

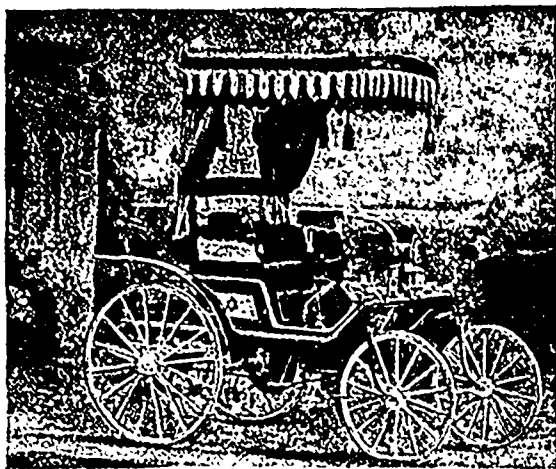
McMaster was engaged as a teacher in the city night schools for several years, and when that institution was opened, in January, 1892, he was engaged as one of the teachers. Since that time he has remained on the staff, chiefly being engaged in teaching the mathematical subjects. The Principalship of the school was declared vacant at a meeting of the board in August last, and after advertising for applications, Mr. McMaster was selected from among a number. He began his duties as Principal at the opening of the school on the 1st of October.

#### THE MOTO-CYCLE RACE AT CHICAGO.

For some time before the date of the horseless carriage race at Chicago, announced for the 2nd inst., all preparations were made to insure its being carried out in an equitable manner. Although it is but a day since attempts have been made to manufacture these vehicles in the United States, nearly ninety moto-cycles were entered in the competition. In the history of mechanical science there has not on any occasion been as much interest taken in any invention, nor as much done in a short time, as has been done by United States mechanics and inventors to contest for the \$5,000 in prizes offered by the *Times-Herald* newspaper, very little more than three months past.

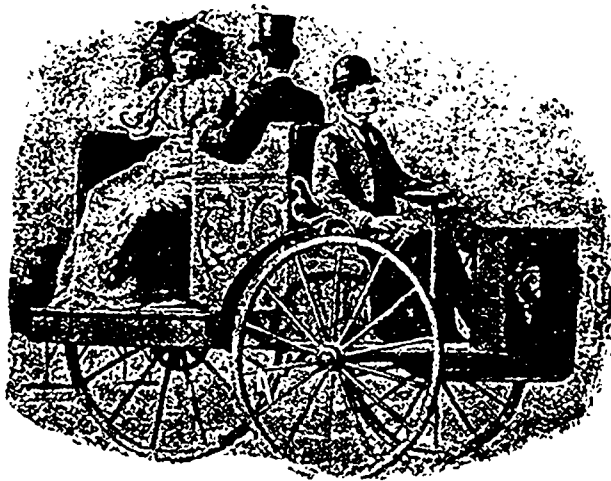
The judges selected are gentlemen of high standing in the States; they are Major-General Wesley Merrit, commander of the Department of the Missouri, Professor John P. Barret, city electrician, Chicago, and Henry Timpkin, president of the National Carriage Builders' Association, residing in St. Louis. These gentlemen had power to employ any outside or expert help that they might desire to settle any difference arising. It was intended that the conveyances would have a man, selected by the judges, on them to report progress, and to see that the rules governing the competition were strictly followed.

On the 28th, 29th and 30th of October a preliminary test of the vehicles took place, the carriages and machinery being examined by the judges and their assistants, to determine as to whether they were eligible to run in the race or not, by being in line with what is required to make a useful and safe vehicle for the services they were designed for. The mere fact that a light and unsafe machine might be fortunate enough to come in first would not determine the competition in their favor, as a safe and well-designed one carrying a greater weight, yet behind in its time of arriving, might get a prize. The motor-cycles started separately with some time between each, so as to avoid danger or interference at the start. Nothing could better illustrate the great interest in the motors than the fact that there are now in the States two journals entirely devoted to the introduction of the horseless vehicles. The result of this competition will be looked to both in the United States, Canada and Europe with great interest, to determine the question as to whether the inventive American can improve on the heavy European designs or not. They are now building gasoline farmers' traction engines in Kansas of from 12 to 25 h.p., that are guaranteed to handle the largest threshing machine built in the States in an effective manner; the advantages of such are obvious, as there is no fire or sparks, no horses and very little water required. It is stated that no accident from fire has ever taken place on motor-cycles in France and Germany.



A MOTOR CARRIAGE BUILT IN GERMANY FOR THE SULTAN OF MOROCCO.

Interest in the Chicago competition continues to grow, not only among the manufacturers and merchants, but among the people. While accepting the French as the real inaugurators of the horseless vehicles, the Chicago contest is confidently expected to lead to a number of important improvements on them, and it will also afford the first real test on this continent of the practicability of substituting mechanical power for horse power on ordinary vehicles. It was an unusual sight to see the start of the carriages from the Chicago Midway Plaisance, as also the finish at Lincoln Park, but to the engineer and artisan it possesses a far broader significance than a mere spectacle to the sight-seer. It means the beginning of a bloodless revolution at the end of the 19th century, conducive to great changes in transportation, and to a new industry that will soon employ hundreds of thousands of men. If a moiety of the results expected to follow this test are achieved, the labor, time and cost expended in preparations, etc., will yield large rewards, not only to the builders of the machines, but also to the general public. Farms that are unprofitable can be made to pay by the aid of this power, as horses for transit purposes will not be necessary, the cost and maintenance of such being added in a large degree to the profits of the farmer. Further, less time will be required to get to market and home again. If necessary, the machinery in the carriage can



SALISBURY PETROLEUM MOTO-CYCLE.

be applied to run light farm machinery also, without removal from the vehicle, or for pumping purposes if desired. The time may not be far distant when the horseless vehicle in some form may be made to do the ploughing on the farm. It would be useless to enumerate the advantages to be derived from this departure, as it affects more or less all ages and conditions of men.