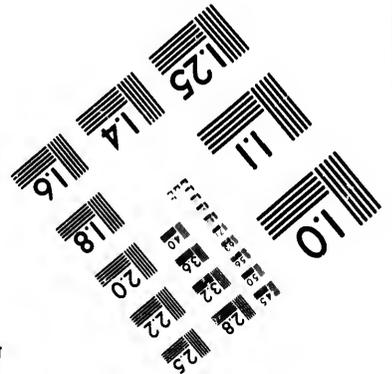
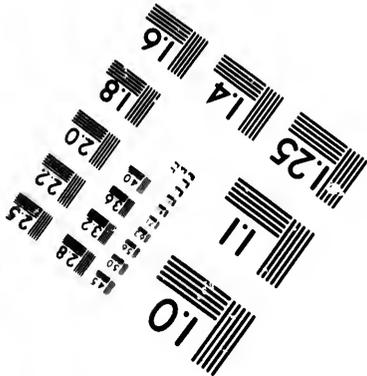
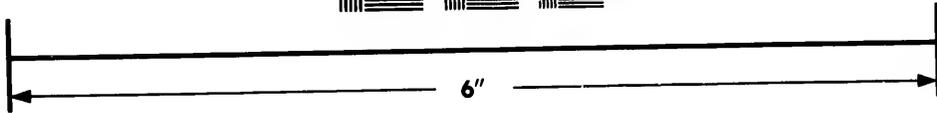
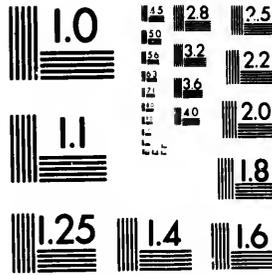


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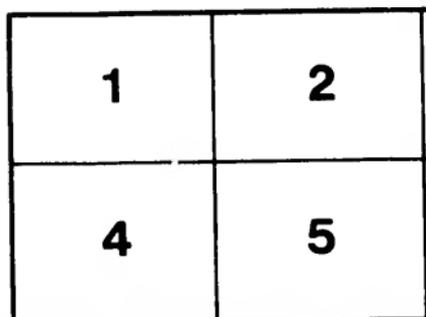
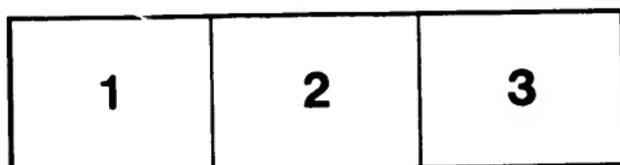
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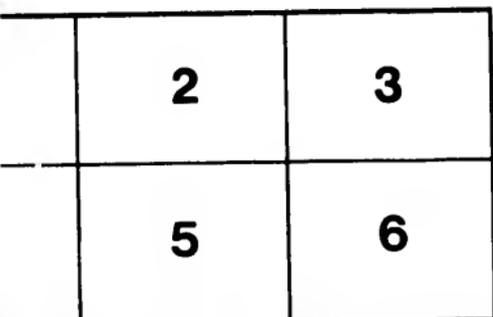
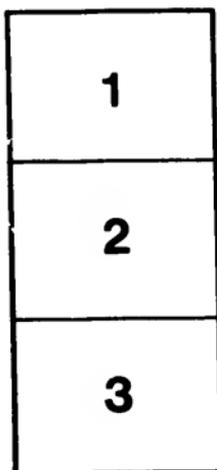
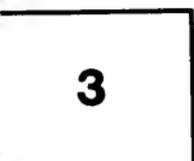
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FOREST CITY MACHINE WORKS

→ 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  
coals or ashes  
Never leave  
to the fire  
too much steam

If possible  
may run as  
valve open.

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e most flattering  
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.

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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.

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

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## → 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,**— Youngsville, 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. RITCHIE, ROSS,  
WENLEY KENT,  
JESSE McNEARNEY,  
JAMES O'DOUB. } 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,  
HARRNESS 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 übertriften an Vorteil,  
in Holz sparen und Arbeit fördern; auch wegen re-  
gulantem Gange und angemessener Stärkekraft be-  
kräftigt mein Dampfessel völlig was Sie mir ver-  
sprochen haben, dessenwegen kann ich aufrichtig jedem  
Kauflustigen raten Ihre Maschine zu kaufen. Ich  
danke auch für den Arm welchen Sie mir sandten,  
und wünsche Ihnen das beste Wohlergehen.

Achtungsvoll Euer Freund,  
Abraham Werbrecht.

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,**—  
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  
tubes keep perfectly clean, and a tube-cleaner has  
of them; the grate gives no trouble, and does not  
duly and leaves the fireman in the lurch, but built  
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  
take power for its weight than any engine we  
makes 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,**—  
Dear Sir,—The little engine is working tip-  
top. It runs very nice and smooth, and gives out  
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.  
W. M. A. W. L.

**Mr. GEORGE WHITE,**—  
Dear Sir,—We have hardly done our duty in no  
before respecting the Boiler and Engine we pur-  
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  
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 thr-  
for sale in the Dominion, and I will back up the  
time. I have plenty of power for my shingle mill  
it to its utmost capacity; and I am glad to see  
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 made safe on wood and water  
easy kept in steam, and is capable of driving any separator at  
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 HUME,  
JOHN DEBOROUGH, JNO. C. STEWART,  
JOHN BOYD, WM. IRWINER,  
ALLAN McLEAN, JOHN HARRIS,  
ALEX. McLAULIN.

**Mr. GEORGE WHITE,**— Maidstone 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,**— Maidstone 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 foaming 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.  
W. M. GREENWAY. W. M. 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 FLANKETT, HUGH MORELAND,  
JAMES ROSS, W. M. CLYDE,  
W. J. SMITH, JOHN ANDERSON,  
JOHN HAMILTON, WEST ANDERSON,  
GEO. WATSON, HORT, HAMILTON,  
JOHN F. NIVINA.

**Mr. G. WHITE, London,**— Comber P.O., E.  
Dear Sir,—Thinking it only justice to "give ho-  
nor is due," and feeling assured that to hear favor-  
one's own workmanship must be always pleasur-  
able, 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 the  
Your engine is now in its third year, and to after  
place, has not as yet cost one dollar for repairs  
season threshed ten weeks, and had never yet four  
lost 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 mi-  
being held by Captain Charleand 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-  
tly for these vessels their accuracy, and were inva-  
riably conceded its excellence and superior quali-  
ties. It was tested very thoroughly once in your  
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 any  
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 their jackets this year. The fire  
threshed three hundred bushels in the forenoon  
—the — and — were threshing one lo-  
next place was Dr. Sloni's, and I threshed eight  
in nine hours and a half. I moved to the next bi-  
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 fir-  
ing 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 the  
screen is a splendid rig; I still keep the fine one  
Yours truly,  
DAN

**Mr. GEORGE WHITE,**—  
Dear Sir,—Every farmer that comes in likes it  
than any they ever saw.  
Yours truly,  
J. A.

**WHITT,**—  
 The season of threshing is nearly over, and we have a satisfactory season, and as far as the engine is concerned, we must, in justice, say that it stands the opinion of all the threshing engines in this part of and we have had a large experience, and now own engines. And we would strongly recommend to purchasers for the following reasons. It is of simple construction, easily kept in order; has plenty of power for any thing; the spark screen is perfectly safe, no trouble runs down the smoke-stack at night to keep it dry; the grate is perfectly clean, and a tube-cleaner has never been inside a grate gives no trouble, and does not give way and leave the fireman in the lurch, but begins to wear slowly and with no perceptible disadvantage for a long time, it is replaced at convenience; the whole grate can be removed in five minutes, leaving the fire-box easy to clean; it gives more weight than any engine we ever handled, and it is so light and water to run it; it is low down on the trucks and balanced; it may be placed so low on runners that it is possible to upset it; this is a great advantage in our boiler never foams, and the mud-pots are convenient all the interior of the boiler; the lack of this arrangement draws back to nearly all other threshing engines; water bottom under the fire doors is also a very good safety against fire.

Yours truly,  
**W. M. WAY.**

**WHITT,**—  
 The little engine is working tip-top. I can safely very nice and smooth, and gives entire satisfaction. It is a threshing engine I ever fired, and it runs the machine capacity with the greatest of ease, and uses very little water, and is absolutely safe from fire.

Yours truly,  
**WM. A. WILLIAMS,**  
 Engineer.

**WHITT,**—  
 We have hardly done our duty in not writing to you respecting the Boiler and Engine we purchased from you. It was, we wanted to test it in the coldest weather, and when it was 30 below zero, and a very strong North-west wind on it, and under those difficulties, I had not the trouble to keep my power, using regular wood. I give you credit for the manner in which you have constructed and run your boiler; the water cannot reach the boiler before it is so hot that it cannot be over-estimated. It does not consume half the fuel that my other engine did; and the boiler maker included; in fact, it is the best threshing rig offered in the Dominion, and I will back up this assertion any day with plenty of power for my shingle mill, and can drive almost any capacity; and I am glad to tell you that the engine is well suited; this is a main thing.

FLETCHER & BROWN.

**WHITT,** London, —  
 Comber P.O., Essex Co., Ont.  
 Thinking it only justice to give honor where honor is due, and feeling assured that to hear favorable mention of workmanship must be always pleasing to a good man, we have concluded to mention some few particulars of the one of your engines, which has been so satisfactory to ourselves, but to all who have witnessed them, how hasten to give credit to you as the manufacturer. It is now in its third year, and to mention in the first place, it has not cost one dollar for repairs. We have this season threshed ten weeks, and had never yet found them able to do as much work as to run us down for one minute; before, we could always start with 40 lbs. of steam, and also could run up to 100 lbs., if necessary, have never been used over 75 lbs., while any other engine (and there are many) in the district would never be ready to start for full head. On Mr. Peter Lafontaine's farm, at Bellefleur, I threshed 175 bushels of oats in 44 minutes, the watch by Captain Charleau and could readily thresh from 2,400 bushels of oats per diem; in fact, so satisfactory to all who witnessed it, that your engine is quite a novelty in this vicinity, and from the reports of its work, those who have seen your machines and engines were constantly coming up to praise them for their accuracy, and were invariably compelled to acknowledge its excellence and superior qualities. If you remember, I visited you very thoroughly once in your presence, and since that time on two other occasions to crowd its capacity, but without success. A certain engine, not to mention names, with the separator, but the engine one quarter larger, was used in the separator to its full capacity. You are said to be an improved engine, or the one we have, but our part is to be in the machine where the improvement would be, and security from firing a stack or anything adjoining, its simple and working and capability of retaining an amount of steam, it is in our opinion very hard to find its equal.

You may be as pleased to receive this report as we are to give it.

We remain, Sir,  
 Yours truly,  
**GALINNO & RAY.**

**WHITT,**—  
 Hlythe P. O.  
 I write you these few lines to let you know how I am getting along. I am getting along well, the little engine is their jackets this year. The first day I started I threshed three hundred bushels in the forenoon and in market and were threshing one load of oats. The second day was Dr. Sloan's, and I threshed eight hundred bushels in four and a half. I moved to the next barn in the afternoon. I threshed four hundred bushels in four hours and a day after me from all parts. I was offered \$15 a day for another settlement, but I have got as much as I can do here. There was a man in this section from London settlers. He was out where I was threshing, and told me to send a steamer to John Wilson in Morris. When he heard I was working so well he cancelled his order. That is a splendid rig; I still keep the fine one in the bottom.

Yours truly,  
**DANIEL FRASER.**

**WHITT,**—  
 Trafalgar P.O.  
 Every farmer that comes in likes the engine better than they ever saw.

Yours truly,  
**J. A. JOHNSTONE.**

**MR. GEORGE WHITE,**—  
 Pictou, Ont.  
 Dear Sir,—The Engine purchased from you does splendidly. I like the heater, and have no trouble to keep steam, and every farmer likes it when we have threshed; they think with us that it cannot be beaten. We have threshed every day since your son started it, and not a bit of trouble; it couldn't do better. I have to keep the damper shut fully one third of the time to keep the steam down.

Yours truly,  
**CHARLES MARKLAND.**

**MR. GEORGE WHITE,**—  
 Madoc, Ont.  
 Dear Sir,—The Threshing Engine purchased from you works well; the best I have ever seen, and I have handled a large number of engines. The heater is a grand affair, and cannot be better, and the whole rig is so handy.

Yours truly,  
**WM. HILL.**

**MR. GEORGE WHITE,**—  
 Barronsfield P.O., N.S.  
 Dear Sir,—After a thorough test, the Engine is proving a success, and suits us well; it is very easy to steam, and does not consume more than one-half as much coal as the engine we had before, and it has any amount of power for threshing or pressing hay; in fact, we are well pleased with it.

Yours truly,  
**J. H. & J. W. SEAMAN.**

**MR. GEO. WHITE,**—  
 Tiverton P.O., Ont.  
 Dear Sir,—We write to let you know how we have got along with our engines. We purchased one from you in 1882, which gave us entire satisfaction; having concluded to purchase another for the past season, we had no hesitation in ordering from you; and both have done well; they are compact, light, and very easy to move. They have any amount of power for the heaviest threshing. They burn long wood, and are easily fired, keeping up steam with all ease in the coldest weather. The engines are very easy to keep in order. We have had no loss time with them, they are always ready for a day's work; no leaky flues or things getting out of order, and the best of all, the farmers like them; they are safe from fire, and altogether the best threshing Engine we have seen.

Yours very truly,  
**W. & A. KIRKCONNELL.**

**MR. GEO. WHITE,**—  
 Tilbury Centre, Ont.  
 Dear Sir,—We certify that your Threshing Engine is the best we ever used; it works well, and has proved to be durable. We have used it four years, and it has not cost us one cent for repairs; and now it works as good as ever.

Yours truly,  
**HOGGARD & KING.**

**MR. GEORGE WHITE,**—  
 St. Mary's P.O.  
 Dear Sir,—Received your card yesterday wanting to know how we liked our little engine. Well, we could not like it better; we have not lost one hour with it since we commenced threshing with it. We have been threshing beside engines of other make, and ours is the best of all. We can get up steam in less time than the rest, and it is easier kept up. It takes less wood and water than any other engine around, and gives better satisfaction as to safety of fire. We have not heard one complaint. All who see the engine run, say it is the best and safest engine from fire they ever saw, and we do not have to blow the water out very often we move, because one team can draw it around full of water easier than two can draw most of the other engines empty. Your engines are giving far the best satisfaction of any other kind, and I think another year you will sell more engines around here than any other two firms. We have threshed after night, and as soon as dusk comes the men's eyes are all turned toward the smoke-stack looking for sparks, but the result is they can't see any. I would recommend all who intend buying an engine to try yours, and when they try, I am sure they will not go back on buying. The best engine is the cheapest, and I am sure yours is the best.

Yours truly,  
**CHARLES SKINNER.**

**MR. GEORGE WHITE,**—  
 Sykeston P.O., Lambton Co.  
 Dear Sir,—In answer to your inquiries respecting the engine I got from you last April, I beg to say I am well pleased with it in every respect, and have given perfect satisfaction to every one we threshed for. We do not blow out the water every time we move, because one team can handle it quite easy. Your engine is giving the best satisfaction in these parts; I do not think there will be any other kind here. It is the lightest and strongest in the market for threshing purposes. It makes steam very easy and quick; I never take more than half an hour, and have got it up in 18 minutes. It will burn rough wood and soft as well as hard; it has power enough to drive two separators; we have threshed fifteen hundred bushels of grain in one day and moved across the road at noon—80 bushels of wheat, 600 of barley and the rest of oats. I was the first to introduce steam on this line, and did take considerable interest in the different engines for this purpose. I think yours is the best I have seen, and anyone wanting to buy an engine cannot do better than to purchase from you. The governor works the best of any I ever saw; they hold the engine well, just the same when empty as working.

Yours truly,  
**RICHARD H. HEAL.**

**MR. GEORGE WHITE,**—  
 Mitchell P.O.  
 Dear Sir,—The Threshing Engine I am running under the charge you left to me is running splendidly and pleases everyone.

Yours truly,  
**WM. M. CHOWN,**  
 Engineer.

**MR. GEORGE WHITE,**—  
 Essex Centre P.O.  
 Dear Sir,—The Engine No. 47 gives perfect satisfaction. It runs first-rate. I never ran anything that makes steam so easy as this does, or takes less fuel. We will send you a good testimonial.

**JAMES DISCMAN,**  
 Engineer.

The Safest, Most Durable & Easiest-Handled Engine  
IN THE DOMINION.

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FITTEST  
SURVIVES.



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