

About 4 p.m., however, a small deluge dampened all hopes of any plowing being done, and the would be spectators and contestants found their way back to the city as best they could.

Wednesday, July 16th, dawned bright and clear. Everyone was on the ground early and eager for the fray. The engines got away to a flying start about 8 a.m., with the result that twenty different tractors were tried out, thus finishing up the plowing part of the contest.

Everywhere there was hustle and bustle. Everybody wished to see the engineer in charge and the judges. Here was a factory group carefully attempting to make a mathematical forecast of events. Yonder was a trio of plowmen from one of the largest and oldest plow factories on the American continent. Over there was a number of a certain company's advertising staff hastily getting on side of a piece of soggy pie. In this automobile sat the treasurer of one of the largest thresher companies, where he slowly but surely got blissfully blistered by the penetrating rays of a Manitoba sun. Here some of our friends from the south, ignorant of Canada's fire laws, were fighting a fire that they had started. There was a judge lecturing a contestant because everything was not in readiness. Yonder was held a hurried consultation upon an unexpected point that the rules did not cover.

Here went the small gas tractor pulling its five plows with ease. There was its big steam brother making twelve black ribbons three-quarters of a mile long.

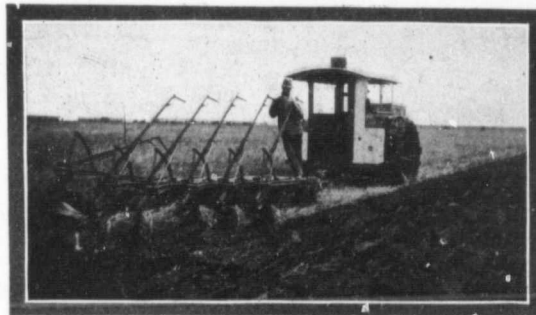
University professors, presidents of mammoth industrial concerns, plow experts, grimy engineers, farmers, photographers, merchants, editors, etc., etc., all jostled each other in their haste to be everywhere at the same time.

You couldn't call it fun. It was a too serious business proposition. History was being made, and the making of history is always a job for the best of men.

Possibly nowhere on the American continent is there such an intensely interested group of

men as those who follow the various tractors on the contest field. Up and down the field they go. Some in buggies, some in autos, and numbers on foot.

looking for new ideas. The college professor wants data for his class room. The engineer is there in a great many cases because he has to be, for his is no



The I. L. C. "30" and Five Oliver Plows.



The Aultman and Taylor Kerosene Tractor pulling seven John Deere Bottoms, (Silver Medal winner Class E.)

One outfit is followed for a quarter of a mile, and is then abandoned for another. The manufacturer is there in order to get pointers on what his competitor is doing. The designer is

Sylvan task. The editor has his eyes and ears open for news and the photographer finds in it a profitable job. The farmer has been told a lot of things by the various salesmen whom he has



The J. I. Case 30-60 Kerosene Tractor pulling eight Case Sattley Bottoms.

come in contact with, and being "from Missouri" he has come to see for himself.

But after all, just how is it done? All of this hurry and hustle cannot be handled without some system. In the first place the engineer in charge gets his staff into line, and judges and observers are each given a definite piece of work to do. The land is surveyed into plots of sizes proportionate to the horse powers of the various tractors, and staked off at both ends of the field. As straightness of furrow counts in the score, each contestant carefully stakes off a straight line. It was interesting in the 1912 contest to note the various kinds of stakes used. Some used only wooden stocks. Others used iron rods with painted

disks of iron riveted to the top. One concern had an ingenious set of poles painted like a barbers pole with a foot step on the side for forcing them into the soil. Still another concern used bamboo sighting rods.

When the land is staked out, the contestant pulls his engine and plows up to the headland and his fuel and water supply is carefully weighed and measured in by a judge. An observer is assigned to the engine, the judge blows the whistle, and the start is made. The observer watches both engine and

plow carefully, in order to see that no "jockeying" is done, and at the same time keep close "tab" on the depth of the furrows. As each engine starts there is generally a big crowd gathered round, which gradually disperses as the engine gets farther and farther away from the headland.

In the 1912 contest each engine made four rounds of one and one half mile in length, and for one round a recording dynamometer was placed between the engine and plows in order to arrive at the average draw-bar pull. When the four rounds were finished, the fuel and water were again carefully weighed and measured and recorded on the observer's score card, which is handed over to the engineer in charge.

It may seem simple in the telling, but if one follows it closely, it can only be characterized by