



Climbing Loch na Craig Hill



Cars Waiting at the Foot of Tunafour Hill

## MOTORING IN SCOTLAND—THE SCOTTISH TRIALS OF 1907

elbow who does not know the mechanics of the car will suspect you are a foreigner.

Yet there is nothing so mysteriously complex about a motor-car if you would simply get a notion of its power apart from its technical construction. Of course you would need to know a carbureter from

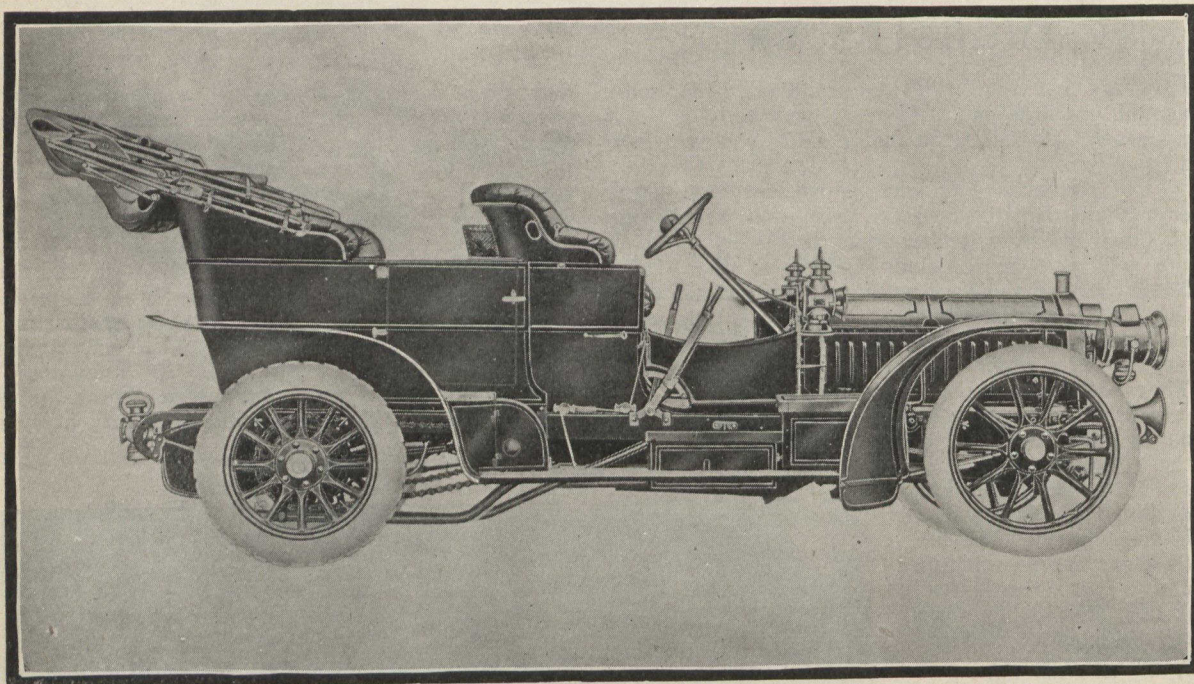
not careful to know so long as you feel certain that the outward mechanism is in good shape. Every one knows that the engine of the modern car is always in front under the hood; that the steering-wheel is no more mysterious than that of a boat; that there are cylinders in the engine ranging from

comes from that feeds into the cylinder for explosion you must look somewhere under the car, where it is carried in a tank. If you would know where the spark is derived that explodes the gasoline after it has been mixed with air in the carbureter, you must look in some little chest stuck securely away somewhere in various places according to the makes, and full of electric batteries.

Now these and a hundred other contrivances combined in one machine that works almost by an instinct, are that which makes the modern motor-car more nearly than any other machine resemble a thing of life. And in proportion as the car has been built on a basis of life-instinct with each part working to the highest effect on the least resistance, is a car able to become a thing of joy and a companion. But if the car is a mere assemblage it is likely to become a thing that the owner hates; a thing that leaves him on the road when he ought to be at home; that puts him in the ditch when he should be on the road; a thing that causes him more regrets to the minute than anything in the world except an unhappy marriage.

And of course there are cars and cars; the Show is a compend of the latest utilities and conveniences to be found in cardom. But it is on the road that the joy of the car comes to you; away from the garage and the floor and out from under the roof; away from the admiring, critical crowd into the opens of the long highways where green things are beginning to bud and where soon the frogs will be calling in the pools; where you may watch the lights and the mists and the clouds race over the land; feel the great romping winds that breathe over the waiting fields and meet the children coming from school; and if the youngsters heave clods into the tonneau you are sure they have not been taught the poetry of the car, and if the farmer with his horse is pernickety and gives you the evil eye—well, it will be quite evident that the joy of the car has never entered his soul. But with a fair head and no desire to upset rigs and frighten women and sling dust on the clothes-lines the road is as much yours as his.

So on—into the sweeps of the country! The spring is calling; the birds are on wing and the car is on the road, and the thing is feeling the vibration of the season.



The Napier—A Typical High-Class British Car

This 80 horse-power Napier costs nearly \$10,000, according to the style of body and the "extras." Mr. J. O. Eaton has ordered one, and Mr. H. D. Reid of St. John, Nfld. will drive a 60 h.p. This machine was the great favourite with the late T. Eaton, Esq. It holds most of the world's records made at Brookland's racing track and is a favourite with such enthusiasts as Lord Lonsdale and the Duke of Bedford. There are other cars—British, French and American, which are probably just as good, but the Napier was chosen to illustrate the general run of high-class machines.

a rubber tire and a hood from a crank-case—just as you would know the legs of a horse from the head of the animal. And to the man who is not anxious to be an expert there are not more parts to a car than to a horse, whose inner anatomy you are

one to six according to the power of the car. The cylinders stand on end in rows, and in the cylinder the force of the exploded gasoline is expended on driving a piston similar in principle to that in a locomotive. If you would know where the gasoline



A Six-Cylinder Car Designed for High Speed—Mr. J. C. Eaton at the Wheel



A Car Designed to Carry a Crowd at a Low Speed—In use last year at the Toronto Exhibition

## THE TWO EXTREMES IN MOTOR VEHICLES