

"The points to notice on demonstration are smoothness of operation, flexibility of the engine, the extent to which the car can be slowed down in high gear, and the acceleration at slow speed when the throttle is suddenly opened; also the speed and hill-climbing ability. Looseness as regards the fenders, bonnet, lamp-brackets, etc., indicates an old car, although in itself it may usually be corrected with little trouble.

"If the car is purchased without overhauling, it may be best, according to circumstances, to run it first for a time and get acquainted with it, afterward putting it in a shop with definite instructions as to what overhauling should be done; or it may be best to have it overhauled at the outset. The former plan is best if the purchaser has some knowledge of automobiles and the car is in fairly good shape. The lat-



Western Canada is Not as Yet in the Melon Belt but Potatoes Make Just as Good a Load

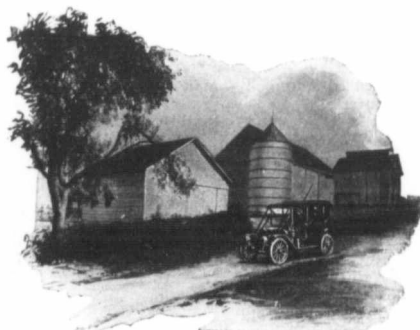


Farmer's Day at the Fair

ter is preferable if the owner has not much time to spend getting acquainted with the machine, or if it is in bad shape. If the car has been purchased on the advice of an expert the latter can see to the overhauling. Under this plan the owner, as a novice, is relieved of the minor annoyances which would otherwise fall to his lot, and begins his experience with the car in nearly the condition of a new machine."

We now come back to the original question "Should Farmers Buy Automobiles?" This is a question that must be answered by every farmer for himself. The automobile is in a sense a luxury

and does not permit of being purchased with money wrung from a mortgaged farm. This is, however, not luxury of the "champagne" kind but is of a kind that will add health and strength to its owner's store. If the farm be large enough it will more than pay for itself through its use and if the farmer has a spare bank account then it is no one's business what he does with his money. Buy a car by all means, if you can afford it. Build it a good substantial garage, for automobiles don't make profitable chicken roosts. Give it the care any animal-loving, self-respecting farmer would give his horses, and you'll add ten years on to your life; your wife will develop the bloom of her younger days and the boys and girls will become a part of the farm in a way that no city call is loud enough to entice them away.



—Courtesy The Reo Co.

The Complement of Everything Else on the Farm

Some of the Cars and People You Meet at the Winnipeg Motor Show HELD AT THE COCKSHUTT PLOW BUILDING.

THE McLAUGHLIN MOTOR CAR COMPANY, LTD., Oshawa, Ont., and Winnipeg, Man., manufacturers of the McLaughlin-Buick automobiles and trucks, and representatives of the Welch Motor Car Co., Detroit, Mich., manufacturers of the Welch automobiles.

A. C. McRAE, representing the Mitchell-Lewis Motor Co., Racine, Wis., manufacturers of the Mitchell automobile, and the Regal Motor Car Company, of Canada, Ltd., Walkerville, Ont.

WESTERN CANADA MOTOR CAR CO., representing the Packard Motor Car Co., Detroit, Mich., and the Willys-Overland Co., of Toledo, Ohio, manufacturers of the "Overland."

WINNIPEG GARAGE COMPANY, representing H. H. Franklin Manufacturing Co., Syracuse, N. Y., and the Cadillac Motor Car Co., of Detroit.

CANADA CYCLE & MOTOR CO., Toronto, Ont., and Winnipeg, Man. Manufacturers Russell automobiles, Knight Daimler engines, accessories, etc.

JOS. MAW & CO., representing the Reo Motor Car Co., of Canada, Ltd., the Olds Motor Works, Lansing, Mich.; the Peerless Motor Car Co., of Cleveland, Ohio.; the Columbus Buggy Co., Columbus, Ohio, manufacturers of the Firestone Columbus; the Hupp Motor Car Co., Detroit; and the Daimler Motor Co., Ltd., of Coventry, England.

CENTRAL GARAGE CO., representing Knox Automobile Co., Springfield, Wis.; the Maytag-Mason Motor Co., Waterloo, Iowa; the E. R. Thomas Motor Co., of Buffalo, N.Y.; The Hudson Motor Car Co., of Detroit, Mich.; the Hendee Mfg. Co., Spring-

field, Mass., motorcycles, and the Firestone Tire and Rubber Co., Akron, Ohio.

THE HALLIDAY AUTO CO., representing the Streator Motor Car Co., at Streator, Ill., manufacturers of the Halliday automobile.

THE FORD MOTOR CO., Walkerville, Ont., and Winnipeg, Man., manufacturers of the Ford automobiles.

R. B. KERSHAW, representing the Brush Runabout Co., Detroit, Mich., manufacturers of runabouts and commercial cars.

HAUG BROS. AND NELLERMOE, representing the Bartholemew Co., Peoria, Ill., manufacturers of the Glide automobile; the Empire Motor Car Co., of Indianapolis, Ind., manufacturers of the Empire "20" roadster and Paige Detroit Motor Co., Detroit, Mich.

BREEN AUTOMOBILE CO., representing the E. M. F. "30" and Flanders "20," manufactured by the E. M. F. Co., of Canada, Ltd., Walkerville, Ont., Gramm Motor Car Co., Bowling Green, Ohio; Winton Motor Car Co., Cleveland, Ohio.

WALKER MOTOR CO., representing the Patterson Motor Car Co., Flint, Mich., and the Maxwell Briscoe Motor Co., of Tarrytown, N. Y.

J. I. CASE THRESHING MACHINE COMPANY, Racine, Wis., and Winnipeg, Man., manufacturers of Case automobiles.

TUDHOPE, ANDERSON CO., representing the Tudhope Motor Car Co., of Orillia, Ont., manufacturers of the "Everett 30."