

AGRICULTURAL MOTOR COMPETITIONS

Editor, GUIDE:—Knowing the interest your paper takes in all matters pertaining to the welfare of the farmers of this country, and being deeply interested myself in all matters relating to Motive Power for the farm I trust you may find space for a few remarks on this all-important matter.

Particulars have recently been issued setting forth the Rules and Conditions under which the Third Agricultural Motor Competition is to be held during the progress of the Winnipeg Industrial Exhibition in July next.

In holding competitions of this nature there is some special object in view. What can be the object in this case, but primarily the benefit of the farmers? It does, or should afford them every opportunity of seeing the machinery in operation, and enabling them to form some idea as to the class and type of motor that would best suit their requirements. At the same time it permits of the manufacturers bringing before the farmers any new appliances or improvements in the construction of their machinery and exhibit these in actual operation.

Now as to the tests. These, whether the Brake, the Haulage or the Plowing test, have for their object arriving at the quantity of work done, the time occupied, and the fuel consumed, all of which is a matter of measurement requiring the greatest of accuracy. Then there is Construction and Design, and in connection with this the judges are relied upon to pass an unbiased opinion, and that their judgment may carry weight they should be men of long and practical experience with farm machinery.

Price has no small interest to the farmer, and in considering this there is to be taken into account the price per actual horse power developed during the economy brake test, and the price per ton of the motor empty. The farmer is not going to buy upon the basis of the rated or specified brake horse power, but upon the economical horse power developed at the brake.

Now given the capacity of the motor, the cost of fuel for the work done, and the value of the machine, there still remains one most important matter upon which the farmer desires information, namely, the lasting power of the machine.

I am fully aware that the endurance of any machine can only be arrived at after many years of work, but this only makes it all the more necessary that the tests should be of as extended a nature as possible.

Some readers may say that it was the writer who created the precedent at the first competition held, by making the haulage and plowing test of but two hours duration. True, but no one would dream of driving the thick end of the wedge in first. It was very doubtful as to how the manufacturers would look upon the competition and whether a sufficient number could be induced to take part therein. Time however proved that these competitions are of the greatest interest to farmers and manufacturers alike, and the more exhaustive the nature of the tests the greater will be the benefits derived therefrom.

It has, at past competitions, been fully demonstrated that the tests of greatest interest to the farmers is that of plowing. In many cases farmers have made long and costly journeys with the sole object of witnessing the plowing test. Makers go to very great expense in competing at these tests and notify their agents and prospective buyers that their machines will be in operation, and are anxious that they shall have ample time to inspect them.

In the particulars given regarding the contest, we read as follows: "Plowing Test shall extend over a period of three hours or longer if deemed necessary by the judges." Now I contend that to afford the farmers a reasonable opportunity to witness, and the manufacturers to demonstrate the working of the motors, that the plowing test of each motor should be of at least 10 hours duration. This would give the farmers a better opportunity to judge as to the lasting power of the motors and much more reliable information would be derived therefrom. With a two or three hour test there is scarcely time to get the motor into working order before the game is over. Fuel is no sooner weighed in than it has to be weighed out, and there is a far greater chance of discrepancies cropping up in so short a test. The smallest decimal part of a pound or gallon of fuel may decide the fate of a motor, whereas these minute differences would be magnified in the case of a 10 hour test

and would therefore illustrate much more fully the differences in consumption.

In order that the plowing test should be of the longest possible duration it might be well to cut out the haulage, as the results obtained are somewhat similar to those of the plowing.

There may be some difficulty in finding land sufficient in close proximity to the Fair Grounds, but we have railroads and Street Railway Companies with whom special arrangements could be made to run the public out to the trial field at frequent intervals, so that there should be no difficulty in finding all the land required within 5 or 10 miles of the city. What is wanted is three or four hundred acres, so that thoroughly practical tests may be carried out, and crop the processions. We cannot give it out to the world that we are unable to hold an extended competition because there is no land around Winnipeg. We have a larger country than either Hungary or France, yet in both of these motor competitions take place on a far more extensive scale.

In Hungary, 49.5 acres were placed at the disposal of every competitor, viz., 24.52 acres to be plowed to a depth of 10 inches; 7.36 for turning in straw stable manure; and 17 for further demonstrations. In France the motors were called upon to plow for two whole days. The Royal Agricultural Society of England are this year offering a medal for the best Agricultural Motor, and the plowing trial is to consist of plowing an area of 6 acres with a three furrow plow, which will be equivalent to almost a day's work for the smaller motors. Besides this there are to be trials with other cultivating implements on various classes of land.

At last year's competition at Winnipeg the smallest sized motor, viz., a 13-H.P. plowed only for 75.5 minutes, covering 1.09 acres, whilst the largest Steam Engine, one developing 103.5 Brake Horse Power, pulled a 14 furrow plow for but 127 minutes and turned over 4.29 acres. Had this been 127 hours it would have been worthy of the name of a test.

We have now tested the motors twice on prairie sod, and I would venture the suggestion that this year the plowing competition take place on stubble or fallow land, and this, seeing that most of the purchasers of the smaller type of motor will require them for general farm operations, it would therefore doubtless

be far more interesting to the farmers to witness the motors at work plowing, discing, harrowing, etc. or in other words, preparing a seed bed.

Breaking prairie sod can scarcely come under the category of farming, it is rather the settling stage of a new country. As far as I understand it, the object of making these tests is to decide to what extent the motors will displace the horse and at the same time render possible a better, less costly and more expeditious cultivation of the land.

One word in conclusion regarding the judges. I would not wish it for one moment to be supposed that these gentlemen who kindly officiated at the past competitions were otherwise than absolutely unbiased in all their decisions or that they were incompetent, but, it would seem to me that at least two of the judges should represent the farming interests. There are many long-headed and practical farmers in this country and amongst them men with very considerable experience with traction engines, which should prove invaluable in connection with the test, and I am constrained to believe that their appointment would give general satisfaction.

Yours truly,

A. BURNES GREIG.

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RAILWAY CHARTERS THAT ARE FORGOTTEN

Editor, GUIDE:—We shall be obliged if you can find space for the following long protest: "We, the members of the Mountain View branch of the Saskatchewan Grain Growers' Association, do hereby strenuously protest against the present 'dog in the manger' policy of the Canadian Pacific Railroad Company with regard to the building of new roads and the extension of old charters in the west; and our protest is based upon our own experience during the last four years, and on certain statements made on the floor of the House at Ottawa by Messrs. Machon and J. G. Turriff on February 20, 1900.

"That whereas the usefulness of the C.P.R. as a public transportation facility has been seriously crippled through the issue of interest-bearing bonds granted to the company's large stock-brokers

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