

Mr. Winslow's success in this line of business is evidenced by his rapid advancement in the sales department and in 1895 he was placed in charge of both foreign and Western sales departments of the above concern. He became master of the business, becoming thoroughly familiar with every detail, both in the shop and in the office.

In 1905 Mr. Winslow decided to accept a position as sales manager of the Ontario Wind Engine and Pump Co. at Toronto. The growth of this Company's business in the Northwest led them to send him to Alberta in the fall of 1909 in order to further extend their trade in that province and British Columbia.

With the idea of securing a more permanent foot-hold in the province of Alberta, Mr. S. H. Chapman, President of the Company, visited the company about December first and purchased a large site on Eleventh Avenue, where an extensive story and basement warehouse will be erected during the summer of 1910. In the mean time the Company have leased the warehouse formerly occupied by the Frost and Wood Co. where a full stock of goods will be carried.

Since coming to Calgary last September Mr. Winslow has thoroughly covered the province and with his ability to judge things as they are, he has every confidence of large increase of trade will be the result. Mr. Winslow has moved his family to Calgary and intends making that city his permanent home.

The Scheie Extension Rim.

A notable improvement in extension rims for traction engines

That is an old true saying "Necessity is the mother of invention," which has again been proved by the invention of the extension rim.

The inventor has one of the early models 14 h.p. Case engine. He wished to do spring plowing and having a great deal of experience with traction engines and knowing well the difficulties to be overcome to enable an engine to be used for spring plowing and to go through mud holes, conceived the idea of attaching a rim of considerable lesser diameter than the drive wheel to the outside of said drive wheel by means of four grouters. He built the contrivance with 2 x 4 pine scantlings, when finished his extension looked like a miniature well cribbing, as, thinking it would require a very wide rim he had it protruding 3 feet. After bolting and bracing his contrivance firmly he steamed up his engine and struck for a nearby slough. Imagine his surprise and delight when the engine went through the slough, in which there was quite a foot of water and a bottom out of which the frost had just gone, without any difficulty. He then attached a three furrow Emerson Gang and found he could go through any mud hole or soft ground and take his ploughs with him. He found that even in the softest mud hole his engine did not settle to the

lifted herself out when he started her up.

The principal of the Scheie Rim is entirely different from those heretofore in use. The Scheie Rim does not come into action until needed, as the drive wheel has to settle the thickness of its rim before the grouser touches the ground. Then as the engine settles the grouters take greater hold, and being far apart no difficulty is experienced by clogging. With these rims a drive wheel of greater width than fourteen to eighteen inches is not needed, as on hard ground width is not necessary, and on soft ground the rim comes into action.

Annual Meeting of Winnipeg Wholesale Implement Association

The Annual Meeting of the Winnipeg Wholesale Implement Association was held at the

ager John Deere Plow Co. Ltd.

A very satisfactory year was reported in 1909 and all appeared very optimistic for the prospects of the Association in 1910.

Mr. A. R. Woodmansee, of Woonsocket, N.D. is at present in



MR. L. P. WINSLOW
Manager, Ontario Wind Engine and Pump Co.

Winnipeg with the American Abell Engine and Thresher Co. manufacturing a mechanical stoker for straw burning engines. This is a most up to date and complete article and should prove of inestimable benefit and helpfulness to those who operate straw burning engines. Anyone interested can see a sample on exhibition at the ware rooms of the American Abell Engine and Thresher Co., Winnipeg.

Mr. E. A. Mott, Manager Cock-shutt Plow Co., has just returned from a trip south.

Mr. H. W. Hutchinson, of the John Deere Plow Co., is at present on a somewhat extended trip to Long Beach, Florida.

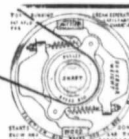
Mr. E. C. Stinson, Manager American Abell Engine & Thresher Co., Winnipeg, has just returned from a flying trip to Minneapolis.

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I. J. HAUG
Representing Thresher Section, Winnipeg Wholesale Implement Association, 1910

attached rim, the grouters alone supporting her and lifting her up at every turn of the drive wheel. He then cut his three foot rim down to two feet and found his engine was held up equally well and a purchase secured which he little dreamed of.

All the summer of 1909 he has been using the engine with the attached rims, backing into sloughs to take water, going through old rotten manure piles and even threshing with his engine sitting in a mud hole which she easily

Angelus Cafe February 11, 1910. After partaking of a very excellent dinner, which renditions by the orchestra made all the more palatable, a business meeting was held at which the following officers were elected.

President—M. J. Rodney, Manager International Harvester Co.; 1st Vice President—J. M. Reid, Manager Ontario Wind Engine & Pump Co.; 2nd Vice President—R. J. McKenzie, Manager McLaughlin Carriage Co.; Secy-Treas—Thomas Learie.

Representatives from the Thresher Section—Mr. I. J. Haug, Manager Haug Bros. and Neller-mee, and Mr. J. H. Turnbull, Assistant Manager Sawyer and Massey Co.

Representatives from the Carriage Section—E. A. Mott Manager Cock-shutt Plow Co. and I. C. Nelson of Stewart Nelson Co., Ltd.

Representatives from the Implement Section—C. H. Whitaker, Manager Massey-Harris Co. Ltd and H. W. Hutchinson, Man-



J. H. TURNBULL
Representing Traction Section, Winnipeg Wholesale Implement Association, 1910

has recently been invented and patented by Thorger Scheie, a Scandinavian American, who resides in the vicinity of Langenburg, Sask.