

The Winnipeg Motor Contest, 1910

The Winnipeg Motor Contest for 1910 promises to be by all odds much larger than any that have been held previously. It is an old law that everything improves with age, and this, of course holds good as regards Motor Contests as well as anything else.



M. J. RODNEY
President, Winnipeg Wholesale Implement Association, 1910

The rules have been changed somewhat for 1910, although the general policy is largely the same. It has been suggested that on the Board of Judges, especially when it comes to the plowing test, that some of the Western farmers, who have had experience along this line be secured as judges. This we believe would be a very good proposition providing farmers could be secured who have had sufficient experience along the line of traction cultivation.

Rumor has it that the Contest this year will be held under the auspices of the American Society of Agricultural Engineers, but insofar as we know, it is only rumor heralded by those who have nothing more to do than talk.

On the matter of Motor Contests, we have as yet to hear from many farmers in Western Canada regarding them. We do not know whether the farmers consider them merely as an advertisement, or as a good thing to demonstrate just what the traction engine will do. We should like to hear from a number of farmers along this line, for when you get right down to brass tacks they are the ones that are really interested.

The Contest this year promises to be a great deal more of a contest than any that has been held

heretofore, particularly so when it comes to the plowing fete. We give below the rules and regulations as they have finally been decided upon.

The following rules and conditions will be strictly adhered to.

1. The entries shall be classified as follows by the judges:—
 - (a) Internal Combustion Engines 20 brake h.p. and under.
 - (b) Internal Combustion Engines 21 to 30 brake h.p.
 - (c) Internal Combustion Engines 30 brake h.p.



J. M. KEITH
1st Vice President, Winnipeg Wholesale Implement Association, 1910

- (d) Steam engines 45 brake h.p. and under.
- (e) Steam engines 60 brake h.p. and under.
- (f) Steam engines over 60 brake h.p.

Prizes shall consist of
First Prize—Gold Medal
Second Prize—Silver Medal
Third Prize—Bronze Medal

2. All entries must be made on or before June 1st, 1910. Entries must be made on the attached form with all the data filled in accurately, and must be accompanied by entry fee of \$25.00 for each engine entered. Only one engine allowed in each class by each contestant.

3. The fuel used during any test shall be that supplied by the Exhibition Association, and will be of uniform grade for all contestants. The cost of fuel, will however, be given careful consideration in judging the economy of the various engines in the contest.

4. Each competitor must have sufficient staff for the care of and running of his motor.

5. All motors entered for competition must be on the grounds not later than July 11th, 1910.

6. Each motor will be allotted an official number, which shall be displayed during the competition.

7. Each motor shall be allotted a certain space on the grounds where the motor shall be exhibited at all times, except when being tested. Only those motors taking part in the tests will be allowed on this space.

8. The tests will comprise brake test, plowing test, and such other tests as the judges deem essential.

9. The ploughs, belts, chains, water tanks and such other things as may be required during the test must be supplied by the contestants.

10. The judges may test the engines in any order that may seem to them desirable. The contestant will be given one hour's notice when to be ready for test.



R. J. MCKENZIE
2nd Vice President, Winnipeg Wholesale Implement Association, 1910

11. Each contestant must supply a recording dynamometer and sufficient charts for two hours' reading for all the tests of his engine.

The following are points upon which the awards will be made. (May be changed at discretion of Judges.)

Brake Test	150.
Hauling Test	100.
Ploughing Test	200.
Design and Construction...	50.
	500.

Goold, Shapley and Muir open Winnipeg Branch

Goold, Shapley and Muir, of Brantford, Ont., have opened up a Western branch with Mr. D. J. Taylor, who for some time has been manager of the Cockshutt Plow Co. at Regina, in charge.

Mr. Taylor has been connected with the Cockshutt Plow Co. since 1893 and since 1906 has been manager of their Regina branch. He has been in the implement business since 1886 when he joined the staff of David Maxwell & Co. In 1890, he joined the Patterson Bros. Co., as general agent, remaining in their employ until he secured a position with the Cockshutt Co. with whom he has since remained.

The products of Goold, Shapley and Muir has heretofore been largely handled by the Cockshutt Plow Co. in the West, but from now on the Company will handle their own business. They manufacture a line of gasoline engines, stationary, portable and traction, and also a well-known line of windmills.

Ontario Wind Engine and Pump Co. open Branch at Calgary.

The Ontario Wind Engine and Pump Co. have recently established a branch at Calgary and have placed Mr. L. P. Winslow in charge.



T. W. LEARIE
Secretary Treasurer, Winnipeg Wholesale Implement Association, 1910

In December, 1891, Mr. Winslow accepted an opportunity to enter the employ of the United States Wind Engine and Pump Co., of Batavia, Ill., which is one of the largest of its kind in the United States.