



BIG LONDON MOTOR SHOW

Review of Exhibits at Olympia

Famous as have been previous motor exhibitions at Olympia, the 1913 show bids fair to surpass any of its predecessors whether at home or abroad for novelty, merit and representativeness. Organized by the Society of Motor Manufacturers and Traders in connection with the Royal Automobile Club, it is the eleventh of the series, going more than one better than the world-famed show of 1911. In fact it is the world's largest trade exhibition that has ever been held. The value in cars alone represents a quarter of a million pounds sterling.

Every available foot of space is put to advantage and thru the voluntary relinquishing of a considerable portion of the space previously allotted to the larger firms, additional space has been available for tires, novelties, wheels and component sections, enabling a considerably increased number of exhibitors to procure positions, making a record total of 353 exhibitors. Nor is this welcome addition obtained at the expense of visitors, for the gangways will be as commodious as before, and the whole of the exhibits staged to advantage.

A noticeable change is to be observed on this occasion in the grouping of the exhibits, the tire firms for the first time being located on the ground floor, leaving the gallery at the disposal of the accessories and component parts. As before, however, complete cars, not to mention the coach builders' stands, ever increasing in importance, are displayed on the main hall, which with the annex now forms practically one building.

The exhibition is remarkably representative, embracing as it does both British, continental, and American cars, small and large cars, carriages that are both low-priced and costly, and engines with two, four, six and even eight cylinders. Moreover, the handy run-about, carry for medical men, touring cars and luxurious town carriages alike are prominent.

Tendencies of the automobile industry as revealed by Olympia is both striking and welcome. In the first place, there is a real and successful attempt to blend as it were, the carriage work with the chassis, the majority of the exhibits no longer giving one the impression that the body has been built regardless of its future destination. On the contrary, the dash not infrequently sweeps upwards and outwards, its swelling panels merging harmoniously into the carrosserie. In not a few cases also, the same tendency is noticeable in the bonnet itself, which likewise blends with the dash without an abrupt transition marking their junction. Moreover, there is a successful attempt to continue the graceful contour through the body, the gentle curves, rounded corners and graceful outlines of which, form an entourage at once graceful and effective.

Yet another tendency is that towards accessibility and automaticity. On the whole, the exhibits at the exhibition show conclusively that care has been taken so to dispose magnetos and that they can readily be got at for adjustment or removal, a feature likewise aimed at in respect to the gear box and broken.

While the general run of the exhibits conform more or less to well-known lines, there are here and there interesting innovations. For example, the two-stroke engine will be represented in an improved form, self-starters will be found to be adopted on quite a large number of cars, and there are also several very interesting improvements in body work.

Outstanding Features For 1913. In addition to the harmonious blending of chassis and coach-work there are various other tendencies of considerable interest to the observer. First of all, monobloc casting, popularized by the "four's," and as far as can be gathered beforehand, grouping in three is a feature of six-cylinder engines. Thermo-siphon cooling is increasing in favor, as is also automatic magneto. In respect to the ignition the dual system would appear to be nearly displaced by the single high tension magneto, and the magneto and cam shaft are in many cases actuated by silent chains. Likewise, valves are mostly disposed on one side and the cooling and lubrication are undoubtedly satisfactory. Taken as a whole, manufacturers would seem to favor a moderate bore-stroke ratio, skillfully avoiding the "square" engine on the one hand and the excessively long stroke motor on the other. Moreover, reciprocating parts are light and well-balanced, and three-point suspension is not infrequently adopted for engines and gear boxes. The cone clutch holds its own, the run close by the actuating mechanism is well designed, which is equally true to the gear box also, certain firms making a feature of a "light-touch" gear change.

Four forward speeds are becoming increasingly common, and gear boxes are compact and oil retaining, and the shafts free from whip. Two universal joints, one forward and one aft, are commonly fitted to the cardon shaft, but there is some indecision in respect to the gearing between the latter and the crown wheel.

Amongst welcome points noticeable

in the exhibits are the clean appearance of the engine, the neatness of the dash, the increased steering look and the provision for adjusting the steering wheel to suit individual requirements. Likewise petrol tanks have generally been fitted to all the working parts of the chassis.

Pressed steel frames still hold their own being well tied and braced, in-swing in front and up-swing at the rear, and wheel bases are slightly increased. Some Special Points. One of the outstanding features of the forthcoming exhibition is the care that has been taken to study the convenience and comfort of motorists in every possible manner. For example, self-starting devices are fitted more generally than ever, while detachable wheels, or rims of the same denomination, are found in the majority of cases. Electric lighting for cars has made astonishing progress. The driver of the future will have little to do but steer, owing to the reliable automatic functioning of the carburettor and magneto, not to mention the lubrication system. Yet another important point is that not infrequently seats will be found capable of being deflected from the elements in touring cars has been carefully studied. Silence will characterize the majority of the new models, and advance sales will be noticed in respect to supplying the purpose bodies, which are at once tasteful and practical.

JUSTICE ?

In a nickel show on Saturday night the audience got the benefit of an extra turn, when Wm. S. Atkins became disorderly and had to be ejected. Atkins was fined five dollars and costs.

For this piece of amusement Atkins was fined \$5 and costs. The above item is from an evening paper. For fighting and assaulting an officer of the law in a theatre full of women and children, a man is fined two dollars and costs.

If a perfectly respectable citizen inadvertently allows the rear light on his motor car to go out he is fined five dollars and costs.

1913 Packards

With shipments of 1913 Packard "38" demonstrators going to all parts of the country, more than five hundred orders for this new car have been received. The total of advance sales exceeding \$2,000,000. Several thousand craftsmen are bending their efforts to meet the demand.

To expedite the manufacture of the "38" and future models, the Packard plant, already comprising thirty-seven acres of floor space, is being enlarged.

Three buildings, constructed entirely of steel, concrete and steel, have been erected to conform to the Packard factory's system of shop units. The added room will permit of more rapid production and is in keeping with the policy of systematic expansion which has been followed since the factory was started.

The additions are practically complete and will be ready for occupancy by January 1.

Motor Fire Apparatus.

Some years ago a famous fire-fighter remarked that while he loved his horses, he knew that their days were numbered as factors in fighting fires, because the motor-propelled engine "has them all beaten seven ways."

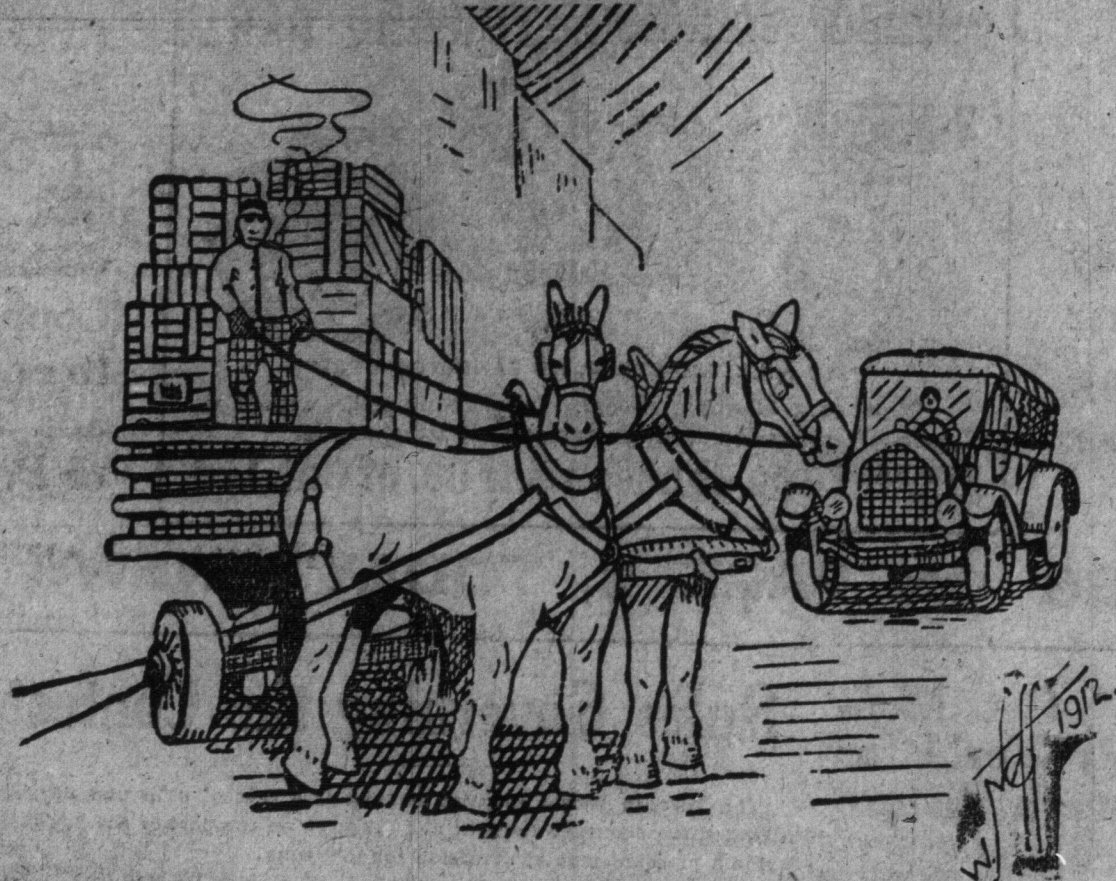
The truth of this is, of course, recognized in every city that lays any claim to progressiveness, but in many municipalities the equipment has not yet been entirely motorized. Horses and motors work side by side, and, as a result, a motor fire engine is not long ago an incident occurred in Springfield, Mass., which drew a striking parallel.

Springfield has retired all her old fire horses on pensions, except in one district, where the old-fashioned engine still holds forth. During the ferocious winter which we "enjoyed" about July first, an incendiary visited the district, where the old-fashioned engine still holds forth. During the ferocious winter which we "enjoyed" about July first, an incendiary visited the district, where the old-fashioned engine still holds forth.

The poor horses did their gallant best and answered three of the alarms in rapid succession. Then, overcome by the terrible weather, they were forced to remain in their stalls in spite of the frantic ringing of the alarm bells.

On the other hand the Knox and couple-gear equipment answered every call without a hitch and in record time. Beyond a doubt, Springfield's motor engines paid for themselves times over on July 1 by the prospective loss they were able to avert.

HOW TEAMSTERS BREAK TRAFFIC BYLAWS



The above drawing shows something which occurs a thousand times a day on Toronto streets. The driver of the delivery wagon or heavy truck, which has been standing stationary at the curb, will without a moment's warning, or any movement ahead, swing his team square across the road in the path of on-coming traffic, sign of his intentions. Were it not for the fact that all automobile drivers are constantly on the alert and have their machines under perfect control, many cars would be smashed every day because of the absolute disregard the average horse driver has for other traffic on the streets.

When the driver of a motor vehicle is about to change his direction he always looks about him and usually gives some definite signal for the benefit of other traffic as to what he intends to do. The drivers of horse vehicles should be compelled by law to do this also. If the police paid more attention to the regulation of horse traffic, instead of watching motors for possible offenses, the number of street accidents would be considerably lessened.

MACHINE TAKES PLACE OF STAMPS

People of New Zealand Put Letters Into Device and Turn Crank.

ARE LEASED TO USERS

Records Amount of Postage Like Gas Meter—Collector Gets Payments.

Instead of using postage stamps which have to be pasted on envelopes, the people of New Zealand may now simply put their letters under a stamping machine and turn a crank. This device has been in use in New Zealand for the past six years, and is said to have proven most satisfactory in its work.

The machine, according to a writer in The Review of Reviews, is rented from the postal authorities. It records the amounts stamped, just like a gas meter, and payment is made to a collector who calls for it at intervals. The machines are "turned out from the work shop with only one means of opening, and that is by a lock, the key of which is handed to the postal authorities after the machine has been exhaustively tested. There are no screws that will give admission to the interior, and therefore the mechanism cannot be tampered with. The dies are cut by hand, and it is just as difficult to copy them as it is to copy handwriting. Each die has a distinctive number, and, as the department only gives permission for the use of the machine, a record is kept of every user and any doubtful impression can be immediately challenged.

The ribbons are non-copying, and a carbon impression could be easily detected with the naked eye. Both the inventor and the postal officials have tried every means of defrauding the impression, and the machine has arrived at its present state of perfection mainly by the criticisms and suggestions of the latter.

However, the greatest safeguard was recognized in the fact that the impressions are not salable, and the labor of committing a fraud would be valueless. Another safeguard is that the users are mostly commercial firms, who would not be a party to fraud, and if there was any doubt suspicion would soon be aroused by the ramifications of the returns, which would be always before the departmental officers in their usual periods. From an economic point of view, the saving to the government is very considerable. It saves the cost of printing stamps and the labor and accountability in connection with issuing and checking.

The safeguards in the machine itself are that the handle will not move unless the indicator of the value is in the slot, but once it is set in motion it records the amount and cannot be tampered with.

The department will refund the amount of spoiled impressions, but only upon the production of the used envelope or telegraph form, and it must be unutilized. This is a proper safeguard for both parties. No refunds are made on impressions upon plain sheets of paper.

The machine at present is only manufactured for using impressions of the British coinage value, by which the parts for altering to the decimal coin-

Ambulance Owner Fined For Doing Act of Mercy

Another ambulance owner has been fined by the magistrate for exceeding the speed limit. It appears that the fact that the driver was making a run with death had no weight. The facts were admitted and the magistrate imposed a fine because it was the law.

Arthur W. Miles was called by Dr. C. W. Brand of Bloor street to remove a dying woman to the Western Hospital. He was instructed that the woman was in a very critical condition and to proceed as quickly as possible, but the motor policeman is not expected to show any discretion. He has his orders and can't do any thinking.

Surely the law should be amended to cover such urgent cases as this one or the officer on duty must be allowed some latitude in carrying out the law. Mr. Miles states that on the night of the Streetsville disaster his men were instructed to run as fast as they could to carry the injured soldiers to the hospital. That was where the police exhibited common sense. Why are they not allowed to show the same quality in emergency cases such as the hurrying of a dying woman to the hospital. It is a matter for the careful consideration of the police commissioners.

The police ambulance has the right of way and why should an exception be made in the case of a private ambulance after the facts have become known and it is ascertained that the case is an urgent one? The say so of the attending physician in the case should be warrant enough for the police to stop prosecution. Private ambulances should not be subjected to annoyances of this kind.

age of any nation are prepared, and, in fact, a machine is now under construction to the order of the government of Ceylon for trial purposes. The machine is leased in perpetuity to the user for \$125 in cash, and a rental of one penny per annum. The postmaster-general retains the key and the machine cannot be transferred without his consent. The dies are the property of the department, and in the event of the user wishing to abandon his machine, an event that has not yet happened, the dies are moved, which makes the machine inoperative.

AN EARLY AUTOMOBILE.

In Rockland, Me., some very interesting experiments were made with a power wagon thirty-five years ago. The machine was invented and built by a man named Parker, a blacksmith of about 23 years of age, who came to Rockland from Nova Scotia. He built the vehicle, including the engine, during his spare time. The work consumed two or three years. The body, it is said, was as long as that of the large touring car of today, and was hung very low on the axles. The wheels were solidly fastened to the axles in such a manner that corners were turned with difficulty. The machine had iron tires, and large wheels had a horse tied behind the vehicle. When he came to a hill, the horse was allowed to tow the machine up the top. The inventor's ground or telegraph form, and it must be unutilized. This is a proper safeguard for both parties. No refunds are made on impressions upon plain sheets of paper.

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Sunday World Garage Directory

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MOTURING FADS AND FANCIES

One of the newest style luncheon baskets is of willow. The top holds the fittings, the sandwich box and the vacuum bottle. The bottom uncaps and makes a box that holds a number of things. Individual plates and butter plates are included in the fittings.

The newest over-night bags are shaped like the Victoria cases, and are nearly twice the size of those used last season. They may be had in all of the popular leathers.

Newcomers this season are the reserver taurant suit cases. They open like a vacuum suit case, but are fitted for the use of six square leather straps, which are used to hold the suit case closed. They look more like a lawyer's brief case than a toilet outfit.

A very swaggy new coat is of grey tweed with a lining of chambray and is enough to need it. The coat is in the old stuffer model with the new drop sleeves and convertible collar.

New raincoats are of rubberized corduroy. They are practical and also very good style, as they come in the Raglan model, and the mannish coat sleeves come down well over the hand.

Very dainty are the soft velvet hats made with "Tans" crowns and soft lined brims. One in taupe has a large flat rose and leaves of delicate pink velvet and chiffon. The rose just above the point of the brim is especially attractive.

Another bit of luggage that will be appreciated by the "trippers" is the new double suit case. It is divided in the centre and is very roomy.

Quite an unusually pretty coat is one of mixed tweed with a shawl collar and cuffs and big buttons of seal skin. It is in the Raglan model, seemed at the waist in the back and having half kimono sleeve. It is unlined, as the goods is double faced, forming a plaid on the wrong side.

Time signals sent out from the Eiffel tower are received through France and Switzerland. A storage battery train is in use in Cuba, running about 100 miles out from Havana.

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