



A Tale Of a Handsome Chauffeur

How a Good Looking Driver Made War Between the Maids.

There is trouble in the servants' hall of a big New York household. The whole outfit, except the parlor maid, has walked out, quite absolutely, and there is no chance of affecting a settlement. They just simply won't come back.

The question of wages is not involved. Everybody from the butler down to the second assistant scullery maid was well paid. Each got out on an average three night a week, and if you had the car of Mr. "Obson," the butler, why, you could go out to buy a sheep-mother or see a sick cousin on the fourth, or the fifth, or even the sixth night. Mr. "Obson" wasn't "tryin' to be 'ard on anybody," and he would just say: "Run along, and have a good time; only look fresh 'n' nice when the missus 'appears' to be around in the morning."

The Organization.

In this establishment there wasn't any office on the domestic staff directly corresponding to housekeeper. Hobson was a sort of majordomo, and the mistress left to him all the details of engaging the servants, with the exception of her own personal maid, and even in that matter Hobson's wishes had due weight. Authority being thus centered, everything ran along as if on ball bearings. But even to such machinery a grain of dust may be troublesome, and in this case the grain of dust blew along. The result was that some slipped and in a brief time the splendid household machinery was all out of gear.

This particular grain of dust was the chauffeur attached to the household. The word "attached" is used advisedly, because a chauffeur is not a part of a household. Sometimes he may take his meals in the servants' hall, but not as a general rule. He may sleep in the garage, if the master of the household has a private establishment of the kind, but generally speaking, the chauffeur paid so much a month and is supposed to find himself. He is therefore not a servant in the sense that the valet or even the butler is, and the servants' hall recognizes the subtle distinction. It calls him "Mister" just as it does the butler, but there is a difference.

Great Precepts.

He is the link with the great world outside that is beyond class distinction, at least from the viewpoint of the servants' hall. He is the master of the household, but then everybody will remember he was once a butler; but a chauffeur—who knows but that in a year or two some wealthy man will back him with enough money to start a garage of his own? And soon afterward he may get a few touring cars to hire out, and then either start a new taxicab service and make a fortune or become an automobile manufacturer on his own account, and everybody will forget that he ever drove a car for a living. Such a thing has happened.

Enter a New Chauffeur.

It used to be the case that the women servants in a big household would set their caps at the butler, if he happened to be young and handsome, or perhaps the second man, because the butler usually has a wife and numerous offspring. These were his guarantees of respectability. With the coming of the chauffeur all this changed. A butler was a butler, after all, and a second man could only become a butler. The majority of the servants in an American household are frequently apologetic on the score of their employment.

Thus it was that when the master of the house discharged his foreign chauffeur and got a new one, a clean shaven young man, the news spread through the servants' hall. When the new man drove the car around to the door for the master the first time the basement windows were filled and there were the heads of chambermaids and the par-

lor maid and the mistress' personal maid peeping out from upstairs. Oh, You Chauffeur! He had to smile when he saw the heads at the lower windows. When he came around at 11 to take the lady of the house out shopping the attention paid him was embarrassing. In time he became acquainted with the household staff, and then of course there were six hints as to invitations for rides in the car, some of which carried.

The maid with one another in prinking up for him. Some of the men servants noticed it and having their own preferences became jealous. The butler was married, so the jealousy was confined to the second, third and fourth men.

Beware of Vidders.

The cook, the widow, was young. If the chauffeur had been wise in his generation he would have understood that he could have taken his pick from a choice of willing Peggytys composed of the cook, the three young women who assisted her in the kitchen and scullery, the handmaiden, the under housemaid, the parlor maid, two chambermaids, the mistress' maid and the two nurses. Once in a while it would happen that he would have to take a meal in the servants' dining-room and then it was difficult to keep any of the maids upstairs. With whatever attentions the favorite bestowed, however, he was impartial, extending smiles to all.

Caught At Last.

It so happened that the parlor maid became ill and her place was taken by a really pretty young woman, who immediately became an object of suspicion, she went out of her way to convince the other women that she was not setting her cap at the chauffeur. The second, third and fourth men immediately transferred their allegiance to her, but this did not tend to better things. The chauffeur noticed her one morning and became a married man. Events showed she was willing. The engagement was announced.

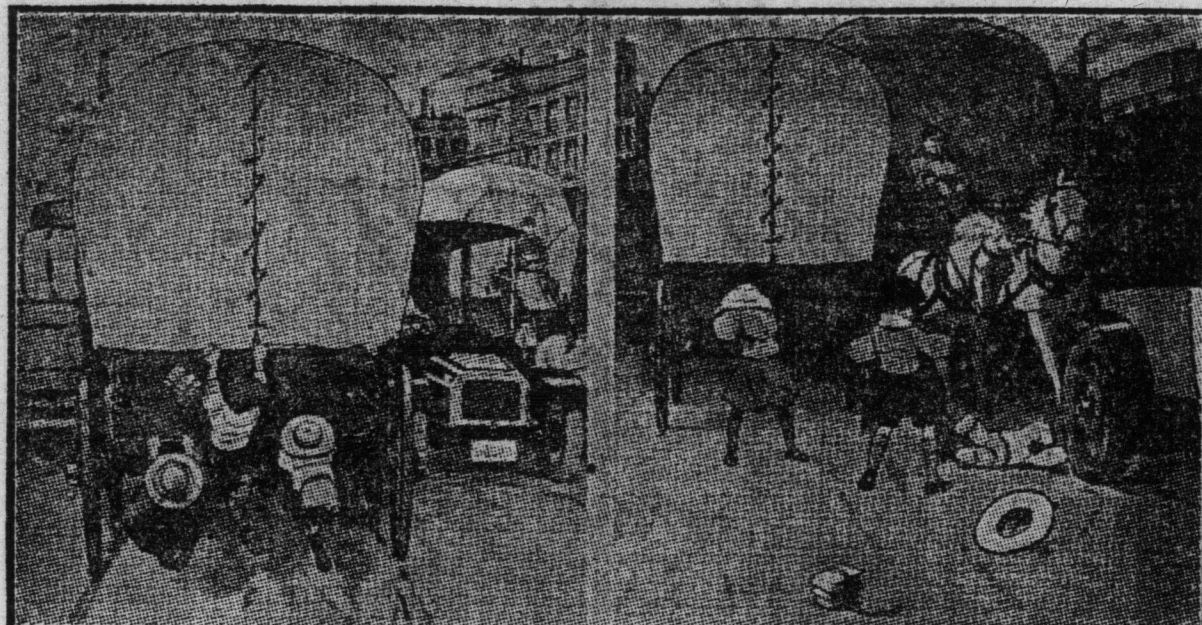
The Canadian Highway.

A book which is somewhat different has just reached the office of The World. This is a publication issued by the Canadian Highway Association, and deals in an interesting way with the work accomplished by that body since its organization on November 8 and 4, 1911.

It contains an interesting mass of valuable information concerning roads and road conditions, in different parts of Canada, but more particularly British Columbia. The book is splendidly illustrated with photographs of road scenes and of scenes at the planning of the first post on the west coast of Vancouver Island. Photographs of President W. J. Kerr and his fellow-officers add a personal touch to the work.

The mission of "The Canadian Highway" is to educate the public to the advantages of good roads and anyone interested in this work may obtain a copy by addressing Secretary P. W. Lucas, New Westminster, B. C.

WHAT TORONTO SHOULD DO



DANGERS OF THE ROAD: PICTURE WARNINGS BY JOHN HASSALL, R.I.
which the Hull Education Committee has decided to display in the schools under its control. Street accidents are on the increase, the total number in the United Kingdom during 1910 being 31,077, of which 1827 were fatal.

Co-operative Motoring

"Some people have so long associated the motor car with lavish expenditure that it requires a distinct mental readjustment to look on automobiles as a source of profit. Our sales records bear witness of the fact the motor car is an economic investment," said B. C. Spittley of the Abbott Motor Company.

"Some months ago, on looking over the list of sales made by our New York office, my curiosity was aroused on finding seven different names signed to one contract. On inquiry, I found the car in question, a seven-passenger touring, had been purchased jointly by seven men who lived in a Long Island town about twenty miles out and somewhat removed from the railroad. Every morning the car makes its rounds, picks up the seven men and makes a quick, exhilarating run into New York City, dropping each one at his office. All being in the downtown office section this is quick work. At night the car calls and takes them home, refreshed by their trip. In addition, each family has the use of the car one day a week. The car is stored in a portable garage and the cost of upkeep to each owner is nominal—about a dollar a week.

Warrens For War

American-made automobiles may play a prominent part in the next European war. Just now the Italians are demonstrating their superiority over the Turks because of the superior fighting equipment. The advantage was not gained because of a greater willingness to fight or a greater zeal on the part of the men from Italy. On the contrary the Turks have displayed more recklessness in the face of danger than have the Italians. It is the religion of the Turk to die fighting against Christianity, while it is not the belief of the Christians to die fighting infidelity.

But, getting to the part of American-made automobiles in future European wars: The war department of the Grecoan government has written a number of American manufacturers of motor cars asking for bids on trucks and other machines that can be used in field service. The minister of war of the Grecoan government has declared in favor of the movement and he is backed by the royal family as well as the people.

The Warren Motor Car Company of Detroit is one of the concerns to receive information from the Grecoan government. They have a number of trucks that are suitable for all manner of field service, such as ambulance, as well as for the transportation of arms and other equipment.

What Women M.P.'s Have Done in Finnish Parliament

Students of world politics have given Finland a great deal of their attention of late, principally on account of that country's struggles with Russia. The English-speaking peoples have had an opportunity of looking from all points of view at the wrong done to this exemplary little country by a barbaric tyrant," writes V. P. Kordes in The Contemporary Review. "But there is an extremely important fact in Finnish history which has never been sufficiently illuminated and that is the emancipation of Finland's women."

"These women have secured for themselves a place in the world's history as pioneers, and our descendants will find them in their schoolbooks; but in the meantime a great many know only a very little about them, and I meet people daily who are quite ignorant on this subject."

"Finland was the first country in Europe to give women the same rights as men. Only Norway has yet followed her example, and with the same success. In 1906, Finnish women were admitted to the Seim (parliament), and they regarded their new rights so seriously that at the first election, in 1907, sixty of them went to the poll."

"Up to the beginning of last year the women brought in twenty-nine different legislative bills, of which the Seim passed the following:

- (1) The establishment of laws for child protection against ill-treatment;
- (2) The complete freeing of the wife from the legal guardianship of her husband;
- (3) The raising of the marriage age from fifteen to sixteen;
- (4) The organization of colonies for youthful criminals;
- (5) The right of women to assist in the department of public medicine;
- (6) The abolition of police observation.

"The raising of the marriage age from fifteen to sixteen; the organization of colonies for youthful criminals; the right of women to assist in the department of public medicine; the abolition of police observation."

GENTLE BEES THAT ARE GOOD HONEY GATHERERS.

Of all the species of bees, the Caucasian is said to be the most amiable, for while it is provided with a sting it is difficult to make this insect sting a human being. These bees, explains Harper's Weekly, were introduced into the United States several years ago under the auspices of the department of agriculture. They have been carefully studied by the government experts, who found that almost nothing a human being could do would persuade them to attack him. They are practically the equal of any other bees in the gathering of honey.

The experts state that it will take a long time to eradicate from this country the bees of the American ones. These were brought hither in the seventeenth century, and for two hundred years they held their own, being distributed from the Atlantic to the Pacific. Compared with the other species, now known, the brown bees have little to recommend them. They are a feeble creature, poorly defended by their stings of honey against other bees, and as bees go, is lazy.

Just as soon as the supply of nectar begins to decrease and a little energy is required in order to find more, the bee gives up the effort. It does not multiply rapidly, so the result is that at the beginning of the harvest the hives are like farms in the middle west, apt to be short of labor. Therefore, when in 1900 the comparatively gentle, prolific and industrious Italian bees were imported, the American beekeepers became greatly interested, almost excited. Fabulous prices were paid for the queens.

Then twenty years later came the Cyprian bees. These bees were real hustlers in the matter of gathering honey. One colony had a record of no fewer than 1000 pounds in a season. The Cyprian bee, however, proved a veritable devil—nothing could subdue it. It was merely irritated the Cyprian. Then, too, so occasional group would actually go hunting for trouble. There is of record one instance in which a swarm of Cyprians drove an entire family into the cellar and stung every living animal in the neighborhood.

tion over red light districts; namely, making it an illegal practice.

"In addition to this, all the women deputies brought in a petition for the protection of women in the streets from assault, thus indicating the necessity for adding a new clause to the criminal laws dealing with this matter.

"Among other women's bills awaiting decision were the following:

"Concerning the interests of both sexes.

"Bills to separate the highest court of law from the senate, making it an independent institution; to give equal rights with Christians; a universal adult suffrage bill to regulate the relation between workers, servants and employers, to increase the punishment for ill-treatment of animals; granting free meals to schoolchildren; for improving the position of illegitimate children, and for the establishment of homes for them.

"Bills for maternity insurance, establishment of government midwives; giving wives the right to dispose of their children (formerly the husband had this right exclusively); the improvement of domestic economy schools; the appointment of women as factory inspectors; enabling women to serve in public institutions on equal terms with men.

"The deputies have been members of all committees of the Seim, and have taken part in even the principal one, the Grand Committee, which is elected by the whole house proportionally, and gives its decisions on the most important questions of legislation and taxation, these questions being worked out previously in special committees. On this grand committee four women assisted; Dagmara Neovius, school teacher, and editor of a journal; Hedwiga Solberg, headmistress of a teachers' training college; Mmi Turinen, the daughter of an artisan; and Ora Kiskinen, a dress-maker."

Clutch Slipping

The practice, indulged in by some motorists, of slipping the clutch near the top of a grade is to my mind a lazy man's way of saving himself at the expense of his clutch and engine. If, in climbing a hill, the engine has slowed to the point where this expedient is necessary to avoid stalling, then it is obvious that the car has almost stopped and the engine is laboring under undue strain. What in the name of common sense is a second speed for, if not just such cases as this; and what excuse can there be for a driver who will thus abuse his engine when gear-shifting can be accomplished by a touch of the toe on the clutch pedal and a slight movement of the hand to the speed lever? It is better far that two transmissions should be worn out than that one engine should perish for the engine is the heart of the car, and by far the most expensive part of it, besides being even with careful handling, subject to adjustments, than all the rest of the car put together. The effect of "slipping" on the clutch is to cause undue friction, which prematurely wears the clutch facing on a cone clutch or the work inserts in a multiple disc, thereby making it necessary to renew these parts long before it would be required in the ordinary course of events. While the materials for these are not very expensive, the cost of labor with, on most cars, run up a fair-sized bill, as many cars from experience. Thus it will be seen that the lazy driver pays in the long run rather dearly for his ease, especially as this is only one kind of a "cheap" and he will doubtless indulge in many other forms.

In addition to being poor policy from a financial standpoint, it is of very doubtful value, for the reason that the car is accelerated little or none, and the only gain in power is from speed-up the engine. Unless the car is practically at the top of a "hump" and in a few feet will commence to descend, it will be slow work picking up speed on high gear. It will be almost like trying to start a standing car on high, which is destructive to the car and far slower than the proper method—Westlake, in Motor.

Sunday World Garage Directory

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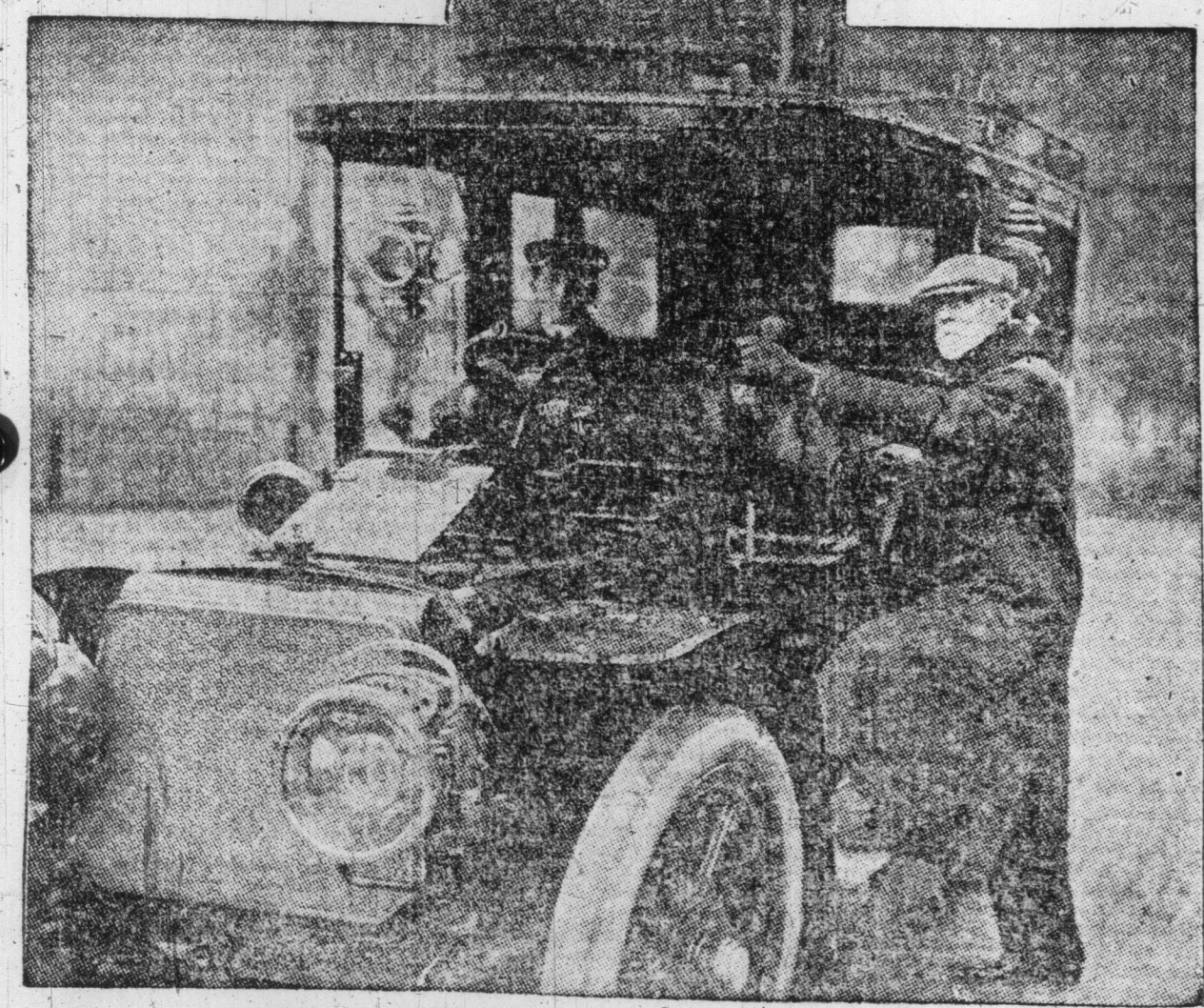
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