

prairie country. Automobile clubs and runs will then spring up, and the most enjoyable cutting that could be conceived would be one in June to October from Winnipeg to Calgary, through the wheat fields and across countless miles of prairie.



JOSEPH MAW.

Joseph Maw was born in Peel County, Ontario, and came west to Winnipeg in 1882. After sojourning in this country for some nine years he became convinced of its greatness and concluded that a successful future was in store for any business man who would establish himself.

In 1891 he opened a carriage business and success crowned his efforts from the start. Later he added plows, wagons, gasoline engines, sewing machines, harness and disc plows. He was always a strong advocate of the disc plow and believes the Hancock is the best on the market. He claims to have sold more disc plows than any one firm in Canada. Three years ago he added automobiles to his stock and during the season of 1904 alone sold five car loads of them. He controls the sale of the Olds, Winton and DeCarion automobiles. This year he expended \$15,000 in fitting up an automobile "garage," for repairing, storing and taking care of automobiles.

A staff of experts are employed in the repair shop, his principal man having spent the winter in the best shops and factories in America gathering up ideas. He repairs light carriages, bicycles, automobiles, and equips light vehicles with rubber tires.

He keeps a staff of salesmen on the road and does a wholesale as well as a retail business.



J. K. McCULLOCH.

The firm of McCulloch & Boswell was established some eleven years ago. Both members of the firm are splendid athletes, Boswell holding a number of championships for skating, bicycling, etc., whilst "Jack" McCulloch has several world's championships hanging to his girdle, among which is the skating amateur championship of the world, won by him in 1897. Today they are a progressive and painstaking business firm, employing about 35 hands in the repairing of bicycles, light vehicles and automobiles. In automobiles, Orient buckboard, Cadillac and the famous French Darracq are handled. They brought the first consignment of these French machines into Canada. McCulloch & Boswell are agents for the famous English motor wagons, made by Jesse Ellis & Co., Maidstone, Kent, Eng., which include different kinds, such as steam lorries, gasoline motor wagons for brewers, motor railway lorries, etc. They are agents for Massey-Harris bicycles and do a large trade in this line. The firm handle also a complete line of "Pearson" boats, made by the Pearson Co., Duluth, Minn., which include yachts, launches, pleasure craft, smooth skin duck boats, etc. Pearson motor boats are said to be most stylish and comfortable. McCulloch & Boswell are manufacturers of hockey skates, which are universally conceded the best in the world. Both members of the firm are most popular with all classes, and they are fast building up a splendid business. They are hustlers, and when they go after business, or anything else, generally get there.



W. C. POWER.

W. C. Power is western manager for the Canada Cycle and Motor Co., with headquarters at 144 Princess Street, Winnipeg, Man.

The Canada Cycle and Motor Company's factories are located at Toronto Junction, Ont. The Company is capitalized at \$3,000,000, and are the largest manufacturers of automobiles and bicycles in Canada, with offices in many parts of Canada, Australia, British Isles and France. This year they are putting on the market a car called the "Russell." It is a 14-horse power, double opposed two cylinder under the bonnet in front of the machine, bevel gear, drive direct to rear axle, with a side entrance tonneau, which is detachable, converting the car into a runabout very easily. They are Canadian agents for Peerless, Packard, Thomas, Pope-Toledo, Ford and Stevens' Duryes. All these cars are four cylinder, ranging in horse power from 20 to 60. In two cylinder cars they have Fords and autocars; these are the latest designs, with side entrance tonneaus. In single cylinders they have the Pope-Tribune. They carry in stock a complete line of automobile and bicycle accessories.



J. BOSWELL.

How to Teach a Colt to Back.

To teach and train a colt properly is a science, which too few understand. Learn to understand your animal, his peculiarities, and train him accordingly. Many experience difficulties in training a colt to back. There should be no serious difficulty in this if proper methods are followed. The following from Horse Sense, one of the many champions of the horse, will help:

"After the colt fully understands the legitimate use of the halter in leading is a good time to teach it to back—an important and necessary duty in its after life of usefulness—which is easily accomplished by complying with the natural law again—by pressing the point of the shoulder and the breastbone and using the other hand at the halter strap to simply keep the colt straight in line, to back in any desired direction.

"Don't try to force the colt backward by 'yanking' at the halter or bit, but simply press in this sensitive chest

cavity with the fingers and the colt will naturally go backward, provided there is nothing of any obstruction behind it. When this pressure has been made at the front and the colt has moved backward (if it is only one step), it should be rewarded for this action, then try it again. About the third time

this pressure has been made it is a good time to associate the word 'back' with the pressure, and the reader will be surprised to see how soon the colt will comprehend what is wanted and how willingly the young thing complies with our every wish as soon as it understands what is wanted."

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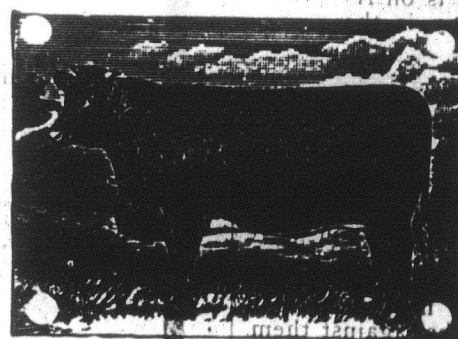
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