

A MAGAZINE  
FOR

THE FARM  
AND HOME



## THE CANADIAN THRESHERMAN AND FARMER

Vol. XV.

WINNIPEG, CANADA, AUGUST, 1910.

No. 8.

### The 1910 Winnipeg Motor Contest

Winnipeg is undeniably the home of the motor contest in so far as the New World is concerned. For the idea we must acknowledge credit to England just as we must give her credit for the first real steam engine designed for agricultural purposes. It was an Englishman who brought the motor contest idea to this country although it is assuming proportions so big that in so far as publicity and world-wide interest is concerned, it has eclipsed the tests of agricultural motors now held in the Mother country.

This is probably due in no small degree to the fact that Western Canadian agricultural conditions demand power machinery. Our acres are so broad and labor is so scarce that mechanical power on the farm is a most vital question with the farmer. We are essentially a

grain raising country with a comparatively short growing season, consequently we must plow, seed and harvest quickly and in a quantity that is measurably great. The "peak load" of the Western Canadian farmer's work is a big one—one that is beyond the endurance of horse flesh to carry. With wheat at from 80 cents to \$1.00 per bushels at the elevator and with wheat as the principal crop profit is measured largely by how many acres the farmer can cultivate and this in turn is gauged by the available power on the farm.

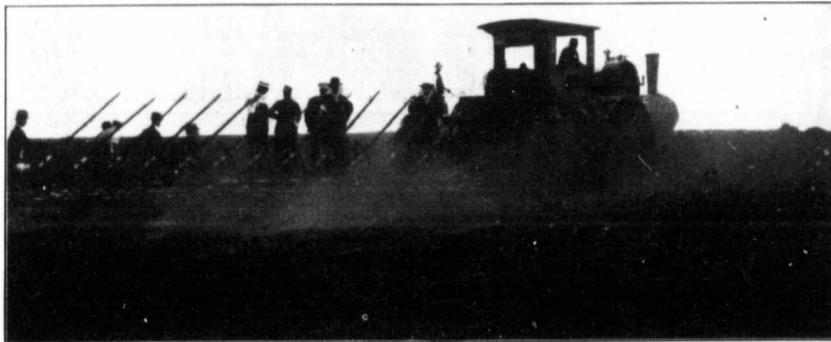
The above may serve to explain why a motor contest is of such keen and vital interest to

the average Western Canadian farmer. It may also serve to explain why a great many manufacturers of gas and steam tractors are anxious and willing to bring their machines to Western Canada and put them to a competitive test. They realize that no where is there such a growing demand for good reliable and cheap farm power as there is in that section of country between Winnipeg and the Rockies and north of the 49th parallel.

its own peculiar conditions to contend with and it is an impossibility to so shape a set of motor contest rules that they will apply to all. The guiding star, as it were, in a motor contest is to so shape the rules and regulations that they will show up the number of horse-power hours of work of each engine with the amount of fuel and water consumed. In other words, it is the amount of work done in a given time on a certain amount of fuel and water that determines the work-

winner is the best for him. One engine may be extravagant on coal but to a particular farmer coal may not be such an important item. The same thing is true to a certain extent in the case of the water consumed. One engine may develop more brake horse power in proportion to its draw bar horse power than the other yet in the case of the farmer his requirements as regards the ratio between brake and drawbar horse power may not be

the same as those which govern the performance of an engine in a motor contest. Then says the farmer, "Of what value is a motor contest to me? Why all this fuss and friction in order to determine the capabilities of an engine under only one set of conditions." The real fact is this: That while it is true that only one set of conditions is



Case 32 H.P. Steam Tractor Pulling a 12-Bottom 14-Inch Cockshutt Engine Gang.

There is a prevailing idea that a motor contest is designed primarily to determine which motors are to be labelled as "best." This is, however, a wrong idea. That set of judges is yet unborn who can make a test so exhaustive as to be able to brand the winners in the different classes as absolutely the "best" engines. Certain rules and conditions are laid down for the various engines to follow and in so far as it is possible, these rules and conditions are designed so as to bring out the strong and weak points of the various machines with reference to the requirements of a farm motor. Every farm, however, or at least every community has

ing of an engine. Certain other conditions enter in but they are of minor importance when compared with the economy of fuel and water. It is at this point that motor contest figures are liable to become confusing when considered by the average purchaser of a tractor. We will take for example two steam engines entered in the same class. One wins a gold medal and, of course, the other doesn't. It is absolutely necessary for the prospective purchaser to consider both engines from all possible sides of the contest and apply each and every weak and strong point of both engines to his own local conditions before deciding that even a gold medal

worked out in so far as the final score on each engine is concerned nevertheless a careful study of the score sheet will reveal the fact that the elements of all conditions are brought out in so far as it is possible for a motor contest to bring them out and with the elemental facts regarding fuel and water consumption, horse power developed at the fly wheel and at the draw bar, etc., etc., at hand the average farmer should be able to draw the conclusions that will best fit his own conditions with a fair degree of accuracy.

From the above, don't in any way discount gold medal winners. They earned all they got but at the same time don't classify the