

MOTOR CHIT-CHAT

Traffic Regulations.

THE Touring Club of America and various road congresses have been offering suggestions for the regulation and control of traffic. The idea underlying all the suggestions is that there should be one system for the whole of America. Under such circumstances motorists passing from one city to another would find the same speed limitations and the same police signals, thus eliminating confusion and embarrassment.

Among the suggestions are one lighted lamp on the left front and one red light on the rear; no dazzling head-lights to be used in towns and cities; equal rights for horse-drawn vehicles, motors, cyclists and equestrians; no muffler cut-out in cities; all warning signals to be abrupt, and not used except in case of danger; slow-moving vehicles to drive close to the curb and fast vehicles in the centre; uniform speed regulations for all states, cities and towns; all bridges to be periodically inspected and their capacity placarded for the benefit of commercial motor trucks; and a systematic and adequate placarding of roads by sign-boards, giving names and distances.

Toronto as an Auto Centre.

TORONTO, by reason of its mild climate, is a great automobile centre. Five years ago practically every automobile was laid up for the winter months. Now seventy-five per cent. of the cars are used all the year round. No less than sixty different makes of automobiles are now sold in this city. This is about twenty more than were represented last year.

Foreign Shipments.

BOTH Canadian and American automobile manufacturers are shipping largely to foreign countries. A short time ago the Overland Company, of Toledo, shipped a train-load of cars destined for foreign ports, via New York. The list was as follows: Australia, 33; New Zealand, 15; Tasmania, 3; South Africa, 2; Brazil, 2; Holland, 2; Porto Rico, 7; Uruguay, 5; Peru, 5; England, 17; and the Philippines, 2.

Speed Limit.

IN the early days of the automobile nearly every country and municipality adopted laws of a speed limit for motorists. These laws are now found to be impracticable and are being abandoned. For example, New York State is following the European practice in a law which came into force on August 1, 1911. The chief section of this law reads as follows:

"Every person operating a motor vehicle on the public highways of this state shall drive the same in a careful and prudent manner, and at a rate of speed so as not to endanger the property of another or the life or limb of any person; provided, that a rate of speed in excess of thirty miles an hour for a distance of one-fourth of a mile shall be presumptive evidence of driving at a rate of speed which is not careful and prudent."

This practically means the abolition of the speed limit, and so far as can be discovered it is working well. No doubt Canada will follow suit, either by increasing the speed limit or abolishing it all together. At the present time the speed limit in Canada is fifteen miles an hour outside cities and towns. In the United States it is 21 miles (average); in Austria 28 miles; Belgium 20 miles; France 20 miles; Great Britain 20 miles; Holland 12 miles; Italy 25 miles; Switzerland 20 miles, and Spain 20 miles. In seven states of the Union the law is the same as in New York, stipulating only that the speed shall be "reasonable and proper," with a maximum which if exceeded shall imply negligence. Germany merely demands that motorists do not drive to the public danger; the same is practically true of France and Spain. In England they still use

the "police trap," but its abolition is being urged.

The Auto and the Farmer.

ONE of the largest banks in Chicago, after careful inquiry through the West, reports that the farmer who buys an automobile usually pays cash for it. Those who have been studying the situation in the United States claim that the farmer is buying automobiles to keep his sons and daughters at home. Thus the automobile becomes one of the checks for the movement from the farm to the city. In Canada few farmers have yet indulged in the luxury of an automobile, but enough have been sold to this class of the community to indicate that there are great possibilities in the trade.

The New York Motor Show.

THE New York Automobile Show was held in Madison Square Gardens in January, and contained one hundred and twenty-seven different vehicles, including thirty-one electric models and ninety-six gasoline models. More than 250 manufacturers of accessories had display booths. Some of the trucks were as much as fifty feet long. Fire apparatus, which can make fifty miles an hour, was a feature. The largest models shown in trucks were capable of carrying loads of 12,000 pounds, while the smallest car was a one-cylinder 500-pound run-about. The prices ranged from \$650 up to the price of a Fifth Avenue house and lot.

Winnipeg's Auto Show.

FEBRUARY has been the month for curling bonspiels in Winnipeg. This year the bonspiel is being added to by an automobile and motor show. This will be held in the new Palace Garage from Feb. 10 to 17, with band concerts every afternoon and evening. It is expected that this show will show the same advance as the other features of Winnipeg life.

Perfect Self-Starter.

THE aim of 1912 is to be the self-starter, and it is calculated that half the product turned out this year in the United States will have the new device. The object is to have a perfect press-the-button car. The self-starting systems are of three kinds—mechanical, compressed air and gas, and electric, and well-known makers are adopting one or other as their experts advise, with the air starters slightly in favor. That the business of automobile making is a paying one is shown by the statement of one concern, whose net profits for 1911 were \$4,000,000.

The First Motorist.

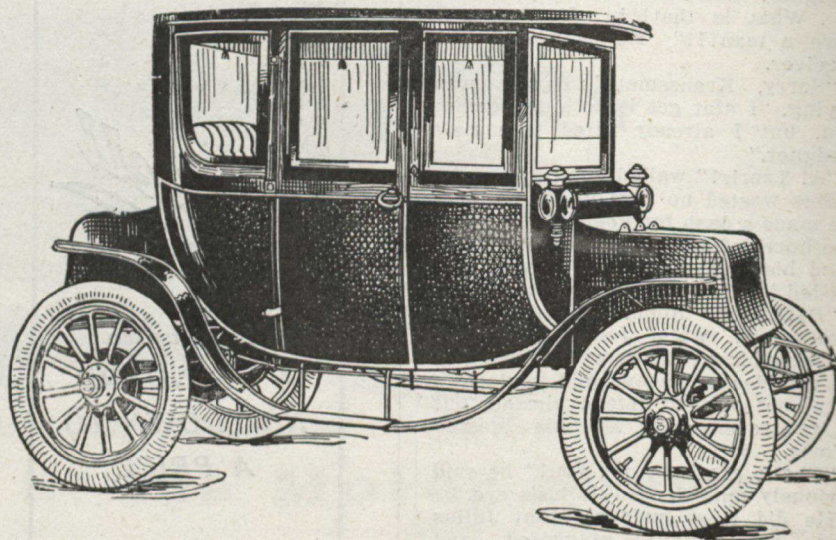
NICOLAS JOSEPH CUGNOT, a French military engineer, who, many years before Stephenson introduced his locomotive, had built one for his Government, is supposed to be the first motorist, said C. F. Splittorf, of the Splittorf Laboratories. Cugnot died in 1808. Napoleon obtained him a pension of one thousand francs—forty pounds—a year. Cugnot's carriage was built to transport arms, and he also designed a service gun.

Chasing Each Other.

THE motor truck is very busy chasing the pleasure car. The motor truck got away to a very bad start and the pleasure car has an immense lead. For example, there are said to be 480,000 pleasure cars in the United States and only 22,000 motor trucks. But watch the motor truck and motor delivery waggon in the near future. They are coming fast. The motor omnibuses of London, England, are carrying more passengers daily than the New York subways. In Paris and Berlin motor omnibuses are displacing the electric street cars.

EATON'S

The Waverley Electric Limousine--- Just Arrived in Toronto



The silent "Full View Ahead" electric touring car is here! Just come to us from its makers, the Waverley Company, at Indianapolis. This company has had sixteen seasons of electric carriage building! Think what that means—and the 1912 Silent Waverley Electric Car is the product of the experience gained in those sixteen years. As a town car, the Waverley Electric is unexcelled. See its advantages.

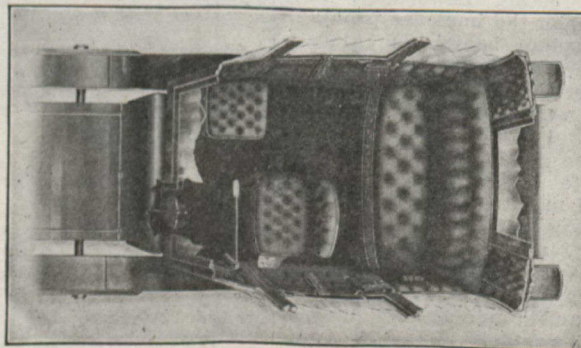
It seats five grown-ups comfortably.

It gives the driver absolute command of the road.

It may be driven by a chauffeur or a member of the family with equal ease and propriety.

It costs little to maintain.

It is characterized by beauty of design, elegance of appointment and thoroughness of workmanship. The Silent Waverley Electric Limousine embodies the most important innovation in motor carriage construction of recent years, viz.—**an Inside Driven Closed Car with the Driver Occupying the Front Seat**—That is what is meant by the phrase "Full View Ahead." After that, perhaps the most striking feature of the design is its low centre of gravity, which gives both the reality and the appearance of great stability to the Limousine.



Explaining "Full View Ahead"

Call and see the Waverley Electric at the Showrooms, Albert Street, or write for literature.

THE T. EATON CO. LIMITED
TORONTO - CANADA