

GENERAL VIEW OF THE WORKSHOP OF THE Y. M. C. A. AUTOMOBILE SCHOOL. THE STUDENTS AT WORK.

Y. M. C. A. AUTOMOBILE SCHOOL NOW DOING A GREAT WORK

Over Three Hundred Men
Have Taken Course in Last
Twelve Months — Many
Firms on List.

The annual report of the Toronto Young Men's Christian Association Automobile School which was submitted at a recent meeting of the board of management, shows that over 300 men have, during the last twelve months, taken advantage of the classes in the operation and care of automobile mechanics. About 250 of these men succeeded in passing the examinations leading to a first class diploma, while the majority of those who failed are still in attendance at the school taking the course over again with a view of carrying off one of the diplomas in a month or so.

Many Farmers.
It is interesting to know that over fifty per cent of the students at the automobile school are farmers, farmers' sons and others from out of town who, after graduating, return to their homes and enter the automobile business in or around their home-towns and villages. At least a third of this number, those who have had previous mechanical training in the machine shops, blacksmith's shops, or carriage

builders' shops, go into business and establish automobile repair shops and garages in the small country towns where they are most needed. It does not take very long for these men to "make good." In a short while they are able to handle accessories, tires, gasoline, oil, etc., and motorists come from miles around for their advice and assistance. Another interesting feature and one that is perhaps a surprise to most city men, is the way in which these graduates are able to help out the farmer who has been progressive enough to install "gas power" on the farm. The average citizen is only familiar with the gas engine as a power plant to propel motor cars, motor boats and motor trucks. We see these every day in our cities and we realize that to design, manufacture, sell, operate and maintain these motor propelled vehicles involves the erection and organization of many factories, sales-rooms and repair shops and the employment of thousands of men. But while this industry is developing to supply the demand for these machines it is well to bear in mind the fact that the stationary gas engine and farm implement using gas power is creating even a still greater demand on the manufacturer.

Gas Power on Farm.
Gas power is today being used to cut wood, churn milk, pull stumps, pump water, plow the fields, thresh the wheat, drive electric light plants on the farms, and a large number of men have traveled hundreds of miles to To-

ronto to attend the Y. M. C. A. School in order to equip themselves with a knowledge of the gas engine as applied to this particular branch of the business.

It is planned to open a special school equipped with stationary gas engines as applied to agricultural implements this year as the demand for this kind of instruction cannot be met with the existing facilities in the automobile school.

The instruction in the automobile school is given in classes consisting of a limited number of students, it being found advisable not to handle more than ten or twelve men in any one group. The classes meet both in the day time and in the evening and the work taken up comprises both shop work and lectures as well as driving lessons on the city streets.

Shop Work.
The course of instruction in the shop is a practical course in every sense of the word. Various types of automobiles are taken apart and put together again and the different parts studied. Different makes of engines on test stands are taken down, re-assembled, adjusted and tuned up—the ignition systems and valve systems are timed and the carburetors adjusted on each engine so that they will run at maximum efficiency. Every part of an automobile is explained, and each student has the opportunity to actually handle, examine and adjust the various parts of the machines in each department of the work.

Students are required to furnish themselves with overalls, one pair of drivers, one bicycle wrench, one pair of pliers, monkey wrench and one set of "8" wrenches. The other tools are furnished by the school.

Driving Lessons.

The driving lessons are given on up-to-date cars with different types of control levers and pedals. The first lessons are given in the field and on the track adjoining the school building, where the student has an opportunity to become familiar with the actual operation of the car without having to dodge in and out of the street traffic. After the student has mastered the car so far as the operation is concerned, he is taken out on the road and is taught to handle the car in traffic, so that after he has completed the driving lessons he is capable of taking care of a car not only on unfrequented streets but also on the crowded thoroughfares. The student is also taught the rules of the road, traffic regulations, how to avoid accidents, what to do in

case of accident, how to turn around in narrow streets, how to enter and leave a garage, what to do in case the brakes give out, etc.

After a student has completed the shop and road work in the course of instruction he is given an examination, and is awarded a certificate of graduation, provided he merits a rating of 75 per cent or over.

When a student fails to make the necessary marks he is permitted, without extra cost, to continue his attendance in the school until he is able to pass.

The certificate is evidence of knowledge, skill, ability and trustworthiness. A high standard among its recipients is maintained by awarding it only when it is earned.

A physical examination in sight, hearing and physique is given. If a student is found to be in good physical condition to drive a car a certificate to that effect will be issued.

Employment Bureau.

For the benefit of chauffeurs, owners of automobiles and the automobile trade generally, the association maintains an employment bureau, which endeavors (but does not guarantee) to secure positions for thoroughly reliable graduates of the school.

The following list of automobile manufacturers and agents have donated or loaned equipment to the Y. M. C. A. Automobile School:

Russell Motor Car Company, West Toronto; McLaughlin Carriage Company, Toronto; Ontario Motor Car Co. (Packard), Toronto; Shaw Overland Sales Company, Toronto; Bowser Oil Tank Company, Toronto; Bosch Magneto Company, New York and Toronto; Mea Magneto Company, New York; Simms Magneto Company, New York; Remy Magneto Company, New York; John Miller & Sons, Toronto; Dunlop Rubber Company, Toronto; Goodyear Tire Company, Toronto; Diamond Tire Company, Toronto; Goodrich Tire Company, Toronto; Stromberg Carburetor Company, Chicago; Sharpe Spark Company, Cleveland, Ohio; May-Oxway Fire Alarms Company, Toronto; Warner Automobile Company, Toronto; Queen City Oil Company, Toronto; Commercial Oil Company, Hamilton; H. Vidon, (Sterrol) Toronto; Witherbee Igniter Company, New York; Wolverine Lubricants Company, New York; New York & New Jersey Lubricants Company, New York; Acheson Olding Company, Sarina, Ont.; Canadian Carbon Company, Toronto.

HENDERSON CAR IN THREE MODELS

American Motor Sales Co.
Show Several Types of
Popular Machine With
Full Equipment.

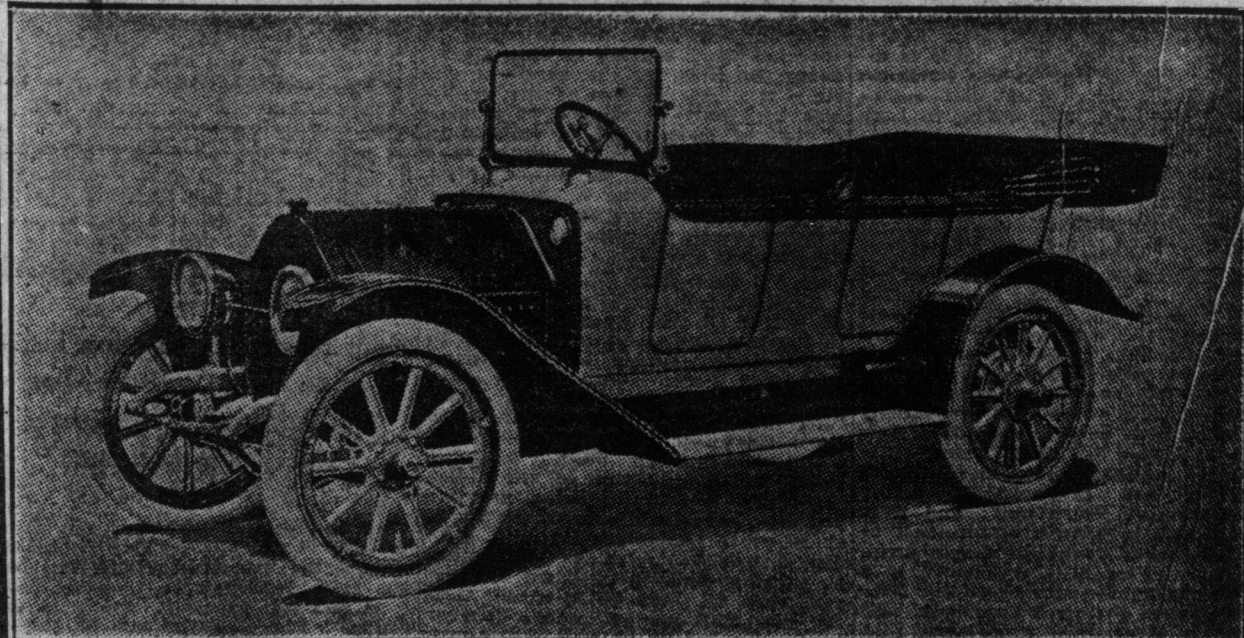
The American Motor Sales Company has handled the well-known Henderson car in Toronto, have an interesting exhibit of three models, one six-cylinder 48 horse-power, four-cylinder chassis, consists of two touring cars and a beautiful roadster.

The Henderson is electrically lighted all round and also is equipped with the self-starting system; the popular left-hand drive and centre control, and many other features. The Henderson is made in Indianapolis, where so many good cars come from. It is very popular in the States, and should become equally popular in Canada.

Motor Traction

The Automobile Editor has received The Progress and Empire special issue of Motor Traction, the well-known English commercial car periodical. This is a very interesting production, indicating as it does the enormous growth of the motor truck industry in England and throughout the em-

The Car With the Gearless Transmission! CARTERCAR



This is the car that will give you the best service under all conditions, because it is efficient and strong, just where the ordinary car is weak—in the transmission. Your Cartercar is reliable, simple to drive—and always ready to go on any road.

GREATER EFFICIENCY.

A Cartercar has an unlimited number of speeds—one lever control—and will easily climb a 50 per cent grade. The transmission is composed of only two unit parts—which must mean great reliability. Just think seriously over what these features will mean to you.

GREATER TIRE MILEAGE.

The tires on your Cartercar will wear about twice as long as on the gear car. This is because the transmission eliminates all jerks and jares in starting and changing speeds.

ELECTRO STARTING.

Whether the weather is warm or cold, all you have to do is merely press down a small knob and the motor is cranked. Then turn this same knob and you light all or as many lamps as you wish.

FOUR EXCELLENT MODELS.

The new Cartercar has four extreme, good models—Touring Car, Roadster, Coupe and Sedan. They are finished elegantly, deep upholstery and attractive lines. The prices are from \$1250 to \$2500.

SEE THE CARTERCAR AT THE AUTO SHOW

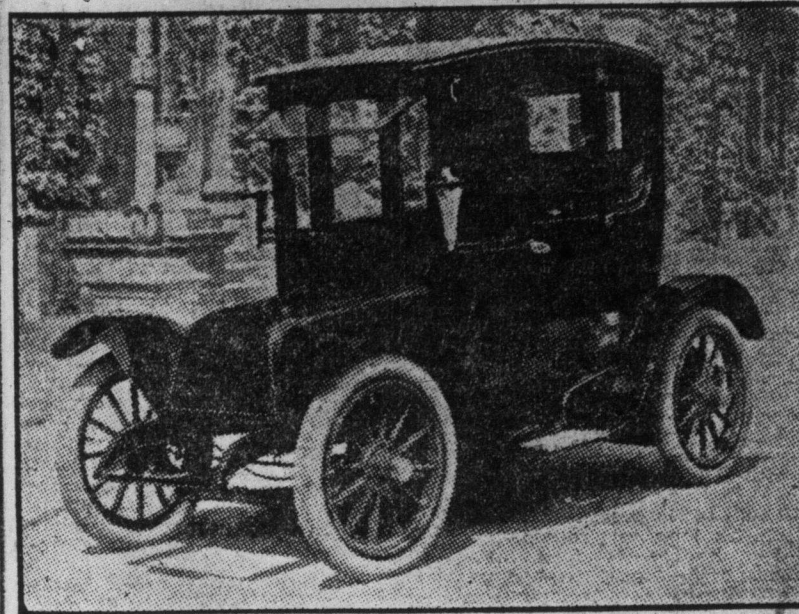
We will be glad to see you and to explain the many advantages of this car. Or if you cannot be at the Show, send for catalog.

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Peck Electric 1913 Model C-4

The Peck Electric is the only electric built for Canadian conditions, extreme cold, deep snow, steep hills, rough roads.

THESE DETAILS WILL APPEAL TO YOU

Long wheel base, full elliptic springs, forty-two, thirteen plates, Gould cells, control all centred in one foot, easy riding, powerful, reliable.

THE CAR FOR A NERVOUS WOMAN

Peck Electric, Limited

Factory, Show-Rooms and Garage

Jarvis and Adelaide Streets, Toronto



AT WORK ON AN ENGINE IN THE Y. M. C. A. AUTOMOBILE SCHOOL, REPAIR SHOP. PHOTOGRAPH SHOWS THREE OF THE STUDENTS.

R. R. MEN OBJECT TO RED TAIL LIGHT

Claim That Engine Drivers
Are Confused by Lights on
Cars Running Close
to Tracks.

BOSTON, Mass., Feb. 22.—The red light as a signal on the rear of motor cars to prevent rear-end collisions on the road may be legislated out of existence within the next few years because of their being really dangerous to the operation of railroad trains.

That these lights have already caused trouble has just been brought out as a result of a committee representing the locomotive engineers operating trains in New England having sought some remedy thru the Massachusetts Highway Commission.

The members of the committee made a plea that the red light on motor cars be changed to white or some other color not used in railroad signaling and when Col. W. D. Sohler, chairman of the commission, heard what they had to say, he realized that it was an important matter.

Col. Sohler was told that there are many places in the Bay State, and in fact throughout New England, where the highway and the railroad tracks run parallel. And at some places, for example up near Andover and Gloucester, the tracks make a curve so that the highway runs within a few feet of the railroad roadbed.

On more than one occasion, it was stated, an engineer coming around a curve has seen a red light ahead, and jammed on his emergency brakes bringing the train to a quick stop, jolting the passengers of course, only to see the red light moving away, being the tail light of a motor car instead of a danger signal on the railroad tracks.

This has happened to some of the important trains, it was stated. Of course to an engineer the red light coming upon him suddenly out of the darkness and in close proximity left no alternative but to take precaution and after this happened a few times it got talked about among the engineers. So it seems that the matter was not one to be laughed about, but a real serious menace viewed by these men.

President Sohler realized the fairness of the engineers' point of view, more so because motor cars are becoming far more numerous now and owners are making longer tours and are not afraid of using the highways at night. Col. Sohler suggested that perhaps the Massachusetts State A. A. might introduce a bill in the legislature to change the color of the light to white, or anything but red or green.

The Zip Co. Ltd.

Makes Tires Puncture Proof.

One of the most interesting features of the show is the exhibit of the Zip Co., who are demonstrating that an automobile tire may be punctured without loss of air resulting therefrom. Zip liquid, which is inserted thru the valve is guaranteed to prevent loss of air from all outgiving punctures.

It is not affected by the weather, as it occupies four per cent of the air space and does not affect the resiliency of the tire. Notwithstanding the fact that it immediately seals punctures it is not of a gummy or sticky nature; it therefore cannot cause the tube to adhere to the casing or affect in any way the workings of the valve. Zip is also guaranteed to be non-injurious to rubber. The company is prepared to replace any tubes that can be proven to have been injured by its use.

Farnum Drives Hudson

Dustin Farnum, the popular actor, who is delighting the country with his work in "The Littlest Rebel," has earned additional fame on the Pacific coast thru his ability to handle a powerful motor car at high speed. He is a crack driver, and adept at the art of handling a speeding car.

He drives a New Hudson "87." He considers motoring a valuable health asset, for it gives him plenty of good, fresh air. He is an ardent sportsman, and was frequently seen on the roads in and about San Francisco and Los Angeles at the wheel of the big beautiful automobile.

During the past summer Mr. and Mrs. Farnum—the latter was formerly known to the stage as Miss Mary Conwell, a Washington society girl, before her marriage to the actor—toured Europe. They were accompanied by Mr. and Mrs. Adolph Klau, the latter being known to the stage as Jane Cowell, and now playing the leading role in "Within the Law."

"The roads of Europe," said Mr. Farnum, "are, of course, superb. But the fortunate automobilists of some sections of the United States—and this is particularly true of Southern California—are equally blessed with fine roads. The stay in California has been a revelation. No Europe for me next summer. Mrs. Farnum and I shall go to California and spend our vacation period in our Hudson, visiting the numerous places of historical interest."