Automobile News.

Good Roads.

The deputation that waited on the Provincial Government in the interests of Good Roads for Manitoba, met with a good reception and received promises from the Hon. Robt. Rogers, on behalf of the government, which would appear to hold out the hope that road surfaces will be considerably improved at an early date. To no member of the community should this prove of greater interest than to the farmer whose interest in the question is vital, as he is one of the most general users of the highway. With improved roads, the farmer will be enabled to reach his market town in a shorter time, and will also find it possible to haul in a greater load of wheat on the one trip than is possible on the existing roads. Improvements on highways are responsible for the opening up of points outside cities and the general increase in land values on all property contiguous to the highway. In the case of many American states where the roads have been improved, the advance in real estate values has been nearly forty per cent., owing to the movement to the outside by many of the former dwellers in the cities, who were previously deterred for home building outside the city limits, by the almost impassable condition of the roads in bad weather. Millions of dollars have been spent on the railroads by private capitalists and enormous land grants have been made to them by paternal governments, but with the modern methods of transportation replacing the horse drawn vehicles, it has become a necessity to turn attention to the claims of the roads which cover the country in every direction and to enter on a campaign of improvement which will make them reliable feeders to the railroads from points lying at some distance away, and thereby bring general prosperity to the whole country and not leave towns directly on the line of the railroads to reap the greatest benefit. With the Reeves of the various municipalities working in harmony with the members of the Good Roads Association in Winnipeg, as was the case in the recent deputation to the government, there is no doubt that a great work can be accomplished throughout Canada, which will, combined with the great railroad systems and water highways, give a means of transportation that will materially affect the transportation rates on the products of the farm, and the returning merchandise of the manufacturer.

Trade Notes.

The wonderful strides made by the automobile in Western Canada is evidenced by the growth in the list of dealers in Winnipeg, which has advanced fifty per cent. since 1909. No less than twelve firms are now doing business in the city as selling agents for thirty-six different makes of cars, and in addition to this there are two concerns doing a garage business only.

The management of the Winnipeg Garage Ltd., will after the 1st Sept. next pass into new hands. A controlling interest in the business has been secured by Mr. Martin Kelly and his son Geo. Kelly, who bought out the interest held by Mr. R. M. McLeod and Mr. C. H. McLaughlin. The latter gentleman will continue as manager until Sept. 1st.

The Winnipeg Motor Trades Association is a new organization formed by the Winnipeg dealers for the protection of their mutual interests. The first officers of the association are: President, Joseph Maw, of J. Maw & Co.; Vice-President, F. E. H. Luke, of the Canada Cycle & Motor Co.; Secretary-Treasurer, A. C. Emmett, The McLaughlin Carriage Co.; Board of Directors: W. C. Power, McLaughlin Carriage Co.; R. Muir, Central Garage; Geo. Kelly, Winnipeg Garage; Harry Pratt, Hub Automobile Co.; G. A. Malcolmson, Ford Motor Co.

At a meeting of the Association, held recently, a deputation was present from the Industrial Exhibition Board, with a view to obtaining the co-operation of the dealers in the arrangement of a series of contests at the big fair this year. The programme suggested will be as follows:—

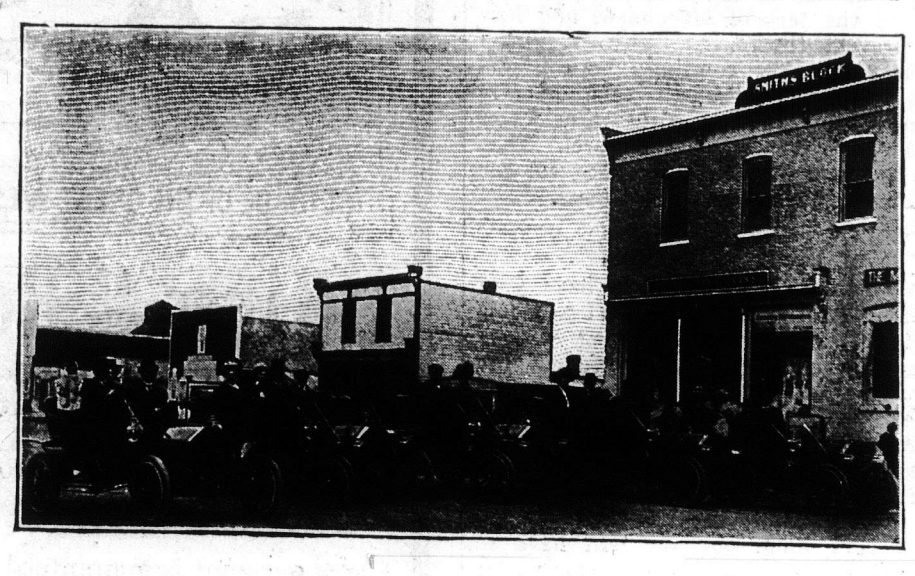
July 13th Matinee and Race Meeting and Economy Contest.

July 14th and following days: Brake Test—cars to be driven towards a fixed mark at a speed not less than fifteen miles an hour and to be brought to a standstill by the use of the engine brake only. Then repeat performance using emergency brake only, and a final test using both brakes. Reliability Test—Cars to be driven through deep sand, loose mud, etc., and up a steep incline. Accessibility Test—Parts to be taken from car and replaced as directed by judges. Flexibility Test—Award to go to the car showing the most perfect control on high speed gear.

Prizes for every event will be given by the Exhibition Board, and the contests, under efficient management, should prove an extremely interesting feature of the exhibition programme.

English Tractors.

Auto tractors for the farmer are present this year in largely increased numbers and considerable thought has been given to their construction in order to make them as simple and reliable as possible. The English makers are giving attention to the Canadian market and it is possible that several firms will place their product in this country during the present season. One of the best known firms in the old country has produced a small steam tractor that would appeal to those who still favor steam for use on the farm machine and negotiations have been opened with a view to their introduction. The makers of the gasoline machine will, however, undoubtedly secure the greater part of the business, owing to the fact that their operation entails less work and the use of only one man to take care of the running of the machine. With a steam outfit, both an engineer and fireman have to be kept, with an addition of a team and driver to keep it supplied with fuel and water. There is also the disadvantage of having to get out an hour earlier than the threshing gang in order to get steam up, whilst the danger of burst tubes in the boiler in frosty weather, should the engine not be thoroughly drained at night, has also to be reckoned with. Summing up the situation it would appear that, for the heavy work of the farm, the motor is destined to rapidly replace the horse.



Autos at Carnduff, Sask.

Club Notes.

The annual general meeting of the Winnipeg Automobile Club, was held on Monday, March 7th, at the Commercial Club, when the following officers were elected for the ensuing season. Patron, Sir Daniel McMillan; Hon. President, R. M. McLeod; President, C. H. Newton; 1st Vice President, D. Boyce Sprague; 2nd Vice President, W. L. Parrish; Executive Committee, S. P. Belcher, E. C. Ryan, W. C. Power, F. E. H. Luke, W R Bawlf, W A. T. Sweatman, A. A. Gilroy; Auditors, H. A. Aylwin and H. Gooderham.

Winnipeg Industrial Exhibition Farm Motor Contest.

The third annual Farm Motor Competition at the Industrial Exhibition, promises to be one of the most interesting features of the 1910 show. As in former years it will be under the management of Mr. A. Burness Greig, A.M.I.C.E., who was the first originator of the motor contests in Winnipeg.

Entry blanks are now being sent out to the manufacturers of steam and gasoline tractors, by Manager A. W. Bell, accompanied by a circular explaining the nature of the contest and the conditions under which the contests will be made. Professor A. R. Gregg, of the department of farm mechanics, Saskatchewan Agricultural College, Saskatoon, and Professor L. J. Smith, of the department of farm mechanics, Manitoba Agricultural College, Winnipeg, will be the engineers in charge of the technical part of the tests. It is the intention of the contest committee to accurately ascertain in public trials the relative capabilities and efficiencies of the different engines and motors entered. Prizes consisting of gold, silver, and bronze medals will be awarded to motors taking first, second and third places, respectively, in the different trials.

The following are the rules and conditions that will govern the contest this year:—

Rules and Conditions.

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 over 30 brake h.p.
(d) Steam Engines.

2. All entries must be made on or before June 1st, 1910. Entries must be accompanied by entry fee of $5.00 for each entry.

3. Any firm or individual may enter more than one motor.

4. The fuel used during any test shall be that supplied by the Exhibition Association, and will be supplied contestants at the following rates:—

Gasoline	20 cents per gallon
Gasoline	20 cents per gallon of 277 cubic inches.
Coal Oil	18 cents per gallon of 277 cubic inches.
Soft Coal	$8.50 per ton of 2,000 lbs.
Wood	$4.50 per cord.

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

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

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

8. 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 test will be allowed on this space.

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

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

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

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

Brake Test

shall consist of an economy test, extending over a period of two hours, and the maximum horse power test for a period of thirty minutes or longer, at the discretion of the judges.

Competitors will be allowed fifteen minutes after they have lined up to the brake, to try-out their engine, and to state the amount of load they wish to carry. Last year, some of the engines had to withdraw from the brake test, and the manufacturer should be careful to have everything in good shape for a hard run. After the competitor has stated the load he wishes to carry, the operators will keep the brake as near that load as possible for two hours and no change will be made. Careful measurements of the fuel and water used will be taken and the condition of the engine noted. Also the mean effective pressure developed in the cylinder will also be taken into account.

After the two hours' run, the test will be made of the maximum horse power the engine will develop for thirty minutes; careful measurements again being taken of all the fuel and water.

Hauling Tests

shall consist of hauling the load around the track for a period of two hours; the load shall be made up to suit the capacity of the engine. A number of loaded wagons will be provided, so that a load of any size may be obtained. The larger engines hauling the dead engine and one, two or more wagons as desired; between the engine and the load shall be placed a traction dynamometer, which shall accurately record the draw bar pull for the period of two hours. The course consists of part sod, part gravel and part block pavement; careful measurements of all fuel and water supplied will be taken and all stops, etc., that may occur. A trial round will be allowed so that the competitor may be able to select a suitable load. Note will be taken of the ton miles hauled; per unit of fuel and water used; the proportion of draw-bar horse power to the brake horse power and such other data as the judges deem essential.

Plowing Test

shall extend over a period of three hours, or longer, if deemed necessary by the judges. The contestants may use any make of plow they wish. The depth of plowing to be as directed by the judges. A recording dynamometer will be placed between the engine and the plow, which will accurately record the pull for at least a period of two hours. Careful measurements will be taken of the fuel and water used; the acres plowed; the drawbar pull; the fuel per acre; the distance travelled without replenishing, and such other data as the judges deem essential.

Design and Construction.

Under this head will be considered the perfection of the working parts from mud and dust; dust-proof bearings, accessibility of all parts, such as valves, igniters, bearings, fuel and water tanks; facilities for washing out the boiler; cleaning grates and tubes; easy manipulation, such as starting and stopping, reversing and the general handling of the engine; the clearance of working parts from the ground; the proportion of the various working parts of the machine and the materials of