plowing crew of four men from the States. None of the crew had any experience with steam plowing and it was up-hill work. The land was very heavy and hard to handle. The plows were equipped with moldboards and would not scour. I had to have them changed to rods and after trying to pull twelve plows I found the power was not sufficient and had to cut them down to ten. My engineer, not having had experience plowing in heavy stiff sod with the water badly im-

pregnated with alkali, could not keep up steam enough to make much headway. Then I changed engines and got an engineer who had experience plowing in Dakota. He knew more of the secrets of steam plowing with bad water and a poor quality of coal.

We did very well and plowed on an average of 18 to 20 acres per day with a consumption of three tons of coal and 125 barrels of water. I found that the expenses of plowing were costing me at least \$3.00 per acre besides the maintenance of the engine and plows, and decided to pull in after getting 660 acres broken.

Then I bought a Gas Traction engine for cultivating purposes 45 brake horse power and six discs, three out throws and three in throws, and a five section lever harrow. I pull the six discs and five section harrow with ease and double disc from 50 to 60 acres per day on a consumption of 30 gallons of gasoline and $1\frac{1}{2}$ gallons of lubricating oil with one or two men operating it.

I have not had any experience in plowing with a gasoline engine as yet, but am looking forward to it. The self-steering device saves the expense of one man and does much better work.

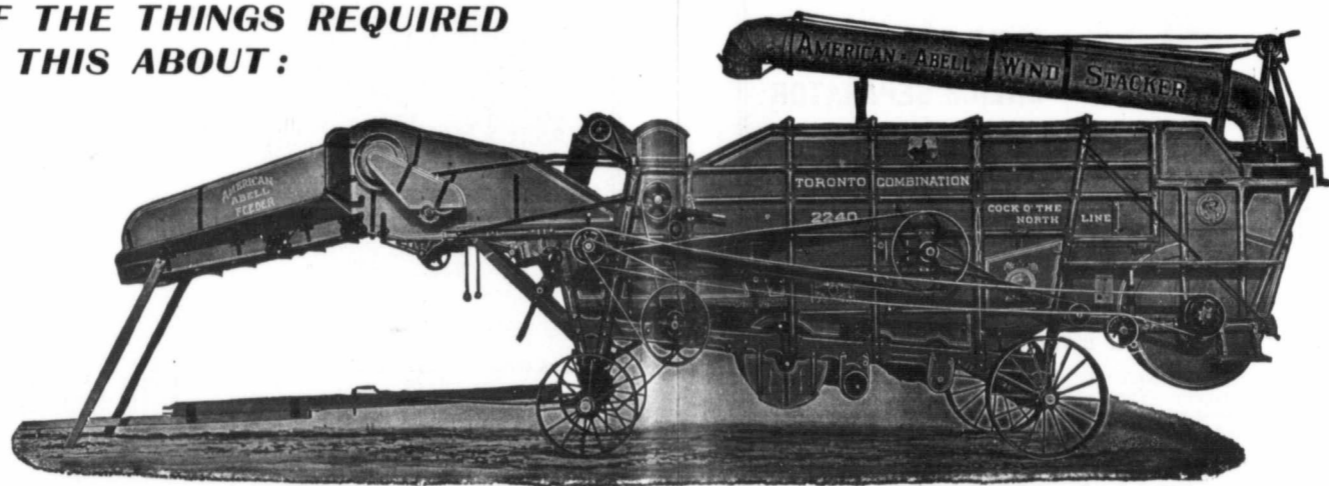
My experiences have been rather limited but I feel sure that tractive power is the coming power for this Northwestern prairie country.

Yours respectfully,
M. F. Lamborn,
Wiggins, Sask.

What Threshermen Want is Profits

HERE ARE THREE OF THE THINGS REQUIRED TO BRING THIS ABOUT:

- 1.—To Buy an Outfit Worth the Price Paid
- 2.—An Outfit Capable of Fast Work and Bringing in Jobs
- 3.—Machines Needing Few Repairs, Little Fuel, and That Will Last



THE AMERICAN-ABELL SEPARATOR

ALL OF THESE REQUIREMENTS ARE MET BY THE

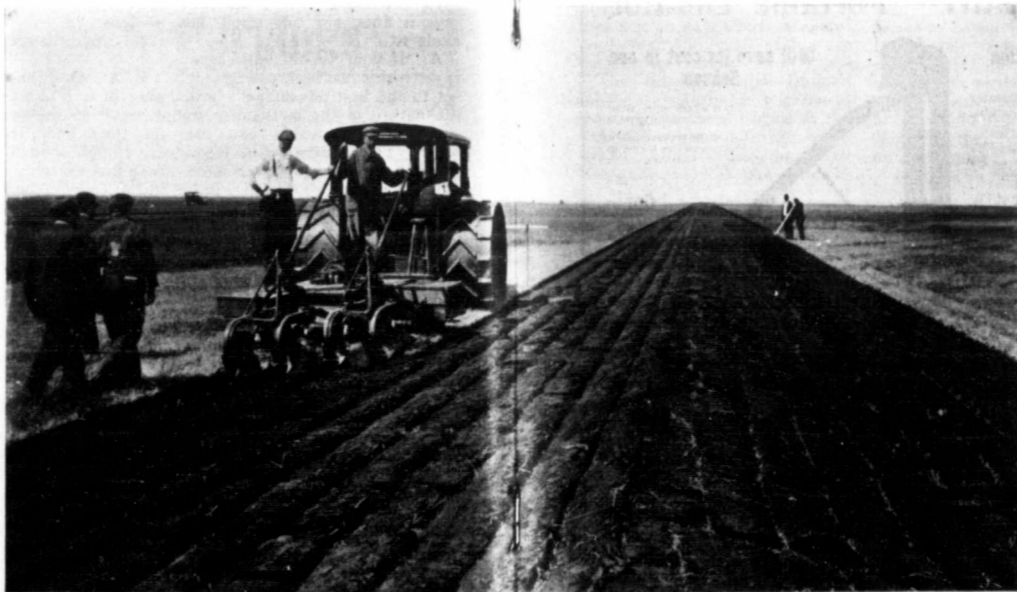
American-Abell

Threshing Machinery

What the "Power Farmer" Wants is an American-Abell Universal Farm Tractor

FALL PLOWING

THE FALL PLOWING SEASON is here and your next year's crop will depend to a great extent upon the acreage turned over this fall. You want an engine that will plow every day if necessary, and at the same time one that is ready to start at a moment's notice; in other words working between showers. Turn your furrows straight, even and quickly with an AMERICAN-ABELL UNIVERSAL FARM TRACTOR, and get ready for a big crop in 1912.



IT'S POPULARITY

AT THE VARIOUS FAIRS which have just been held in Western Canada THE AMERICAN-ABELL UNIVERSAL FARM TRACTOR proved a prime favorite. It was the subject of much praise from users, and the prospective purchasers said—"It looks good to me." It is "BIG POWER" in "SMALL SPACE." As a matter of fact as a Power Plant, it is the wonder of all who have seen it work. It is yours for BIGGER, BETTER and more cheaply produced crops.

Our Creed: "We believe that honest goods can be sold to honest people by honest methods."

American-Abell Engine and Thresher Co., Limited

TORONTO WINNIPEG REGINA CALGARY EDMONTON SASKATOON

We represent the Advance Thresher Co., Battle Creek, Mich., and the Minneapolis Threshing Machine Co., Hopkins, Minn.



The Thistle.

Among the serious weed pests with which the northern farmer has to contend are the thistles. These are tall growing, spiny plants usually perennial and spreading by both root stalks and seeds, though the bull thistle is a biennial and spreads from the seed only. The Russian thistle is an annual, but this plant is not a true thistle, as it is not in any way related to the other plants which bear this name. The most serious of the thistle pests, however, are the Canada and the sow thistle, both of which are very difficult to eradicate and which cause much trouble whenever they become established.

Canada Thistle.

This plant is not, as its name might indicate, a native of Canada, but of Europe, from which continent it was brought over many years ago. The plant is a perennial with deep running root stalks, little less persistent than quack grass. The stalks grow from two to four feet tall, and in June and July produce a large number of rather small purple or pinkish white flower heads. The leaves are long and slender, sprinkled, and very prickly. Some of the flower heads do not produce seeds; these are about one inch across and globe shaped, while those that produce seeds are about half this size, and oblong. Sometimes large patches will be found which do not contain any seed bearing plants. The seed, when produced, ripens in July or early August, and is frequently found in grass or clover seed and in seed grain, particularly oats. It is slender, oblong, about one-eighth of an inch long, light brown in color, with a flattened, rimmed top which bears a small point in the center.

The most effective work in eradicating Canada thistle can be done by plowing or cutting just after the plants come into bloom, and before there has been any opportunity for them to form seed. On land which can be put into cultivation, the plants should be plowed under at this time or they may be mowed down and the land plowed as soon as new growth starts. The land should then be gone over frequently during the summer and fall with some form of surface cultivator, cutting off the new shoots as fast as they appear above the ground. The next year the land should put into po-

tatoes or some other cultivated crop and thorough cultivation given during the season. Where the land cannot be cultivated, as in rough pastures, mowing when the plants come into bloom and at intervals thereafter so that no seed is produced and the top growth is kept down, will prevent their spread and in the course of a few years will eradicate them. If the cutting is done with the hoe below the surface of the ground, and salt or kerosene applied to the roots, the plants can be killed out much more rapidly.

The Bull Thistle.

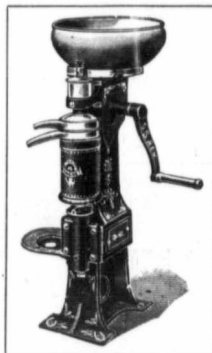
The common or bull thistle is a near relative of the Canada thistle, but is a biennial. As it does not spread from the root, it is a much less serious pest. The plant has a deep tap root, instead of the spreading underground root stalks of the Canada thistle, and the flower heads are larger and deeper purple. The seed is larger than that of the Canada thistle, similar in shape, darker brown in color, and usually marked with the darker lines. The bull thistle is easily killed if the plants are cut off below the crown before they come into blossom. Mowing does not usually kill them, as new sprouts will be thrown up and will produce seeds. Clean cultivation is also effective in disposing of the bull thistle.

The Sow Thistle.

The sow thistle is more closely related to the dandelion and wild lettuce than to the other thistles. Like the Canada thistle, it is a deep rooted perennial with many vigorous root stalks. The plant grows from two to five feet high, with hollow stems and a few long, slender, dark green, prickly leaves. The stems and leaves contain a milky juice, similar to that in the dandelion. The flowers are a bright yellow, about one and one-half inches across, numerous, closing in strong sunlight. The seed is about the same size as that of the Canada thistle, dark brown or reddish brown, with a tuft of silky hairs at the top which adhere even when the seed becomes thoroughly dry and enable it to be carried long distances by the wind. This plant grows in meadows and grain fields, and by its vigorous growth crowds out the growing crops. The seed is distributed in grain and grass seed, and is widely carried by the wind.

The methods of eradicating the perennial sow thistle are practi-

Needs No Argument



any more than the forces of nature require 'proof' of their capabilities. Whoever doubts Nature when she promises to produce a crop has only to look at the fields a few weeks after seed time. Same with the

"MAGNET" CREAM SEPARATOR

No kind of sophistry will dislodge a FACT, and you'll have the same difficulty in upsetting the "MAGNET." It stands square and solid without support—steady as a rock on the open prairie, and its great FACT is that it skims

cleaner and is more easily operated and kept clean than any other Separator made.

We Will Prove This to You on Your Own Farm Without Cost or Obligation on Your Part

The MAGNET will pay for itself in repairs which it will NOT require. The modest initial cost is practically the last expense of a long life time, but in the event of an earthquake or similar mishap, the makers are Canadian citizens living within easy reach and can replace without loss of time or temper.

The Petrie Mfg. Co., Ltd.

HEAD OFFICE AND FACTORY: HAMILTON, ONT.
WINNIPEG, CALGARY, REGINA, MONTREAL, VANCOUVER, ST. JOHN, N.B.

Load your own cars or fill your granary with a "TAGGART" Portable Elevator

Construction

The "Taggart" Portable Grain Elevator is built any height, standard 18-ft. leg.

Grain is elevated by cups and conveyor by worm screw.

Mounted on skids, but can be operated on a wagon or truck.

Hopper swings back out of the way for wagon.

Leg swings down when moving and rests on frame.

Spout can be swung in any direction, or up and down.

Will save its cost in one Season

It is a back saver, time saver, money saver. It will save three men's time and two teams at least.

Our Prices are Right

For loading cars and filling granaries—it can be operated by horse power or gasoline engine.



This cut shows Elevator mounted on truck, with leg up and hopper ready to receive grain. Write for prices and terms. Agents wanted. Our 1911 Model has improved skids, delivery spout, force feed connection, etc., and is in fact as near perfection as we can make it—write for descriptive circular.

Our Line Includes Case Plows and Engine Gangs, New Superior Fanning Mills, Owens' Smut Cleaners, Steel Wheel Tractors, Harrow Carts, Sewing Machines, Disc Sharpners, etc., Gasoline Engines, 1 to 4 h.p.

The Harmer Implement Company

WINNIPEG
See our Exhibit at Winnipeg Fair

DE LAVAL SEPARATORS

THE KIND CREAMERYMEN USE

Catalog Free THE DE LAVAL SEPARATOR CO., Winnipeg.

ally the same as for the Canada thistle, though it will sometimes be found even more difficult to kill. It should be prevented from maturing seed along roadsides and in waste places, and wherever possible infested land should be put in cultivation, plowing under the plants about the time they come into blossom in June or early July. Growth during the rest of the season should be prevented by frequent cultivation, or to a rank growing which cuts off the shoots below the surface, and the following season the land should be planted to a crop which is given thorough cultivation, or to a rank growing forage crop which will smother out the thistles.

The annual sow thistle is not as serious a pest as the perennial, as it is more easily killed by frequent cultivation and preventing the plants from producing seed. The plants are quite similar to those of the perennial kind, but the roots are fibrous, the plants are less blanched, and the flowers smaller and paler in color. The seed is very similar, but the hairs fall off soon after the seed ripens, so that it is not as readily carried by the wind.

The Russian Thistle.

This prickly, quick growing annual is not a thistle at all, but is much more closely related to the tumbleweeds and lamb's quarters; the prickly leaves and stems furnish an excuse, however, for calling it a thistle. As it is an annual, it is readily controlled by cultivation, but on account of the large number of seeds it produces and the long distances these are carried by the wind, it is a serious pest in an open, level country, where the small grains are the principal crops.

The leaves of the Russian thistle are slender, dark green in color, with a sharp prickle at the end. There are also numerous spines on the flowering branches. The plant produces many branches, giving it a rounded or ball-like appearance. When the seed ripens, the stem breaks near the root, and the plant rolls from place to place with the wind. The spread of this plant has been considerably checked by the building of fences and the growing of trees on the prairies. Burning the piles of this weed which collect along the fences in the late fall will help to keep it down. The seed is small, cone shaped, grayish brown in color, usually enclosed in a papery husk or envelope. It is often found in small grain.

Harrowing grain crops in the spring is one of the best methods of dealing with this weed, as it is easily killed when young. Hand pulling occasional plants in grain crops will prevent the production of many seeds, while mowing them close to the ground along the road ways and in the stubble fields will also be effective. Summer fallowing land which is badly infested, or putting it into a cultivated crop where this is at all practicable,

will readily dispose of this pest. The summer fallow, however, should begin early, as after the plants have made some growth the spines will be so numerous and sharp that it will be difficult to work among them. Discing stubble fields in the fall, so as to cause as many seeds as possible to germinate, and then harrowing them to kill the young plants, will dispose of many Russian thistles and other weeds, and at the same time to hold the moisture for the next crop.

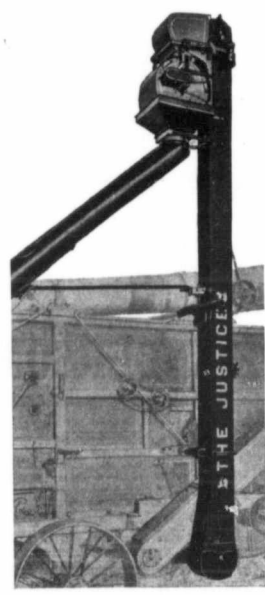
Farm Water Supply.

One of the most important needs of a farm dairy is an abundant supply of good water. In a dairy containing such machinery as separators, churns, coolers, bottlers and all the paraphernalia of the modern dairy equipment, it is absolutely necessary to have plenty of clean water for washing and rinsing purposes. The herd of cattle or any live stock for that matter, will appreciate pure water every day in the year to such an extent that it is a profitable investment to incur considerable expense to make sure that this is provided.

Cattle invariably prefer to drink water that is pumped from a deep well of artesian water flowing through pipes, rather than to drink water from what seems to be the purest and clearest of springs or branches. We often find cows and hogs will go straight from a pasture well supplied with pure spring water and will be quite thirsty for water in the troughs from the pump or tank.

There are a number of different methods of obtaining the proper supply of water, possibly the cheapest form being a flowing artesian well with pipes, where one is placed with a location containing such. Another good method is supply by gravity, where one can find a spring and reservoir with barn and feed lots near enough to conduct the water by gravity through pipes. Next to this we may put a deep well, and with a windmill to operate an ordinary pump. Pumping by wind power is a very cheap method after being installed, but this can only be used with certainty in localities favored with constant breezes.

Steam is not an economical method of pumping water from a well unless one is compelled to have a steam engine with surplus power at work during the proper time for pumping. The most modern development of power for water supply is a small gasoline engine. This little engine is usually less than one horse power, is light and easy to move, and can be attached



The Justice Measure and Bagger

ALL THAT THE NAME IMPLIES

If You Have a New Separator, insist upon a Justice Bagger being attached. It will mean money in your pockets, and the added satisfaction of knowing that you are RIGHT.

If You Have an Old Separator, attach a Justice Measure to your elevator. Ten minutes work will make the change, and you will know what it means to be RIGHT.

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GOVERNMENT STAMPED

THE CLARK SELF FEED FLUE EXPANDER

"The Fool Proof Tool." Practical, Durable, Simple.

You don't have to hammer your flues at 2 a.m. after a hard day's run. That day is past. The Clark Expander is force feed. The turn of a wrench is all that's necessary, and a NOVICE can use it as well as an experienced Boiler Man.

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Only Twenty-five left for Fall Delivery. Order by wire.

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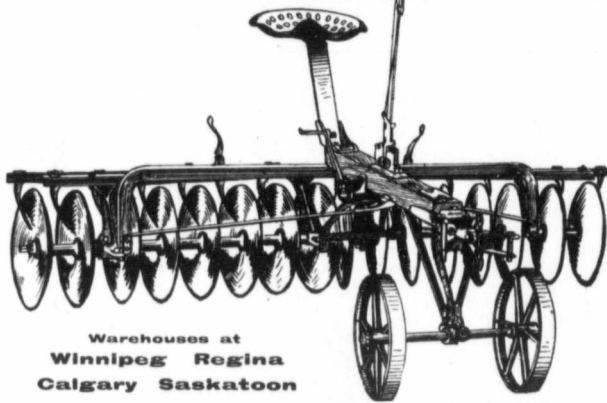
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Warehouses at
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Strongly built.
Properly balanced.
Light Draft.
Spring pressure.
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Does not buckle in center.
Every disc stays in the ground and does its work.
Supplied with or without tongue truck.

TUDHOPE-ANDERSON COMPANY, LIMITED

to almost any kind of pump or other light machinery for that matter. The cost ranges from \$35 to 60, and with ordinary care they ought to last five or ten years.

The sort of pump to be used depends altogether on the water supply and the amount of water desired. If a deep well is the source of supply, an ordinary windmill pump of a strong working head may be used with the proper length of pipe and a pump cylinder near the water line. If the lift is short, less than 20 feet, a horizontal piston pump or a centrifugal pump may be used to good advantage. In some cases it is best to use an air compressor with the engine and force the water from the wells and reservoirs with compressed air.

There are different methods also of storing the water after pumping, the most common form being the overhead tank, which requires either natural elevation of the building of a tower and installing the steel or wooden tank of any size desired.

One of the modern developments in the line of storing water, and a very efficient one, is the use of air pressure storage tanks which are usually located in a cool place, such as a basement, or partly buried in the ground. The gasoline engine or other power is used for operating the pump and forcing the water into the large tank which is very much like a horizontal boiler. These pneumatic systems have arrangement for admitting sufficient air to the upper part of the storage tank so as to give proper compression to the entire contents. These systems can be charged with air and water till the pressure is anywhere from 30 to 60 pounds. The supply pipes lead from this storage tank and upon opening any of the valves or faucets the water will flow readily at whatever pressure the system may be charged. These pneu-

matic and underground systems avoid the troubles due to towers and tanks and frozen pipes, and keep the water at more even temperature winter and summer. For the cost of \$150 or \$200 any person can install a modern water supply equipment that will furnish this very needful article to their own home as well as to the live stock and buildings on the average farm.

Farm Operations often Neglected

As one passes through the country and among the farmers, it is almost universally noticed that many farmers do not even fairly perform the different farm operations nor do they work out the details connected with such operations in a satisfactory manner. It has frequently been proven that only the more successful farmer will be systematic and will be a close observer of the result obtained from his effort. Some of the things that farmers do not attend to properly quite frequently are these:

Some do not plow deep enough. Plow from six to eight inches deep and occasionally subsoil. Reach the depth gradually. That is, do not plow shallow one year and then deep next year.

Some neglect draining fields. Make open surface ditches if tile is not available. Make these ditches in the fall when the land is dry. This will result in the removal of early cold water coming from snow and ice in the spring. Consequently the fields will dry out more quickly. Seeding will be done earlier and the season for growth of plants will be prolonged from five to ten days. Drainage will also make low lands productive and its fertility will become available.

Some do not have enough live stock on the farm. It is very essential that live stock raising be encouraged. Live stock will con-

sume the things the farmer raises, and will return them after obtaining the elements from the plants so necessary for their own sustenance. The soil in the fields needs the manure also. The farmer will not "sell off" the fertility from his soil in the shape of grains, hay or root crops.

Some are practicing proper forms of rotation of crops. Some crops feed deep in the soil, others feed shallow. Some feed heavy, some light. Some bring, or increase, the nitrate content in the soil, as do clover. Some leave behind large quantities of vegetable matter and which later is incorporated into the soil, and thus enriching it; other crops are highly exhaustive and return nothing to the soil. Therefore we must rotate crops.

Some do not have enough horse power or man power on the farm. Work must be done in time and it should be done thoroughly and completely in order that best results may be accomplished.

Many are not properly sheltering their machinery. Usually farm implements and machinery are left to stand outside where it was last used. This may be in the corner of a field, in the ditch, in a wood lot or in the farm yard, and there all surrounded with weeds. The thing to do is to tighten all the bolts and repair all the broken parts immediately after being through with its use. Then draw into an implement shed. There either oil or apply tallow or paint to parts liable to rust. Rust will weaken the parts and it is there that the machine will break first. It will not cost much to put up an implement shed. Every farmer should have one.

Some do not properly shelter live stock in cold weather. Too often cows and young growing stock are left out in cold rains, sleet, ice and snow. It will take so much more food to maintain it at its normal. It pays well to have

well-ventilated and warm stables for dairy cows and calves.

Some fail in not preparing seed properly. In seeding fall grain and in seeding spring grain, farmers too frequently do not cultivate the field enough. The fields are left too lumpy and uneven.

Many farmers everywhere allow their barnyard manure to go to waste in the yard during the long summer months. The manure is left there to ferment. The summer rains bleach it and when the farmer gets ready to haul it out to his field in the fall or in the spring, he has left less than one-half of his fertility in that manure. About 60 per cent. of the fertility has been wasted through his carelessness. It is well to cover the manure heap so that it is in the shade and also keep the manure heap moist at all times.

Ordinarily farmers do not keep accounts of the different farm operations. Too often one is surprised to learn that a certain farm operation has cost so much and has produced so little in return. Every good farmer should at least keep a credit and an expense account. The habit of keeping farm account is one highly to be commended.

Some do not properly select seeds. Such farmers hastily seed with almost anything and everything they have in the granary. Many do not even fan the grain. This frequently results in poor stand, poor grain, weedy grain. It takes the same amount of work to prepare the fields for poor seed grain as it does for good, and then why not seed with the best and harvest the best possible crop. Frequent use of the fanning mill at a time when work is slack on the farm, cleaning seed grains and grasses will amply repay the farmer for his effort, when it comes to harvesting the crop.—J.F.W.

After-Harvest Work.

There are many kinds of work an ambitious farmer can do to better advantage after the busy period of haying and harvesting; but unless the amount of work planned is limited to his capacity he will get behind and fail to accomplish much. To succeed, don't plan too much. If there are a dozen things you would like to do, but have only help enough to do three or four of them well, then do what seems most urgent and let the rest go.

As this is normally the dry season of the year when roads are good I take advantage of it by doing the necessary team work, such as hauling lumber, cement, and stone for repairing buildings; I also clean out all the manure to draw on to the meadows or prospective wheat field, where it not only fertilizes but helps to retain the moisture. Part of the fuel for winter is either cut or hauled.

Another duty quite often overlooked is the wells; they become low at this time, and from a sanitary point of view need cleaning. So, too, the cellars and other out-of-the-way places should receive some attention.

Perhaps one of the most urgent needs of the farmer at this season is a vacation, not necessarily a trip abroad, but something to temporarily relieve the strain of long-continued farm labor. It may be hunting or visiting friends and relatives; anything which has the essence of a play spell is in the truest sense a recreation. The farmer who makes a practice of doing this is the one whom you may expect to keep young the longest, even if his business cares are ever so great.—H.E.W.

Vehicle Springs.

It is the attention to small matters about the farm that makes the difference between success and failure. Not the least of these is the equipment of the heavy farm wagon with springs. A good pair of bolster springs will frequently save their cost on one load of fruit, vegetables or eggs, or, in fact, on any article spoilaible by the jolt and jar of rough roads and springless wagons. They add greatly to the usefulness of any vehicle. They save repair bills—make the pulling easier, effect a saving of harness and add to the comfort of the driver.

A heavy truck spring must be live and resilient, yet tough and durable. It must be properly constructed and tempered for its special function, that of doing heavy work slowly. It must be strong and easy riding. For the heavy farm wagon the bolster spring is best suited to the needs of the farmer. It has all the essentials of a good spring and can be put on any standard wagon with but little trouble.

A pair of bolster springs will last a lifetime and give excellent service all the while. No farmer can afford to be without them as

he can now secure first-class springs for any farm wagon at a very reasonable price.

Protecting Oats in the Shock.

We never had oats keep better in the shock than when we put them up with what we call Dutch caps. These are made in this way: When we are setting up the oats after the reaper or binder, we lay aside two of the largest bundles for the caps.

Then we set up eight bundles, two and two, being particular to "chug" them down well into the stubble so that they may not be blown over by the wind before they are ready to draw. Now we take one of the big bundles we have put aside and, with the butts against the chest, we part down to the band, part to the stalks of grain from the head right, part to the left. About half the bundle is thus divided.

Taking the bundle in both hands, we flop it over one end of the shock, pressing the spears of grain well down in every direction. The other big bundle is placed in the same way over the other end of the shock, the butts of both coming together in the middle. Then we take pains to interlace the butts of the two bundles at the top, so that they will stick on the top of the shock

well. If the wind blows hard, or is apt to do so, we lay a small flat stone on the top of the caps—and the work is done.

Grain thus capped will stand through a pretty heavy storm and not wet in much below the caps. They will shed the rain, and when the sun comes out the wet caps will quickly dry out. And the straw of grain cured that way is fine and fresh when we get it into the barn. We like the Dutch caps the best.—J.N.

Where Some Farmers Are Weak.

"You don't want to sell that two-year-old colt, do you?"

"No."

"You have not got some cows for sale, and you don't want to sell three or four calves?" were further questions that I heard a farmer ask another farmer, who had the colts, the cows and the calves for sale, but the peculiar way of putting the questions changed the farmer's mind, and made it easy for him to turn down the prospective buyer who had the cash to pay and who was really anxious to buy this particular stock.

The average farmer may think it a trivial matter to call his attention to the manner of framing up questions when out to buy live stock, machinery, or to do

any other kind of business with fellow farmers. You give the city man credit for his smoothness, and say that he is hard to beat in a deal. As a rule this is not true; as a general thing he is simply trained in the use of playing up his words to their best advantage. Our business friends have read such books as "The Psychology of Salesmanship," "The Psychology of Letter Writing" and psychology applied to a dozen different lines in the business world; and the facts are that psychology can be applied to every deal on the farm even to dealing with the cows and horses, for, after all, the big word means only applied common sense.

I have been wondering all day how much more effective the interrogations would have been had the buyer stated his business in language something like this:

"You have two colts out in the pasture and you want to sell one of them. They are not broken and it will be to your advantage to sell them now, and it will not pay you to keep them until next year if we can get together now at a fair price."

A line of talk like this although it must be modified to fit various cases, carries with it the suggestion that it will pay to sell now, breaks away all objections, and the only thing necessary to

clear away is the matter of price.

I know of another instance, where in my own hearing a farmer approached a calf-buyer, saying: "You don't want to buy any calves, do you?" The buyer said: "No, I am not buying many calves now, I find that it does not pay me to buy, but I would take several of you to accommodate you."

The outcome was he bought the man's calves, paying half a cent a pound less than he was paying that day, although at this time he was anxious to secure all the calves possible in the community.

Nine out of every ten farmers, in nine out of every ten business transactions go after the subject with a "You don't want to buy," or, "You can't use," which either thwarts a sale or lowers the price he might otherwise secure.

The salesman who visits the little country grocery store has to go through a course in selling talks either on the field, or at the home office, or in some training school, and he is taught just how deep to bore to tap those little streams of human sentiment to secure the desired results in the way of business. The farm is a factory, the farmer, a producer, and why is he not a business man? Even the smallest factory has to avail itself of salesmanship which has become a science in the past few years, and by a little study of one's self, a little study of the good points of his horses, cattle, sheep, hogs or produce the farmer has to sell, he can by business methods secure prestige and better prices, and attract respect to the farm.

The Horse.

Did you ever try feeding the colts raw sliced potatoes now and then? They like them wonderfully well. Good for them, too; but don't have them try to eat round potatoes.

When your horse scrambles up into the stall at the sound of your voice, you may be sure that your voice does not sound good to him.

Pure feed, plenty of air and regular exercise are best for the mother horse. But don't overdo the work.

Don't hurry the mare that is with colt when she is eating. She ought to have plenty of time to chew her feed.

Don't shut up a little colt in a dingy place by himself.

Give him companionship. A calf will do if there are no other colts on the farm.

Even if we can not get fancy prices for our horses, there are good profits in growing colts.

A good colt bred for a purpose and fed and trained for a purpose, is never a drug on the market.

Do not let the little colt follow the dam while she is at work.

If the dam becomes heated the milk is injurious to the colt.

Shut the colt in a clean, light, airy box stall.

If the mare is heated, milk a little from her and let her cool before putting her with the colt.

If a colt is worth raising at all he is worth raising well.

Do not overwork the mare. If you do you will injure the colt.

Don't attempt to raise a colt from a poor old nondescript mare.

With a good mare there is always more certainty of a good colt.

Select a mare with good color and markings. Horses of off-color and odd markings never sell as well.

Horses with good dispositions are always safer and more valuable. Never breed a crazy-headed mare.

Raise the type of colt that sells best in your community. Select the sire and dam that will bring this type of a colt.

Encourage the colt to eat grain, first with the dam, then in a little manger all his own.

A mixture of oil-meal, cracked corn, wheat bran and crushed oats, equal parts, will give a start in profitable growth.

Size is an important thing in a horse of any breed. Size and style depend very largely on good breeding.

The growth habit is formed by good feeding.

When the growth habit is formed we have horses that we call easy keepers.

The Cow.

WHEN THE CATTLE TALK.

Do you ever stop to wonder
What the cattle talk about,
When alone within the stable,
And it's dark and still without?
First a neigh from patient Nancy
Softly pawing in her stall,
Answered by a moo from Molly
Slowly munching within call.

Do you think that Nancy's asking
If the meadow-grass is fine?
Or is Molly softly telling
Of the green and shady pine
Where she rested at the noontide
Free from gnates and pestering flies?
Or is Nancy just complaining
How the binders flap her eyes?



**Have that
New Engine
equipped
with a**



New Desmond Model "U"

**and at the same time don't forget to
order one for your old one**

The secret of the New Desmond Model "U" lies in the construction.

It is made with a two piece body with the parts connected by a Union Nut

When loosened the upper part with suction connection can be turned in any direction desired.

When the connection is made to the boiler, the nut is tightened and the injector is ready for work.

The New Desmond Model "U" will fit any space, can be put in any position, or adapted to any conditions peculiar to your needs.

The New Desmond Model "U" starts low, at from 20 to 25 lbs. It works high, from 175 to 190 lbs., lifts water 25 feet, handles water at 130 degrees, and delivers it to the boiler at almost 212 degrees. It is absolutely automatic. It will not "buck" or "break" under the most severe and continued jars.

This means that the Injector can be connected with either side of the boiler.

It is "flexible." Our new Desmond Model "U" Injector will answer your Injector needs in every way, shape and manner.

The piping and valves can be arranged to suit your needs and your convenience; not to fit the Injector.

All the tubes screw into the body and cannot fall out, be lost or damaged when the cap is removed. Neither can they get out of alignment.

We rigidly test every Injector and guarantee it fully to work under all conditions.

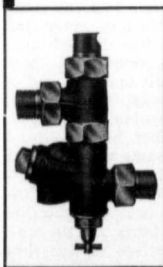
Now is the time to get busy. Give our new Desmond Model "U" a trial. If your dealer cannot supply you, write us direct.

Remember there is no trouble to attach a Model "U", it attaches itself.

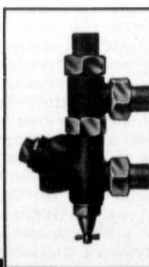
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One Injector That Fits all Conditions.**

Desmond-Stephan Manufacturing Co.

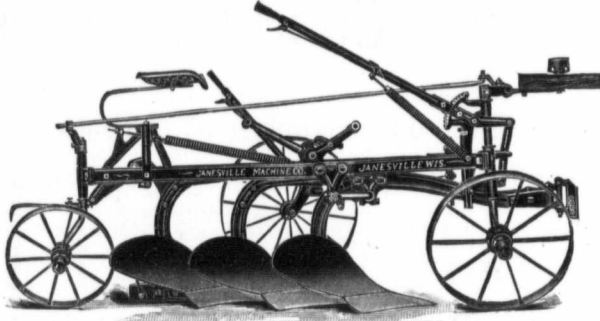
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CRANE & ORDWAY CO.
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The One Great Plow for the Great Northwest



Here's the Plow that Meets Your Needs Best

The Top-Notch of Plow Value

You farmers of the Northwest require a much heavier and a much stronger plow than is regularly used in other territories. You have more work and the work is harder. An ordinary plow won't stand the strain long enough to pay for itself. Besides extra strength, you must have a plow with certain distinct features, which are absolutely essential to the greatest efficiency on your land. We have made a plow just for you—a plow that meets every condition of the Northwest and every requirement of the Northwestern Farmer. It's the

JANESVILLE NORTHWESTERN GANG

In the first place, this Janesville gang is provided with extra heavy beams—both of which extend beyond the frame in front, allowing a very long cross clevis to be attached. This clevis gives you choice of four horse abreast—or four, five or six horse tandem hitch.

King and James Streets
WINNIPEG

American Seeding Machine Co.,
(INCORPORATED)

CANADIAN
SALES AGENTS:

Made by THE JANESVILLE MACHINE CO., Janesville, Wis.

The Janesville foot-trip horse-lift is a big feature found on no other plow. Simply trip the "lift" with your foot while riding or throw the land wheel lever while walking, and the horses will pull the plow bottom into the ground at the start and out of the furrow at the end. The point of the plow bottom always goes in and comes out first just like the walking plow, because the movement is just like your arms. In entering the ground the heel of the plow bottom is held up so the point must go down first. In leaving the ground, the heel of the bottom is held down, so the point must come out of the ground first. This Janesville feature eliminates the objections to the foot lift as compared with the hand-lift. Our self-leveling device is unequalled on any other plow made. You have absolute control of the Janesville Plow Bottoms at all points.

All levers are spring balanced which makes it possible for even a mere boy to operate them. The bottoms and beams on the Janesville Northwestern Gang Plow are not held rigidly in the frame but are balanced over the single bale which permits adaptability to the unevenness of the surface of the ground, which has a great effect on the draft. The single bale feature also permits raising the Plows and leveling at the same time, which is not possible with a two bale construction.

The connection between the front and rear furrow wheel is automatic in action and in place of forcing the rear furrow wheel around in turning at the corners it simply permits it to follow along behind in the corner of the furrow. All the side and down pressure caused in turning over the soil is carried on the wheels. We use nothing but steel and malleable iron in the construction of the frame. The shares furnished on all Janesville Northwestern gangs are 1-16 inch thicker and made much stronger than the ordinary kind. The front furrow wheel is 24 in. high; the rear 20 in.; the land wheel 30 in.; all with 24 in. tire. There are so many other features and advantages of Janesville Northwestern Gangs that we want you to know them all before you decide on any plow. Let us send you

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We will give you the name of our dealer in your town so you can see the Janesville. We also make the famous Janesville Walking Plows, Riding or Walking Cultivators, Disk Cultivators, Disk Harrows and Janesville Corn Planters. When you write for Janesville Plow Book, say whether you are interested in any of our other implements. We'll gladly send you all the Janesville books free—postage prepaid. Send postal or letter now to

Then is Duke, the setter, trying
To get in a word between,
As he barks and growls at random
From beneath the hay machine?
Or in monologue is kitty
Just rehearsing what she'd do
If a little mouse ran by her,
Or a bird above her flew?

What fund of information
From our tongued-tied friends we'd
gain
Were our ears attuned to language
They address to us in vain.
For if Nancy, Duke and Molly
And the frisky old barn cat
Could converse in human language,
We'd have quite a pleasant chat.

If cows had the gift of speech,
how eloquent they would be over
the blanket you slip over them
at milking time! And what
would they not say, if they could,
by way of thanks for the spraying
every morning!

Don't have any business away
back out of sight when time
comes for churning. Be sure to
lend a hand. It is only right
and fair that the men folks
should help out in this work.

A good milker not only gets
all the milk that is in the udder,
but he does it in such a way that
the cow is happy in yielding the
last rich drop.

Do not let the harvest rush of
work interfere with the regularity
of the milking hours.

Every time you scrape a tin
dairy vessel with a knife or spoon,
or anything hard, you take off a
little of the tin and make it so
much easier for rust to get its
claws on that spot.

Cream begins to rise right
away after the milking is done;
so strain quickly.

Kindness and firmness will
work wonders in keeping the
herd bull kind and tractable.
Never trust any bull.

Prof. W. A. Henry's dairy ex-
periments go to show that the
ripening of cream before churn-
ing increases the yield of butter
from fifteen to twenty per cent.
over the yield from sweet cream,
if both are churned in the same
way.

Cloths are not the best things
in the world to use about the
churn. Usually more or less
lint will come from them, and this
is likely to get into the butter.
Brushes are far better.

The Pig.

Clean out the swill barrel. It
should be scrubbed and scalded
at least once each week.

Disease lurks in a filthy, sour
swill barrel, and is often the cause
of unthrifty pigs.

A break in the care given them
will cause a change in their ap-
pearance.

There should be placed in every
pig yard and pasture a box with
salt, charcoal, air-slacked lime,
bone-meal and hard-wood ashes,
so the pigs can help themselves at
will.

It is especially necessary that
growing pigs have these supplied,
as they are correctives and assist
digestion and growth.

It is necessary that pigs have a
variety of food if they are ex-
pected to make rapid growth.

They must have bone forming
feed as well as fat forming.

The young sows that are to
be kept for breeders must be se-
parated at weaning time from
those that are to be fattened for
market.

Stir some ground grain in the
separator milk to make up for
the cream that has been taken
out.

Every farmer should have one
thoroughbred boar. Buy now, a
pig from a good litter.

Raise and develop carefully and
save money.

The boar should be kept some
distance from the sows, and his
quarters should be roomy and
strong.

Take no chances with an old
boar; always keep behind him.

Be sure that the pigs have clean
water to drink. See that it is
fresh every day.

Scatter fresh grass seed in the
pig pasture.

Be sure that there are no creep
holes under the fences or gate.
If there are the pigs will find them
and cause a lot of trouble.

Pigs that are apt to have "dif-
ferences of opinion" should be
separated. Fighting takes off
flesh.

Hogs do not dig in the earth
altogether for the fun of it. They
get a lot to eat that way—grass
roots, worms, bits of stuff of dif-
ferent kinds that help to make
bone and muscle.

To give the reader some idea
of the growth of New York City,
it is estimated that yearly there
has been an increase of at least
twenty-five thousand school chil-
dren in the city during the last
five years. These children alone
would populate a good sized city
The cost of building new schools
would be no small expenditure.

Farmer Up-to-Date—Farmer Good Intention

Their Farms adjoin. Both of these Farmers live in your neighborhood. You know them and they know you. Are you one of them? If so, we sincerely hope you are the right one.

FARMER UP-TO-DATE

SEPTEMBER 1911

FARMER GOOD INTENTION

Father:—Well, harvest is over once more and if the weather remains good we will have finished threshing by the end of next week. I am glad we bought that new separator and did our own work. I have nothing against the other fellow threshing for me, but I don't like the idea of waiting when the grain is all ready. It is too much work to get it into the stook to have it spoiled in a few days. Another thing, with one's own outfit if a few wet days came right in the midst of threshing it is a short job to uncouple the engine from the separator and begin plowing. If machinery is to be made to pay it must be kept at work.

Week
Ending
Sept.
2nd

Mother:—I don't ever want to go through another harvest like this one. It has seemed as if the work was endless, and after all what have we to show for it. That part of the crop that was not frozen was so weedy that it will not pay for the labor put upon it. Poor Charles is nearly worn out trying to keep things going for with Father away it makes it very hard. If a man is going to farm that is what he should do and if he is going to sell nursery stock that is the what he should devote all of his time to.

Henry:—Things are getting pretty hot in town over the coming election. I wonder how this reciprocity proposition is going to come out. To hear Si Brunker tell it if we get reciprocity Canada can live but a year or two at the best, and according to Sal Smith if the pact goes through Canada will enjoy a period of prosperity never before dreamed of. I would like to see it go through. I don't see where it can do us farmers any harm, and I believe I can see where it will do us a great deal of good. It is true that certain interests will be affected, but such interests have enjoyed protection long enough, and it is now time that they shifted for themselves.

Week
Ending
Sept.
9th

Charles:—Well, there is an old saying that "there is no rest for the wicked," which if true certainly puts me in a bad way. However, there is one consolation in that the job of threshing our crop this year will not be a very tedious one. I want to get it over and do a little work on my own hook. I have got to earn a little money on the side somewhere or I will have to go without that new suit this winter. That lazy brother of mine can look after the stock while I am away, and as for the fall plowing we never do much of that anyway.

Mother:—I have just received a letter from Cousin Mary in Toronto and she wants me to come East for the Toronto Exhibition. She says they have a new auto and that we would have just the best time imaginable. I don't like to leave you men folks, but the busy work would be over and besides I want to see some of those fine chickens we have heard so much about. If they are as good as reports, I want about four roosters for next year. My eggs have averaged me twenty five cents a dozen since last April, and if the hens keep on laying the winter months the average will be over thirty cents.

Week
Ending
Sept.
16th

Father:—I don't see why I can't raise a crop like other farmers, I plow enough land and goodness knows we all seem to work hard enough, but when it comes to getting a crop it seems impossible to raise more than enough to pay the grocery bills. That nursery business might have been all right if I had been with a good company. I understand they are in a bad way financially, and I doubt whether I will ever get my commissions. Besides, I have got to pay for that buggy.

Father:—Well, this is election week. Things are certainly getting warm. It is a good thing for some of the men in town that it will soon be over. Personally, I want to see it carry, but I believe I can "hoe my own row" if it doesn't. Good plowing, planting and harvesting without reciprocity is away ahead of poor plowing, planting and harvesting with reciprocity. It is the duty of every farmer to stick up for his rights, but it is also his duty to see that he gets the most out of every acre that he cultivates.

Week
Ending
Sept.
23rd

Charles:—I am going to work with the Hughes threshing gang for a few weeks. Hughes offered me \$3.00 per day and I need the money

Father:—What? and leave me here all alone. How do you suppose I can take care of all of the work here. Besides I mean to do a lot of fall plowing this fall, as we didn't get any summer fallowing done to speak of. We must get things into shape so that we can get our work done earlier. Next year we are going to raise a crop if it is possible to do so. You just see if we don't.

John:—Father what do you say to Henry and I renting the farm another year on shares? You and Mother can stay right here and we will pay so much for our board. We have got to strike out for ourselves sometimes and it might just as well be now as later.

Week
Ending
Sept.
30th

Father:—I will be very glad to consider such a proposition, and if you boys will frame the matter up, I will go into it thoroughly. I want to see you strike out for yourselves, and I would much rather it would be here than anywhere else.

Mother:—No, I don't blame Charles for going to work for someone else. He has certainly been faithful during the summer. He worked night and day almost during harvest and what is there to show for it. Besides, you didn't have any scruples about leaving him alone at a time when there was more of a rush than what there is just now. I don't like to see the boy go away to work for strangers, but at the same time I fully realize that he must have a little spending money of his own once in a while.

Building a City to Order.

Some few years ago the United States Steel Corporation decided that they would erect large and commodious shops at Garry, Ind. Garry is right on the southern end of Lake Michigan, and at that time nothing more than a few sand dunes. The corporation realized that it would take thousands of men to handle their plant and works, and that it would be necessary to provide dwellings, stores, churches, schools, etc.

About this time, Thomas A. Edison conceived the idea of making cement houses by pouring cement into a frame, making the house, rooms, and all in one piece.

The corporation accordingly decided to make use of these houses. The whole city of Garry was mapped out and laid out before ever a stone was laid or furrow turned. Within a year's time a city sprang up on this site of sand, capable of accommodating thousands of people.

A few miles east of Winnipeg a very similar proposition has sprung up. When we say similar, we mean largely in the remarkable ability of its growth, for at Transcona the erecting of houses and building of stores and schools and churches was left largely to the people themselves.

Transcona is the location of the Grand Trunk Pacific Shops. A year ago it was practically nothing but prairie. Before the summer is over it will have a population of over fifteen hundred.

The town at present has its own local weekly newspaper, has a sixty-five roomed hotel which is equipped with water in every room and which has its own electric light plant as well as telephone and other communications. Another hotel is in the course of construction. Several stores are now in operation and a new two story structure has just been completed, the upper story of which will be used as a hall for lodge meetings and entertainments. A large and well equipped drug store is also in operation which will have a well equipped circulating library and will provide for the town live and up-to-date reading matter. The Roman Catholic people of the community are about to erect a large and commodious church.

In short, it is a town in itself. It is self sufficient and not dependent upon Winnipeg for its supplies in so far as its residents are concerned. The town has been laid out with every idea of permanency. Those who have been instrumental in placing the property upon the market realized that some day it will become a city and that what was done now will be done with the future in mind. In consequence, the streets are well laid out and in such a way that regardless of the city's future growth may be, or how large it may become, no alterations will be necessary.

A few years more will see a remarkable development of Transcona. Hundreds of new comfortable homes will be erected every year, and new business blocks of

two stories or more in the course of erection will be a common sight, and before long the name Transcona will designate a city and not merely the site of the Grand Trunk Pacific Railway shops.

P. & O. Mogul Engine Gang Plow.

The P. & O. Mogul Engine Gang Plow is made in the following sizes:—Five, six, eight, ten and twelve furrow. There are four distinct patents covering the following features on these plows.

1st. The method setting the levers so that they point to a central place on the platform, thus saving the operator about half the walking on the platform. This patent also covers the self-castoring gauge wheel,

permitting them to turn with the frame without grinding or dragging.

2nd. The method of manufacturing the frame for the five and six furrow sizes, the front end of which is made V shape in order to bring the plow platform within stepping distance from the engine platform. This is a great advantage on a small outfit where the plow and the engine are operated by one man, as he can step back and forth without being obliged to get on the ground.

3rd. The method of using break-pins when working the plows on stony or root ground, when the plows will trip back just exactly like the shovels on a spring trip cultivator. It is not necessary to use break-pins, as the plow is regularly equipped with bolts, but where the plows are liable to damage on account

of foul ground, a break-pin has been the means of saving many plows from damage. This patent also covers the appliance on the end of the stub beams to regulate the suction of the bottoms.

4th. The method of lining the plow laterally to cut uniform furrows by means of set screws on the oblique frame rail, and which operate on triangular castings; also to regulate the level setting of the bottoms by set screws on the beams.

The company issues an interesting line of engine plow catalogues and booklets. An inquiry for such an outfit often comes from an unexpected source. The rapid introduction of light gasoline tractors certainly will bring about a great demand for plows of this class. Dealers should be posted and prepared to handle such inquiries intelligently.

Protect Yourself Against Loss Get a Settlement Book

Sent prepaid with one year's subscription to the Canadian Thresherman and Farmer for \$1.00. It protects the farmer as well as the thresherman. Farmers should insist on threshermen using it. Put a dollar bill in an envelope and say send me a Settlement Book. It will come to you by return mail.

E. H. HEATH CO., Ltd., WINNIPEG, CANADA



THE NEW KING LUBRICATOR

New Improvements—Better Than Ever

The Sight Feed Glass can be inserted or taken out without the use of a special wrench. Just drop the glass in and screw on the plug.

We have equipped the filler with a wood handle, thus making it easy to fill and without burning the fingers.

You will notice a lipped shaped extension on the filler opening, so that an oil can with a large spout can be used. Does away with the use of a funnel and saves oil.

We also now use special jostkets for the Sight Feed Glass which will not blow out.

The LUBRICATOR will give you better satisfaction than any other make.

GIVE IT A FAIR TRIAL

Write for Descriptive Circular To-day

Penberthy Injector Co., Ltd.

Windsor, - - Ont.

Winnipeg, the Tractor City

The farm tractor and farm machinery of all kinds have a big part in the making and gathering of such a crop as Western Canada is producing this year. Thousands of horses are used for plowing and other farm work, but the traction engine is winning its way to popular favor, and is taking a larger share each year of the great work of putting the millions of acres of the good grain land of the West under crop. As the mowing machine displaced the scythe, and the reaper and binder set aside the services of men and women working by hand, so the farm tractor is taking upon its powerful shoulders the burden of making the vast stretches of Western Canada prairies produce crops that are the wonder of the world for quantity and quality, and which make the West the richest field for business and industrial enterprise that can be had to-day.

The farm tractor is no longer a luxury, but a thing indispensable to farming on a large scale, and it is farming on a large scale that makes its strongest appeal to the Western farmer. Again, this is a case of need and not a matter of choice. In places where open land is only to be had in small parcels, and where agriculture is intensive rather than extensive, there is no call for the big things of farming; a few acres and diligent study of ways and means to make them do their utmost, is the farmer's task in the older sections. In the West, it is a case of land without limit, a market that is insatiable, and natural ambition to do one's level best to get the land under crop—to have the biggest possible part in the winning of the West.

It is a big work. In the three prairie provinces there are 369,000,000 acres of land, at least one half of it good for farming purposes. Roughly calculated, there are 180,000,000 acres of land in Manitoba, Saskatchewan and Alberta that will eventually be brought under crop. Eventually is the word to use here, because only a very small part of this vast area is now cropped. Figures made up from crop returns in the three provinces, show that the total area under the plow this year will not much exceed 16,000,000 acres — 16,952,710 to be exact. Thus, it is seen that there remains something like 164,000,000 acres of land yet to be dealt with before the Last West shall have said its final word—or near it—in the matter of making wheat for the world.

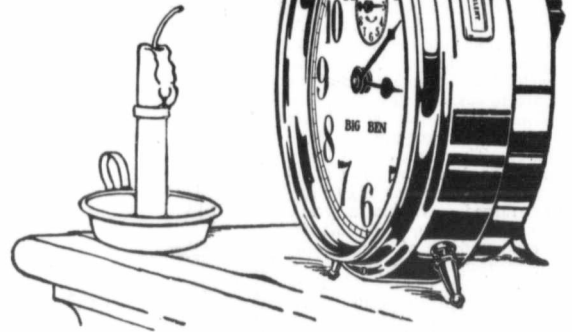
Market Bigger than Supply.

There is no doubt that the development of the great wheat lands of Western Canada will go on rapidly and steadily. The grower of wheat is confronted by

a market that is insatiable and growing. From being a country that was looked upon as the bread basket of the world, the United States has taken on the habit of a nation that consumes all but about 10 per cent. of its wheat, and is proceeding fast toward the point where even that small margin will be wiped out. Argentina, Canada and Russia are the dependable elements in the wheat market situation, and Canada's situation is by far the best of the three. We are a country allied by blood with the greatest commercial nations of the world, we raise better milling wheat than any other country, and we have eleven-twelfths of our wheat producing resources as yet untouched. Upon the development of the other twelfth, Western Canada has made more rapid and substantial growth than any section of the world of like size ever did. Great cities have grown from mere wayside settlements; splendid railway systems have laid down a veritable network of steel where the prairie schooner and the Red River cart creaked their way across the plains; thousands of farms are cultivated where the bison and coyote were the chief inhabitants only a few years ago; hundreds of towns have sprung up, and everything in all this wonderful nation building that is going on between the Great Lakes and the Rocky Mountains, proclaims the power of the plow, the alchemy of agriculture that produces riches from the soil at the touch of the tractor, the persuasion of the plow.

In the train of agricultural growth comes trade. It is an old story — albeit of a new thing — how trade and commerce have flourished in the West since the country took on its garb of the richest wheat-growing section of the world. In thirty-five years, old conditions have passed away from the West and all things have become new. Advancement to the very forefront of commercial growth, Western Canada is making strides in the industrial field that are no less vigorous or swift advancing than those the country has made along other lines of growth. Population, transportation, trade, civic growth, accumulation of capital and centralizing of labor, have all advanced to a point where the inevitability of industrial expansion is as plain a necessity as the increase of transportation facilities in proportion to the growth of the country. Already, much progress has been made and Winnipeg—naturally the first city of the West industrially, as she is commercially—has an industrial output that has grown from a valuation of \$8,606,248 in 1900 to certainly as much as \$36,000,000 at the present time.

I'm the "Thin Model" Alarm Clock



Look for me in your dealer's window. Then go in and hear me ring "The National Call to Breakfast." You'll recognize me at once by my "tailor-made" appearance; my beautiful "thin model" watch style case and my big, open, smiling face.

My bell isn't alarming. It's cheerful. I wake you pleasantly—like sunlight does in summer—even on the darkest, coldest mornings.

I ring at intervals for 15 minutes or steadily as you choose. And I wake you on time for I'm watch accurate as a timekeeper. I've got a regular watch escapement—the mechanism upon which a watch most depends for its time-keeping qualities. You'll notice that I tick just, evenly and lightly like a watch instead of slowly and heavily like common alarm clocks.

I must run like a watch for six days and nights in my factory under careful inspection before they will let me go to the jeweler.

I was designed by a Swiss, and I'm made in a factory that's been running for the past thirty years. I'm the result of all that experience and all those facilities.

An inner casing of steel gives me great strength and makes me dust-proof.

I'm to be found at your dealer. Ask yours to introduce me to you today. My price is \$3.00. It could easily be more and you'd willingly pay it, for once you see me you'll know I'm worth it.

If you want to be "first in the field" get me—Big Ben—to wake you in the morning.

BIG BEN

Care of WESTERN CLOCK CO., La Salle, Ill.

If your dealer doesn't sell me I'll come duty prepaid on receipt of \$3.00

"BIG BEN"

sent on receipt of price \$3.00 Established 1875

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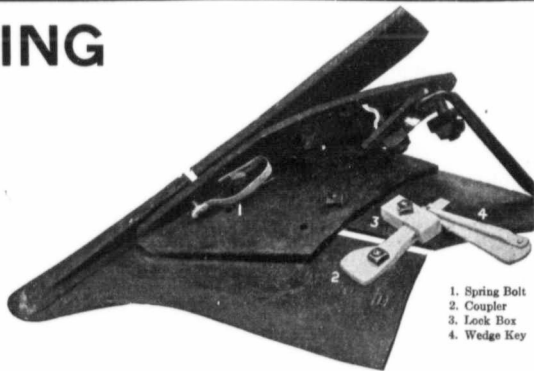
FOR FALL PLOWING

USE THE

Parks-Coughlin

Plowshare Fastener

This simple little device will make any plowshare a QUICK DETACHABLE one. It holds like "Grin death" and will save its cost in the time saved in one day. So simple that a boy can put it on, and serves the purpose intended to a degree that is perfection itself. You cannot afford to waste your time changing plowshares in the old way. This little device is to the plow what the knotter was to the self binder.



1. Spring Bolt
2. Coupler
3. Lock Box
4. Wedge Key

The Most Talked of Agricultural Device in Western Canada

EVERY PLOWMAN NEEDS IT!

Because

- 1. Eliminates burr and bolt troubles. It eliminates sprung share troubles.
- It works satisfactorily on engine plows as well as others.
- It eliminates the need of night men to change shares on engine gangs.
- It eliminates the need of hammer and punch to force holes in share into line with those in the frog of the plow.

IT HAS STOOD EVERY TEST!

It holds the share on with an iron grip, in spite of gumbo, rocks or stumps, and yet permits it to be removed so easily that your boy can do it.

CHANGE SHARES IN FORTY SECONDS!

Simply lift the plow out of the ground, loosen the wedge key by tapping it at the point with your wrench, remove it, unsnap the spring bolt and lift the share off. Place the new share into position, insert the wedge key, secure the spring bolt, and drive the wedge key in with your wrench.

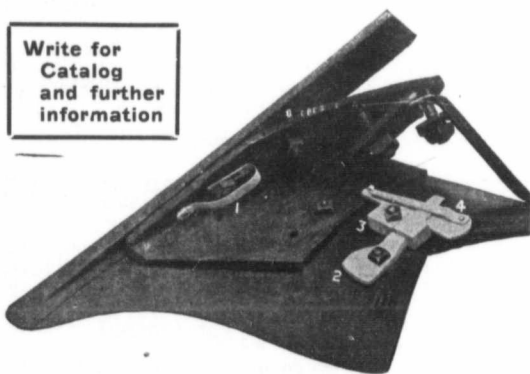
IT FITS YOUR PLOW!

The fastener is easily attached and need not be removed until the plow is worn out. The value of time and bolts saved, not to speak of shares and the better grade of work done by changing shares often, will more than pay for a set in a year. One set lasts a lifetime.

IMPLEMENT SPECIALTIES CORPORATION, LTD.

45 MERCHANTS' BANK BUILDING, WINNIPEG

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and further
information



An Opportunity Ripe for Reaping.

The field of industrial growth and opportunity in the West is too large for scanning closely in this article; in brief, it is such a field as is only to be had when new people are swarming into a given section ahead of the manufacturers. There are numerous opportunities to start new industries, but none of these is better and few as good as that for agricultural implements and farm machinery at Winnipeg. That Western Canada is the world's greatest growing farm implement market is shown by the fact that in 1905 there were only 5,911,500 acres of land under cultivation, and that in 1909 the acreage had grown to 11,693,743. The year 1910 added 2,361,444 acres more and this year there are 16,152,710 under cultivation. Here, are unrivalled facilities for such factories. Excellent transportation for raw material and finished products is one of Winnipeg's advantages. In the city, or close

enough to be practically a part of it, are cheap sites that are served by three railways. Power with the establishment of the civic power plant in operation this Fall — will be very cheap and more than plentiful.

Raw material is not costly. Winnipeg has a rolling mill that turns out one of the best grades of bar and rod iron in Canada. Several big factories capable of supplying castings of any size and dimensions.

This rich field of industrial opportunity is wide open and waiting. Winnipeg offers the unusual conditions of a thoroughly equipped manufacturing centre on the very verge of a market of unparalleled worth and stupendous prospects—prospects that are as nearly certain as anything not already taken place can be. The manufacturer who grasps this obvious opportunity will certainly profit largely; those who hesitate too long, will surely lose heavily.

SPORTSMEN!

Get the best possible value for your money, by having your Birds and Animals mounted by Ambrose. Winner of 12 Silver Medals, Diplomas, and First Prizes the last three years.



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We are not responsible for birds shipped unless accompanied by a cash deposit, and express must in all cases be prepaid.

Winnipeg

The "Tractor City"

Much Machinery is used in Winnipeg in gathering Western Canada's 200,000,000 Bush. Wheat Crop. Farm Tractors have big part in the work.

\$25,000,000 worth of Farm Implements Required,
and \$5,000,000 worth of Tractors Sold this year

CHAS. F. ROLAND,
Commissioner of Industries, Winnipeg, Canada

Spring Wheat

Continued from page 9

on the Roosa farm illuminated a solitary plowman working his way back and forth, over this new field. First he cleared it as any other. Then he turned the glebe, like any other. Then, with careful measure of his steps, he plowed—plowed deep and thorough, in places.

Out on these vast Canadian grain fields one don't make "calls" by day time. It's too far from house to house, and really, you're not wanted. People have other things to do besides stopping to talk to you. And, evenings, when Lowenstein or Goetz or Rapp or James rode out to Roosa's ranch house, they saw the fields cleared and in with grain, and that was all. Nor was it all unusual. Only now, Roosa spent rather more evenings at the Tillicum bar than he used to, since he no longer went over to see Clarissa.

The winter set in, long and cold, but what cared the farmers? It isn't summer warmth, nor winter cold that makes wheat grow, but the actinic power of daylight. And the long, long days of the north made more than up for any severity of the winters. With the spring, though, the snows melted away, and the winter wheat, which had just popped its green heads over the clods of earth in late autumn, now stood, half green, half black out on the prairies.

One week, and you had just those black and half frozen shootlets. Another, and there were spears of green. A third, and the spears were rising, and as in the sowing of the dragons' teeth by Greeks of old, it now seemed as though a whole army was rising. Four weeks and the prairie had greened and the wheat was up.

Then, the roads being good again, sometimes men drove from farm to farm house. May-be it was to borrow this or that. May-be to show something sent from the old home in Scotland or in the States. May-be just because they knew neighbor, like they, had, for a time, nothing much to do, and would enjoy sitting to chat.

One day Sam Lowenstein rode out along the railway, past Roosa's. His eagle eye swept the Kentuckian's grain belt, and then he let fall an oath.

"I'll be G— darned, if he ain't up to something," and Sam reined horse.

Right along the railway where every passer into town and out might see, written in letters so large that you could read them half a square off, was something not yet quite distinct. The wheat hadn't grown so high as to be compact yet. Sam's eyes swept along, and, by and by, he remarked that a long electric wire paralleled the fence top, which Roosa had put up during the winter. On this were hung little signs.

"Positively no trespassing allowed; shot gun justice as allowed by law.—J. P. Roosa."

Lowenstein wondered; he had his suspicions about that wire. He remembered how, in the night rider belt of Kentucky, whence Roosa had come, some of the farmers encircled their fields with electric wires, heavily charged, and you, who crossed the fence, might accidentally tramp or brush against such, and receive almost fatal shock. Evidently Roosa meant business. But out here on lonesome, with nothing to steal in the fields, and no one to do any stealing—for they were all one common band—why this?

He held his peace and said nothing.

Two more weeks went by, and Lowenstein made it his business again to ride by the Roosa fields—the new land. There, waving in the soft spring zephyrs, and playing the sunlight from emerald to a saffron, the wheat now stood, eight inches high.

And it formed, well—Lowenstein laughed till his sides split; then he dug the spurs in his horse's flanks and galloped to town. He dashed up to the town saloon and calling in to the assembled loiterers, he said:

"You fellows want the sight of your lives, drive out the railway track, past Roosa's; you'll know why when you get there."

Then, devil that he was, he was away and out the road passed Hughes' place. Clarissa sat on the porch sowing rag carpet strips.

Sam hadn't liked Clarissa, because, in the beginning, Clarissa hadn't liked Sam.

He stopped before the gate, and, taking his hat in hand, bowed low.

"Some people are born great; some achieve greatness; and some have greatness thrust upon them, eh Clarissa?"

She didn't understand.

"J. Perceval Roosa vowed he'd be avenged on you 'uns, and he's sure done it. Talk about waking one morning and finding yourself famous—I'd be out on the railway, if I were you, reading the message of the wheat."

Something in the man's manner frightened the woman.

"Sam! Sam; what do you mean?"

She dropped the carpet balls and came towards him.

"Oh, nothing much; but you better ride out and see, that's all. Roosa's put his new land to curious use; but, of course, every one's got a right to do as he chooses with his own things. Ride out and see, my lady; ride out and see."

She didn't stay upon her going. The little bay mare couldn't canter any too fast where far on the prairie, she saw half the country-side gathered, for grape vine telegraph had spread the news.

From the road one got the full sweep of it. The wheat set into furrows in such wise as to spell,

BUY

Transcona Acreage

A chance to treble your money in two years. We are today offering acre lots in Transcona within walking distance from the Grand Trunk Pacific Shops, that are costing over \$ 5,000,000, and will employ from three to five thousand men, at prices from \$350 per acre up. These lots are laid out so that they can be subdivided into building lots and should sell, when the shops are in full operation, for from \$7 to \$10 per foot, which would mean \$1,750 to \$2,500 per acre.

We have no hesitation in recommending these acre lots to the public. Terms: one-fifth cash, balance arranged. We will drive prospective purchasers to inspect these acre lots.

Dominion Government Lots Contracts for Second Unit of Mammoth Shops at **TRANSCONA**

Two and one-half million dollars were spent last year in the mere construction work of the first unit of shops of the Grand Trunk Pacific Railway at this point, and the contract has just been given for a further unit of two and one-half million dollar addition to be constructed during the summer of 1911. When these gigantic machine shops and foundaries are completed, several thousands of skilled and highly paid workmen will be located on the spot with their families. They must live within hail of their work, and a completely equipped town of homes, schools, churches, banks and stores must be built for their accommodation. Will you have a share in all this while you can get it at a price that cannot fail to materially increase in the near future?

We are placing on the market at once the unsubdivided portion of Transcona and invite your inspection. They are all good, high, dry lots in the actual townsite, and will not last long at prices from \$2 50 to \$8.00 per foot.

SHREWD INVESTORS

Will realize that the Dominion Government assures Transcona's future, by spending millions there. We control the townsite and are selling it right. There is CERTAIN PROFIT in it for every investor. For fullest particulars write

W. J. CHRISTIE & CO.

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WINNIPEG, MANITOBA

GLENGARRY BUGGIES

WITH SOLID STEEL TWIN BACK AUTO SEATS

MADE OF A SOLID
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NO JOINTS,
NO PLUGS,
CANNOT WARP
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ALSO WITH
GENUINE
AUTOMOBILE TOP

CANADIAN MOLINE PLOW CO.

WINNIPEG

CALGARY

REGINA

neatly, the legend, waving and dancing in the sun:
"Poor Rendigs will always be having the blues,
For to him I've turned over Clarissa Hughes!"

The Old and the New

Continued from page 27

a day, making a total in the field of \$30.00 a day. \$30.00 times 40 days gives \$1200.00 saved in forty days in wages alone. Next, on account of the even, steady feeding from both sides, it is assumed that four hundred extra bushels can be threshed in a day at an average of 5c a bushel, which for forty days will give \$800.00 more. This added to the \$1200.00 saved makes \$2000.00 cash gain in receipts. Next subtract from the \$2000.00 the cost of a wing feeder of \$375.00 leaving \$1625.00. Next, subtract the cost of five dump racks at \$35.00 each and there is still \$1450.00 left. It is also assumed that the old feeder has been thrown off from the machine and that this old feeder was worth \$250.00. \$250.00 from \$1450.00 leaves a net profit of \$1200.00.

These are figures. As to their authenticity in actual practice we cannot say, but do not believe they are very far wrong.

There is still another invention that has come as a labor saver, viz., the sheaf loader. This is a machine that has not yet really passed the experimental stage.

Some have been built and put into operation with a greater or less degree of success and very many more are in the course of construction. It is the purpose of a sheaf loader to gather the sheaves from the stooks and transfer them to the wagons, it requiring only from one and a half minutes to two minutes in reasonably heavy grain to fill the load. Now with the sheaf loader loading into the dump racks and with the dump racks dumping the loads at the machine, and less loads being in turn transferred to wing feeders, the clearing of a field of grain is a short proposition and can be done with a minimum of help and horse flesh. All these things cost money. Every time the thresherman adds a new thing to his equipment it means that he has to make just that much more. But with competent help as scarce as it is and the wages of the farm laborer during the harvest season being as high as they are, any machine that will save this labor is a money maker.

People who live on great continents and seldom, if ever, travel abroad or study carefully the geographical condition of the globe can scarcely realize the truth in certain matters. The Pacific ocean contains about fifty-five million square miles of surface, which is very close to the amount of land surface of the whole world.

Recently a physician suspected that one of his patients had contracted tuberculosis from a pet cat. Accordingly, he examined about a hundred cats in the town and found tuberculosis germs in every one. A third of them were seriously ill. It has been claimed that cats can carry in their fur the contagion of scarlet fever and measles.

From the best ascertainable facts it has been found that a hen will lay about five hundred eggs in her life-time if she is healthy and properly cared for. It has been found that the greatest number of eggs are laid in the third year and the eggs will average more weight per dozen.

Wanted—Will buy good Farm. From Owner only. State particulars. Address Crefeld, Box 754, Chicago, Ill.

Printing Press FREE!



This up-to-date Printing Press, made entirely of metal, has self-inking device and will do perfect printing. Full instructions how to operate with each. The outfit supplied with this consists of ink, cards, type, gold, silver, bronze, tweezers, and bronzing cotton. Given Free for selling only \$4.00 worth of our high grade embossed and colored post cards at 6 for 10c. They include Halloween, Thanksgiving, Best Wishes, Views, etc. Write now for cards, when sold we will send press by return.

The Jones Manufacturing Co.
WINNIPEG Dept. CANADA

In the Use of Your Traction Engine

for Threshing, Shredding, Shelling, Road Grading, or any other of the hundred uses to which your traction engine may be put, do not overlook the fact that

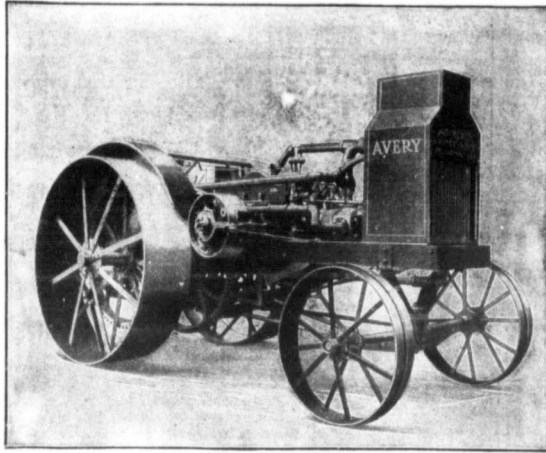
Your Engine Can be Bettered from
18 to 30 Per Cent. by the Use of a
GOULD BALANCE VALVE

We furnish the proof. Write us for catalog and guarantee.

GEO. WHITE & SONS, LTD., LONDON, ONT.
Manufacturers in Canada

Gould Balance Valve Company, Kellogg, Iowa, U.S.A.

SPECIAL ANNOUNCEMENT OF THE New Avery Gasoline Traction Engine



We are now ready to announce the completion of the designing and testing out of the New Avery Gasoline Traction Engine, and to place this engine on the market.

It is new in the sense that it is now offered for sale to the general public for the first time, but not new in the sense that it has only recently been designed.

Four of these engines have been built. One has been used during the past season by one of the State Agricultural Colleges. Another has plowed over 600 acres this season.

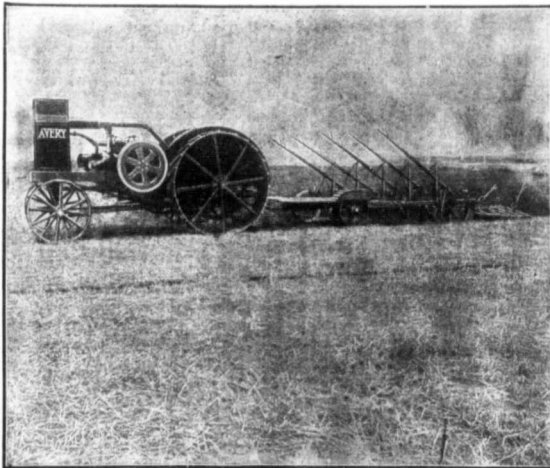
The tests have been very thorough, and this engine is not offered as an experiment, but as an already proven success.

Here are some of the special features of advantage:

1.—It is much lighter than the average engine developing an equal amount of power. This means that it has less dead weight to move, a larger percentage of the power of the motor is delivered at the draw bar, it will travel over softer ground, and will not pack the ground to injure it in any manner.

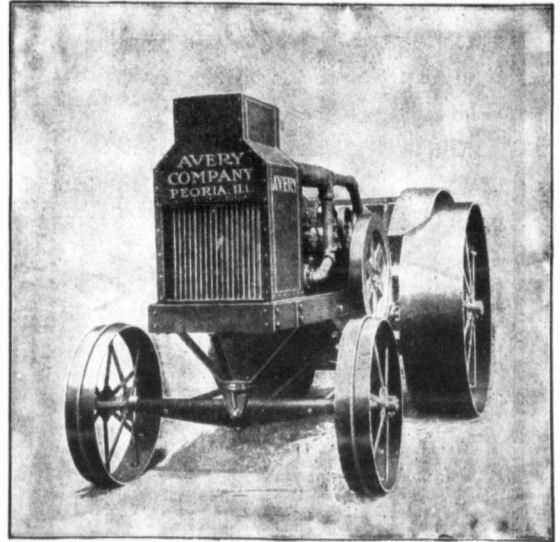
2.—In testing this engine on the brake for Economy we made our tests under the same conditions as the Winnipeg Motor Contest and the engine demonstrated that it was more economical in the amount of fuel used than any engine of its class entered in the 1911 Winnipeg Motor Contest, although the best records of economy ever previously made were made in that contest. This is a point of superiority.

3.—We made other tests for Power and demonstrated also that it was able to develop a higher horse power than was developed by any engine in its class in the Maximum Horse Power test in the Winnipeg Contest, and to do it on a less amount of fuel. The superiority of this engine is thus clearly proven both in Greater Economy and Greater Power.



This Engine Will Pull from Five to Six Plows in Stubble and from Four to Five Plows in Breaking. It is Simple in Construction, Economical in Fuel Consumption, Powerful, Light in Weight and Strongly Built.

Write for Price and Further Information About The New Avery Gasoline Traction Engine.



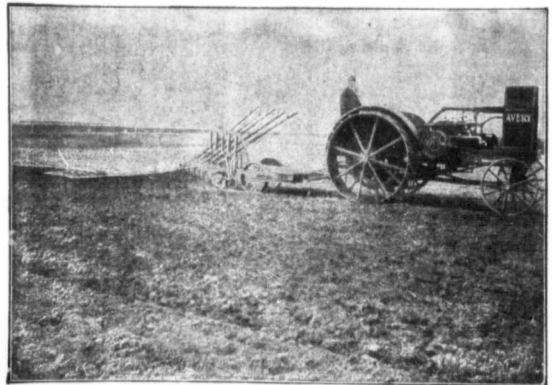
4.—It has a governor which automatically regulates the flow of the charge to the cylinders, giving a steady motion to the motor with little variation, and producing very little vibration of the engine.

5.—The construction of the exhaust is such that there is comparatively little noise and the explosions do not deafen you as with many other gasoline engines. The exhaust is also as regular as in a steam engine. The exhaust nozzle is placed inside the radiator and used to produce a vacuum which causes circulation of the air and avoids the necessity of using a power driven fan for cooling.

6.—There are but three gear contracts in travelling ahead and four in reversing. Less weight and fewer gears to wear out.

7.—There are no pinions running and consuming power when driving in the belt.

8.—One clutch operates the entire engine whether travelling forward or backward or driving with the belt pulley.



9.—There are but two main engine shafts—crank shaft and counter shaft. There is no intermediate shaft.

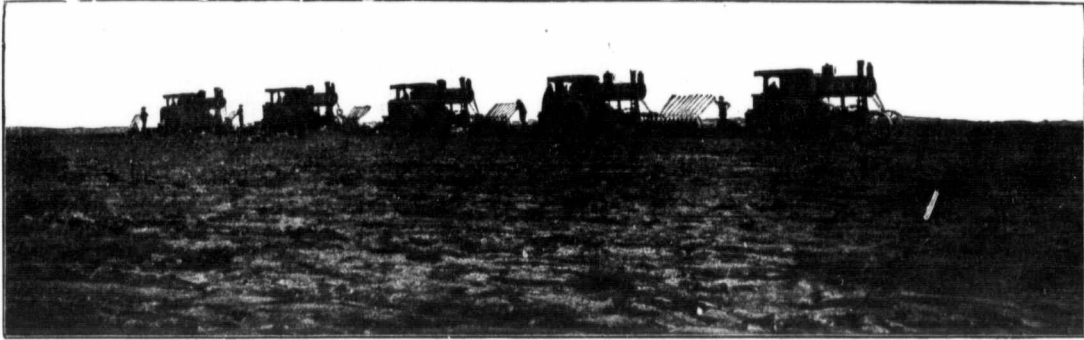
10.—The Power Plant is all mounted separately and slides forward for reversing. This enables changes of the driving gear to be readily made to give three speeds.

11.—This engine is extremely convenient and easy to handle. The driver has all the levers within easy reach with one hand on the steering wheel. The design and construction of the engine is also such that he can see ahead plainly on either side of the engine.

12.—Has rolling gear axle, $7\frac{1}{2}$ x 8 double opposed motor, 69 inch drivers with 20 inch face, 4 inch face Bull Gear and Pinions, 3 inch face Crank Shaft and Compensating Gears, Magneto and Storage Battery Ignition.

The Famous Avery Undermounted Engine

For Threshing, Plowing, Grading, Hauling and House Moving



One of the Best Evidences of the Splendid Success of the Avery Undermounted Engines is in the purchase by one company of the five Avery Engines shown above. The reasons why Avery Undermounted Engines are so successful are being made clearer every day by the work of these engines in the field. The results are substantiating our claims that in an engine which is to be used for plowing and other heavy work, the machinery ought not to be mounted on the boiler, and the boiler should not have to bear the heavy pulling strains. Furthermore, the undermounted construction gives other important advantages in the way of increased power due to the straight line pull from the cylinders through the gears and back to the load, and greater convenience of handling because all the working parts can be reached while standing on the ground, for oiling or adjusting.

ANOTHER SUPERIOR ADVANTAGE OF THE UNDERMOUNTED ENGINE IN ADDITION TO THE ADVANTAGES IN ITS CONSTRUCTION

Is the fact that it will do more different kinds of work than any other engine built. We build the following special attachments for this engine: Steam Shovel, Steam Crane, Road Roller, Winding Drum, and Nigger Head also a large line of Hauling Wagons, 10 ton Platform and 10 Bolster, 6 to 7 1/2 yard Dump Spreading Wagon and 4 inch Skein Wagon.



Avery Undermounted Engine Grading

When you buy an Avery Undermounted Engine you get an engine you can use practically the whole year round. It will make you money all the time. You can not only do threshing and corn-shelling, sawing and baling, but also plowing, grading, hauling, house moving, stump pulling, road building and other work.

When you get an engine it pays to get one that does not have to stand idle a large part of the time, but an engine you can use for all kinds of work and keep busy right along. The Avery Undermounted Engine is an all-around engine and a money maker all the time.



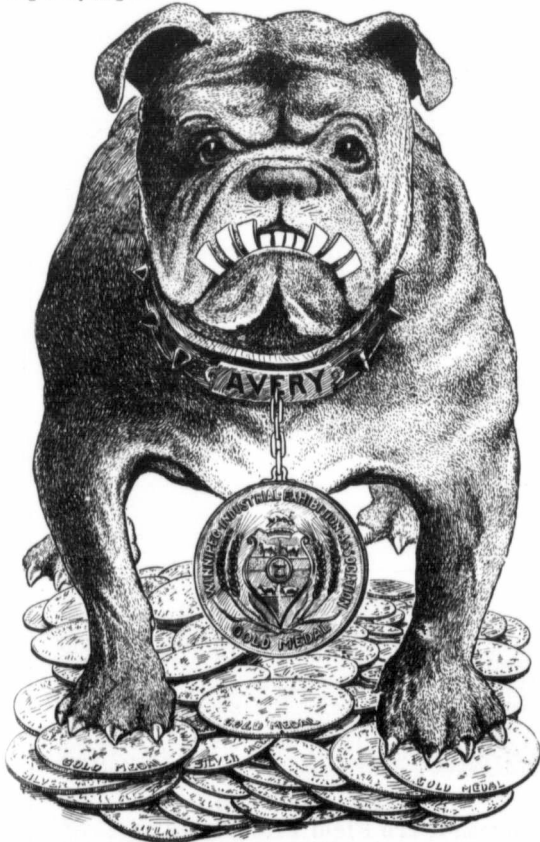
Avery Undermounted Engine and Steam Shovel

THERE ARE FOUR WAYS TO INVESTIGATE AVERY MACHINES

- First—Write us for a complete catalog, and look over the illustrations, and read the descriptive matter.
- Second—Ask for one of our salesmen to call and tell you about Avery's Machines.
- Third—Investigate the Avery Machines in your locality.
- Fourth—Talk to the Avery Agent.

The Great Avery line is growing rapidly, and a great many more Avery Machines are being sold every year. This can only be due to the fact that they do better work, and buyers are finding it out. You cannot afford to place an order without investigating the Avery.

Write us for complete catalog; ask for a salesman to call upon you if you are already in the market. Investigate any Avery Machines in your locality, and talk to the Avery Agent.



ANOTHER MEDAL HUNG ON THE BULL DOG

The Avery Bull Dog again Cleared up the Field in the Winnipeg Motor Contest

Sweepstakes in the entire contest over 29 competitors, a Gold Medal and Seven Firsts were won by the Avery Undermounted Engine and the Avery Gasoline Tractor. In a contest open to the world. The Biggest Winners in the Greatest Engine Contest ever held.

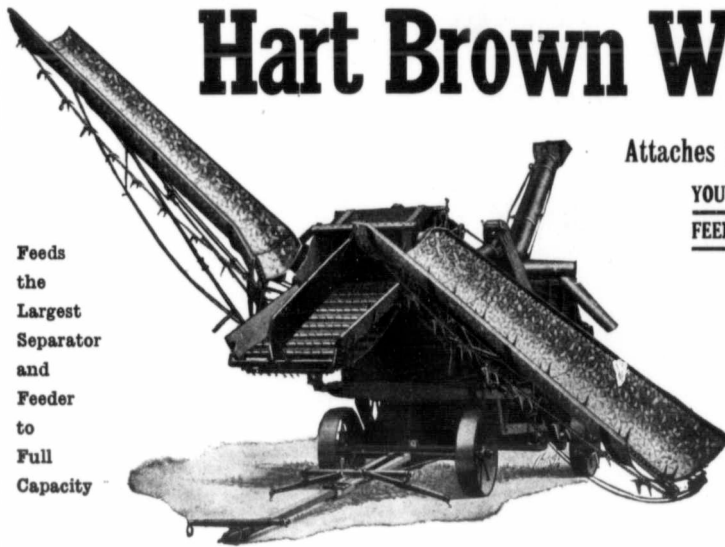
AVERY COMPANY

675 Iowa St., Peoria, Ill., U.S.A.

Haug Brothers and Nellerhoe Co.

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Hart Brown Wing Carrier



Feeds
the
Largest
Separator
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Feeder
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Full
Capacity

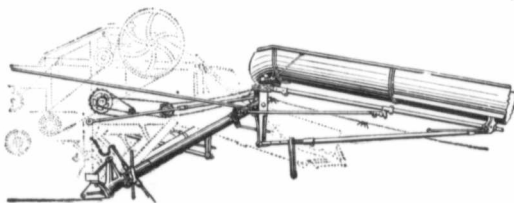
Attaches to any Separator with any Feeder

**YOU DON'T HAVE TO BUY A NEW
FEEDER TO USE THIS CARRIER**

The Hart-Brown has 15-foot troughs (the longest made) that raise and lower and swing about so that they are always within convenient reach of the pithcher.

Oiless Bearings. All bearings in the Carrier proper are oiless and require no attention during the life of the machine.

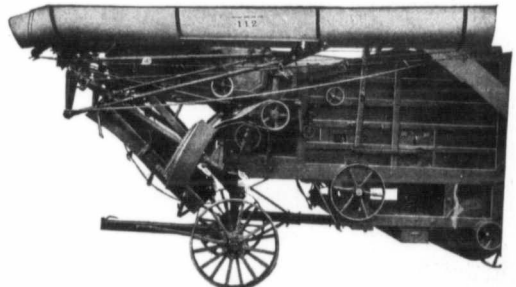
No overhead derrick or support to ground or tongue of separator to catch in trees or wires or interfere in moving, there being no bails over the Carrier, there is nothing to hinder the free movement of the grain.



DOES NOT HANG ON FEEDER

The Carrier puts no strain on feeder but is supported from the main sills and frame of separator, the strongest and most rigid parts of the entire machine.

Notice the delivery end of Carrier. It is so constructed that the bundles go to the band knives straight and evenly. This means no slugging.



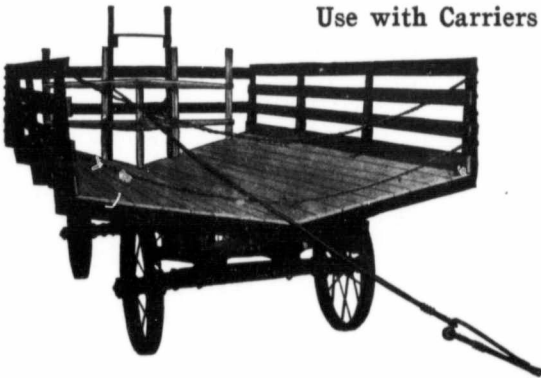
FOLDED FOR MOVING

No parts to detach or throw out of gear. Just swing the Carrier around to side of separator, and you are ready to go.

A Belt reel is furnished with every Carrier.

HART UNIVERSAL THRESHER RACK

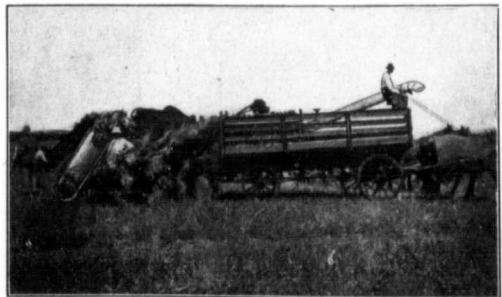
Use with Carriers and Save \$30.00 to \$50.00 per Day



Saves One-Half the Bundle Wagons

The driver does his own loading and drives to separator where load is taken off instantly by means of a pull off gate. The team does not stop at the machine. This saves time, consequently six Thresher Racks and their drivers will haul as much grain to the machine as twelve ordinary racks, and six field pitchers generally do.

Write us, giving us the name of your feeder and separator and we will send you our large illustrated catalogue and tell you just how Wing Carriers can be attached to your separator and give you full particulars about the racks. We will furnish you the hardware and license if you wish to build racks yourself.



RACK UNLOADING AT MACHINE

Saves all the Field Pitchers

HART BROWN Wing Carriers and HART Universal Thresher Racks are sold by the Leading Canadian Thresher Companies

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MAGAZINE SECTION

WITH THOUGHTS LIKE THESE
ARE ALL OUR CARES BEGUILED.

Success

He has achieved success who has lived well, laughed often, and loved much; who has gained the respect of intelligent men, and the love of little children; who has filled his niche and accomplished his task; who has left the world better than he found it, whether by an improved poppy, a perfect poem, or a rescued soul; who has never lacked appreciation of earth's beauty, or failed to express it; who has always looked for the best in others and given the best he had; whose life was an inspiration; whose memory a benediction.

RECIPROCITY AS SETTLED AT THE LIVELY STABLES

"What's the real meanin' o' this reciprocity, anyhow?" inquired the one-legged livery man.

The inquiry threw a wet blanket on a conversation that had blazed incessantly for hours around the subject of trade relations between Canada and the United States. Kindled by the local oracle, it had been fanned to a white heat by Jimmy Jones, the hardware drummer from Winnipeg, till the very nags in their stalls became white with fear in the brimstone-laden atmosphere.

Jimmy, like all embryotic drummers, had the whole thing at his finger ends. He could sweep away the opinions of older and maturer judgments with a fine air of contempt, and give an absolutely final opinion on any problem inside or outside the Bible, but even he failed to respond to this modest request for information. "Reciprocity" had floored him, and as Jimmy had played second fiddle to no white man on God's earth, there followed a long period of embarrassing silence.

"Would ye like the dead Latin for it, Stumpie, or jist the plain llivin' meanin' o' reciprocity?"

"Let's have them both, Doc', if ye've got 'em; but ye know I'm a bit squeamish about your Latin," the one-legged livery man meekly observed.

"It comes from the Latin, reciprocus—to turn back the same way, meaning 'mutual,' 'reflective'—"

"Oh, yes," chimed in he of the wooden leg, "but the plain sense of it in Artemus Ward's advice to the publicity chaps when he was booming his famous wax work show:—'You scratch my back and I'll scratch your'n,' and whether we care to admit it or not, that's the principle that is at the root of all business or friendly compact that will ever live through its first winter.

"The complete terms of the reciprocity deal," continued the Doc', "any school kiddie can understand if he is able to read common print. It's as plain as the noxious weed act or the time limit law for chicken shootin'. There's no 'ambiguity,' as they say, about the reciprocity business: What we want to get at is, how will it affect the trade of the country?"

"Ah, that's the conundrum, Doc'," exclaimed the drummer. "There's the figures of the new tariff;" and Jimmy held up a long list like a strip of wall paper or a C.P.R. card. "There's 25 per cent. off this and 10 per cent. off that or the other thing coming into Canada or going into the United States. That's all clear enough, but the thing is: Where do we get off at the end?"

"Well, now, Jimmie," continued the oracle, "you'd better shut up just there, for you can tell no more about that than you can figure out the result of next year's crop. You can guess, an' I'll admit you will make a good guess if ye can read history, and will use your brains on the job. Somebody said that the only man who is fit to wear a suit of overalls is the man who can 'convert all occurrences into experience.' We've both all the facts and the memory of our progress under the old protective tariff to draw from, and no sane man will dare to say that we haven't made good. Do you think that Canada would stand so high as she does to-day in the credit of nations if she hadn't safeguarded her industries."

"Possibly not—very likely not, Doc'; but let me tell you that

free trade flag or a modified tariff scheme; but all the same, I say, that if we hadn't nursed our industries in the early days by a protective tariff we wouldn't have the financial standing we enjoy to-day."

"Well, I'll grant you all that, Jimmy; but is there any reason why I should not be equally positive that if we had not fettered ourselves and our neighbors with these imports we would have been in a much better position financially than we are rated at to-day? Candidly, I have no use for any sun of a gun who will not extend the glad hand to any stranger if he looks like an honest man. If another vet. came into this place to-morrow, I wouldn't give up the ghost or treat him as if he meant to rob me. Oh, no; I'm a bit of a sport, you know.

rest of the British Empire'—"

"We read that 'it will destroy the distinctive character and reputation of our staple products, which will henceforth be merged in those of the United States, and will be known as American rather than Canadian products; and, generally speaking, the outlook from this side of the fence is one that would make every rest-and-be-thankful turn in his grave to contemplate it."

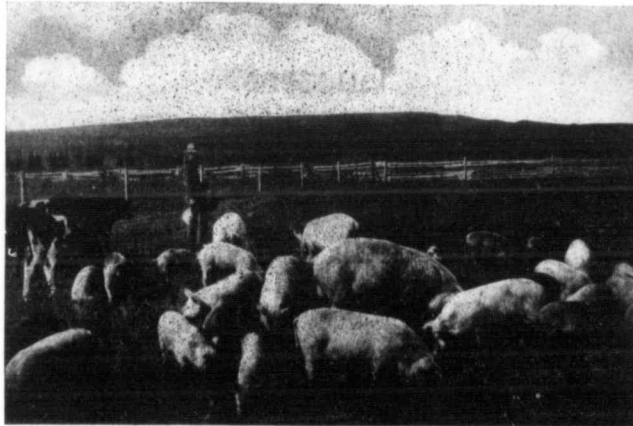
"On the other hand, the picture of Canada's future under the pact is painted in colors that were never conceived even at the court of Solomon. Sanguine to the last degree, the belief is confidently expressed that if the people of Canada ratify these conditions in the forth-coming election, we may expect to find ourselves on the border land of the millennium!"

"Now, 'no joy was ever less complete for a moderate expectation.' There is a happy medium in every 'may be' the realisation of which we may confidently bank upon, and while I tremble in the presence of the man who sees nothing but the rose color in every sky, and is cock sure of his chances all the time, I've no use for the dyed-in-the-wool 'standpatter.'"

"The avowed purpose of this pact is a closer relationship between Canadians and the people of the United States. Pact or no pact, the trend of every day's progress is in that direction, and you can no more impede the steady and increasing flow of men and merchandise from the one country into the other than you can dam up the Red River with bags of sawdust, or tell the Mississippi that it must retreat along its old channel and find an outlet in Hudson's Bay."

"My own judgments and feelings as a perfervid Briton would be to break down every artificial barrier that stands between the people of any section of the British Empire and their blood relations of the United States. There is a natural barrier between the Mother Country and the North American continent that has no influence except to breed kinder sentiments and a more devoted loyalty on the part of the Dominion, but between Canada and the Republic to the south there is not even the barrier that cuts off a man's suburban lot from that of his dear friend, the next door neighbor."

"Reciprocity to the politicians is like a red rag among a herd of bulls. To me it has a more kindly interpretation, and it speaks of peace, progress, and a common interest all the time. Granting for the sake of argument, that the old fiscal system

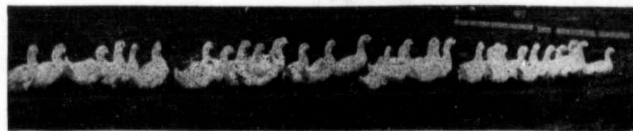


Reciprocity doesn't bother this Canadian Farmer

there's no more unprofitable business a man can set himself to work out than try to figure on what might have been the result of any development if it had been carried out under different conditions. For instance: What would have happened—what would Canada and the United States have been to-day (if they were in existence at all) if the Stuarts hadn't been fired by the Prince of Orange? What would have happened in American history if the colonists had tamely submitted to the English government of the day when it insisted on ramming the Stamp Act down their throats at the point of the bayonet? No man can tell, and no man living would seriously debate these points for five minutes. Same with your query, Doc', as to what would have happened under a

If there wasn't room for both of us on a square deal, on the basis of a free fight and the survival of the fittest, one would have to move on, and the people would soon settle who should remain.

"Now I'll admit that the political ducks on both sides, are capitalizing this question for their own purposes, but we've got to forget about a lot of the electioneering shibboleth and get down to the facts and the prospects as they affect the commonwealth, irrespective of creed, color, or party. The newspapers are crammed full of the blamed stuff. On the one hand we read that the 'tendency and aim of the pact is complete commercial union between the two countries—an interlocking of the Canadian fiscal system with that of the United States—to the exclusion of the



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you'll find that on everything from a packet of pins to a load of furniture, we pay all delivery charges to your nearest Railway Station, no matter where you live in Canada.

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We will not issue a Christmas Catalogue this year. You will find all Christmas Goods included in this one.

A feature of this Catalogue is its forty-four pages of delivery-paid furniture. Just write on a post card: "Send me Fall and Winter Catalogue No. 17"

TORONTO

has done good things in fostering a fine young family while it needed the support of the maternal apron strings, is there not the possibility that it has outlived its purpose?

"Let well alone" never described the conduct of the Anglo-Saxon race, whatever some sections of it might have professed to be its guiding principle, and no more absurd and contradictory idea could be put forward to describe the habit of Western thought."

"Bravo, Jimmy; them's my sentiments exactly," said the one-legged livery man. "And what's

more, don't you think in the face of our natural advantages over the States, it's absurd to make a bogey of the 'annexation' idea? What's more likely to make us forget about 'annexation' than to get busy and keep busy buying and selling from one another, and do we fear anything that mortal man on this continent can do to us when we have, and always will have, the whip hand of the carrying power to Europe? As it is, we are hundreds of miles nearer to Liverpool than New York is, and not to speak of the Hudson Bay route: think of what we can do in getting the

wheat to salt water without breaking bulk at all sorts of half-way houses as they are compelled to do in the States?"

"Jimmy, boy, you're giving us the very best argument in the world for a fair trial for reciprocity. How many farmers, 'mixed or otherwise,' do you find in this country who are really in a bad way financially except through their own neglect or improvidence? Is there a more prosperous class on the face of God's earth? How do they compare with the average working-man citizen, and has he no interest or right to be heard in the adjust-

ment of prices? Some one will suffer but the great mass will benefit, I do believe. Party politics be hanged in this case!—but there she goes." And the warning bell of No. 97 put the cap on reciprocity for the moment, and Jimmy scrambled on board with his grip, brooding deeply.

Air Rifle Free
This fine Air Rifle, 31 inches long, full nickel-plated, is a strong shooter. Given free for selling only 12 of our high-grade pictures at 25c. each. These are beautifully colored and are worth much more. Write for pictures, and when sold we will send Air Rifle by return.
THE WESTERN PREMIUM CO.
Dept. W. WINNIPEG, CANADA

LANDMARKS

IN THE LIFE OF

JOHNNIE LUNDIE

HEROES OF THE SHAFT ALLEY.

By JAMIE SOUTAR

Stories in the making of a great manhood from a poor start; told in the "Brandon Local," and elsewhere

"Tell me, man, are ye Johnnie Lundie?"

Johnnie wheeled about like a startled buck, and the vision that confronted him was the very last that he could have dreamt of as a possibility. Had the inquiry been fired into his ear on the Shorehead of Aberdeen, it would have been in perfect keeping with the expected, but here, on the summit of Mount Royal, on the banks of the St. Lawrence—the thing was "bye comprehendin'," as the voice subsequently added.

"Peter Macintosh!"

"Aye faith, 'Johnnie; it's jist drunken Peter."

Johnnie gazed for a moment on his friend, and then his eyes filled as he tightened his grasp on the hand he held, clammy and damp as it was with the unwholesome dew of dissipation.

"Oh, Peter; man, I'm rale sorry to meet you like this."

"Aye, Johnnie; an' sae ye might be. Sorry did ye say? Ye might think it a disgrace for the very gulls up there tae see us taegither. O but I can see ye're the same auld kindly brick, Johnnie, and I suppose if I were in the thick of hell ye'd rax (stretch) out a hand tae help me oot."

"Indeed I would, Peter; but come, let's find a quiet corner—there's ower mony fowk about here."

The "fowk" were not only numerous, but they were evidently curiously concerned about the personality of this remarkable pair.

Johnnie was rigged out in his new spick and span engineer's uniform; erect, clean and strong, he was the embodiment of health and modest prosperity. His companion, on the other hand, was a deplorable sight to begin with, and a second look revealed one of the strangest combinations of tragedy and comedy that ever happened in real life.

Peter Macintosh was a good man spoiled. His parents had been in easy circumstances in far away Gawdieburn, and indulged their only child till he became a by-word and a laughing stock to all who knew him. Having failed in everything, as a last resource they sent him to the care of a farmer friend in Canada, in the hope that an entire change of environment and removal from the temptation that dogged his footsteps everywhere at home would bring about his restoration. But, alas! in this they were doomed to disappointment, and had both died years ago, probably from sheer heart break because of their lost laddie.

Reduced practically to a drivelling imbecile, he was indeed a

sorry and withal grotesque-looking object. Originally 6 feet 2 inches, and standing as straight as an arrow, the slouching gait, contracted chest and drooping head, had greatly reduced that proud figure. A huge "Tam-o-Shanter" of faded moss green, with an orange colored "tap," surmounted a painfully florid complexion and covered a mass of bright red hair; while his knicker suit of rainbow colored "Harris tweed" was a combination that had no semblance in any school of sartorial art.

"Tell me, Peter, what are ye doin' in Montreal?"

"Absolutely naething, Johnnie, but cumberin' the ground. I've nae business tae be livin'. I've disgraced every friend or acquaintance that has had anything to do wi' me. I havena sae much as a brown cent or a pea-nit in my pocket, and—O, God, help me!" cried the poor despairing wretch, "there's not a livin' crafter on the green earth that gies me a thocht unless it be yersel', John. Yes, by Heaven! there's one other faithful friend left. Ye see that poor worm-eaten Collie?" and Peter pointed to the remains of an old sheep dog that stood by, wagging all that was left of his tail and gazing steadily on Peter for some sign of recognition.

"Ye may thank or blame that brute, Johnnie, for the fact that I've still a chance o' dodgin' hell. Last year I went West wi' the harvestin' crowd and got a job from an old reprobate of a farmer in Manitoba. He was a perfect demon of a fellow, and drunk or sober, he hadna a civil word for man or beast, and his draft-horses on the farm ken't it, I can tell ye.

"That poor tyke was kicked or worried oot o' everything in the shape o' home comfort when he foregathered wi' me. The boys that came to do the threshin' let him sleep in the caboose, and when they moved on, I left, and the dog stuck to me. The auld mossback didna pay me a dollar until the last stook was threshed, but maybe that was just as well for me. Anyhoo, I came away back East with some sixty dollars in my pocket and a free trip to Montreal with a shipment of live stock I took charge of. That dog hasna let me oot o' his sight since, and that's more than a year we've been taegither.

"Ay, man; if that dog could speak, he'd tell ye some things about me that wad mak' your flesh creep, Johnnie. But I never had a crust that I didna share wi' him, and by faith he's played his part as a pal, haven't ye, Rover?"



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And the dog's face seemed to glow with a human intelligence as Peter addressed him.

"D'ye know, John, I was within an ace o' makin' a hole in the river shortly after I got back from the West last year, and but for that beast I would have finished the business. I had blown in every dollar and dime of the money brought back from the West as soon as I got relieved of the responsibility of the cattle.

"I was fairly at the end o' my tether I believed, for the last time, for I had got nothing but kicks when I tried to get a job again, and one night as I sat on a pile of logs close to the edge of the dock, I experienced in a way I had never done before what it feels like tae be positively friendless.

"Hae ye ever tried tae realise what it is to be without a friend in the world, Johnnie? God keep me! it's an awful sensation. Tae be hated by a whole countryside o' ken't folk is bad enough, but to be forgotten by the whole world is awful—it's the maist hopeles hell into which a human craiter can fall.

"A man is aye fit for something if he's conscious of one soul, if it's only a bairn that takes some thocht o' him; but to be a solitary waif, outside the interest of every fellow creature on God's earth! I tell ye it's awful, awful, Johnnie.

"Well, sir; I was just on the point o' lettin' things go for evermore, when that dog looked up an' whined in my face as if he divined my purpose; and as sure's daith, Johnnie Lundie, I saw my mither's countenance in the look that dog gave me at that awful moment.

"I turned and ran frae the place as fast as I could—ran I didna ken where, anywhere to get as far frae the water as possible, and just afore midnight I fell intae the hands of a Salvation Army chap, that gae me my supper and a bed for the night. Next mornin' he came for me afore anybody was astir in the hoose (it was a fine Sunday mornin'), and I had breakfast w' him and his wife and twa bairns.

"That good chap put me on my feet again, got me a job in Ogilvie's mills, and a' the time he was about the toon, I was doin' well; but they moved him and his family out to Vancouver. And the week after they left I broke out worse than ever. That was three weeks ago and now here I am—strapped tae the last nickel."

"This is the suit I got 'three year syne frae Braxy the tailor in Gawdieburn, but I looked sic a guy in it when I came oot here, I tied it up in a paper parcel an' got a new rig oot tae mak' me look like ither folk. Hoo am I wearin' it now? Jist because I've naething else tae put on unless I beg or steal. Every rag and stick belongin' tae me—even my mother's ring and my auld father's silver snuff box—are a' in the pawnbrokers, probably

sold long ago, as 'unredeemed pledges'—"

"Come on, Peter, pull yourself together and play the man once more. You can, if you will; and if you'll only make a good try, I'll back ye in a' I'm worth. Did ye say ye hadna a freend in the world. Stuff and nonsense! D'ye know, Peter, that the whole toon o' Gawdieburn would rejoice tae ken ye were doin' well and tae welcome ye back again. I'm one o' the bairns you used tae be kind to when the berries were ripe. I'll never forget the things

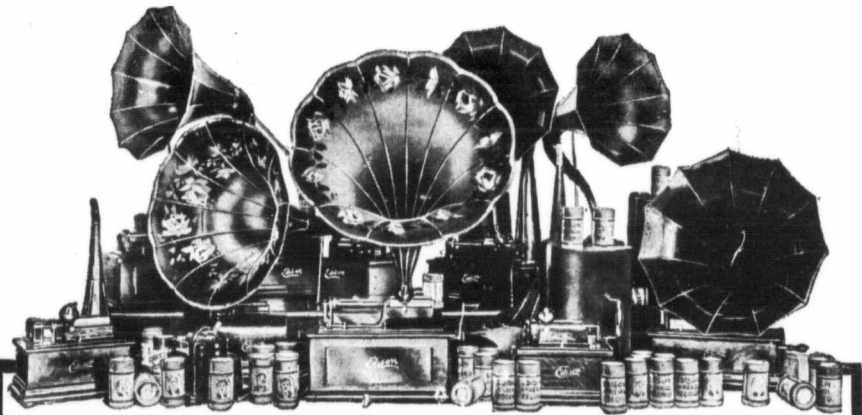
ye used tae say tae me, and your kindness to my mother. The boys and girls had nae greater favorite than Peter Macintosh, I can tell ye. They are a' growin' up now intae men and women—many o' them scattered over the face o' the earth, but they have lang-sleeved memories, and I can tell you, ye're nae forgotten, Peter. Ye've been foolishly kind tae many a one, but ye never did an ill turn tae ony craiter except yersel."

"God, I hope that's true, Johnnie lad!" And Peter's tears

flowed fast as he reflected in silence on those bygone days when he used to "tryste" the bairns by the dozen into the old home garden when the gooseberries were ripe, fill their little stomachs till they could take in no more, and then send them away with their pinafores and pockets crammed to their last capacity.

"Where are ye sleepin', Peter?" Peter didn't answer the question by word of mouth, but his eyes spoke for him.

"Is it as bad as that, old chap? Well, well; never mind; I under-



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stand, but we'll fix that up somehow."

In the end, Peter dug out certain greasy-looking acknowledgements from an inner pocket, which he handed over to his friend for inspection. Later in the evening he was transformed into something more like that of one belonging to the Anglo-Saxon race, and after a meal such as the poor fellow had not tasted for many a long day, Johnnie took him on board the "Royal Adelaide."

This was the liner's second night in Montreal. It was now verging on ten o'clock, and a strong army of dock laborers were working in relays night and day upon her cargo. Leaving his guest on deck for a brief space, Johnnie interviewed the steward, with the result that Peter was given the "freedom of the bath" and a comfortable berth in the same stateroom occupied by his friend. And the mongrel spent his first night on board ship, in the lap of luxury he had never known—that was as novel to his ideas of living as the comforts of an English home would be to a Laplander.

On the ship's arrival in the afternoon of the previous day, Miss Hallgren and her friends had gone on to their destination by rail, and when they had said good bye to him, Johnnie was conscious of a feeling, not altogether of loneliness, but of something akin to bereavement, or that sense of an unaccountable void, which even independent and self-reliant natures feel in the wake of any severance of friendly intercourse.

Norah had been his staunch friend, and whether in the family at Lossiebank or in the presence of those outside the home circle, that young lady had never varied in her bearing towards Johnnie Lundie. It was without restraint, and indeed, so perfectly natural under all conditions, that it never occasioned a word of comment—unless it might be that of good natured banter on the part of some envious shipmate.

Undemonstrative, yet frank and free from all needless conventionalism, the kindness of the Lossiebank family, and of its one daughter in particular, had created something in the young engineer's little world that meant more to him than he knew how to state in language. It had become a part of his very being. It was one of those incentives of which the strongest man is never independent, the inspiration that makes weak men strong, and strong men heroic.

The great experience of his first trip to the shores of the New World, while losing nothing of its novelty, had not developed anything of that feeling of home-hunger while Norah and her friends remained on the passenger list; but as he realized for the first time that he was a complete stranger amongst a strange people, his heart "warmed to the tartan," and he longed with all

his soul for that thrice hallowed spot

" . . . where Gadie rins,
'Mong fragrant heath and yellow whins,
Or brawling down the bosky linn
At the back o' Benachie."

Johnnie's companions of the engine room all had their friends or acquaintances ashore, and the moment they were released from duty, had scattered far afield, leaving him practically stranded until the "Royal Adelaide" was due to sail on her return voyage.

It was in the moment of this feeling of desolation that he arose and shook himself, and with sufficient confidence in his bump of locality and ability to express himself, he plunged single handed into an exploration of the historic city. He had found his way to the summit of Mount Royal when he "fetched up" against the frightful apparition of Peter Macintosh, and the finding of Peter had done for him what probably nothing else would have effected, for there's nothing will so completely and so quickly cure a fit of the blues as to lose sight of the malady, in the affairs of some less fortunate mortal in his hour of sorrow and distress.

From the look of things, Peter's case was of a character and degree sufficient to absorb the philanthropic outpourings of a whole congregation of God's people, but it presented nothing to Johnnie, save the humane instinct of the moment. The strange meeting was but another throw of the weft in the web of Johnnie's destiny, and as it turned out not many days hence, was charged with greater consequences than either men ever dared to dream of.

The first thing was to get Peter well employed, and when he stepped on deck in the bright sunshine of the following morning, it was to find that his energetic friend had already been busy on his behalf, and secured him a job on the vessel. It was a make-shift position among the fellows who were cleaning and renovating the paint work, but the chief steward assured him of a job under the chef when the ship was getting under weigh again, which might be a permanency if the trial was mutually satisfactory.

All went well, for Peter never had an idle moment that he did not spend under the wing of his friend and protector. He knew the geography of the city, and was well posted in all its points of interest, historically and commercially, and during his brief sojourn, Johnnie obtained, under Peter's guidance, a knowledge and "taste" for Canada's great industrial port that he could scarcely have acquired single-handed during a long residence.

Nearly a week had gone, and it was now the Saturday morning previous to the Monday on which the "Royal Adelaide" was billed to sail for Liverpool. Johnnie was busily engaged with cotton

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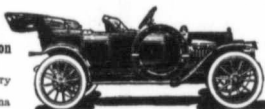
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waste and oil can, giving his beloved engines a little kindly attention, when his chief called him and said the captain wished to speak to him on deck.

He was up the companion way like a shot, to find the captain engaged with an elderly looking gentleman, who gave Johnny a greeting of kindly interest the moment he was within speaking distance.

"Lundie, this is Mr. Armstrong, of Toronto; he is a friend of Miss Hallgren's, and has brought you some news of your friends that I expect you'll be very glad to have from him."

"I'm very happy to meet you, Mr. Lundie; you were very kind to my wife on the voyage over from England, and I've heard of very little else but you and your work on the "Pavonia" since those women folk arrived. I can't spare the time now, and I mustn't interrupt you in your work, but I want you, if you will, to come up to my hotel and have a chat with me this evening. Come along say about six o'clock and have a bite, and then we can talk over things quietly."


Johnnie thanked him, and said he would be at the hotel at the time stated, and returned to the "bosom of his family" — the cranks and piston rods, the valves and injectors in the great hull and shaft alley of the "Royal Adelaide."

When he related the incident of his interview to Peter at meal time, and especially when he mentioned his appointment for the evening, Peter dropped his fork and knife in a perfect gale of excitement, and got up to dance it off.

"Ye mean tae tell me that it's Armstrong the bridge man! By faith, Johnnie Lundie, if that man tak's ye up, yer fortune's made. He's the heid o' the biggest bridge building concern in the world, and they say a grand man tae work for. My certie, but ye're a lucky dog; only your luck, Johnnie, is naething mair than what wad naturally come tae a man from his ain weel-daien.' I daresay if I had been a good guide o' my sel' I'd have had my 'luck' too."

The "Royal Adelaide" sailed on Monday to her scheduled time, and Johnnie Lundie was still her "third" in the engine room, but it was with the understanding that as soon as he had completed his duties and obtained his discharge at Liverpool, he was to see his friends and take a long farewell of them. He was booked for the land of the Maple Leaf, to take his part in the building of the greatest railway track the world has ever seen, and to take a hand in other things of still greater import in that grand march of progress which Canada had long since initiated and was fast rushing to maturity, as a part of its contribution to the fabric of British Empire.

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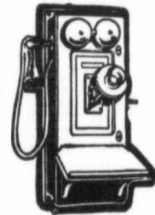
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SOME THINGS YOU WANT TO KNOW

Q. H.Y. Where did the term Acadia come from, and what is its early history?

A. In 1633 Isaac de Rozelly and Chorusivy brought some families from France to Nova Scotia. This was the first successful attempt at colonization in what is now this province. These families were the progenitors of the Acadian race, bruised to the rigors of the severe coast climate, but they were persevering and industrious, and soon reclaimed from the sea a very fertile valley. French exiles from the province of Acadies in France, they multiplied until they soon peopled the valley from Port Royal to Pezquie. They spread also around the Bay of Funday. In this race, whose romantic nature furnishes the theme for Longfellow's Evangeline, we find the seat of the French war—a war upon racial

lines. The struggles of the Acadians forms the most striking period of Nova Scotian history.

Q. G.B. Can you tell me what it cost to discover America? In this day of commercialism it seems to me it would be interesting to know.

A. This is rather a difficult thing to ascertain, but some deductions have been made and some conclusions arrived at. Professor Rege says that the cost of the first fleet of Columbus was 1,140,000 maravedis. The value of a maravedi was about 3/4 of a cent in modern money. The contribution, therefore, that was made by Queen Isabella was about \$7296.00, without taking into consideration the higher purchasing power and money in these days. The city of Palas, Spain, also had to furnish out of its own means two small ships manned for 12

months. The cost to the State, therefore, of the journey of discovery was not more than \$7,500.00, about the price of a modern first class automobile. Of this sum the admiral received the sum of \$320, the captains \$192 each, the pilots \$128 each, and a physician \$38.50. The sailors received for the necessities of life each month about \$2.45. Not a very expensive trip considering the value of the discovery.

Q. J.A. What is the origin of the term "Blue Ribbon"?

A. Originally it meant to be adorned with a blue garter at the knee. Its application to the show ring seems to have been made in the time of Disraeli. Lord George Bentinck sold his stud, and found to his vexation that one of the horses sold won the Derby a few months afterwards. Bemoaning his ill-luck, he said to Disraeli, "Oh, you don't know what the Derby is." "Yes, I do," replied Disraeli, "it is the blue ribbon of the turf." From that time on it has been symbolical of highest honors.

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Q. E.H. What is the origin of the term "Let the cat out of the bag?"

A. It was formerly a trick among country folk to substitute a cat for a sucking pig, and bring it in a bag to market. If any green horn chose to buy a "pig in a poke," without examination, all very well; but if he opened the sack he "let the cat out of the bag," and the trick was disclosed.

Q. J.D. Where did the phrase "To count your chickens before they are hatched," come from?

A. One of Aesop's fables describes a market woman saying she would get so much for her eggs, with the money she would buy a goose; the goose in time would bring her so much, with which she would buy a cow, and so on; but in her excitement she kicked over her basket and all the eggs were broken.

Q. C.H. Where did the term "Cock of the North" come from? I notice it is a trade mark used by the American-Abell Company.

A. It was a term applied to the Duke of Gordon of the Gordon Highlanders in Scotland. The term was first brought to public notice on a monument erected to his honor in 1836 at Fochabers, in Aberdeenshire.

Q. L.B. What is the meaning of the expression "Drunk as Davy's Sow?"

A. One, David Lloyd, a Welshman who kept an ale-house at Hereford, England, had a sow with six legs, which was an object of great curiosity. One day, David's wife, having indulged too freely, lay down in the sty to sleep, and a company coming to see the sow, David led them to the sty, saying, as usual, "There is a sow for you; did you ever see the like?" One of the visitors replied, "Well, it's the drunkest sow I ever saw." Whence the woman was ever after called "Davy's sow."

The Men Who Make No. 1 Hard

Continued from page 37

This fall we started out with a full gang of men as follows:—2 feeders at \$5.00, 2 band cutters \$2.00, 4 pitchers \$5.00, fireman \$1.50, tankman \$1.50, straw bucket \$1.50. Our complete crew cost us \$15.00 a day, and we got 4 cents for oats, 6 cents for wheat.

We got through with our first job all right. Then we pulled to the next place. We had hardly started threshing when the packing blew out of the steam chest with a bang like a cannon. You should have seen everybody run; two grain teams ran away and got tangled up in the barb wire fence. The men were all frightened and ran behind barns, hay stacks, etc. In about five minutes first one began to peep around the corner of the barn, then another around the stack. After they were sure that there was no danger, and that the iron horse was still on earth, they began to come forward. Then they began to think of their horses and got them untangled.

We soon had the engine ready to run again, and as soon as that

scare was over we went to it again. We ran along quietly for a couple of days until one day the flues began to leak. Some of the pitchers noticed water running in front of the engine and told the rest, and they were all sure that the boiler was going to blow up. We told them that the flues were leaking, and we would fix it at night, but they would not go to work, as they were positive the whole thing was going to blow up. So we shut down and let it cool down to expand the flues, but they were not satisfied with that. Father then went and found an expert to come and examine the engine in order to see that everything was all right. Well he explained to the men that everything was all O.K., and we were soon off again.

We threshed then for a couple of weeks without further trouble, until one day we were moving across a river, or rather fording, and were just going up the other bank when the coupling broke and the separator was left behind. We went on with the engine and tender, and there we were. We had to go down a steep hill to get the machine. The people said it would be better to pull the separator up with horses, but I said no, we had the engine to pull it with. Then they were afraid the engine would run into the separator as had happened a week before with another outfit, when the engineer was killed and the fireman badly scalded. But I said I would get the separator or "bust." So I started out, and the crew dispersed as quickly as possible, all hiding behind wagons, horses and boulders. Well, I got down all right, and just as I got coupled up, the water glass broke and the steam blew out, but I shut off the water column and climbed the hill, and everybody gave me the cheer, thinking I did a great stunt with the engine. From that time on all my trouble was over with fear, as I had done something that an old railroad engineer had got killed at.

Well, we ran this rig for five years and sold it. Then I ran an engine for a neighbor for one fall. When I arrived at the farm they had everything ready, the engine fired up, etc. I started off and dropped the separator and turned engine around to put the belt on. But to my horror the engine would not stop. It kept right on until I jumped off the drive wheel and got on just in time to reverse it. The throttle leaked so badly that the engine would not stop. So I had to part it in centre, and that was a job, as it was full of notches, and it would not stop on centre, but two notches off. However, I got on to it at last, and we made it go after that until the bracket bolts started to leak so badly that we had to shut down and take the bolts out. In order to get the bolts in we had to take out four flues, and so had to lay off for a week. That was the fall's record.

The next fall I bought a re-

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WRITE FOR CATALOGUE.

built rig, 16 horse power Huber, and a Minneapolis separator. We started threshing on a Friday, and about noon a pitchfork went through the cylinder and smashed both concave holders. I wired for two new hangers, and they came two days later. We started again on Monday noon and it ran fair until about five in the afternoon, when the cylinder burnt out. Well, we had to re-babbitt it, and started up again the next morning, when the cylinder shaft was sprung.

I was disgusted, but could do nothing. I went to Watertown and took the shaft, where I got it trued. That was 35 miles from where I was. After that we ran fairly well until the latter part of the season, when my luck left me again. We had just finished the first two stacks in a set and pulled up to another one when one of the pitchers slid down off the stack and a pitch fork standing below struck him in the side. He was laid up for some time. Well, we finished those stacks, and when hitching the separator behind the tender somehow or other the man who coupled same got his fingers in between, and had two of his fingers cut off on the right hand. That was number two. So I sent a team and man to town with him while we started to move again and had to run through a ravine. We got in all right, but not out. When right in the middle of the ravine the engine went down. So we started to carry stones from a near-by pile and put same under drivers, but a stone in some way got in the gearing and up went the gear. So there we were. Well, I wired the company and received a wrong sized gear. I had to wire again, and after waiting eight days we got going again.

With all my trouble I ran 97 days. We just got home for Christmas that year. My net income that year was not great, as I had too many bad breaks.

The next three falls went all right, but the fourth fall I had one trouble after another, and out of 54 days run I only cleared \$800.00. I did not do much that fall.

Then I made up my mind to quit threshing for good, and sold the outfit, tanks, wagons and all tools, or rather gave the same away, for \$40.00. Well, I was happy; at least I thought so.

The next fall I went to Canada, 1902. When I went to the fair there were all kinds of machines. I got excited and began to perform on a Case outfit, and the first thing I knew I had hired out to run an engine that fall.

Well, I ran in Canada for three falls, and then went East again. We were crossing a river one time near Carnduff and the water was not over a foot or eighteen inches deep ordinarily, but the rains had raised it to about four feet. We pulled into the river until the water got quite high. Then we took the fire out and

started off again, but I had not gone more than half way when something went off with a bang. I was pretty frightened and did not realize that the engine was moving right along until we struck a stone, which gave a jolt, bringing me to my senses. The cause of the explosion was the fire door had been shut, so that a gas had formed inside of fire box and blew the fire door off, striking the separator.

I made up my mind that I would not thresh any more, and bought a half interest in a boiler shop. I thought that would satisfy me, but I only stayed at it for a year. That did not suit me at all. It was just a continual pounding of flues. We re-

flued and rebuilt 52 engines in all that year, besides doing other kinds of work. I sold my share in the boiler shop and came to Watson, Sask., where I took up a claim and started farming.

I did not fancy horse breaking, however, and so got a 22 horse power Minneapolis engine and a 40 by 62 separator. The machine did not arrive until about July 20th. So it was too late to do any breaking that year. We did, however, quite a bit of threshing that fall. As jobs were small and we had lots of moving to do, it was not all gold that glittered.

The next summer we were right here, and had two cars of coal home. It was Edmonton

coal, and it worked fine. It took two men to fire. We broke about 400 acres with that coal, but after that we used straw, and we went all O.K. It did not take more than one fireman either.

Well, I ran that rig for four years, and sold it, and last fall I ran a separator for a neighbor up here; but sometime ago I ordered a new outfit complete, a 30 h.p. and 42 by 70 separator Avery, complete with plows and all.

I have always so far made the threshing business fairly pay, and here I am at it again.

Yours respectfully,

Oscar Soderlund,
Watson, Sask.



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Womans' Department

Conducted by PEARL RICHMOND HAMILTON

A HOUSEHOLD FORUM FOR THE DISCUSSION OF EVERYTHING THAT PERTAINS TO THE HOME



An Old Woman of the Roads.

By Padraic Colum.

Oh, to have a little house!
To own the hearth and stool and all!
The heaped-up sods upon the fire,
The pile of turf against the wall!

To have a clock with weights and chains,
And pendulum swinging up and down!
A dresser filled with shining delf,
Speckled and white and blue and brown!

I should be busy all the day
Clearing and sweeping hearth and floor,
And fixing on their shelf again
My white and blue and speckled store!

I could be quiet there at night,
Beside the fire and by myself,
Sure of a bed, and loth to leave
The ticking clock and the shining delf!

Och! but I'm weary of mist and dark,
And roads where there's never a house or
bush,
And tired I am of bog and road,
And the crying wind and the lonesome
hush!

And I am praying to God on high,
And I am praying Him night and day,
For a little house—a house of my own—
Out of the wind's and the rain's way.

Miss A. B. Juniper.

Our readers have expressed such sincere appreciation of Miss Juniper's great interest in promoting improvements in home-work on the farms of Western Canada, that I have asked for her picture for our department. Miss Juniper is Professor of the Department of Household Science in the Manitoba Agricultural Society. In the month of July I spent a very instructive afternoon at the Agricultural Society when Miss Juniper and her assistant, Miss Kennedy, received those interested in Home Economics. It is astonishing to see the display of work accomplished by her girls in a three month's course. Every girl had made a complete outfit of underclothing, a dress, and a hat, and the work was beautifully done. A marked feature of the work was the emphasis placed on strict economy.

The hats averaged two and three dollars each, and they were just as attractive as the ten and twelve dollar hats in stores.

The excellent display of cooking was a credit to the class of fifteen girls who had accomplished wonderful results. They have learned the art of preparing all classes of food from every day substantial dishes to those fancy enough to please the eye of an artist. Indeed, her girls lose the thought of drudgery in house-keeping, and learn that home-making is a fine art. They become intensely interested in the work. Does this not solve the problem of "How shall we keep the girl at home?"

The work in the laundry room contained lace blouses and fancy gowns washed and pressed with amazing skill. They would have been a credit to our best dry-cleaning establishment.

I wish all of our girls in the West might take this course. Girls go home after a course of this kind with their heads full of practical ideas, and from the standpoint of teaching economy, every father would gain dollars and satisfaction by allowing his daughter to take the Home Economic's Course. The three month's course covers work in cooking, dressmaking, laundry, millinery, house-cleaning and household handicraft. It also includes lectures on sanitation, personal hygiene, foods, house furnishing, bee keeping and home gardening.

Miss Juniper showed me several home-made articles that would be very helpful. Among them was a fireless cooker, which I will describe next month. This fireless cooker, she said, would be excellent to use in country schools, as hot porridge, meat, cocoa and other dishes might be served at the lunch hour to the children, an excellent plan.

The girls not only have training in these subjects, but they have more valuable instruction in the personal influence of Miss Juniper, a young woman of refinement and culture, in short, a teacher who is first and above everything, a womanly woman.

As the girls explained their work to me, their sweet kindly manner impressed me with the fact that they had caught the soul of their teacher. Country home life in Western Canada will be very beneficially influenced because of the honest efforts of this able young woman.

P. R. H.



MISS A. B. JUNIPER,
Professor Domestic Science, Manitoba
Agricultural College

Mother's Corner

"The little cares that fretted me,
I lost them yesterday
Among the clover-scented grass,
Among the new-mown hay,
Among the huskings of the corn,
Where drowsy poppies nod,
Where ill-thoughts die and good are born,
Out in the fields with God."
—E. B. Browning.

A Nursery Lullaby.

By Manuel Klein.

Sleep, little babe, for it's growing late,
and the stars already are out.
Your Guardian Angel soon will come,
and musn't find you about.
For he wants to paint your wee round
cheek with a lovely rosy red;
And to brighten your eye:
But he only does this when babes are asleep in bed.

Cho.
Slumber, slumber, baby dear,
Mother her watch will always keep;
Naught can harm you while she is near,
Sleep, then, little one, sleep.

Sleep, little babe, for the sandman is here
to sprinkle your eyes with sand,
And thousands of beautiful fairies too are
waiting on your command.

Will you "ride a cock horse" to Banbury
Cross, or with little Boy blue instead?
Or old Mother Goose?

But they only will come when babes
are asleep in bed.

Sleep, little babe, in your pure white gown,
and you're tucked up nice and warm,
There's never a Bogey will dare to come,
and never a thing will harm.
So a goodnight hug and a goodnight kiss,
and another day has fled,
With a silent prayer
Of thanks to heaven for the babe that's
asleep in bed.

Take the plainest, most humble house,
paint it neatly, clean up the background
and the front as well, and you have a most
desirable looking home. Poverty and a
need for economical living, is not an excuse
for filthiness and disorder. One is
always attracted by a neat appearing front
yard and on the other hand we shrink from
forming the acquaintance of people who
indure the filthy, ill-kept doorway. We
know there is something lacking in the
character of people who can enjoy themselves
surrounded by untidy yards and
doorways.

The more we know the better we forgive,
Who'er feels deeply, feels for all who live."
—Mme. de Staël.

To amuse little ones on a rainy day, cut
an alphabet from cardboard and let them
trace these letters on wrapping paper.
Make the letters about three inches long.
This not only amuses them for a long time,
but helps to make them familiar with their
alphabet.

A successful method of giving children
powders is to cut open a small piece of
chocolate cream, insert the powder and
close the chocolate again. This is one of
the easiest ways of inducing a child to take
a powder, and less sickish than the usual
spoonful of jelly.

A Cure for Nasal Catarrh—Dissolve a
teaspoonful of boracic acid powder and a
spoonful of salt in half a pint of boiling
water. Use about three times a day, lukewarm,
by pouring a little into the palm of
the hand and drawing through the nostril.

One of the main endowments of a good
companion is cheerfulness. "The Kingdom
of Heaven belongs to the easy-
pleased," as one perfect companion used
to quote, and because she was easy-
pleased, because she accepted the uni-
verse and all that seemed fragmentary,
imperfect, grotesque in it with ready
amusement instead of complaint, she liter-
ally added to the vitality and virtue of
the world. Burdens were lessened, joys
doubled, by the cheer and humor with
which she faced life.

This amusement for the boy or girl
under ten never fails of an enthusiastic
response. A small tin pail filled with
water, and a large soft paint brush are the
tools. Any painted surface out of doors
will furnish a place of operation. As the
dusty surface brightens to its original
color under the wet brush, the child seems
to himself to be really painting, and the
interest will last for hours. This occupa-
tion is not as trifling as it may seem at first
glance. Eye and hand are trained to
steadiness, and the child is obliged to be
in the fresh air.

l. A. L. S.

Cure for Influenza—It is not generally
known that equal parts of new milk and
lime-water constitute one of the best cures
for influenza, surpassing whiskey, which
is so much used, and in cases, where there
is fever the white of a raw egg will not only
strengthen the patient, but will soothe the
pain. Do not give the yolk as that would
increase the fever.

Enjoying Farm Life.

Unpleasant farm life is not always made
so because of a lack of funds to supply
comforts and conveniences. Too often
the farmer and his wife object to having
their precious coins put into new furniture
and modern conveniences. As many women
are guilty of this fault as men and
often times we find the farmer's wife bank-
ing her money or helping to buy another
eighty acres when the home is uncomfort-
able and not attractive to the children and
their associates.

The farmer is unwise who will glory in
a big bank account or his ability to buy
more land when his home could be improved
and made more inhabitable. A small
farm, just large enough to furnish a com-
fortable income, well cared for and with a
dwelling beautiful in the outside and com-
fortable on the interior, will make more
happy hearts in that home than were it
standing in the center of a three hundred-
acre tract.

Nothing does us more good than to enter
a farm home where the touches of
beauty may be found in every room.
Then to see the housewife enjoying the
convenience of hot and cold water in her
kitchen, a good drain for all waste water,
and a bathroom affording health and pleasure
to the whole family, makes us feel the
truth of the belief that farmers are pro-
gressing. The farmer's wife needs these
handy and convenient devices even more
than does the city housewife, for her work
is heavier and she needs improved methods
that it may be done in the quickest and
easiest way.

It is a mistake to believe that one must
move to the city to enjoy comforts in the
home. These can be just as easily sup-
plied to the farm home if the one handling
the money could only be made to under-
stand the needs and pleasures of his house-
hold.

Do not hoard your farm income but use
it to make you happier, better and health-
ier, and you will not complain of the drudg-
ery of farm life and find your children
hurrying away to the city that they may
enjoy bright lights, warm rooms in
winter, and ride in comfortable carriages.

As so many women are waiting on the
article on Helps for Expectant Mothers,
I will continue the offer another month.
I am thankful that the article is meeting
the desire of so many. P. R. H.

Correspondence

I realize that this is a busy month with
farmers' wives, and our correspondence
this month must necessarily be less. I
trust, however, that as soon as the rush
of harvest is over that we shall have our
usual number of letters again. I am al-
ways pleased to receive letters for our
department. I feel that every one of my
readers is a personal friend. Some splen-
did private letters have come to my desk
this month, and how I long to talk per-
sonally with the writers! I appreciate
the letters from young wives in the West.
I have answered all of them privately, and
have tried to give them the benefit of my
experience. Some are far away from their

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You can have them in airtight packages or sealed tins as you prefer.

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MOONEY
DO IT**



mothers and friends and letters mean so much. I wish our readers could read some of the pathetic letters that come to me. They tell me that the letters in our correspondence cheer them and lift them over many a hard place. Bear in mind that your letters will do more good than you realize. For this reason let us have many letters. A word from you will help a less fortunate sister in a lonely home. I promise that I shall publish no names, as that seems to prevent many women from writing.

One reader from Saskatchewan writes me thus:

"I am a reader of the Canadian Thresherman and Farmer, and enjoy the Woman's Department very much, and I think every woman should take time to read that one department."

Another letter just received says:

"We take your magazine, and I am much interested in the Woman's Department. There are some splendid things in the August number for the woman who has lost her smile and for tired mothers."

It is just such letters as these that encourage and inspire me to give my readers just what they need. Let me know what you want discussed on these pages. It is your department. I have here an excellent paper from one of our readers, but unfortunately the last page is lost. It was read at a meeting of the Home Economic Society. Will the writer kindly send me her name, that I may publish it next month?

How to Keep Farm Life from being Monotonous.

Madam President and Ladies—

How often we hear the question asked: "Do you not find farm life monotonous?" But I know those who live on a farm will agree with me when I say, there is no time for monotony there.

If there are any who find it such, I think they are women who think too much about their work and toil on day after day, wishing they were someone else and thinking how different things would be if they only were. But life is too short to waste on such a wish and what a sad tangle it would make of life, if they were.

But there are times in our lives, when no matter where we are, on the farm, or in the city, we will get discouraged and everything will seem to go wrong. Then I think the best thing to do is to leave it for a while. Go and see a neighbor, if there is one within your reach, and I am sure she will cheer you up and maybe you will find out your troubles are nothing compared with others. Or try and get to town, and if it only happens to be the day on which the Domestic Science meets, go and see and hear what they are doing. There you will meet new people and get new ideas and you will go home wondering if you couldn't help someone, and the discouragements will be forgotten.

Then I think very often a good part of Saturday is spent getting ready for Sunday and then when that day comes, they seem to have so much to do that there is very little chance of a rest. Surely by Saturday night any woman has worked hard enough

to lay off on Sunday. What if the meals are not just as good as if you worked all day to get them.

Don't try to stay at home till your work is all done, for if all farms are like the one I was raised on you see far more to be done in one day than you could do in three or four. Have a system for your work, and try and arrange to have a little leisure time each day to rest or to materialize some of these castles you would be building as you worked. Perhaps it is a hobby of some kind you have been thinking about, for one it might be fancy work, another music, reading or even flower gardening. Then take time and read about it, practice and get ideas from others, and you will find that though you might not have accomplished as much in the work line, still you seemed to feel better.

I once knew a lady whose life I may say was spent in her garden. Every flower bed seemed to have a history of its own, and how pleased she would be if you came and asked to see her flowers.

Another woman laid aside a short time each day to read. They were not always worrying about their work, they were trying to enjoy life as they went along.

Then if there are children in the family, I am sure they have some little thing they are interested in. Even if it is only cutting out pictures and pasting them in an old scrap book. Help them and you will be surprised how interested you will get. Not only will you be helped, for if we would stop to think how the glare and the wonders of town life appeal to country children. They hear and read about things that are going on in town, and their

life very often seems dull compared with the town children. But far from it, and by interesting them in some simple pastime, say photography, which almost anyone can learn so as to become fairly efficient at, they will think more of home and hunger less for the other.

They should hold up an ideal before their lives, that is if they wish to live ideal lives.

REPORT FROM HAMIOTA

I am pleased to publish the following report. It contains some very helpful quotations:

Hamiota

Dear Mrs Hamilton:—

We have enjoyed the Woman's Department in the Canadian Thresherman and Farmer. Have cut out items from your paper to put on file.

I'm sure we shall find your magazine very helpful for our meetings.

The following is a very short report of our June meeting:

The meeting opened by all present repeating the Lord's Prayer in concert, followed by the reading of the Minutes by the Secretary.

A paper was read by a young lady on the subject, "Is the world growing better?" Some time is allowed after each paper for discussion.

Another very interesting paper was read by a public school teacher on "The Place of Habit in the Education of the Child."

Will give a few extracts from her paper: "We may define habit as the tendency of an action once performed to become easier

after every repetition, until at last we perform the action semi-mechanically or with hardly any consciousness at all. This is due to the plasticity of the living matter of our nervous system." "Since it is during our youth that this plasticity is greatest, there is the time when it is the duty of parents and guardians to see that the influences surrounding childhood are such that right habits shall be formed. It is well for the child too, to have the details of his life handed over to the central of good habits, for then he has no time to spend time and nervous energy in deciding common details."

"The education of the child should result in the laying of good physical habits, because of the great importance these have in the life of an individual."

"When the child has formed in his youth good physical, mental and moral habits, he has a fine foundation laid for living a successful and happy life. One that will rebound with good to himself and to his fellow-men."

This paper was also discussed, and the meeting closed by singing the National Anthem.

We will be pleased to have you come to one of our meetings sometime in the future, as I know it would be an inspiration to have your able help, as we only organized last December—A member of Hamiota Home Economics' Society.

Recipes

Pickled Onions

The best sort of onions for pickling are the small white "button" onions. Peel and seal them in strong, salty water. Heat boiling hot enough vinegar to cover them, and add to the onions whole pepper and white mustard seed. Then pour the boiling hot vinegar over them to cover. When cold put in wide-mouthed bottles and cork and seal. It is well to put a tablespoonful of sweet oil in each bottle before corking.

Spiced Plums

Wipe five pounds of plums and prick, each four of five times, with a needle. To one quart of vinegar, add two-and-one-half pounds of brown sugar, two ounces of whole cloves, one ounce of stick cinnamon (broken in pieces), one ounce of mace and one ounce of whole allspice. Bring to the boiling point and let boil three minutes. Pour over plums, cover and let stand overnight. Drain, again bring syrup to the boiling point, pour over plums, cover and again let stand overnight. Repeat the process for two more consecutive days.

Piccalilli

Finely chop one half bushel green tomatoes, two medium sized cabbages, and three quarts of onions. Remove and discard seeds from three quarts of Bell peppers and finely chop green portion. Select a jar of sufficient size to hold all of the vegetables, cover bottom of jar with a thick layer of tomatoes; cover tomatoes with a thin layer of cabbage; cover cabbage with a sprinkling of onions and peppers. Next add a thick layer of salt. Repeat, following the same order until all is used. Cover and let stand overnight. In the morning strain off all of the brine. To vegetables add two pounds white mustard seed, three small bags mixed spices, and brown sugar to suit the individual taste. Put in kettles on back of range, add enough cider vinegar to keep mixture from burning and cook nearly all day.

Mustard Pickles

Place in 4 gallon jar, 1 gallon cider vinegar, full strength, one cup ground mustard, one cup sugar, one cup salt, one cup sliced horseradish. Put mustard in cloth. Pickles may be washed and added as gathered, when full cover jar with horseradish leaves and use a small weight and they will keep crisp all winter.

E. C.

Currant Jelly

Wash the fruit, put it over the fire in an agate lined kettle, and let it boil very, very slowly. When the fruit is hot and broken, remove from the fire and squeeze it through a jelly bag made of

cheese cloth. Measure the juice and allow a pound of granulated sugar to each pint of the liquid. Return the juice to the fire and set the sugar in shallow pans in the oven to heat. When the juice has boiled twenty minutes skim it; add the heated sugar, stir until this has dissolved, bring to the boiling point, and take from the fire. Fill your jelly glasses while they stand in a pan of hot water. Do not boil after sugar is in or it will candy.

Crabapple Jelly

Cut juicy crabapples into quarters and put over the fire in a preserving kettle. Cover; bring slowly to a boil and stew for several hours, or until broken all to pieces. Strain and press without squeezing, through a jelly bag, and return juice to the fire; let boil for twenty minutes, and add a pound of heated sugar for every pint of the juice. When it boils up once more, remove from the fire and fill the glasses. The juice procured by squeezing what is left in the bag will make a good second best jelly, well flavored but not clear.

Grape jelly is made the same as above.

Preserved Plums

Wipe the plums carefully, and prick each one with a fork to prevent bursting. Weigh the fruit, and to every pound of it allow a pound of sugar and a pint of water. Cook the sugar and water to a clear syrup, then lay in the plums and boil very gently for twenty minutes. Remove the fruit carefully, not to break it, and lay on dishes to cool. Boil the syrup until thick, pack the plums in glass jars, fill to overflowing with the scalding syrup, and seal immediately. Peaches may be preserved in the same manner.

Piccalilli No. 1

Wipe and chop one peck of green tomatoes, sprinkle with one cupful of salt, cover and let stand overnight. In the morning, drain, put in a preserving kettle and add twelve medium sized onions, peeled and finely chopped, and six green peppers, wiped and finely chopped, then add three and one-half teaspoonfuls, each, of cinnamon, allspice and mustard, two teaspoonfuls of cloves, one half teaspoonful, each, of white pepper and cayenne, and two thirds cupful of sugar. Pour over vinegar, to cover, bring to boiling and let simmer two hours.

Piccalilli No. 2

Wipe one half bushel of green tomatoes and chop. Chop two medium sized cabbages. Wipe and chop one half peck of green peppers. Remove skins and chop two quarts of onion. Put alternate layers of vegetables in graniteware kettle and sprinkle each generously with salt, repeating until all is used. Cover and let stand overnight. In the morning, drain, put in a preserving kettle and add two pounds of white mustard seed and three bags of whole spices (cloves, cinnamon and allspice), allowing one tablespoonful of each spice to a bag. Pour over vinegar, to cover all, and sugar to taste, bring gradually to the boiling point and let simmer very slowly six hours, stirring occasionally, to prevent burning.

To Can Tomatoes

Carefully remove skins (the better way is to dip them in boiling water a moment) and place them in cans as peeled. Those too large for opening of can, halve, third or quarter them according to size. Pack closely by shaking well as placed in cans, and drain off the juice as much as possible. When cans are all filled, place in dripping pan with cloth in bottom and fill dripping pan with cold water. (Each can should be wiped thoroughly as placed in dripping pan to prevent any juice from burning on the outside.) Place in moderate oven and gradually increase heat and bake twenty minutes after air bubbles commence to rise to the top, (twenty minutes for quart cans, thirty minutes for two quart cans.) Remove from oven and with a silver knife (never use steel or iron) work it carefully around between can and fruit to allow all air to escape, put on rubbers and cns covers quickly and be sure to have them air tight. Tomatoes canned in this way taste nearly as fresh as in season.—C. C. L.



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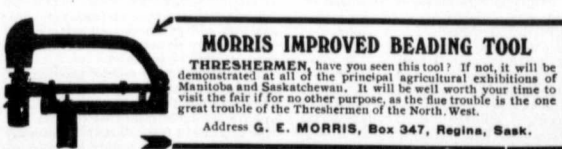
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The Waste-Basket Habit

A large waste-basket should be kept near the sewing machine, and it is easy to form the habit of dropping all scraps, ends of threads and clippings into it instead of allowing them to litter the floor.

To Remove Grass Stains

Remove grass stains from a garment by saturating the soiled part of the article in kerosene and then washing it in soap and water. If hard is rubbed into the stain and allowed to remain for several hours, and the article then is washed with soap and water, it also will take out grass stains.

Simple Cleanser for Suede Gloves

Light suede gloves may be satisfactorily cleaned at home with oatmeal. Put the oatmeal in a bowl and the gloves on the hands. Then rub the hands through the meal exactly as if you were washing them with soap and water. If any part is especially soiled, scour it thoroughly with a piece of white flannel dipped in the meal.

Silk-Washing Hint

To keep silk white after washing it, use lukewarm water and a pure white soap. Rinse it thoroughly. Then wrap it in a large cloth and let it lie for half an hour, and it is ready to iron. Do not expose it to the air as the air turns it yellow. Colored silk washed in this way will not fade.

Suede Restorative

When the nap on suede shoes or gloves gets packed down or soiled, rub the article lightly with sandpaper. This will restore its good appearance.

Cure for Ink Spots

Many mothers of school children would like to know a sure cure for ink spots on colored dresses of either cotton or wool. Here is a mixture which will take out the ink stains without injuring the color of the materials,—equal parts of alum and cream of tartar. Mix, moisten with water and spread it on the spots. Repeat until they disappear. Lemon and salt are excellent for removing spots from white goods, but will take the color out of colored materials.

Household Pockets

The fad of one excellent housekeeper is household wall-pockets. The material and size of these are suited to the room in which they are hung and the use they are put to. All are finished with a stout fac-

ing at the top. Attached to this are brass rings that slip over corresponding hooks on the doors or walls. This prevents tearing the material with nails and makes it easy to take the pockets down to be shaken or washed. Every closet door is furnished with a row of pockets, each the right size to contain a pair of shoes. Above this is a row for soiled collars, gloves, handkerchiefs, etc. Pockets in the back entry hold mittens, rubbers and slippers. Pockets in the kitchen hold dusters and cleaning utensils. This scheme helps to keep the house orderly and does away with much tiresome picking-up.

An apron made like a clothes pin bag is handy to wear while picking vegetables such as peas and beans.

Peppermint will drive away red ants from the pantry shelves. Empty a part of a bottle of peppermint on each shelf.

Common coal oil works wonders in keeping mosquitoes out of the house.

A heavy, all-root abdominal band, worn next to the body—on even the warmest days—when swimming, prevents chilliness from coming from the water, and is an admirable precaution against cramps. J. C. M.

"It will be flat and stale by to-morrow," they said of the perfectly good half watermelon that was left. But it wasn't, for I melted a little paraffin in a jelly-cake pan, dipped the cut end into it, and put the melon into the cellar. Two days later when the watermelon was cut it was as fresh and had as good flavor as if it had been kept in its own green shell.

L. R. A "church coin handkerchief" makes a nice gift. This may be made from any dainty handkerchief, with a pretty medalion sewed on one corner to form a pocket, and closed with a tiny button and loop or buttonhole. The coin for the collection can be slipped into this pocket and taken safely to church. S. S. T.

To keep juicy pies from running over make two paper funnels and stick the small end in two places in the pie—two places in the top that have been cut. The juice instead of running over bubbles up into the funnels.

RECIPES Canned Peas

Gather the peas early in the morning while the dew is still on them, shell immediately and put in clean jars, put one teaspoonful of salt on, pour water on till

jar is full, then drop rubber and lid on loosely, place in a wash boiler with false bottom in. Pour enough water on so that boiler will not boil dry. Boil one hour and fifteen minutes for quart jars, and two hours and thirty minutes for half gallon jars. Remove jars from boiler and seal while hot. Don't remove the top after taking jars from boiler. Next morning boil one hour and fifteen minutes for quart jars and two hours and thirty minutes for half gallon jars. Repeat the operation on the third morning. This recipe can be used to can corn, English peas, string beans, beets, squash, pumpkins, lima beans, tomatoes, carrots, parsnips, asparagus and succotash, (a mixture of lima beans and corn).

Another Recipe for Canning Corn

To thirteen pints of corn add one and one-half pints of salt, mix well and let stand overnight. Do not add water. Set the kettle of corn in large pan of boiling water and let it boil up for ten minutes and seal in glass jars. This will make five full quarts. When prepared for the table I put in crock, pour over boiling water and let simmer on back of stove, then put in fresh water until the salt was out enough to cook.

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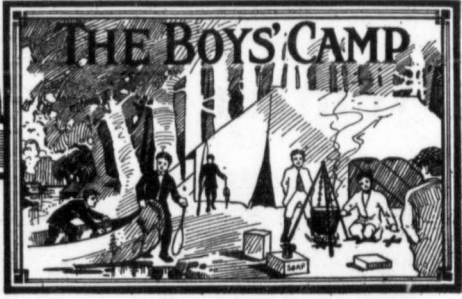
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The Girls' Cozy Corner

My Dear Girls:—Next month I will tell you about an organization named "The Girl Guides." It is similar to the Boy Scout Movement. I am sure you all want to hear about it.

Last week I took my little girl into the country, and we played among the beautiful wild flowers. During the afternoon, she said, "Mother, I wish we could live out here." I asked "Would you not be lonely here?" "No," she answered, excitedly, "I would not be lonely where the flowers are." I wonder if our girls who belong to the Cozy Corner love flowers. I presume some of them would like to live in the city. Little Monona says she does "not like it where there are so many 'peoples,' because little girls have to hurry to get out of the way." Out among the flowers no one can harm little girls. We played that we were in Fairyland, and that the flowers were real live fairies.

Under one plant we saw some tiny crickets having a tea-party with the crumbs from our lunch. A lively grasshopper sneaked up Monona's sleeve, where it was not made welcome, so it hopped over to a yellow flower, where the hostess received it in real flower style. Tiny little butterflies nervously fluttered from bush to bush, lively fellows they were, too lively to be caught by an anxious child. "Mother, God must be a fine artist to paint the flowers and birds and bugs so beautiful." Ah, little girl, is it not lovely to see God in everything. If we all could, every girl's home in the land would be a little bit of heaven.

Now, my dear girls, let me hear from you and tell me all about the life about you. I am proud of you, and I know you will grow into good men and women.—Sincerely, Cousin Doris.

PRIZE LETTER

Dear Cousin Doris:—As I did not get the prize last time, I am trying again. I suppose you have not been in Strathcona, and therefore I will tell you something about it. It is situated on the south bank of the North Sask. River, about the centre of the province of Alberta, opposite Edmonton. The banks of the Saskatchewan are very high and steep. Down below the banks is a level piece of land called the "Flats." There are steps leading up steep banks on both sides. We have a ferry and one bridge. They have started a bridge, named the High Level Bridge, which will run up over the banks.

Strathcona is a small city, because it is only twenty years old. The population is about seven thousand people. There are people from many parts of the world. They are United States, Great Britain, Germany, Russia, Galicia and a very few Negroes and Chinese. All use the English language, because that is the language we use in Strathcona.

The streets are laid out from east to west and north to south. Those that run to east and west are called streets. The two most important streets are Whyte Avenue and Main Street. The avenues are numbered from north to south and the streets are numbered from east to west. I am thirteen years old. I hope this letter gets through. From Letta Green.

Pelly, Sask.

Dear Cousin Doris:—I have been an interested reader of the Girls' Cozy Corner

for some time, and at last decided to write. I do not expect to get a prize, as I cannot write such interesting letters as I see some girls are writing. Most of the girls can cook. Well, I cannot cook much, although I do some. I am also a bookworm. Did you ever hear such a thing, Cousin Doris? I suppose you have, for almost every girl who writes says she is. I have read many books, among which are "The Wide, Wide World," "Opening a Chestnut Burr," "Masterman Ready," "Westward Ho" and many others. How many of the girls have read "Anne of Green Gables?" Like Anne, I am gifted with imagination. I am thirteen years, and have a niece and two nephews. I was called auntie when only seven years old. I was a pretty young auntie, was I not? I see the girls always tell about their pets. I have not many just now, only a calf and hen. The calf is prettily marked in black and white, and I call her Beauty. The hen comes in every meal to get the breadcrumbs on the floor. I think I saw a letter last week from a girl whose hen does the same. My brother has a camera, and to-day he was trying to get a picture of our dog sitting on top of our pig. Billy, our dog, has many tricks, one of which is sitting on the door-step after tea and smoking a pipe. We fill his pipe with sand, not tobacco, and he and father go out to the door-step and have a "draw of the pipe," father calls it. How many of the girls like a lot of names? I do, and sometimes I have ten or eleven names. Sometimes I see mother look disgusted when I put down a whole lot of names, and say at the end of them "A noted American composer and artist." Well, I must stop, or this letter will be too long. Your interested friend, Una McE. Hislop.

I wish I had the picture of the dog you mention.—C. D.

Dear Members of the G. C. C.:—I am only a little girl of eight years and smaller than most little girls of that age. I have a sister who is twelve, and she is just as small as I am. Mamma dresses us just alike always, and combs our hair alike. We both have light hair and blue eyes, and everyone who sees us thinks we are twins. When we are turning our backs to mamma she cannot tell us apart, and she is always calling me by my sister's name and my sister by mine.

This is my first trial to your Cozy Corner Club, although I have read lots of your letters and think you all write nice ones.

I will send a game, and hope it will help some little girl or boy to have a good time. It is called "Frog in the Milkpan, etc."

Form a circle of boys and girls, taking hold of each other's hand, choose one of the girls or boys to kneel in the middle of the circle, to represent the frog. Then all shut eyes and holding their arms up quite high, go round and round, singing all the while, "Frog's in the milkpan and can't

get out, frog's in the milkpan, etc." While they are singing, the frog slips quietly out of the ring, and runs and hides. The boys and girls give the frog so long to escape. Then they all open their eyes and cry "Frog's gone, frog's gone," and they all run in different directions trying to find the frog. The one who finds him first is froggie next time.

I think this is a long enough letter for a little girl like me, and I believe in the old proverb which says, "Little children should be seen, not heard."

I like the letters in this club very much, and will write again, if I may.—Lizzie Elder.

Lonbutte, Alta.

Dear Cousin Doris:—This is my first letter to the Cozy Corner. I am 14 years years of age and in the seventh grade.

I live on a farm about 7 miles from Lonbutte.

I am interested in sewing and cooking, and have a very nice recipe for making candy to pull, in answer to Miss Henderson's request of last issue of the Cozy Corner.

Take 1 cupful of molasses, 2 cupfuls of sugar, 1 tablespoonful of vinegar, 1 teaspoonful of flavoring extract and a little butter. Boil 10 minutes, cool and pull. This makes a very delicious candy.

I am very fond of reading. I have read several books this winter. I will not tell you their names, for it would take up too much room in the Cozy Corner. Now I will close, wishing the club every success.—I remain, Your cousin, Bertha Martin.

Olds, Alta.

Dear Cousin Doris:—I thought I would just take a chance to write a letter to the Girls' Cozy Corner.

I hope you will not mind it. We came from Washington last spring.

I will tell you of an accident which happened last summer.

While the folks were out in the field, my brother's horses were hitched to the rake. The horses' names are Ginger and Alaska.

As there was nothing more to rake, the boys put the horses up to the stack and let them eat while the boys finished the stack.

They only had one sweepful left to put on the stack, and as the stacker went up the horses saw it and got scared at it and started off. The boys tried to catch them but could not. The horses ran for home, and as the gates were all closed they jumped the fence, and the tongue of the rake broke and they lost it. The lines also broke, so they were separated, and Ginger ran as fast as he could and jumped the gate of the yard a while and then stopped and we caught him and put him in the barn.

Alaska was just trotting along and stopped at the gate and we caught him too. They were not hurt at all. The boys hitched them up again the next day.

I guess I must close and leave room for the rest. Wishing your paper every success.—I remain, your cousin, Christina Leicht.

Estevan, Sask.

Dear Cousin Doris:—This is my first letter to the Girls' Cozy Corner. I saw in your paper that you would send a book to a boy or girl writing the best letter, and I will try. My brother has taken the Canadian Threshman and Farmer for several years and thinks it is a very good paper. I live on a farm sixteen miles from the town of Estevan. I am thirteen years old and five feet two inches tall. I am going to school and am in the 6th grade. There are twenty-one scholars going to school. I have four sisters and six brothers. We are only three quarters of a mile from the school house. But we drive because the roads are so bad. We have nine head of horses and twenty head of cattle. We have three-quarters of land and my oldest brother has two. We have two months' holidays in summer, and in holidays my brother and I herd the cows most of the time. I hope I will see my letter in print. I think I will close, as my letter is getting rather long. Wishing the Club every success.—I remain your friendly cousin.—Alta Barnstable.

Rosthern, Sask.

Dear Cousin Doris:—This is my first letter to the Girls' Cozy Corner. As I saw so many letters in print to-day, I thought I would write myself.

I go to school. Our school course consists of reading, spelling, drawing, English history, geography, grammar and also some German.

I am eleven years old, and I am in the 5th grade. I like to go to school. My father takes the Canadian Threshman and Farmer. He kept it for several years. I think it is a very good paper. I always read the letters that the girls and boys write. I like to read them very much. We have five horses, twelve head of cattle, seven pigs, a cat and a dog. It was very cold in January, and we have lots of snow now. It sometimes went to thirty degrees. I think I will stop my letter now, for it is getting rather long.—I remain your cousin, Anna Friesen.

Carberry, Man.—March.

Dear Cousin Doris:—I now take the pleasure of writing a few lines to your club. This is my second letter to your club, and I like writing to it. I saw my last letter in print. I like this club best of all the clubs in the papers I have read.

Our nearest neighbor has rented his farm and has moved into town. He has been moving to-day. I live on a farm eleven miles from town. There are two other places with a store in each place near us, but we nearly always go to the town eleven miles away. One store was built last summer, the other store a year ago this spring. I would rather live on a farm than in town. I saw that some of the members would rather live in town. I have three sisters and five brothers, and I am the youngest. I am eleven years old. On the 11th of December my birthday is.

How many of the members like to read? I do. I have read "A Sailor's Lass," "Freddy's Dream or a Bee in his Bonnet,"



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"Helen's Babies" and "Cameron's Keep," and I have read several other books. I will now close. With love to the club and to Cousin Doris.—Your's truly, Veletta Elliott.

when they were tired out, they never forgot to keep their heads and to obey the orders of their Scoutmasters at once.

Semi-Circles of Scouts.

A great many strangers noticed this that day. They told me that they thought more of this discipline and obedience of the Scouts than they did even of the fine show which the Scouts made on parade.

The King himself was greatly pleased with the parade. I had told him that I expected about 12,000 Scouts would attend. Instead of that, there were over double that number present. They looked very fine in the huge body drawn up to receive him.

Over 600 King's Scouts were in a semi-circle round the King's flagstaff. Beyond them was a semi-circle formed only of those who had won the awards for Saving Life, and the bearers of the flags of the different British Oversea Dominions and Colonies in which there are Scouts; there were about sixty of these flags.

Then beyond these came the great semi-circle of Scouts, half a mile wide, and seventy-two deep, in three lines, with a semi-circle of Scoutmasters behind them. Around them were the great trees of Windsor Park, and towering beyond these were the grey battlements of Windsor Castle.

His Majesty's Interest.

The King rode round all the lines, back and front. He was attended by H.R.H. the Duke of Connaught, Prince Christian, Prince Alexander of Teck, Lord Roberts and Lord Grenfell. The Queen also drove round the lines with the Prince of Wales and Princess Mary.

His Majesty looked carefully at the ranks; he noticed all sorts of little things that Scouts might never have expected. He noticed one boy had a cold in his eye, how neatly another had tied his bootlaces; he noticed the badges of proficiency, and also the sergeants' stripes which were being worn by some Scouts whom we had invited to attend the parade, but who did not belong to our Corps. He did not like these stripes, because it looked as if the wearers were playing at being soldiers.

The King noticed also some Scouts who were feeling the heat, and had been taken into the shade of a tree to recover. Although they were lying sick and ill, they tried to salute, and this pleased His Majesty almost as much as anything that he saw—he exclaimed, "Ah, you are brave little chaps!"

But I think that the thing which struck the King most was the way in which the ranks stood stock still at the salute as he passed along them, although the other lines behind them, which he was not then looking at, were cheering like mad and tossing hats and staves in wild delight for their King. This steady discipline pleased him as much as anything that he saw.

He noticed, too, the fine body of Canadian Scouts in the ranks, as well as a smart patrol from Malta, and another from Gibraltar. A grand lot came from Ireland, as well as some fine fellows from Scotland.

Altogether it was a splendid parade, which reached its best point when the whole mass started at the same moment to charge the King, all uttering their patrol cries. There never was such a scene!

It was just as if every British boy were there, rushing forward to offer his life and

service to the King—and I am sure that was what the King felt about it.

And so did the thousands of people who were collected together to see the parade. They all said that that circular rally was a sight that they would never forget.

The King was also greatly taken with the long procession of Life Savers, who marched in, and took up their position within the circle of his bodyguard of King's Scouts. Their numbers showed what grand work the Scouts are doing in the matter of life saving.

A Wonderful Sight.

Then followed those magnificent three cheers for the King, and three for the Queen. Those had been expected—but when the King gave permission for us also to cheer the Prince of Wales, I thought some of the old elm trees would be knocked over with the noise. How the Scouts did cheer!

Yes, Scouts, you did splendidly; you who were there.

And I should like to say to those who, for one reason or another, were not able to get there, that you were not forgotten—we only wished that you could all be there—but, at any rate, you will be glad to know that those who did go there made a good show in your behalf, and you may well feel proud of your brotherhood.

I cannot tell you how pleased all the on-lookers were with the Scouts, and perhaps one of the best proofs of this was that a large body of London policemen who were on special duty at Windsor for the day gave the Scouts the unusual honour of cheering them. I have never seen a London policeman give way to such a thing before.

How to Thank the King.

I want you Scouts who were at the Rally to remember how you came to be there. In many cases kind friends helped you with money for your travelling expenses; in all cases your Scoutmasters went through endless work and worry so that you should get your wish and see the King.

Well, I need scarcely say it, but I feel sure that you will do your best to show these friends of yours, who have done you such a good turn, that you are grateful—that you will show it not merely by saying "Thank you," or by giving them badges of thanks, but also and more especially by carrying out your Scout work better than you have ever done before, because you know that that will please them more than anything else that you can do.

Then, too, don't forget that your chief gratitude is due to the King himself, who caused the parade to be held. He took the trouble to ride round every one of the lines of Scouts in order to see all of you, and he showed that he was really and deeply interested in what you are doing in carrying out your Scout work.

Don't think that this Rally was the end and object of all your training as a Scout, and that now that it is over you can slack off and do no more work. It is just the opposite.

At the Rally you have shown the King and your countrymen that the Scouts are a real live lot of boys. Now you have got to go on and show them by your actions what Scouts can do in the way of carrying out their duties as handymen and life savers, and that they are useful fellows all over the Empire.

I am sure that all of our boys would like to hear from time to time about the Scouts, and if you wish I will relate some of their deeds of bravery. And now to our own club of Campers I would breathe a word of praise. I am sure from what I know of your help to your parents that you are brave and courageous.—Sincerely, Cousin Doris.

Asor, Sask.

Dear Cousin Doris:—This is my first letter to your charming paper.

My father has taken the Canadian Thresherman and Farmer for a long time. Mamma thinks that there is a lot of good recipes in it. I see that you are giving a prize to the one who can write the nicest letter. I wish the boys would not let the girls get ahead.

My favorite game is football. I think every one knows how to play it, so I guess I need not describe the game.

There is a lot of wood within forty miles from here. We are two miles from the post office and two miles from the place where the school is to be and eight miles from a town.

I have a calf and a dog. The dog is my best friend. Last summer he helped me herd the cattle, and this winter he draws me on my hand sleigh. I have four brothers and two sisters.

Like a great many others, I am a book-worm.—I remain your cousin, Jack Sanderson.

Ask your mother to write to the Women's Department, Jack.—C. D.

Herbert, Sask.

Dear Cousin Doris:—This is my first letter to your club. I am ten years old. My father takes the Canadian Thresherman and Farmer too. I like to read the letters in it. My father is the Massey Harris agent here. He is also going to get a paper called the Herbert Herald. There is a phone already. I like mechanical work too, and would like to get a book. I think I will stop now.—Yours truly, Herbert F. Wiebe.

The Canadian Boys' Camp

Dear Campers—

Are there any of our Campers who are Boy Scouts? If so I wish they would write to us. I think it is the most splendid organization for boys that has ever existed. I have before me a little magazine named the Scout, the official organ of the Boy Scouts. It is full of brave deeds performed by the Scouts. I want to quote from an article written by Lieut.-Gen. Sir Robert Baden-Powell, K.C.B., you know he is the leader of the Scouts, and he writes this to the Scouts. I quote it because it describes their part in the Coronation, and also the interest our King takes in their work. The article is as follows:

THE KING'S RALLY.

At Windsor on July 4th the Boy Scouts did the biggest thing they have ever done, and did it mighty well. It was not only the biggest thing that the Scouts have ever done, but the biggest thing that has ever been done by boys, because no corps of boys has ever come together in such numbers, no assemblage of lads has been so large where each one of them was chosen because he had won badges of efficiency.

At our Rally every boy had passed his tests as second-class Scouts at least, and there were between 25,000 and 30,000 present.

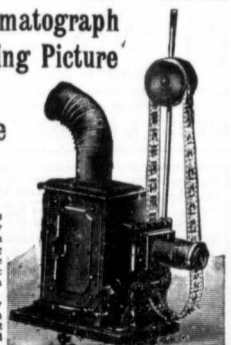
The Scouts had a hard time of it, many of them travelling all night to get there, a long day of waiting in the ranks, a good deal of marching, and then many more hours in the train, before they got home again; but, though they must have been dog-tired at the end of it all, they took it all very cheerfully and manfully. They seemed to enjoy it, and, what was best of all, even when they were excited or even



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Farming in Western Canada

Continued from page 11

ed very thinly on the plowed field; some straw has been hauled to the barn for feeding purposes and enough seed grain has been cleaned to sow the spring crops. He has also butchered a couple of the shoats and will pickle the meat for summer use. The other shoats will be sold a little later.

This year's payment on the place is paid when due, but it leaves him in rather close circumstances, so he resolves to work hard this year and come out in good shape financially the next spring if possible.

When warm weather comes he has the winter work nearly finished and as soon as he can he harrows the fall plowing and the breaking which is not in wheat in order to break up the crust that had formed during the winter into a dust mulch which keeps the soil moisture from evaporating so rapidly.

He then works down the 50 acres of breaking to a good seed bed and sows it to spring wheat. A little later 10 acres of barley is sown on a part of the land that was in spring wheat the previous season. This leaves 50 acres for oats which is sown about the 10th of May.

This year he again insures his crop against damage by hail although he did not receive any benefit the year before he considers it the best policy to be as safe as possible.

When the spring seeding is over, he starts breaking again, and by the first of July has 75 acres broken and double disced. This makes all of the half section, except the pasture, under cultivation.

The plan of the farm for this year is as follows:

* This diagram on page 76.

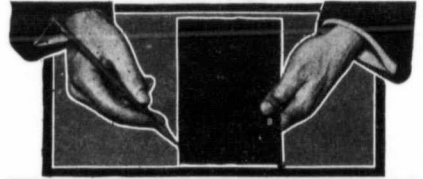
During the early summer there was born three colts, a calf and a litter of five pigs, making very valuable additions to his live stock.

In July he puts up 30 tons of hay from some prairie land near by, paying \$50 per acre for the grass; and commences to build two granaries, 16 by 28 feet, with 7 foot posts on the lower sides, and 9 foot posts on the higher side. These granaries he builds 10 feet apart and roofs the space between over, forming a wagon shed. It also makes a much better place to load and unload grain. These granaries he builds on good concrete foundations and they will be partitioned off into several bins to accommodate the several kinds of grain.

Late in July he commences to prepare the breaking for sowing fall wheat and by the 10th of August he has it sown. In a few days the growing crop of fall wheat is ripe and he gets it harvested in fine shape.

This year his crop is so large that he cannot properly do all the work alone, and he hires a man to help at \$2 per day. As soon as the fall wheat is har-

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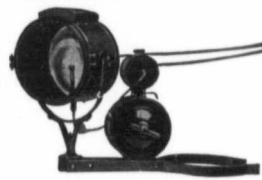
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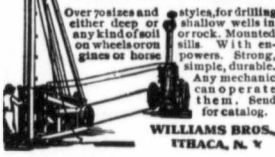


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vested the spring wheat is ready for the binder and then the barley is also ready soon. The oats, however, becomes ripe a few days later.

By carefully changing the horses around he always has one fresh team on the binder and the work is accomplished much sooner than otherwise, and the horses are not overworked as is so often the case.

While the grain is drying out for threshing, good fire guards are plowed around the fields and the granaries are finished to receive the threshed grain.

The results of the threshing are as follows:

Fall wheat, 75 acres	yielding 35 bus.	2625 bus.
Spring wheat, 50 acres	yielding 24 bus.	1200 bus.
Oat, 30 acres yielding	47 bus.	1410 bus.
Barley, 10 acres yielding	28 bus.	280 bus.
Total	.....	5515 bus.

This year the price for threshing was one cent lower per bus. than it was the previous season, making his threshing bill amount to \$351.25. The binder twine requiring 2 pounds per acre at 9 cents per pound, cost \$23.40 and help in harvesting and threshing amounted to \$50; making a cash outlay for harvest of \$424.65.

The price of grain not being very high, he does not sell any grain now, but starts at once to plow the stubble and by the time the ground freezes he has all the fall wheat stubble plowed and harrowed.

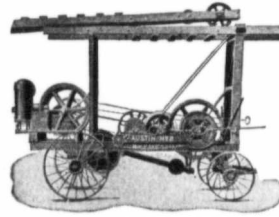
He now builds a temporary fence around the growing fall wheat to protect it and the stock is turned out to graze on the stubble fields. Then he puts everything into good shape to stand the winter.

During December and January the farmer sells what wheat he can spare, 3,650 bushels, for 87 cents per bushel, which brings \$3,175.50. His winter's work is about the same as the winter before, except for the hauling of the grain to market and crushing the barley for feeding. When spring comes, nearly all the odd jobs are finished and he is anxious for the field work to commence again.

When the time for the payment on the place comes he sees that he has more ready money than he will need to run the farm, so he makes two payments instead of the one necessary. He also decides to spend some money in making the house and farm buildings more convenient as well as improving the appearance of the farmstead.

This season he changes the farm operations because he summer follows the 60 acres which was first cropped and he has but little breaking to do. He expects to improve part of the pasture by sowing tame grass on it for the native grass does not withstand pasturing as well as some of the cultivated forms, also he expects to start preparations for raising tame hay.

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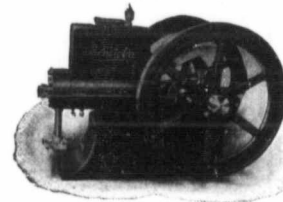
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As early as possible in the spring he again works up the fall plowing and at the proper time sows spring wheat on 65 acres of it, reserving 10 acres to be sown to barley a little later.

Then the 60 acres to be summer fallowed is harrowed once to loosen the surface of the soil which has become somewhat compact during the winter, this gives the weeds a chance to germinate and breaks up the capillary action. Since the stubble had been pastured during the winter no long trash is in the ground to bother the harrows and the short stubble will bother but very little.

The 50 acres of spring wheat stubble is then plowed, worked down and sown to oats.

As the price of hogs was good, he disposed of three shoats for 8 cents per pound, the three bringing \$35.50, giving him a good profit over the cost of their feed and care. The other two had been butchered and cured for home use. He aims to just keep the one brood sow.

When the spring seeding is finished, the farmer breaks up 15 acres of the pasture and after working it well sows brome grass on it. Brome grass he considers to be the best pasture grass for this locality, mainly because of its hardy nature, large yield, succulency and its high nutritious value. This grass plot does not need to be fenced separately, for the stock will not harm it. Before this year the prairie grass gave sufficient pasturage, but now the farmer expects to sow 10 or 15 acres of the pasture to brome grass every year until it is all in tame grass.

Plan of the farm for the third season:

* This diagram on page 76.

He then starts plowing the summer fallow, seeing the need of keeping the soil firm and free of weeds he purchases a Campbell System Sub-surface Packer and a four horse cultivator. Every day he packs that day's plowing before he quits work at night and then every two or three he harrows the packed plowing, leaving the soil finer and more nearly level.


He exercises much care in the plowing, trying to turn all the stubble under, for enough weeds will survive after the best of plowing. After the plowing is finished he watches the field closely and by means of the harrow and cultivator he kills the weeds and maintains a dust mulch on the surface.

During July feed becomes scarce in this locality and disposes of 300 bushels of oats for 30 cents per bushel, amounting to \$90.

This summer his live stock was increased by the birth of four colts, one calf and a litter of five pigs, all of which did very well.

The hay was put up this year the same as the last, except that 40 tons were put up instead of 30, as he had a little more stock

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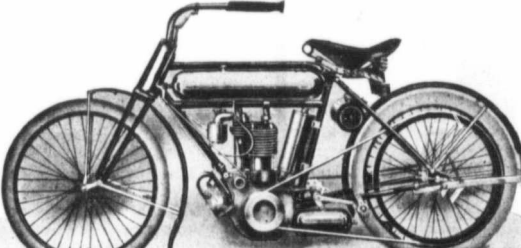
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and also had a little extra time. However, he has decided to raise tame hay, and so he puts a little extra work on 15 acres of the summer fallow, expecting to sow alfalfa on it in the spring. Before this year the soil has not been in the proper condition to make the growing of alfalfa successful. The remaining 45 acres of fallow was sown to fall wheat early in August.

Then the harvest is soon ready, the wheat filled being very good this year and right gladly the farmer starts harvesting. Again this year he hires a man to help for \$2 per day.

Soon after the wheat harvest the barley and oats are cut and carefully stooked. Then fire guards are plowed around the fields as a protection and the graneries are put into shape to receive the grain.

Threshing then is the next important work; and it leaves the graneries well filled and the farmer is in good spirits.

The crop this year was:
Fall wheat, 75 acres yielding 32 bus. 3400 bus.
Spring wheat 65 acres yielding 21 bus. 1365 bus.
Oats, 50 acres yielding 58 bus. 2900 bus.
Barley, 10 acres yield ing 24 bus. 240 bus.

Total 7905 bus.
The cash outlay for harvest was:
Threshing \$490.55
Twine, \$2 per acre, at 9 cents per lb. 36.00
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Total \$566.55
As the price of grain is not very good, he starts plowing and by the time the ground freezes he has the 75 acres of fall wheat stubble plowed, packed and harrowed. Now that the farmer has a sub-surface packer, he packs all his plow and follows it soon with the harrow.

The temporary fence which was erected around the fall wheat the fall before had been taken up during the summer and he now places it around this fall's wheat field to keep the stock out when they are turned onto the stubble fields. In a few years, when a complete system of crop rotation has been worked out, the fields will all be substantially fenced, but this is not practical as yet.

During the winter he sells his wheat, 4,500 bushels for 80 cents per bushel, totalling \$3,600. Besides this, he will have 1,500 bushels of oats to market in the spring. By marketing the grain in the winter it more nearly equalizes the labor throughout the year and the field work in the summer does not have to be neglected in order to do the hauling.

As the time we were going to watch this farmer's operations has expired, it would be well to see how he is situated financially, as compared with the time when he purchased the farm. The land has increased in value \$8 per

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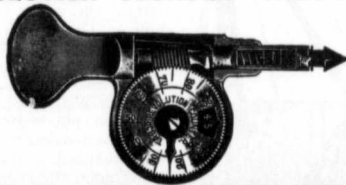
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Discount to DEALERS \$1.00 By Mail



Do not guess at your speed

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THE GRANT MANUFACTURING AND MACHINE CO.
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INTERNATIONAL GALL CURE



SOLD ON A SPOT CASH GUARANTEE

CURES While Horses Work or Rest

International Gall Cure is a certain, sure, quick and infallible cure for Galls, Sore Necks, Sore Backs, Sore Mouths, Cuts, Bruised Heels, etc. Will not melt and dissolve from the animal heat, but stays right where it is applied. Possesses extraordinary healing and soothing qualities. International Gall Cure is the cleanest, most antiseptic, purest and best Gall Cure on the market. We will refund your money if it ever fails to cure. Keep a box on hand as it is almost a daily need on the farm.

25c. and 50c. At all dealers.

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TORONTO, ONT.**

ABSORBINE

Will reduce inflamed, strained, swollen Tendons, Ligaments, Muscles or bruises. Cures the lameness and stop pain from a splint, side bone or horse spavin. No blister, no hair gone. Horse can be used. 25¢ a bottle delivered. Describe your case for special instructions and Book & F free.

ABSORBINE is the liniment for mankind. Reduces strained, torn ligaments, enlarged glands, veins or muscles—breaks down—always pain. Price \$1.00 a bottle at dealers or delivered.

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One Thresherman's Settlement Book and the Canadian Thresherman and Farmer one year for

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have been made by hundreds of people operating the "American" Drilling Machines. 40 years' experience, 59 regular styles and sizes and the output of the world's largest manufacturers of this kind of machinery make "AMERICAN" MACHINES STANDARD.

Made in types for every kind of earth and rock drilling or mineral prospecting, equipped with any power, or operated with your traction engine. Our new 196 Page Catalog Free.

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acre, amounting to \$2,560, because of the improvements put upon it and on other land close. Then it is now in shape so that it will not require so much work to farm it, and the farmer will soon be able to purchase another quarter section close to the half and farm all of it. His stock has also increased very satisfactorily, the horses have increased to 15 head; cattle to 9 head, and of the swine he now has 6 head, besides the 11 head raised and disposed of. The poultry have also shown a very good increase, supplying the family with eggs and some meat for the three years.

The crop of the third year would enable him to almost free the place from debt if he choose to use it this way, and then the farm has produced a good living for himself and family, which is no small item here in the West. Besides this, it has supplied him with work, which he could regulate, making it as hard or as easy as he chose and all of it of the most healthful kind that heart could desire. The whole family are light-hearted and merry as they enter upon the next year's work; and so we leave them to their pleasant as well as profitable occupation.

Practical Talks to Threshermen.

Continued from page 34

wind. The only remedy for this condition is full speed just as in the case of rye or oat straw. If a little green, it will require the full complement of six rows of concave teeth to thresh the grain out of the bolls. In some cases the cleaning can be done effectively with only adjustable sieves, but generally it will be necessary to use a special flax sieve. This special sieve is a round hole sieve with holes about an eighth or five-thirty-seconds of an inch in diameter. Care must be taken in feeding flax to the machine. It is usually fed loose, that is, unbound, and it should be fed evenly and not in bunches that will slug the machine—if good work is desired. Where two or more sieves are used the blast can be stronger than where only one is used, as it requires more pressure to get the air through the sieves.

In threshing flax as in threshing all of the different grains it is necessary to look well after the speed of all parts of the machine. If the straw begins to clog the racks, the trouble is almost invariably due to a loose belt which does not drive the racks at their regulation speed. In a good running machine all the belts must be kept in good condition or some part of the work will be poorly done. This makes it necessary for the operator to go over the belts very carefully every day and make sure that all of them are not only well laced and in good condition but that they are at the right tension to transmit the correct speed. Everything depends upon the speed of the different parts and the speed of each part is nicely adjusted to the speed of every other part.

Pasture 60 Acres	B'd's	Barley 10 Acres
		Oats 50 Acres
	Spring Wheat 50 Acres	
Breaking 75 Acres		Fall Wheat 75 Acres

SECOND YEAR

Brome Grass	Pasture 60 Acres	B'd's	Summer Fallow 60 Acres	Alfalfa Preparation
		Oats 50 Acres		
Fall Wheat 75 Acres		Barley 10 Acres		
		Spring Wheat 65 Acres		

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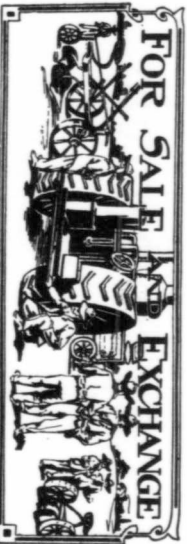
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FOR SALE OR EXCHANGE

Conducted for the benefit of Dealers, Threshermen and Farmers who have anything to sell or exchange. There counts a word for each insertion.

CAMRAYS FOR SALE—A large collection of improved, healthy... ENGINEER MACHINIST—Wants position in Manitoba for threshing season.

BUYERS ATTENTION. THE GEORGE WHITE & SONS COMPANY, LIMITED, BRANSON, MAN.

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- 2-23 H.P. White traction thoroughly overhauled. Second Hand. \$1600.00
1-14 H.P. American Advance traction \$700.00
1-10 H.P. American Advance traction \$400.00
1-20 H.P. Brandon Comval. Portable \$400.00
1-30 H.P. White traction... \$1200.00

FOR SALE—Complete Threshing and Pleving outfit... Also two sets of threshing machine.

WANTED—E-Engineered timber shims for immediate work. One but good new stock.

BROTHER—Evidently dispersed root will cure tobacco habit and indigestion.

SALESMEN WANTED—Threshing or engineers to sell oils, greases, belts, packing, linoleum, etc.

LICENSED ENGINEER MACHINIST (not a threshing puller) would like a position of Threshing Engineer.

SEPARATOR MAN WANTED to operate Nicolle Standard machines.

WANTED TO RENT—A 25 H.P. engine and 36 x 6 separator for threshing season.

WANTED—Position as Engineer for fall 1911, 12 on the coast of Ontario.

WANTED NOW—Reliable man to sell a selected list of healthy Russian fruit trees.

FOR SALE OR EXCHANGE FOR AUTOMOBILE One 18 H.P. John Bull Simple Traction Engine.

FOR SALE—First-Port 25 1/2 Horse Power Engine with three furrow Combustion tank.

THRIFTYMAN wants position on Steam Pleving or Threshing engine, preferably in Siskiyew.

FOR SALE OR TRADE FOR GOOD LAND with 10 Boston Cockhuts Pease. All in first class shape.
WANTED—Position on steam plowing outfit... ENGINEER—Wishes position on a plowing engine.

WANTED—Position as Engineer on steam plowing outfit for threshing... 14000 BTNS COMPLETE NORTHWEST OUTFIT... STEAM PLOWING ENGINEER...

WANTED—Position on plowing engine for summer as engineer... COMPLETE PLOWING OUTFIT FOR SALE... 160 ACRE FARM FOR SALE OR TRADE...

STEAM ENGINEER MACHINIST—Open for position... FOR SALE—Small separator complete with all attachments... FOR SALE—One Simple Portable Engine.

FOR SALE—One 15 H.P. Case Traction Engine... SECOND-HAND AND REBUILT... BARGAINS

FOR SALE—One 18 H.P. Case Traction Engine... 1-30 H.P. Case Separator, complete, in 1-rebuild... 1-30 H.P. Case double under-mounted engine.

FOR SALE—One 18 H.P. Case Separator... FOR SALE—One 18 H.P. Case Separator... FOR SALE—One 18 H.P. Case Separator...

WANTED—Position as Engineer on a steam plowing outfit... WANTED—By holder of second class certificate of gasoline engine... FOR SALE—22 H.P. Port Byron traction engine...

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30 H.P. American-Hell-Shin, Traction Engine \$1700.00
20 H.P. American-Hell-Shin, Traction Engine \$1500.00

FOR SALE—One 18 H.P. Case Traction Engine, with or without 36x60 separator... 1-25 H.P. Case Separator, complete, in 1-rebuild...

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FOR SALE—One 18 H.P. Case Traction Engine... 1-30 H.P. Case Separator, complete, in 1-rebuild...

WESTERN CANADIAN IMPLEMENT DIRECTORY

EXPLANATION.—First find the Implement Wanted and the Number opposite will be the Number of the Concern, in the first column, that handles it.

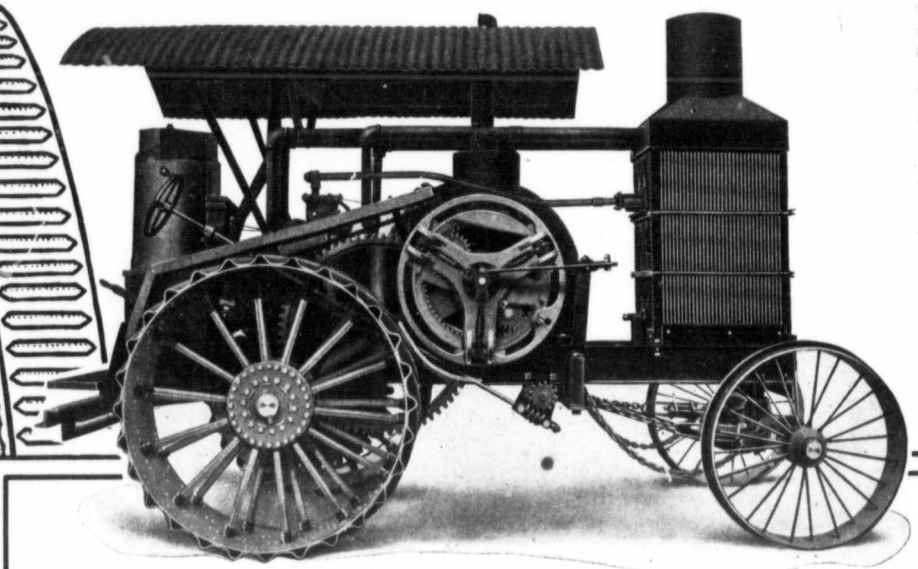
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4—BELL B. & SONS, Winnipeg.
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8—BRANDON & ROBERTSON, Brandon.
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10—BURRIDGE-COOPER CO., Winnipeg.
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16—CARBERRY STACK CO., Carberry.
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229—DRIFT AND WOOD MOWER.
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254—FAIRBANKS WOOD SAWS.
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342—P. O. & B. HAND CART.
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374—WINDMILLS, TANKS AND PUMPS.
375—CANTON PUMP.
376—CATERPILLAR STAR WINDMILL.
377—CANADIAN AIR MOTOR.
378—CHICAGO AEROMOTOR.
379—FLORENCE PUMP.
380—GOLD, SHIPLEY & MUIR-WINDMILL.
381—KENTUCKY.
382—MASSEY-HARRIS.
383—HAYES PUMPS.
384—LONDON PUMPS.
385—MONITOR PUMPS AND WINDMILLS.
386—MANITOBA TANKS.
387—MYERS PUMPS.
388—ONTARIO PUMPS.
389—REIBER PUMPS.

390—THRESHING MACHINERY, SELF-FEEDERS, WIND STACKERS AND ATTACHMENTS.
391—ADVANCE.
392—AMERICAN-ABELL.
393—BELL.
394—BRANDON.
395—BUFFALO PITTS.
396—BOSSARD.
397—CASE, J. I.
398—DAKOTA WEAVER (ask any Thresher Co.).
399—FOXTON WIND STACKER.
400—GAAR-SCOTT.
401—GARDNER.
402—GOODENOUGH.
403—HAWKEYE FEEDER.
404—HARTLEY WEAVER.
405—MINNESOTA.
406—MONARCH FEEDER.
407—NICHOLS & SHEPARD.
408—PARSONS FEEDER.
409—PERFECTOR WEAVER (ask any Thresher Co.).
410—PORT HURON.
411—RUMELY.
412—RICH FEEDER.
413—RUBBER.
414—RUBBER FEEDER.
415—SAWYER & MASSEY.
416—SYLVESTER AUTO-THRESHER.
417—WATSON.
418—WATSON'S.
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459—NEW DEAL FARM TRUCKS.
460—NEW MOLINE WAGON.
461—NORTHERN CHIEF METAL WHEEL TRUCKS.
462—OLD DOMINION WAGONS AND SLEIGHS.
463—PETROLIA WAGONS AND SLEIGHS.
464—RUMFORD WAGON.
465—STONE AND GRAY GRADING WAGON.
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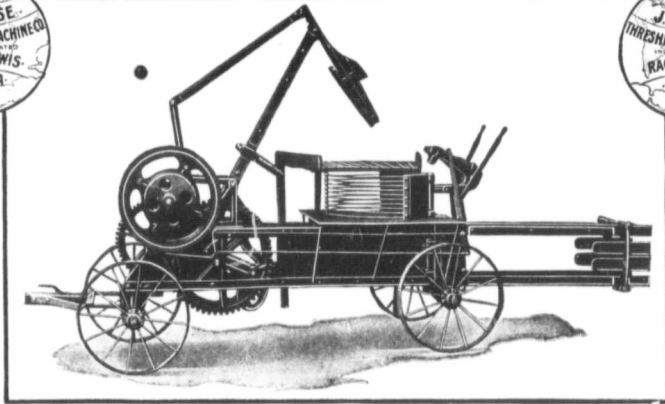
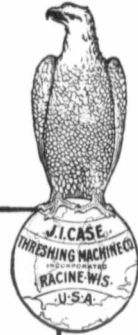
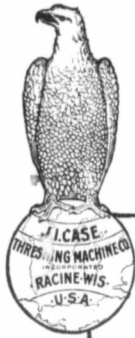
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