



The Sawyer-Massey 32 h.p. Steam Tractor pulling 10 John Deere Plows (Silver Medal winner Class H)

the score sheet and work out his own data with his own engine and in this way apply the motor competition to his own farm. The farmer again runs up against conditions that are not met with in the Motor Competition. For example, a great deal of scrub is broken in western Canada and the draw bar pull in this class of work would be a great deal higher than what any Motor Competition has ever produced. That is to say, the average pull per plow.

Again, the fact must not be lost sight of that the Motor Competitions have always been held in sod and no data has ever been worked out for stubble plowing. It would be interesting to see this done and to make a comparison between the two.

Some comparison might be drawn between the results of 1911 and those of 1912 in the matter of horse power developed in as well as the horse power and acre costs in both the economy brake tests and the plowing tests. Allowance must however, be made in that gasoline was figured at 20 cents per gallon in 1911 and  $1\frac{1}{2}$  cents in 1912. Kerosene was figured at 12 cents per gallon

in 1911 and  $14\frac{1}{2}$  cents in 1912. The kerosene fuel cost in 1912 should therefore, be reduced about 16 per cent in order to place them on the same basis as those of 1911.

In Class B, under horse power hours per unit of fuel we find the average in 1911, 1.40 and in 1912 1.56. The high in 1911 was 1.57 and the low was 1.17. In 1912

low 1.19. In 1912 the high was 1.84 the low was 1.13.

In Class E, (kerosene) we find the average in 1911, 1.23 and in 1912 1.22. The high in 1911 was 1.45 and the low, .84. In 1912 the high was 1.41 and the low .84.

Next let us look at the case of fuel per brake horse power hour.

In Class B, we find the average in 1911 2.08 cents and in 1912, 1.78 cents. The high in 1911 was 2.44 cents and the low 1.82 cents. In 1912 the high was 2.07 cents and the low 1.64 cents.

In Class C, the average in 1911 was 1.94 cents and in 1912, 1.96 cents. The high in 1911 was 2.41 cents and the low was 1.62 cents. The high in 1912 was 2.46 cents and the low 1.3 cents.

In Class E, (kerosene) the average in 1911 was 1.27 cents and in 1912 1.56 cents. The high in 1911, 1.8 cents and the low 1.05 cents. The high in 1912 was 2.6 cents and the low 1.29 cents.



The Case 110 h.p. Steam Tractor pulling a Case-Satley 12 bottom Engine Gang (Gold Medal winner Class H)

In the case of gasoline fuel costs of 1911 should be increased about 4 per cent in order to bring them up to those of 1912. Let us take the brake tests first.

the high was 1.69 and the low was 1.34.

In Class C, in 1911 we find the average 1.49 and in 1912, 1.46. The high in 1911 was 1.76 and the

In the plowing test under the heading "Pounds of Fuel per Acre Plowed," in Class B, we find the average in 1911, 18.9 and in 1912, 17.98. The high in 1911 was 22.91 and in 1912, 11.01. The high in 1912 was 20.67 and the low 16.45.

In Class C, the average in 1911 was 17.55 and in 1912, 17.64. The high in 1911 was 34.65 and the lowest 12.47. The highest in 1912 was 23.29 and the lowest 13.22.

In Class E, (kerosene) the average in 1911 was 24.24 and in 1912, 24.59. The highest in 1911 was 30.79 and the lowest 17.24. The highest in 1912 was 32.65 and the lowest 18.38.

Under the heading Cost of fuel per acre plowed. We find in class B, that the average in 1911 was 53 cents and in 1912, 49 cents. The highest in 1911 was 65 cents and the lowest 31 cents. The



The Sawyer-Massey Gas Tractor pulling 6 John Deere Plows

Continued on page 26