

# MOTOR BOATING

## Automobile Legislation

The Ontario Motor League is about to approach the Provincial Government in regard to changing and amending the existing Motor Vehicles Act. The World does not know what is proposed along these lines, but we beg to draw attention to a few of the things needed in order to remove the heavy burden of injustice under which the automobile owner at present labors.

First: Give the motorist equal treatment in the courts; stop the practice of imposing a fine of \$1.00 on a teamster and \$5.00 or more, on a motorist for the same offence.

Second: The motorist is forced to stop his car while a street car is taking on or discharging passengers. A teamster driving a heavy wagon is allowed to push his way thru the crowd. Make this regulation apply to all vehicles.

Third: A motor car is obliged to carry anywhere from two to five lights; a heavy, cumbersome wagon, which takes up more room in the highway, is not compelled to carry any light. This is an absurd condition which could not exist in any other civilized country. Compel every vehicle that uses a highway at night to carry some sort of a light. If this were done the intensely powerful searchlights which motorists are compelled to use in the city would not be necessary.

Fourth: Amend the existing regulation in regard to passing funerals in the country. This is another example of rank injustice to the touring motorist.

Fifth: Amend the regulation which, in case of an accident, compels the motorist concerned to prove that the accident did not arise thru the negligence or improper conduct of the motor vehicle driver. There is absolutely no reason why the onus should be cast upon the motor man.

The above applies more to provincial regulations. There are a few points in regard to the operation of motor cars in Toronto, which the league might take up with the civic authorities. The traffic police seem to think it is absolutely necessary to give practically all their attention to automobiles. As a matter of fact, the average horse driver breaks far more traffic regulations than does the automobile man. If the police were to devote more of their time to regulating the horse traffic and less time to watching automobiles for possible offences, conditions in our streets would be considerably improved. In connection with this it may be mentioned that the motorcycle police are themselves consistent offenders against the Motor Vehicles Act, inasmuch as they do not carry lights upon their machines at night, and because they themselves continually exceed the legal speed limit. The fact that they are policemen does not give them any right to break the law.

The public attitude towards the motorist is changing. He is no longer considered an enemy of society. As usual, however, those who make our laws are the last to appreciate any change in existing conditions. Provincial and civic authorities must bring themselves up-to-date and cease to trouble the automobile owner with foolish and unnecessary prosecution.

## REVIVAL OF AUTO RACING

Speed Contests on Properly Designed Tracks Will Help Motor Business

A plea for the revival of motor car racing upon the basis that obtained a few years ago is made by V. C. Poertner, president of the Fortner Motor Car Company, New York. Mr. Poertner yesterday gave the following statement in support of his views on the subject:

"If the enthusiasm over the revival of automobile racing can be taken as a gauge by which to forecast a guess for 1913 it would seem that motor car contests will occupy a very prominent place among the outdoor sports next summer. Never before have the prospects looked as bright nor has as much interest been manifested by the whole automobile industry as was shown at Brighton Beach on election day. That ten thousand persons passed thru the turnstiles satisfies the manufacturers and their New York representatives that the public wants racing.

"Just what effect the Brighton Beach meet has had on the motor car business is best told in a report of the recent convention of the National Association of Automobile Manufacturers, held in Detroit. At the first session the subject of racing was discussed, and it turned out to be the chief subject of the three days' convention, and resulted in the declaration that the N. A. M. would support all sorts of contests in the future. The association appointed a committee to co-operate with the Contest Board of the American Automobile Association. This action should practically assure a spirited racing program.

"The decision of the N. A. M. gives a decided impetus to the possibility of restoring various forms of motor car competition in this country.

"The motor car owes the major part of its success to the public press, and racing and other phases of competition have paved the road for the newspapers to keep the automobile itself in the public eye. Is not that reason enough to warrant manufacturers and dealers in assisting any and all projects for the promotion of competition that will develop a better automobile?"

"With few exceptions the most important and successful manufacturers today are indebted to one or another form of competition. Most of the prominent makers have been in some sort of competition at some time during their careers.

"For some unaccountable reason the manufacturers' interest in automobilism as a sport has petered out, practically within the last two or three years, but it is safe to predict that many of the makers who have been satisfied to rest on old laurels will be back in 1913 endeavoring to gain new ones.

"Dealers are already organizing an association for promoting what will be on call next year. In addition to promoting matinee meets, the association is hopeful that the Vanderbilt Cup may again be run over a Long Island course. There is no gainsaying the fact that the early Vanderbilt did more to establish the sport and advance the automobile than any other contest ever held. At the last race held on Long Island it was estimated that a crowd of 500,000 persons lined the course.

"The fact that 500,000 persons paid to see the race answers the question as to whether the public wants it, and the privilege to interest that number of persons should interest the manufacturer."

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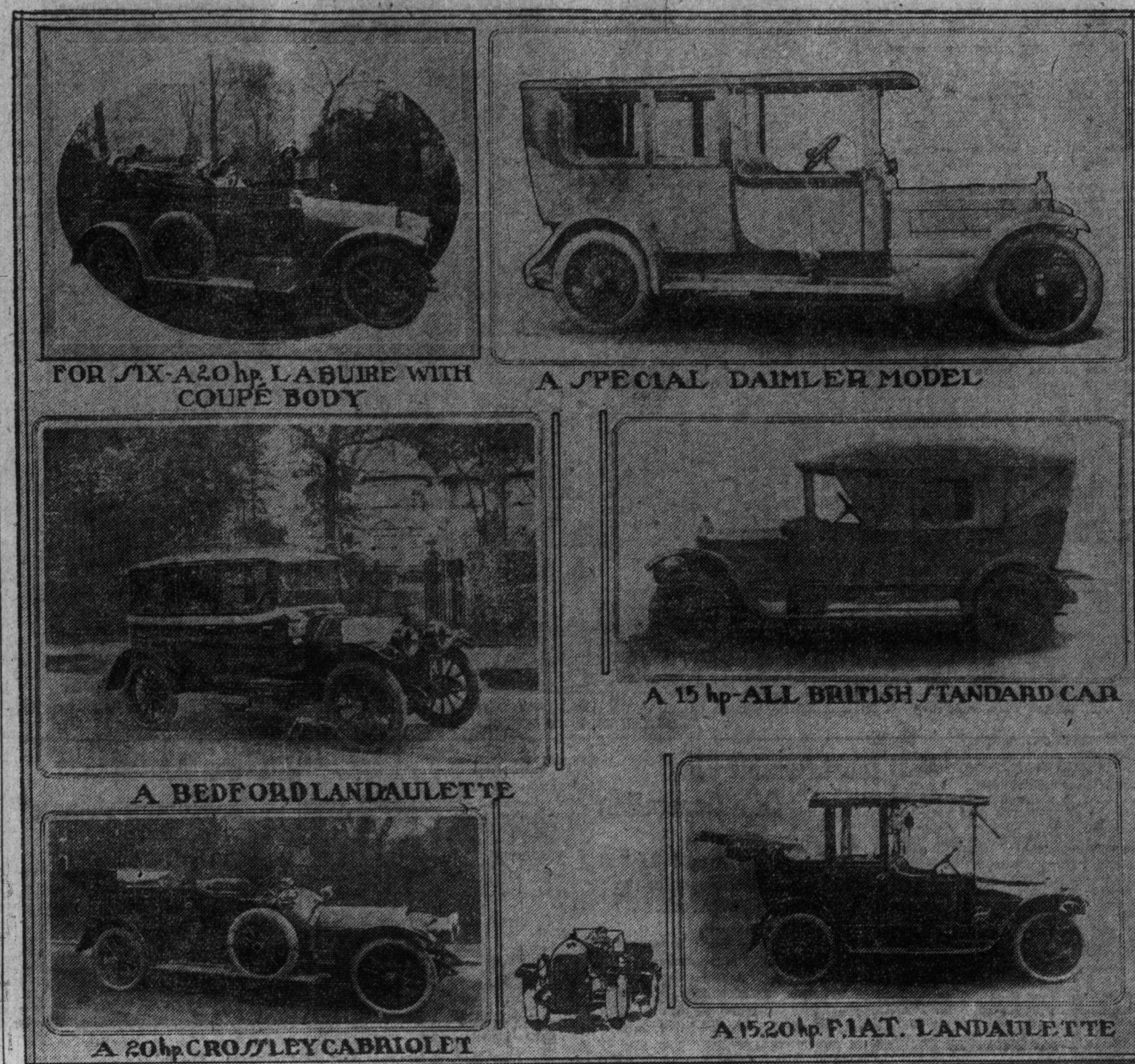
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## 1913 CARS SHOWN AT OLYMPIA LONDON



IN DESIGNING AND MANUFACTURING AUTOMOBILE BODIES THE ENGLISH MAKER IS STILL IN THE LEAD. THE ABOVE PICTURES INDICATE A GREATER MEASURE OF COMFORT, VARIETY AND STYLE THAN IS SEEN IN MOST AMERICAN CARS.

### A ROAD IN A DAY

Reminiscent of the barn-raising and husking-bees of the early days of the west, was the road-building bee organized this summer by one thousand farmers and business men in South Dakota, who built twenty-four miles of motor road in twenty-four working hours.

Headed by W. H. Stokes, president of the Watertown Automobile Club, himself a man of wealth, the bankers, merchants and manufacturers of that section donned blue jeans and worked side by side with the ranchmen and farm hands of Codington County.

Each mile of the twenty-four was in charge of a committee of experienced men whose duty it was to see that the volunteer labor was efficiently applied and as a preliminary campaign had been made, there was no lack of cheerful workers, and all the preparatory work had been done beforehand. Where bridges or culverts were required, the county officials had promised to co-operate and in some places the spans of steel and concrete had been completed in time for the building of the roadway.

Owing to the intense heat of the last week of June it was found necessary to spread the twenty-four hours over three days instead of two as was originally planned, and many toilers with pen and brain found themselves with blistered hands and aching backs after their experience with shovels and picks.

Among the volunteers was Thomas Croft, a retired farmer, seventy-one years old, the veteran among the road builders, who stood the hard labor better than many of his younger fellow-workers.

At the completion of the twenty-four miles, which was graded, gravelled and rolled, the great concourse of volunteer laborers, followed by the steam rollers, scrapers and other vehicles, formed a great procession, thus dedicating the new highway.

Big London Dock Improvements. The Port of London Authority has accepted tenders amounting to over two million pounds for dock extensions and improvements covering the more important works immediately contemplated. These form the first portion of the extensive proposals presented for the consideration of the authority by Lord Devonport in January, 1911. The complete scheme then outlined would involve a total expenditure of over fourteen million pounds.

First among the works now put in hand is the new deep water dock to the south of the Albert Dock. The new dock, designed to provide accommodation for the consideration of the metropolitan carriage area, will possess a water area of sixty-five acres and a depth of thirty-five feet, which can be subsequently increased to thirty-eight feet.

### NEW YORK SHOW

Description of New Decorations of Madison Square Gardens.

NEW YORK, Nov. 30.—To make the New Grand Central Palace appropriate for an automobile show the entire interior is to be redecorated for the thirteenth National Automobile Show, to be held January 11 to 25 next. Simultaneously with the show in this building the other section of the exhibition will be held in Madison Square Garden, which also will present an entirely new scheme of decoration.

Louis R. Rogers, is supervising the painting of numerous panels depicting landscapes of various places familiar to motorists. He has made numerous trips to make sketches, and a number of which he was accompanied by Nathan Lazaroff, who made photographs of the various landscapes to aid the artist in making the finished canvases.

On the walls of the main floor will be several Long Island scenes, a view of Delaware Water Gap, views in the Berkshires and a painting of scenes along the Hudson River near West Point. On the mezzanine floor Western views will be found. The balcony will be devoted to the sunny South and the pictures will adorn the walls of the picturesque pergola setting in which the cars are to be shown.

There will be trellis work, flowers in profusion, and a general outdoor atmosphere, in which the cars will show to advantage. It is predicted by the show management that the place will present a prettier interior than has graced any previous show.

Details of the Madison Square Garden decorations have not been made public, but the color scheme is to be worked in gold and white.

New Garage in High Park District. Motorists in the west-end will be pleased to learn that a modern, roomy, garage has just been completed and opened to the public, on Fernside avenue, just around the corner from Rensselaer avenue, and directly opposite the High Park Boulevard. It is equipped with the latest heating and lighting systems, contains a pit to overcome the usual nuisance experienced when the bottom of the car requires attention, and is laid out with the convenience to motorists as the paramount requisite. A full line of supplies and accessories are to be kept in stock, and a first-class repair man in charge night and day. This style of garage will fill a long felt want in this locality, and will be greatly appreciated by local tourists in general.

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### ROADS OF ROME

The most enduring memorial of her mighty empire was the Roman Empire left us was the system of roads that came under her omnipotent hand. In the days when the British Isles yielded a grudging obedience to distant Rome, the royal pro-consuls followed the national custom and wove a network of excellent highways over the length and breadth of the colony. Rome had learned well that vital lesson of road building, that in the foundation rests the life of the road. As a result the Briton of today drives his motor car over many a highway that came under her omnipotent hand. In the days when the British Isles yielded a grudging obedience to distant Rome, the royal pro-consuls followed the national custom and wove a network of excellent highways over the length and breadth of the colony. Rome had learned well that vital lesson of road building, that in the foundation rests the life of the road. As a result the Briton of today drives his motor car over many a highway that came under her omnipotent hand.

What a pity it is that we in this country cannot seem to learn this obvious lesson of the necessity for building adequate foundations for our roads.

THE TRANSCONTINENTAL ALCO TRUCK BACK IN SERVICE.

With a run from New York to Philadelphia overtopping its 4145-mile coast-to-coast trip, the transcontinental Alco truck returned to the everyday service performed for its owners, Chas. W. Young & Company, previous to undertaking the long journey.

The truck attracted much attention as it operated thru the Philadelphia streets laden with merchandise. It bore few evidences of the battles it had fought and the difficulties that were encountered in hauling a first cargo of merchandise on record across the nation. The motor ran quietly and the big steel body had scarcely a dent in it.

On the side and back panels of the vehicle were the names of hundreds of men inscribed by inhabitants in nearly every city in the 15 states thru which the truck passed.

The first day of work for the truck, which according to members of the concern that own it will continue, consisted of trips for long distances, both in the city and to nearby towns in Pennsylvania, New Jersey and Delaware.

"One of the things which the trip across the continent proved was that a far wider radius of delivery is possible by motor trucks than by horses," declared Charles W. Young. "It is expected that the machine will run up a daily average of close to 100 miles in performing its regular service."

## YOUNG ASTOR BUYS GRAND PRIZE CAR

Pays Over \$6000 For Machine in Which Caleb Bragg Won Grand Prize Race at Milwaukee.

NEW YORK, Nov. 29.—Young William Vincent Astor, who celebrated his twenty-first birthday last week, is not going to confine his attention entirely to his real estate and hotels, as he possesses some of his father's love for mechanics and motor cars. While there are something like thirty automobiles in the Astor garages in this city and Rhinebeck, none of them apparently quite meets with young Astor's ideas in the matter of speed, which just now is of the two-mile-a-minute variety. That this is true is indicated by the fact that one of Astor's first business transactions after coming into his estate was to seek out "Caleb Bragg," the wealthy son of a Cincinnati family, and purchase from him the car in which Bragg won the recent Grand Prize race at Milwaukee. Astor, it is said, paid over \$6,000 for this speed monster, which can cover 100 miles an hour. Outside of his Rhinebeck estate it is hard to see where he can run it without fracturing the state speed law.

### Aviation and Motoring.

The debt which aviation owes to the motor car is, of course, practically limitless. If the earth-bound vehicle had not brought about the perfecting of the internal combustion engine, man would never have soared above the earth in heavier than air machines. Conversely, if the engine had been at that time brought to a reasonable degree of perfection, Stringfellow and his co-workers in the middle of the nineteenth century would have solved the problem that remained for the Wright Brothers to solve.

Now it seems as if the aeroplane might in turn offer some mildly helpful suggestions to the man who makes motor cars. The correspondent of one of the London motor weeklies was recently exploring the flying sheds at Brooklands, when he came across a fitting on a biplane which should prove equally useful on a motor car. This was a very ingenious yet simple gasoline tap, which was self-closing. The tap itself was of the usual tapered lug type, with a spring to hold it gasoline tight. In the handle of the tap, however, a small lever with a ball at the end was pivoted and the lower end of it was shaped to catch into either of the two slots in the top of the spherical body of the tap. The top of the lever is pressed outward by a light spring. When catching hold of the top of the tap, the lever is automatically pressed the ball end inward, thus removing the lower end of the lever out of engagement with the tap. The tap is turned round from its closed to its open position, or vice versa, on being released the catch lever drops into place.

### SLEPT FOR A LIVING.

To sleep for one's living may appeal to some as a more attractive alternative than to work for one's living. But the fact has been achieved. In The Daily Courant of Aug. 8, 1711, the following advertisement appears: "Nicholas Hart, who slept a year in St. Bartholomew's Hospital, intends to sleep this year at the Cock and Bottle in Little Britain. Some further particulars of this professional somnolent are to be found in The Spectator for Oct. 1 of this year. It appears that Hart was every year seized with a periodical fit of sleeping, which began on August 5 and ended on the 11th. His various stages are thus described: "On the first of that month he grew dull, on the second appeared drowsy; on the third, fell a-yawning; on the fourth, began to nod; on the fifth, he dozed asleep; on the sixth, he fell a-snoring; on the seventh, turned himself in his bed; on the eighth, recovered his former posture; on the ninth, fell a-stretching; on the tenth, about midnight awoke; on the 11th, in the morning, called for a little small beer. This performance, it is asserted, gained for Hart enough to support himself for a twelvemonth."

An instrument has been invented for determining the intensity of heat by testing it. Merlin chauffeurs are forbidden to smoke while on duty in the effort to keep down the number of accidents. The law applies to anyone operating a car.

## VULCANIZING

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