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engines were working at one time to say nothing of those that were not entered in the contest but were giving daily demonstra-tion of their ability as plowing Among these must be engines. mentioned the Rumely Oil Pull Tractor which pulled a Rumely 8 bottom 14 inch engine gang and which did most excellent work. The Oil Pull drew a large crowd of spectators and the work done by both engine and plow was such as to give it a high place in the estimation of future users of farm power. This enusers of farm power. This en-gine burned 11 cent fuel oil in both its brake and plowing test although it was not entered for any medal. The old reliable Hart-Parr was also giving a demon-stration on the plowing field, pulling an 8 bottom 14 inch John Deere Engine Gang. It also burned 11 cent fuel and to say that the quality of work done was perfect would be cutting it short. No class was provided for cheap fuel oil engines conse-quently both the Hart-Parr and The Rumely Oil Pull were not entered.

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The International Harvester Co. also gave daily demonstra-tion with two of their engines that were not entered in the contest. One engine, a twin cylinder, pulled an Oliver engine gang and the other, a double opposed, pulled a P and O Mogul engine gang.

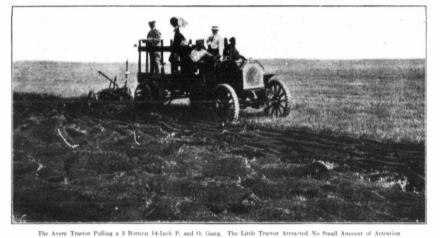
To the observer the various plows that were at work were of as much interest as the engines even though it was not and was not intended to be a contest of plows. As a matter of fact, the quality of plowing cut very little figure in the judges' de-cisions only in so far as straightness of furrow and finish at the ends is concerned. There was

steam Tractor, the Gas Traction 30 h.p. gas tractor The Flour City 40 h.p. Gas Tractor and The Hart-Parr 25 h.p. gas tractor although the latter was not in the contest. Most of the International Harvester Co. engines pulled P. & O. Engine gangs. The Goold Shapley & Muir 20 h.p. gas tractor pulled a series of Verity gang plows, the Avery Tractor pulled a 3 bottom 14" P. and O. gang and the Burrell motor was

The Flour City Tractor, which won the gold medal in its class in 1908 and 1909, was making a beautiful showing and bid fair eclipse its previous records when some new cork grips that were being used in the clutch for the first time became filled with oil and it was impossible to make them hold. This compelled the engine to withdraw as it would have taken considerable time to change back to the woodrive before we go to press and if so they will be published, com-ment being withheld until our September issue. We, however, give below the judges' score card and the unverified reports of the points as won by the different engines.

Score Sheet as used by Judges. Brake Test.

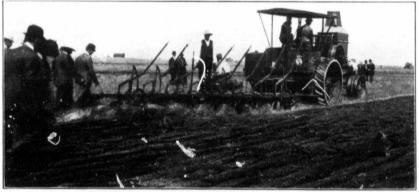
Points Horse power hours per unit of fuel Water used, in gallons per carry-ing capacity of engine 100 10



equipped with Moline beams and bottom.

It is no longer a question in the minds of those who have given time and attention to the traction plowing proposition but that the plow has its own place to fill. The suitability of the plow for the work in hand is no small factor in the success of the en-gine and while it is not possible to secure a contest field that will cover all plowing conditions a

en shoes that are ordinarily fur-It is nished with this engine. hard for any contestant who has made all possible preparation to go through a test to have some slight accident make a withdrawal necessary but such are the chances that must be taken by those who go after glory in a motor contest. The quality of work done was not judged by the regular judges but was in the hands of Angus Mc



The Rumely Oil Pull Kerosene Tractor Pulling a Rumely 8 Bottom 14-Inch Engine Gang

practically every variety of engine gang on the market today at work on the plowing field.

Cockshutt engine gang The was pulled by the Case 32 h.p. Steam Tractor, the Case 25 h.p. Steam Tractor, the Case 12 h.p. Steam Tractor, the Avery 30 h.p. Steam Tractor, the Avery 20 h.p. Steam Tractor, the 25 h.p. Gas Tractor and The Goold, Shapley & Muir 30 h.p. Gas Tractor. The John Deere Engine Gang

was pulled by the Rumely 36 h.p.

plowing contest nevertheless furnishes a very good basis for comparison.

The plowing contest in 1910 lasted two days and although the weather was exceptionally warm, judges, manufacturers and spec-tators stayed by the game nobly. Some of the engines, through accident or otherwise, vere unable to finish their allotted amount of ground which necessitated some of the other engines finishing the work after the contest was over.

Kay, Esq., Supt. of the Indian Head Experimental Farm, James Murray, Esq., Supt. of the Bran-don Experimental Farm and Prof. S. A. Bedford, of the Manidon toba Agricultural College. These gentlemen are all practical farmers and admirably qualified to judge the work done.

It is with regret that we are obliged to omit a detailed dis-cussion of the various tests as conducted in 1910. It is possible that the judges' tables may ar-

М. Е. Р	10
Steadiness of running, vibration.	
condition of engine, etc	10
Horse p wer hours per 100 gallons	
water	2)
Draw bar H.P.	
	20
Brake H.P.	
Plow Test.	
Fuel per draw bar H.P. hour	90
Water per draw bar H.P. hour	30
Acres per hour per Brake H.P	20
Quality of plowing	10
Distance travelled per fuel capac-	1.5
ity of engine	15
General condition of engine, stops	
etc.	15
Design and construction	50
Score of Points.	
Internal Combustion Engines.	
Class. No. 1 A. 1. International Harvest.	'nts.
er, 15 H.P 1	306.7
	275.3
B 1. International Harvest-	
er, 20 H.P.	529.3
er, 20 H.P	
Muir, 20 H.P 3 1	292.2
was discussified for this class B	ntry
Motor No. 6 did not complete tests.	rreli
C. 1. Gas Tractor, Minneapo- lis, 30 h.p 18	
lis, 30 h.p 18	354.4
2. International Harvest-	
er, 45 h.p	350.1
3. Gas Tractor, Winnipeg,	
25 h.p. 7	334.0
4. Goold, Shapley & Muir,	
30 h.p 8	274.6
Kinnard Haines No. 10 did not comp	plete
plowing test.	
Steam Engines.	
D. 1. J. I. Ca. Co., 12 h.p 12	267.6
	269.3
2. J. I. Case Co., 25 h.p 14	297.0
Developed over the 90 H.P., consequently	
were disqualified for this class.	
F. 1. J. I. Case Co., 32 h.p 16	356.1
2. Avery Co., 30 h.p 15 §	291.9
	280.8
Signed.	
A. R. Greig,	
L. I. Smith	

L. J. Smith, Engineers in charge.

The 1910 contest was in many respects much more complete than those which have been held in the past, yet there is still much Continued on Page 83