

MOTOR BOATING

MORE ABOUT GOOD ROADS

The most observant and critical of visitors can hardly see more clearly than do Americans and Canadians themselves the need of better roads. The movement in both countries for good roads, the roadbuilding enterprises under way and those projected, involving expenditures of many millions, furnish sufficient proof that a great defect in highway construction is recognized and will be remedied. States and counties and municipalities are building roads as fast as their revenues will permit; some of them have drawn upon the future for funds. Recently the United States Government has committed itself to the encouragement of highway construction. Carefully compiled reports point to the fact that remarkable progress has been made in this respect in the neighboring English-speaking countries of North America. Automobile tours are being constantly extended; another decade should bring those sections that are now avoided within easy and pleasant access of the motor tourist. The most interesting feature of Lord Montagu's observations on his recent visit to the United States, these are presented in his publication, "The Car of London, Eng.," is the view of the car of American and Canadian possibilities for touring. Nothing, as he sees it, stands in the way of those countries being visited by auto-tourists from all parts of the world, and in great numbers, save the poor, and sometimes wretched, state of their roads. The condition of the roads is interfering seriously with the development of the motor car. The vehicles have to be built heavily in the United States and Canada, in order to stand the terrific wear and tear of travel. There must be greater strength to the American and Canadian machine than to the European in order that it may do the work required of it. "The influence of bad roads upon American automobilism," says Lord Montagu, "is seen in the fact that the clearance between the ground and the lowest point of the chassis has to be greater than in Europe. Even in the bigger cities the driver has to be always on the qui vive, for any street may be full of holes and potholes. The best reply that can be made to this is that there is less ground for such criticism than there used to be, and that as matters are going, there will soon be less ground for it than there is now," says the Christian Science Monitor.

tractions of touring will multiply many times over the number of automobiles now in use. They may run up to the millions. Improved highways will make lighter vehicles possible. The tendency is in that direction even now. Lighter vehicles will consume less material; they will be less wearing upon the tires. Altogether, they should be less expensive both as regards first cost and maintenance. Good highways, in other words, will bring the automobile nearer to the average man. Therefore, the average man is even more concerned in highway improvement than the man who might, for the purpose of discussion, be called exceptional.

HUDSON IN INDIA

Blooded East Indian sovereign princes are flocking to the motor car. They are fast abandoning their gorgeous formal equipages of state for the automobile and the last news is that five Marajahs—heads of Indian provinces—have become owners of Hudson cars. One thing which appealed to all the East Indians in connection with the Hudson, was the utter simplicity. In addition, the silence of the latter car when in operation impressed them, for it has become known in India as "The Silent Hudson." Mr. Thompson, the Hudson dealer, told today how the gorgeous Indian equipages of state were becoming a thing of the past and that the upper classes were fast taking to automobiles because of the saving of time thus effected. "The fame of Howard E. Coffin, as America's leading engineer," he said, "is not confined solely to this country, nor is the knowledge of his board of engineers. It is said that men in choosing cars abroad are often known to ask whether Coffin has approved this car or that type of motor car design, for many of the best-known methods of engineering practice originated with Mr. Coffin. The addition of the industry's largest board of motor car engineers to the brains behind the Hudson, has given the car even more fame. In Calcutta there are now approximately 100 Hudsons on the streets, some of the most notable of British officials owning them. "But, assuming that the roads on this side shall soon be brought up to the standard of those on the other, then Lord Montagu can see that the at-



THE NEW RUSSELL-KNIGHT "SIX" FOR 1913. C. M. RICKETTS OF THE RUSSELL COMPANY DRIVING

GENERAL NOGI'S STRANGE MARRIAGE

The Countess Nogi was a woman no less remarkable in many ways than her famous husband. The circumstances of her marriage with Nogi, when he was a brilliant young officer, are unusual in the extreme, especially in Japan.

She was the daughter of Sadayoki Yaji, and one day she was sitting in the window of her father's house in Tokyo watching the troops march past, when she saw a gallant young officer in command and immediately fell in love with him. Her father found it out and found out who the officer was, and later Nogi was approached to bring about a match. He would not hear of it, as he had dedicated his life to the nation and did not intend to marry. But the young lady would not endure his attitude, and her father approached one of the high officers, a superior of Nogi's, and this officer fell in with the idea at once, saying the match would be most suitable and it was just what Nogi should do. The word was given from above to the young officer, and Nogi practically married Miss Yaji at the command of his superior officer. The union turned out to be an ideal one, as the subsequent history of the pair and their two brave sons has proved. The Countess Nogi has been regarded by the nation as the most exemplary couple that could be found anywhere. She was every inch as much a samurai as he was.—Tokio correspondence of London Standard.

ETIQUETTE OF WAR—RULES AND REGULATIONS ARMIES MUST OBEY

War—that is warfare between civilized nations—has its code of etiquette, known as the customs of war, some of which are written, others tacitly agreed to.

Obvious examples of fighting etiquette are the rules which protect the Red Cross flag of the ambulance, and forbid the use of explosive, or within limits, expanding bullets.

Nominally, a general may use any means in his power to bring his foe to subjection, but there is a well-defined boundary-line. A leader may cut off his enemy's food and water supplies. He may subject him to all the horrors of famine and thirst; but he must not poison his food or water.

Suppose a place is besieged, and that outside the walls are wells which the besiegers cannot effectively hold, and which the besieged can reach under cover of night. The besieger would be justified in sending parties to fill up the wells with earth and stones, or to destroy them with dynamite. On the other hand, to pollute the wells with poison, or to throw dead animals into them, would be an infamy.

A "prisoner of war" has his rights. He may be asked to give his parole—i.e., to promise not to escape; but he must not be forced to give his parole, and is not to be punished for refusing to do so. A prisoner on parole who attempts to escape is liable to be shot, either when escaping or if retaken alive.

An unparoled prisoner may also be shot while in the act of escaping; but if recaptured, and he should not be shot for his attempt, the he may be placed in more rigorous confinement.

A prisoner may be compelled to earn his "keep" by working at his trade, if he has one, or by doing work for his captors not of a purely military nature. Thus, he may be ordered to assist in draining the camp in which he is a prisoner; but it would not be fair to put him to building fortifications.

The customs of war justify the employment of spies, but not certain rules. If a soldier voluntarily turns traitor, the other side are entitled to make use of him; but it is not "cricket" to tempt a soldier to betray his own side.

If thus tempted, a man may pretend to turn traitor, and deceive the enemy with false information. On the other hand, voluntarily to go over to the enemy, pretending to be a traitor or deserter, would be dishonorable conduct—that is, if the pretended traitor is an officer or soldier.

A spy, of course, has no rights, and is at all times liable to be shot or hanged at sight.

An officer or soldier, however, caught in the enemy's camp, must not be treated as a spy, but as a prisoner of war, provided he is not disguised.

If a commander takes part in a change, or persistently exposes himself to fire, he must take the chance of being shot; but in big affairs it is not the "game" to detail marksmen to try to "pick off" your opponent's general, the every effort may be made to capture him.

When a city or town is bombarded, public buildings—unless used for defensive purposes—should be spared as far as possible. When a place is captured, the victorious foe is entitled to seize art treasures and so on, and to hold them to ransom. To injure or destroy them would be the act of a vandal.

When a country is invaded the invader can compel the inhabitants to supply him with food and other supplies, and to act as guides, workmen, and drivers.

As we saw in "An Englishman's Home," a person who, not belonging to any recognized military force, takes up arms against an invader is liable to be shot like a dog when captured. Retaliation is sanctioned by the customs of war. It is military vengeance, and takes place when an outrage committed on one side is avenged by the commission of a similar act on the other.

Thus an unjust execution of prisoners by the enemy may be followed by the execution of an equal number of prisoners held by the opponents. If the Balkan War develops, there will probably be many acts of retaliation.

Three Money Prizes For Essays on Navy

In Connection With Patriotic Naval Exhibition at Massey Hall This Week.

In connection with Guy Bradford's great patriotic naval exhibition, "Our Empire Navy" at Massey Hall this week, prizes of \$25, \$10 and \$5 are being offered for the three best essays on the naval exhibition written by boys or girls under 18 years of age. It is to be held on Friday night, November 22, and the prizes will be awarded during the performance on Saturday evening.

"Our Empire Navy" is of particular interest to the young people because one of its big features details the experience of a boy from the time he leaves home until he becomes a full fledged sailor on a warship. His complete training, including drill, instruction in the various duties, naval gunnery and sports are all portrayed in a manner which not only has its sentimental interest but also its educational value.

For the grown-ups who take an interest in imperial defence, the power and importance of "Our Empire Navy" as the great bulwark of the empire will be convincingly demonstrated, together with pictures showing the relative strength of Britain and France as exemplified in the "entente cordiale." The German "menace" about which there is a great deal of newspaper discussion, will also be adequately presented. This will be one of the best opportunities that public spirited citizens will have to learn to "think imperially." The animated pictures, which comprise "Our Empire Navy," have been personally selected by Guy Bradford, an English gentleman who has visited nearly every country in Europe to obtain them.

Monday night will be the grand opening. Tuesday night is under the patronage of Mrs. A. E. Gooderham, president of the Daughters of the Empire. Wednesday is "Navy Night," Thursday is for the British Empire League and Friday for the Overseas Club. Daily matinees are to be given and popular prices prevail. Mayor Hocken has promised to be present at the opening on Monday night.

"BACK SLANG" AS IT IS USED IN LONDON

Queer Effects Produced By Fashionable Fad to Reverse Spelling of Words—Pronunciation a Venture.

In some quarters of London there used to be what is known as "back slang"—words, the spelling of which is reversed and then pronounced more or less as a venture. This is said to be the most arbitrary of slang and to have the fewest irregularities. Book, in back shape, becomes "koob" and pen is "nep."

Words beginning with "H" on being reversed the "H" is pronounced as if it were "TCH." Thus hat becomes "tatch," hand is "d-natch," pronounce "des-natch." Horse becomes "esroth," have is "evatch," woman is "namow," pronounced "nammo."

A typical sentence in back slang would be "Evatch a kool at the delo namow," which, being interpreted, is "Have a look at the old man." The small words, articles and prepositions, are not reversed.

Unsyllabic words ending in two consonants as "old" and "gold" become dissyllabic, "delo," "deolo." The sentence given above translated by a user of mixed slang would no doubt read "Evatch a fish hook at the delo pot-an-pan."

A well known term applied to a policeman is "elop." Spell police backward and not get "elopol." Say this quickly and it soon becomes corrupted to "slop." But the effort of spelling the word "slinging" backward has proved too much for the intellect of the user of the "Kavcab-Gemials." He pronounces the resultant "gnillish" as "genarials," and lets it go at that. A penny is freely translated "yennup."

William Lackaye will return to his original role in "Fine Feathers," at the Court Theatre, Chicago, today. The Eugene Walter drama has broken all records in Chicago this season.

A Tale of the Toronto Police Force

Thrilling Exploit of One of Our Boys in Blue

It is night in Toronto.

The rain is falling, and the hydro-electric lights gleam from the wet pavement.

In a convenient and sheltered doorway stands a Noble Toronto Policeman—waiting. He is a good waiter.

Around the corner a liquor store is being held up, and across the street two gossiping teamsters with their wagons, obstruct all traffic.

Little the Noble Toronto Policeman cares for these minor offences.

He is still waiting.

At last his patience is rewarded.

In the distance a motor car appears.

It is Mr. Respectable Citizen driving home from a little bridge game at his club.

At once the officer of the law is all attention.

The car approaches.

Mr. Respectable Citizen is proceeding at a slow rate of speed. He is on his right side and his lamps are lit. He does not appear to be breaking any of the many laws which, as a motorist, govern his presence on the street.

But still the N. T. P. waits and watches—for he has been trained to the idea that every motorist is a potential criminal, and altho the motorist is not doing anything contrary to law, he must be watched from the moment he comes in sight until he disappears. There is always a chance that he may do something for which he can be summoned to the police court, so as the motorist continues to approach, the N. T. P. continues to watch.

The car turns the corner.

At last the vigilance of the N. T. P. has been rewarded.

The wind catches the tail lamp and for a second the light flickers—for a moment the gleam of the lamp is darkened.

The N. T. P. does not see that the light does not go entirely out—that in a second it is burning brilliantly again.

He does not want to see it.

When he returns to the station he makes his report, and Mr. Respectable Citizen is summoned to the police court on the charge of having his rear light out.

When his case comes up the N. T. P. arises, and after producing the regulation note book, mumbles his charge.

Mr. Respectable Citizen is then asked if he has anything to say. He replies that, as his lamp was lit when he left his club, and as it was still burning when he drove into his garage, he is ready to swear that his lamp was not out at the time when the policeman saw it.

It is very probable at this point that a certain official of the police court will arise, and in thunderous tones demand whether Mr. Respectable Citizen dares to contradict the constable—whether he thinks for a moment that his own poor testimony will stand against that of a blue-coated officer of the law.

When Mr. Respectable Citizen appeals to the police court judge against interference of this kind, he is tartly told to proceed with his defence. Then, replying that his defence has already been made, which consists of his sworn testimony that the light was lit both at the beginning and the end of the trip, the magistrate remarks that he can't pay any attention to anything like that. The constable says the light was out, therefore, the light must have been out.

Fined five dollars and costs.

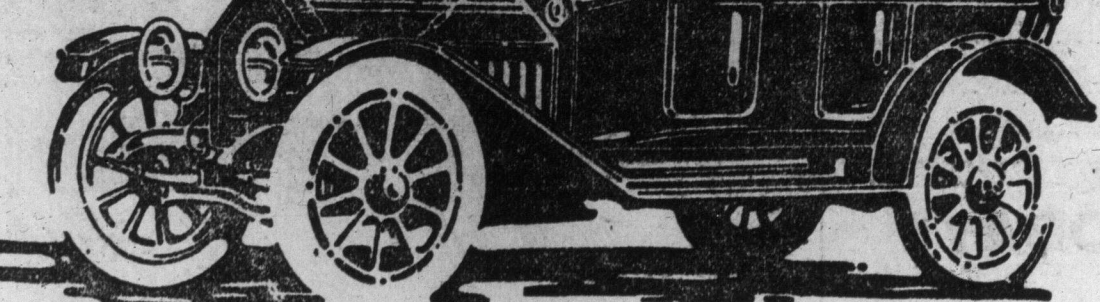
Call the next case.

Mr. Respectable Citizen attempts to argue, but the well-oiled machinery of the police court, for the purpose of drowning out protests, is already at work.

The court clerk is calling for the next case, policemen are bawling out the names of witnesses, and in the confusion Mr. Respectable Citizen is jostled to the door, a sadder but wiser man.

1913

Six-48 h.p.
7-passenger Touring Car
\$2500
f.o.b. Orillia



This new Torpedo-Body "Six" with its deep Turkish upholstery and Gray & Davis electric cranking and lighting system is a step ahead of anything yet offered to the

THE "SIX"

Electric Lighting
Electric Cranking
(Self-Start & Stop System)
Long Stroke Motor
127-inch wheel-base
36 x 4 1/2 inch Tire
Turkish Cushions
Truflow Hartford
Shock Absorbers
Floating Type Rear Axle
Demountable Rims

Canadian buyer for 1913. The big features that spell comfort are there: Large, luxurious tonneau—comfort for 7 passengers: Hardly a quiver from the silent, smooth-running engine: Power—more than you need. The details are right, too (see the list). Building in Canada puts this car on the market at a fair price. The 35% saved in duty goes into car value—greater strength of frame—superior construction of axles (front, Timken Roller Bearings; rear, floating type)—exact inspection and machining of the motor and running parts.

"The Car Ahead"

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THE "FOUR"

Gray & Davis Electric
Lights
Long Stroke Motor
Dual Ignition
Demountable Rims
EXTRA TIRES
carried at rear
Double-drop Frame
115-inch Wheel-base

The same applies to the 1913 "Four." On its specifications, finish and equipment, the \$1,625 Tudhope Four should sell at \$2,200. It has Gray & Davis Electric Light system, full elliptical Vanadium steel springs, large wheels, long wheel-base and a smooth-running powerful motor.

The equipment of all Tudhope Cars is more than usually complete and of the highest quality. Every car has a Speedometer, English Mahair Top, concealed horn, a clear vision windshield and an EXTRA TIRE, RIM and Cover all carried at rear.

Investigate these Canadian Cars. Get the 1913 Tudhope Book and see the special values we offer.

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OYSTER "FARMING" IN DEEP WATER.

Use of Steam Power Now Makes Possible Bivalve Culture on a Vast Scale.

Farming on land has hardly made more remarkable progress in the past twenty or thirty years than farming under water. Within the time specified practically all the oysters supplied to the markets were cultivated upon oyster grounds located in the shallow waters of little creeks, estuaries, bays and rivers. The natural oysters grew. Men in small boats "tonged" for these oysters, either for purposes of selling or for transplanting, and where the water was too deep for the tongs it was too deep for the bottom beneath to be utilized for oyster farming.

Now oyster growing in deep water is not only practicable, but is done up on a vast scale. The Oyster Growers' and Dealers' Association, among whose directors are several Jerseymen interested in the oyster industry, is authorized for the statement that there are farms under forty, fifty and even sixty feet of water, sometimes more than 80,000 acres under a single management. Such oyster grounds have been sold for \$700 an acre.

It is quite impossible to make use of the ordinary tonging processes on such oyster farms as these. The whole crop is propagated, seeded, planted, protected, removed, replanted, matured and harvested all by steam power, large steamers being employed capable of catching 1200 bushels of oysters per hour from these grounds. Nor are these grounds in the little estuaries as formerly. They are in the great open bays and sounds, like Long Island Sound, Peconic, Gardiners, Narragansett, Great South and Chesapeake bays, where the ground is swept by the deep, pure current of the salt sea water, and where the product of oysters is always pure and delicious. This is modern culture, which is practically replacing the small, natural oyster fishery.

And this new method may solve the question of how to guard against polluted oysters. As population increases along the coast, and as the rivers, as always pure and delicious, are contaminated with sewage, public health and safety demand that oyster grounds polluted by such sewage shall be abandoned, as they already have been to New York Bay and other former oyster growing districts. The new method of extensive farming under forty or more feet of water, at points far beyond reach of contamination, and with great steamers instead of little boats and tongs, seems to offer a solution of what was becoming a serious problem.

"Pa, I have accepted the duke. He will cost only a million plunks."

"Cheap enough, my dear. Now the next step is to get the title examined."

—Louisville Courier-Journal.

"Jack and I have parted forever."

"Good gracious! What does that mean?"

"Means I'll get a five-pound box of candy in about an hour."—Pittsburgh Post.

"My love, I don't want you to do your work when we are married."

"That's considerate of you."

"And that brings me to a delicate question. Have you enough money to enable us to keep a hired girl?"—Kansas City Journal.

NEW LANDAUETTE BODY FOR SALE

We have just finished, ready for immediate delivery, a beautiful aluminum Landauette body of latest design, luxurious upholstery, superior finish; will fit any chassis from 110 to 126 inch wheelbase.

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