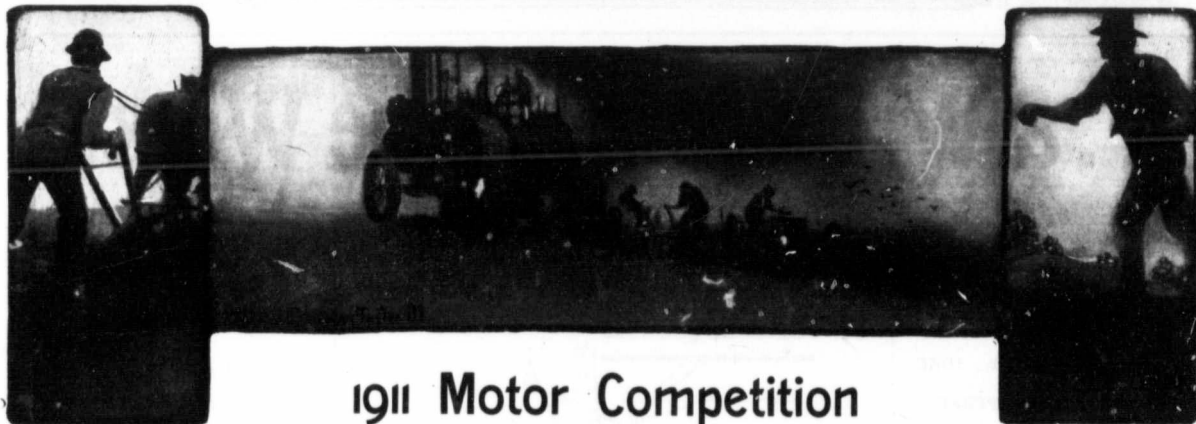




1911 Motor Competition

The 1911 Motor Competition promises to be by far and away the largest of any that has yet been put on. This motor competition has developed into something more than a side issue or a mere fair attraction. It is an institution of such a size that the entire traction engine proposition of practically the whole world is for two weeks centered in Winnipeg.

After the competition is over and the results are known, for several months there radiates from the city of Winnipeg traction cultivation information that extends to all parts of the civilized world. The manufacturer wants it; the farmer needs it, and the agricultural departments of the various Governments acknowledge it with thanks for to them it means a fund of information that they can derive from no other source. It is even more than this, for it is an education along a line that sooner or later must mean the line of the whole world's agricultural action.

The traction engine is the greatest single factor that has ever come to Western Canada. Since the first of January, 1911, there has been sold in this Western Canada for traction cultivation purposes approximately four million dollars' worth of engines or about twelve hundred machines. These machines will easily average 25 horse power at the draw bar which would mean an equivalent to thirty thousand horses. They have all been put to use; consequently there is need for them. Just imagine Canada starting out this spring of 1911 to purchase thirty thousand horses and see what would be the result. It would be an impossibility to secure them and in consequence our wheat crop would materially decrease or would fall short of what it will be.

We often stop to wonder whether or not the wholesalers or the manufacturers of other lines of goods appreciate the full significance of the traction engine situation. A wholesale or jobbing house doing business in Western Canada realizes a material increase in sales every year over the previous year. They also realize that they make greater profits on account of the increase in volume of business. Ask these

same wholesalers the reason and they will say that it is the big wheat crop which produces more money and consequently larger buying power. But we must go back of that and if we do we will find that the traction engine as applied to Western Canada's prairie soil is the big factor in this increase.

The motor competition is an institution worthy of more serious attention. It has within it possibilities that will make Winnipeg the most talked of city on the American continent. It is almost an impossibility to hold such a competition across the border unless it be in the far west. When you consider the fact that sufficient engines have been entered in the 1911 motor competition to require practically five hundred acres in one piece for plowing purposes that such a competition can only be held where land is plentiful and where the soil is largely virgin.

Such a competition stirs up enthusiasm in the traction engine game. It brings the manufacturer to Winnipeg that would not otherwise come here. It gives him an opportunity to view Winnipeg's possibilities either as a manufacturing or as a distributing centre. Consequently, it is too big an institution for an industrial exhibition to handle alone. It needs and demands civic help. If ten thousand dollars a year were to be spent on such a competition by the City of Winnipeg, it would yield returns to the city ten-fold. It is not a private affair. It is a public one. It brings the farmer to Winnipeg who would not otherwise come. It puts him in touch with Winnipeg goods. It familiarizes him with Winnipeg trade marks. It brings big money to the city of Winnipeg.

We doubt if very many, if any, of Winnipeg's largest business men whose trade depends upon the West have ever gone into this matter of motor competition sufficiently to realize what it means. It is true that they are not interested in brake horse powers and draw bar horse powers, mean effective pressures and fuel consumption. They do not need to be. These things are only small parts of the whole, but the real significance of such a

proposition from the standpoint of Winnipeg is the enthusiasm that it stirs up in the traction engine game, which can have but one effect, viz., the promotion of the traction engine as a farm power, which in turn will give more acreage, bigger crops, more money to spend and a larger and more permanent buying power.

Viewed from the standpoint of the farmer, the motor contest has a very telling significance. It is designed with two things in mind, viz., to determine the belt power and the drawbar power of an engine. In other words how large a machine will a certain engine drive in the belt, how many plows it will pull and how big a load will it haul. This is primary.

Speaking secondary, the engines are divided into classes, there being three in 1911. The first motor competition that was held which was in 1908 consisted of only one real class, which was gasoline. In 1909 a class was made for steam engines. The same thing was true in 1910. There has, however, developed within the past year or two a new type of engine known as the kerosene engine, although some manufacturers have been building this engine for four or five years. The 1911 contest accordingly provides a class for kerosene engines.

The gasoline and the kerosene engine have been on the market only a very short time, comparatively speaking, and it is rather a problem viewed from the standpoint of the farmer, to know just what they will do. Sufficient time has not elapsed to permit of any very accurate data being worked out. The motor competition does not and cannot go all the way. It can determine fuel and water consumption. It can determine horse power, but it cannot determine durability. This is not possible because of the fact that a five hour plowing test is about all that it is possible to put through.

The farmer who comes to Winnipeg to view the 1911 motor competition wants to come with his eyes wide open. When he views the engines on the brake he wants to forget the brake entirely and try to imagine that the brake itself is a threshing

machine or some other implement being driven by belt power. That is really all there is to it. If it were possible to design an apparatus that could measure the power imparted to the cylinder of the threshing machine, the same thing could be accomplished as is now accomplished by the brake.

When it comes to plowing, the farmer of course knows just where he is at, as the plowing competition is nothing more than the pulling of a plowing load, due note being taken of time and fuel and water consumption.

You, as a farmer, if not already, must sooner or later get into this traction cultivation game. It is coming just as sure as we have land to cultivate in Western Canada. The power farmer is no longer a man with a hobby. He is a man who realizes that there is to farming a phase of economics just as much as there is in any of our larger industrial enterprises. It is nothing more than a question of producing a bushel of wheat with the least possible cost, and when this problem is worked out to the satisfaction of everyone, it will be found that the traction engine has done it.

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