

Recorder, (denoted the In and Out board). The employe after having registered upon arrival hangs his key upon the In Board and after registering upon departure hangs it upon the Out Board. Thus it can readily be seen if the employe is in or out.

The Chicago Autograph Recorder requires the employe to sign his name on the record sheet; the wrist support upon which he

rests his hand when writing his name, is thereby lowered, causing the machine to automatically print the time opposite his name, in full view. There is no lever of any kind to turn in order to register, which causes delay and if forgotten produces an erroneous record.

As a result of this simple manner of operating both the Numerical and Autograph Recorders, the Chicago Register Co. guarantee to register twofold more rapidly with them than can be done with any other machine. The material used in their construction is the best of their respective kinds; the clock movement being the Seth Thomas. They are put in on thirty days' trial free of charge.

In the issue of THE CANADIAN MANUFACTURER of October 7th last, in stating some facts regarding this machine it was possible to misconstrue what was said so that the impression might prevail that only the "Autograph Recorder" possessed the sight opening feature. This is not the case, however, as both the "Autograph" and the "Numerical" recorders possess this important feature.

Mr. W. C. Bullock, the Toronto agent for these machines, is well and favorably known not only in this city but throughout Ontario, and will no doubt push the sale of these indispensable adjuncts in every workshop and factory most vigorously.

THE HORSELESS CARRIAGE IN TORONTO.

In another page reference is made to an electric motet that has recently been seen on the streets of Toronto, coincident with which several specimens of Wood's motor carriages have also been displayed. Regarding the event the Toronto World says:—

"The automobile has already reached as high a degree of perfection as the bicycle had ten years ago, when the pneumatic tire was still unknown. It can safely be predicted that the next decade will do as much for the self-propelled vehicle as the past decade has done for the wheel. As far as general utility goes, we believe the automobile will far surpass the bicycle, revolutionary as the latter has been. When the horseless carriage has been in use a few years, the construction of our pavements will assume a new aspect. It will then be-

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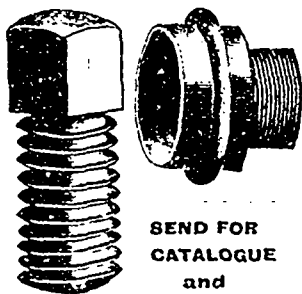
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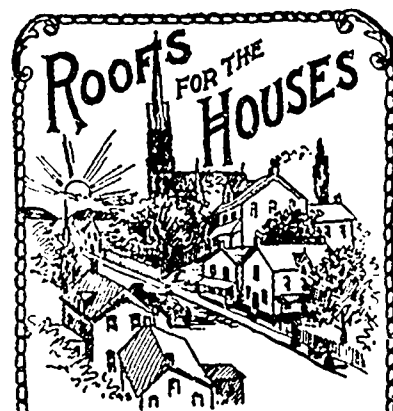
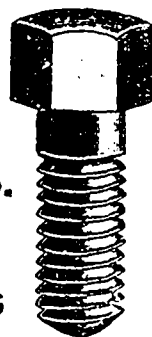
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