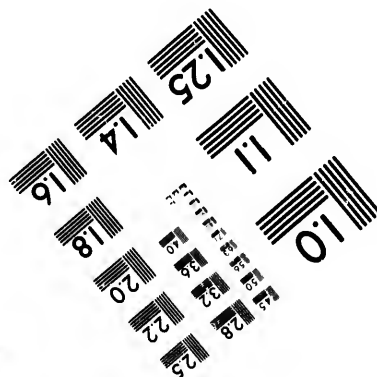
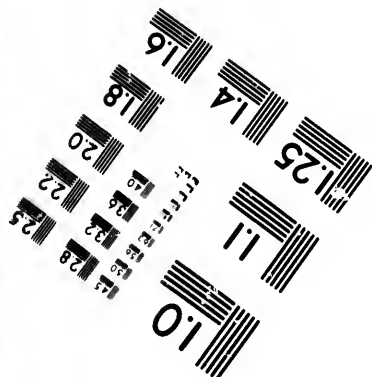
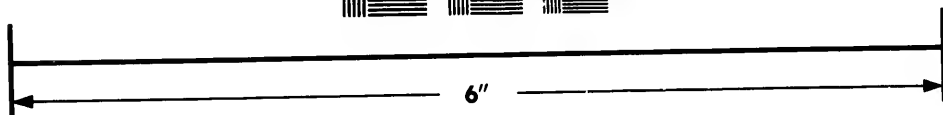
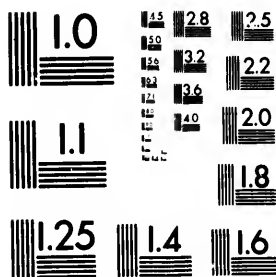


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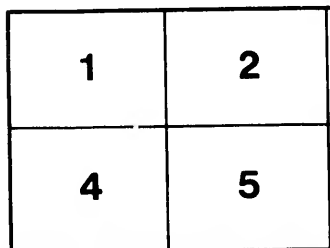
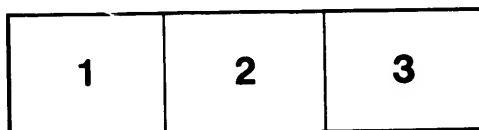
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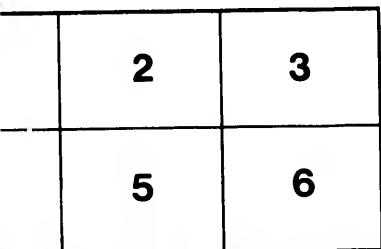
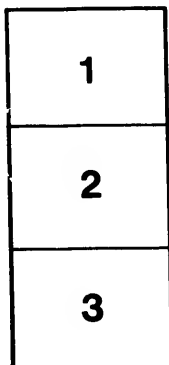
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FOREST CITY MACHINE WORKS

→ GEO. WHITE ←

KING STREET WEST, - LONDON, ONTARIO,

MANUFACTURER OF

IMPROVED PORTABLE & STATIONARY

**STEAM ENGINES
AND BOILERS.**

**INSPIRATOR OR INJECTOR
PUT ON WHEN REQUIRED.**

WHITE'S THRESHING ENGINE.



1877.

**REPAIRING ATTENDED TO
PROMPTLY.**

MR. GEO. WHITE,—

Tilbury Centre, Ont.

Dear Sir,—I have just seen a practical engineer who has had long experience with different engines; he says that your Engine is worth two of any other kind, in point of durability and service. He says the Goodrow and Tombley engine, now in its fourth year, is as good as ever, and has had no repairs; while others that came into this section the same season are worn out or almost worthless. I myself am satisfied that they are the best and most durable engines made.

Yours truly,

JOSEPH KIDD.

TESTIMONIALS.

MR. GEORGE WHITE,—

Caradoc, Longwood Station P.O.

Dear Sir,—With much pleasure we inform you that the Engine we purchased from you last August is satisfactory in every respect. The farmers say it takes the least wood and water of any engine they ever saw. We have had several threshers try to feed the steam down, but went away disappointed. We have used all kinds of water—in fact, some water was thick with mud—and it never showed the least sign of foaming. Furthermore, it has not cost us one cent. We have threshed from morning till night, and never had to stop.

I remain, yours truly,

CALER CAVAN.

MR. GEORGE WHITE,—

Burnside P.O., Man.

Dear Sir,—The Threshing Engine I purchased from you last year gave perfect satisfaction in doing its work. It run my separator with perfect ease with seventy pounds of steam. It uses very little wood or water, when compared with other engines of the same power. The spark-arrester is the best I have seen. Steam can be raised in a very short time, and held to the required amount of steam, with wood so damp that other threshing engines would scarcely burn at all. I would recommend the White Threshing Engine to all intending purchasers.

Yours truly,

GEORGE HUNT.

This is to certify that I was engineer to the above engine last fall, and I have run engines for the last fifteen years, and I candidly say that I never run a better engine.—JOHN WATKINS.

GEORGE WHITE, Esq.,—

Mayfair P.O.

Dear Sir,—The engine which I purchased from you last October gives entire satisfaction to all concerned. There are different engines hereabout, but the White Engine takes the lead ; it is light in draught, safe from sparks ; steam can be got up inside of forty minutes ; the rubber springs are complete for the rough roads. All things taken into consideration, the White Engine cannot be excelled. The farmers for whom I have threshed were all satisfied, as several of them have annexed their names to this certificate. Trusting that all who want portable threshing machines will purchase from you, we are,

Yours truly,

CAMBELL & KERR.

JAMES MURRAY,
JOSEPH MILLER,
DONALD McTAGGART,
ALEX. MCNEIL,
JOHN P. CORNEIL

DUGALD DUNCANSON,
LACHLEN McTAGGART,
JOHN DUNDON,
ALLAN STEVENSON,
and thirty others

MR. GEORGE WHITE,—

Burnside P.O., Man.

Dear Sir,—We have made a good season's threshing this year, amounting to 61,614 bushels, our account footing up to the snug sum of \$2,042.

Yours truly,

GEO. & JNO. HUNT.

White's Threshing Engine.

The following points of superiority in this Boiler and Engine cannot fail to attract the attention of those engaged in Steam Threshing:

1st.—The Engine and Boiler are made of the very best materials, by skilled mechanics, and are powerful enough to run any Separator to its full capacity, with easy firing and without forcing or straining, and cannot be choked down with the heaviest feeding.

2nd.—The Shell and Fire-Box of Boiler are straight and round, which is the oldest, strongest and safest form of boiler known, having no hole cut for grate or ash-pan.

3rd.—It has return Tubes and Water Space all round the return end, an improvement which none other can claim.

4th.—It will burn rough wood from one to five feet in length; coal of any kind, or cornstalks, can also be used with the utmost economy.

5th.—The Tubes are not liable to be burned by being exposed to the hottest part of the fire, or to contraction from draft on opening the door, as is the case with common fire-box or upright Boilers. There is a fusible safety plug in the highest part of heating surface, with soft metal core, which will melt out in case of low water, allowing the water to blow into the fire, thereby extinguishing it.

6th.—The principal wearing parts are made of steel and brass, and cannot possibly get out of line.

7th.—It is mounted on rubber springs, which are absolutely necessary on gravel roads. The wheels are all iron—no loose tires or spokes.

8th.—It has a water-pan under the furnace door, and is hooded around sixteen inches outside of door, so that no sparks or coals can escape.

9th.—The smoke-stack is very large, with an inverted cone screen, meeting the full force of exhaust steam, making the most perfect spark-arrester in use, at the same time giving a very strong draft.

10th.—A portion of the exhaust steam is used to fill the ports and cushion the piston, making a great saving. The water is brought almost to a boiling point before entering boiler, by passing through a coil of pipe, utilizing the double heat of exhaust steam and smoke-box.

11th.—License is given from the principal Insurance Companies with each Engine.

12th.—Parties purchasing will not be required to make any settlement until the Engine is started.

All who have used these engines are giving the most flattering testimonials, but I will submit only a few with each class of Engines.

Set the boiler
Use kerosene
clean, keep

Fill with
water-gauge
pump valves

See that
packed.

Oil all the
not make the

Much fuel
often, and
ashes, or coals

Never close
boiler when
closed when
the supply of

See that the
from the heater

Start and
cocks before
after starting
stuffing-box
sometimes
See that the

The speed
thumb-nuts

Never allow
gauge. If
be seen in
the fire with
ger of explosion
every week

Never put
sionally raised
Keep the ash
coals or ashes
Never leave
to the fire
too much steam

If possible
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valve open.

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class of Engines.

DIRECTIONS.

Set the boiler as level as possible.

Use kerosene to clean the working parts ; when once clean, keep them so.

Fill with water about two inches in the glass of water-gauge. Use soft water if possible. Clean the pump valves before starting the Engine.

See that the piston and pump-rods are properly packed.

Oil all the bearings. Use the best sperm oil. Do not make the bearings tight at first.

Much fuel may be saved by cleaning out the flues often, and not allowing them to become filled with ashes, or coated with smut.

Never close the valve between the check-valve and boiler when the Engine is running ; this is only to be closed when taking out the pump valves. Regulate the supply of water by the valve in the suction pipe.

See that the pet-cock, that conveys the waste water from the heater, is kept open when starting.

Start and stop Engine very slowly ; open cylinder cocks before stopping, and leave open a few minutes after starting. Care should be taken that the governor stuffing-box is not screwed down too tightly, which sometimes occasions spasmodic action of the governor, See that the governor works freely.

The speed of Engine may be increased by screwing thumb-nuts on governor spindle.

Never allow the water to get out of sight in water-gauge. If, through want of attention, no water should be seen in the water gauge, or gauge cocks, put out the fire without delay ; failing to do this there is danger of explosion. If using impure water, blow out every week.

Never put any extra weight on safety valve. Occasionally raise the lever to see that the valve works free. Keep the ashes from under the grate, and never allow coals or ashes to accumulate in back end of boiler. Never leave the fire door open except when attending to the fire or fuel. Close the damper when you have too much steam.

If possible, time your machinery so that the Engine may run as the governor dictates, with the throttle-valve open.

The Engine may be run either way, and to effect this alter position of eccentric on main shaft, according to marks of chisel on main shaft. The Engine will not be efficient unless the marks on eccentric and main shaft correspond at one of the two places.

The speed of the Engine is 200 revolutions per minute. The size of belt-pulley on separator shaft should be $7\frac{1}{4}$ inches in diameter.

For security against fire the screen wire-cloth is fine, and should have attention to insure draft. It should be swept or brushed when choked.

Never use animal oil on rubber driving-belt.

License is given from the Principal Insurance Companies with each Threshing Engine.

→ STATIONARY ENGINES →

ALL SIZES.

PLAIN SLIDE VALVE,

ADJUSTABLE CUT-OFF SLIDE VALVE,

AND AUTOMATIC CUT-OFF.

Either of these kinds are built with special regard to

Durability and Economy in Fuel.

The following testimonial is for an Adjustable Cut-off Engine. Intending purchasers would do well to see it working at the McClary Manufacturing Company's Works in this city.

GEORGE WHITE, Esq., —

London P.O.

Dear Sir,—With regard to the 60 H.P. Engine we purchased from you, we are happy to be able to report that it is giving good satisfaction, and has proved to be all that was promised; although we are running more machinery than the old engine was capable of carrying, we find that we are not using more than one-half of the fuel previously consumed; and as regards simplicity of construction and perfection of working qualities, it leaves nothing to be desired.

Yours very sincerely,

JOHN McCLARY,

President of McClary Mfg. Co

Mr. Geo. White,—

Youngville, Ont.

Dear Sir,—In regard to the Engine purchased by Ross & Thompson, we are pleased to say that it does its work remarkably well in every respect [in fact, it takes the least wood and water of any engine we have seen thresh, and has any amount of power.

THOS. RUTHERFORD,
WENLEY KEAT,
JESSE McNEAVEY,
JAMES O'DONN.

} Farmers

Mr. GEORGE WHITE,—

Kimball P.O.

Sir,—Your letter of the 27th to hand, and note received with thanks. You wished us to write and let you know how we like our engine. We like it splendid. We ran seventy days and did not cost us a cent, nor were we delayed an hour. We had a good season, had good luck, and did not lose any time with breaks. We gave our belt a bad tear, about twenty feet; we would prefer a six-inch belt now; it would have more power, and not run so tight. I suppose you will have some new improvements the coming season.

Yours truly,

HARKNESS BROS.

Blumenfeld,

Werther Herr George White

Ich danke Ihnen bestens für Ihren Dampf-
kessel, denn wie ich fest glaube wird meinen Dampf-
kessel in diesem County nicht übertrifft an Vortheil,
in Holz sparen und Arbeit fördern; auch wegen re-
gulantem Gänge und angemessener Stärkekraft be-
kräftigt mein Dampfessel völlig was Sie mir ver-
sprochen haben, dessenwegen kann ich aufrichtig jedem
Kauflustigen ratheben Ihre Maschine zu kaufen. Ich
danke auch für den Arm welchen Sie mir sandten,
und wünsche Ihnen das beste Wohlergehen.

Achtungsvoll Euer Freund,

Abraham Sterbrecht.

Intending purchasers will please apply to

**GEORGE WHITE,
FOREST CITY MACHINE WORKS,**

LONDON, ONTARIO,

for further information, which will be cheerfully
given, whether you purchase or not.

Licensed by Principal Insurance Companies.

Mr. GEORGE WHITE,—

WHL

Dear Sir,—The season of threshing is nearly over
had a very satisfactory season, and as far as
bought of you is concerned, we must, in justice, be
satisfied, in our opinion, of all the threshing engines
the country, and we have had a large experience,
several other engines. And we would strongly re-
commend purchasers, for the following reasons. It is
struction and easily kept in order; has plenty of
rate of threshing; the spark screen is perfectly
except to turn down the smoke-stack at night to let
tubes keep perfectly clean, and a tube-cleaner has
of them; the grate gives no trouble, and does not
dunly and leaves the fireman in the lurch, but begins
at the back and with no perceptible disadvantage
so that it can be replaced at convenience; the wheel
removed in one minute, leaving the fire-box easy to
more power for its weight than any engine we
evates less wood and water to run it; it is low down
and well balanced; it may be placed so low on run-
almost impossible to upset it; this is a great ad-
vantage; the boiler never foams, and the mud-port
for cleaning all the interior of the boiler; the lac-
ment is a great drawback to nearly all other thr-
the round water bottom under the fire doors is al-
thing for safety against fire.

Yours truly,

Mr. GEORGE WHITE,—

Stone

Dear Sir,—The little engine is working tip-to-
say it runs very nice and smooth, and gives credit
is the best threshing engine I ever fired, and it runs
to its full capacity with the greatest ease, and
wood and water, and is absolutely safe from fire.

WM. A. WELLS

Mr. GEORGE WHITE,—

West Wh

Dear Sir,—We have hardly done our duty in not
before respecting the Boiler and Engine we purchased.
The reason was, we wanted to test it in the cold
we have when it was 30 below zero, and a very stiff
wind blowing on it, and under those difficulties
slightest trouble to keep my power, using cedar wood
great credit for the manner in which you have
applied your heater; the water cannot reach the
boiling, a benefit which cannot be over-estimated.
Some over half the fuel that my other engine did
is a steam-boiler indeed; in fact, it is the best I
for sale in the Dominion, and I will back up this
time. I have plenty of power for my shingle mill
it to its utmost capacity; and I am glad to tell
farmers are well suited; this is a main thing.

FLETCHER

Mr. GEORGE WHITE,—

Wyoming P.O.

Dear Sir,—We, the undersigned farmers of the Township of
Plymouth and Enniskillen, did engage Messrs. Hartly & Dennis,
to do our threshing with one of your little engines, which has
given us entire satisfaction. It is moderate on wood and water
easy kept in steam, and is capable of driving any separator with
all ease, perfectly safe from fire as far as we can judge. We con-
sider your engine second to none for threshing purposes of any-
thing we have seen in this part, and we heartily recommend it to
any party that wants the like.

ALEXANDER DAWSON, ARTHUR HUMR,
JOHN DOROUGH, JNO. C. STEWART,
JOHN ROSS, WM. HAINES,
ALLAN McLENN, JOHN HARRIS,
ALEX. McLAULIN.

Mr. GEORGE WHITE,—

Maldstone Cross P.O.

Dear Sir,—Our little steamer, to all intents and purposes, is a
most satisfactory affair, with everything right equal to the task of
threshing from 900 to 1000 bushels of grain per day. Mr. Mel-
ntyre, another thrasher, told me that he had one of White's
Engines, and that in the Spring he was going to order another one
from the same establishment, remarking at the same time that
he firmly believed that it would be a thing almost impossible for
any other firm to make and adjust an engine that would give
more satisfaction than the engine Mr. White manufactures. We
heartily endorse Mr. Melntyre's statement in every particular.

Cordially yours truly,

JOHN & AMBROSE BONNEAU.

Mr. GEORGE WHITE,—

Maldstone Cross P.O.

Dear Sir,—We can recommend the engine we got from you this
season, and as we are old threshers with steam power and the
first to introduce it into this county, some seven years since, we
profess to know something about steam threshing. We have
threshed seventy-eight jobs, and are threshing yet. We don't
know when we shall be through; think you will get the 25% over
the price; they have made no signs of coming yet. We have
threshed for chronic growlers, but they have not growled at the
work we have done, because it takes so very little wood and
water. It has not cost us a nickel for repairs on either engine.

WM. GREENWAY. WM. WHITE.

Mr. GEORGE WHITE, London,—

West Wawanosh P.O.

Dear Sir,—We, the undersigned, have this day had the pleasure
of seeing one of your little threshing engines work at Mr. Hugh
Moreland's, lot 20, con. 3, West Wawanosh. It threshed about
six hundred bushels of wheat in about ten hours, using hemlock
sheds as fuel, with ease of firing. We are well pleased with the
way it does its work; it surpasses anything that has come into
this neighborhood yet, and we would recommend it to any person
wanting a first-class threshing engine. We consider it safe from
fire, as the wind was blowing the smoke towards the barn all day,
and there was no appearance of sparks whatever.

THOMAS FLANNETT, HENRY MORELAND,
JAMES ROSS, WM. OLIVER,
WM. J. SMITH, JOHN ANDERSON,
JOHN HAMILTON, WEST ANDERSON,
GEO. WATSON, HORT, HAMILTON,
JOHN F. NIVISA.

Mr. G. WHITE, London,—

Comber P.O., E

Dear Sir,—Thinking it only justice to "give ho-
nor" and feeling assured that to hear favor-
able of one's own workmanship must be always pleas-
ing, we have concluded to mention some few
working of one of your engines, which has been
not only to ourselves, but to all who have
that we now hasten to give credit to you as
Your engine is now in its third year, and to our
place, has not as yet cost one dollar for repairs
season threshed ten weeks, and had never yet four
feet so rapidly with good grain as to run us down
furthermore, we could always start with 40 lbs.
though we could run up to 100 lbs., if necessary,
obliged to use over 75 lbs., while any other en-
were four threshing in the district) would never
until under full head. On Mr. Peter Lafontaine
River, we threshed 178 bushels of oats in 44 min-
being held by Captain Charland and could run
1,200 to 1,400 bushels of oats per diem; in fact
was its work to all who witnessed it, that your
favorite in this vicinity, and from the reports of
having other machines and engines were constan-
view for these few weeks, and were inva-
cended its excellence and superior qualities
ber, it was tested very thoroughly once in your pro-
that time on two other occasions to crowd its en-
out success. A certain engine, not to mention
same make separator, but the engine one quarter
able to run the separator to its full capacity. Ye
making an improved engine or the one we have
we are unable to imagine where the improve-
for in the security from firing a stack or anythin-
easy firing and simple working and capability
even head of steam, it is in our opinion very
equal.

Trusting you may be as pleased to receive this
in being able to give it, We remain, Sir,
Yours truly,

GAL

Mr. GEORGE WHITE,—

Dear Sir,—I write you these few lines to let
you get along. I am getting along well, the
warning of my jacket this year. The first
threshed three hundred bushels in the forenoon
—this— and —were threshing one lo-
next place was Dr. Slon's, and I threshed eight
in nine hours and a half. I moved to the next
noon, and threshed four hundred bushels in 1
half. They are after me from all parts. I was
to go to another settlement, but I have got as
around home. There was a man in this section
fing separators. He was out where I was thresh-
that he sold a steamer to John Wilson in Morris,
that mine was working so well he cancelled it
screen in a splendid rig; I still keep the fine one
Yours truly,
DAN

Mr. GEORGE WHITE,—

Dear Sir,—Every farmer that comes in likes
than any they ever saw.

Yours truly,

J. A.

The Safest, Most Durable & Easiest-Handled Engine
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