

speed of 700 feet per minute and to be equal to a total piston area in square feet multiplied by 700.)

#### Steam Engines.

Where A—piston area in sq. ft.; P—boiler pressure and 450 is taken as standard speed.

(f) A x 450 x P, 500, 60 or under.

(g) A x 450 x P, 500, over 60 and under 100.

(h) A x 450 x P, 100 or over.

Prizes in each class shall consist of: First prize, gold medal; second prize, silver medal; third prize, bronze medal.

Class B, Gasoline.—Heer, 20-25 h.p.; Avery, 20-35 h.p.; J. I. Case, 20-40 h.p.; Goold, Shapley & Muir, 22-35 h.p.; I.H.C., 30 h.p.

Class C, Gasoline.—Sawer-Massey, 22-45 h.p.; I. H. C., 45 h.p.; Goold, Shapley & Muir, 30-45 h.p.; Canadian Holt, 60-65 h.p.; Aultman & Taylor, 30-60 h.p.; J. I. Case, 30-60 h.p.; American Gas Tractor, 30-60 h.p.

Class D, Kerosene.—Heer, 20-25 h.p.; Rumely, 15-30 h.p.; I.H.C., 25 h.p.; Avery, 22-35 h.p.

Class E, Kerosene.—I. H. C., 45 h.p.; Aultman & Taylor, 30-60 h.p.; Rumely, 30-60 h.p.; J. I. Case, 30-60 h.p.

Class F, Steam.—J. I. Case, 40 h.p.

Class G, Steam.—J. I. Case, 80 h.p.

Class H, Steam.—J. I. Case, 110 h.p.; Sawer-Massey, 32-106 h.p.

One very noticeable thing about the above list of entries is the absence of steam engines and the predominance of the internal combustion type of tractor. It is a very reliable index as to the trend of things and hereby hangs a tale.

Not over five years ago there was not a single manufacturer of threshing machines and steam tractors that was building an internal combustion tractor. In fact the majority of them opposed it bitterly. Today there is scarcely a thresher concern that has not either a gas tractor of its own or is handling one for the trade. This does not mean that steam has been entirely superseded by its gas brother. Far from it. Steam tractors are being sold in large quantities to-



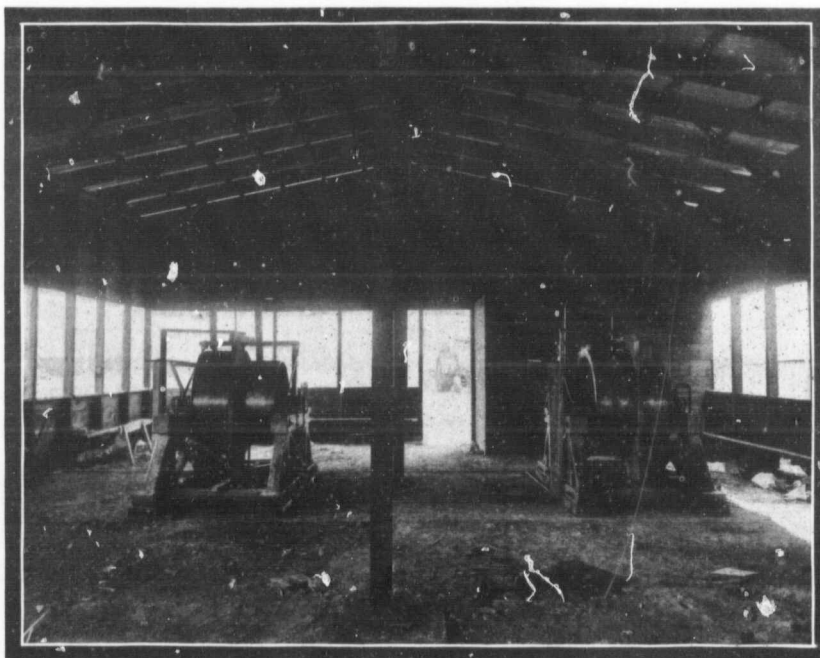
Somebody started a fire on the plowing field. When that \$500.00 fine stared them in the face, they got busy.

day, and it is fair to assume that they will continue to enjoy a good market for some years to come. However, the internal

more and more nearly perfect.

#### The Plowing Test.

The brake tests were finished by Wednesday, July 10th, but no



Interior of the Testing Shed showing the Two Brakes in position. In the farther right hand corner can be seen the judges' room.

combustion tractor is the popular machine today, and its superiority bids fair to grow as the machines themselves become

nove was made toward the plowing field before Monday, July 15th. The field itself was situated about 2 3/8 miles N.W. of

Bergen, a station on the main line of the Winnipeg-Brandon line of the C.P.R. It was directly alongside the Oak Point branch of the C.N.R., this line being used to carry the spectators to and from Winnipeg. The plowing field itself was a patch of 240 acres, three-quarters of a mile in length, and the soil was of such a nature as to provide a somewhat different test from those of previous years. Most of it was good heavy gumbo, and it was just dry enough to crumble. The furrow slice did not hang together as it did in the "swamp" of 1911, and as it was full of holes it made the turning of a nice even furrow almost impossible. If the readers

of this magazine will dig up their August, 1911, issue and compare the illustrations with those in this number the differences in the lay of the furrow can at once be seen.

It was 4 p.m. by July 15th, before the first engine made its start, owing to the delay of the oilman in getting on the field, likewise the scales for the weighing of coal and oil. The Aultman & Taylor 30-60 gasoline tractor drew first blood, and as the observer's whistle blew for the start all knew that the deciding feature of the 1912 Motor Contest had begun. Five engines finished their work before nightfall, and all was eager expectancy for the next day. Every-

body looked for big things on Tuesday, but the weather man decreed otherwise. It was about twelve miles by wagon road from Winnipeg to the plowing field, and it was not the least interesting of the side issues of the contest to watch autos, victorias, motor trucks, motorcycles, bicycles and even pedestrians wending their way through some of Manitoba's most affectionate gumbo toward the field only to be disappointed when they arrived there to find that the judges had called the event off for the day. Not a few stayed until well into the afternoon in the hope that a start would be made, seeking shelter from the frequent showers that came down in the numerous tents that dotted the headland.



Professor A. R. Greig—one of the Judges was caught by the Camera man just as he was deciding which one of the ninety and nine things he would do first.