

snow when the ordinary tram car is blocked the motor bus runs along right merrily. In consequence the General Motor Company has resolved to increase its capital to £500,000, in order to operate a still larger number of Renault and Charron vehicles. It was reported at this company's recent meeting that the receipts of the City and Suburban Motorcab Company have exceeded the estimate of 35s. gross takings per day per cab, and that without the use of the taximeter, which, according to experience in Berlin and Paris, results in a larger revenue for the company as well as a steadier wage for the driver. The company has in hand a large new garage at Brixton, where accommodation is to be provided for the housing of over 700 vehicles.

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The Government of Bombay last month published their new rules relating to motor traffic. According to these, all cars must be registered and carry large numbers. There is a general clause against reckless driving. No general speed limit is fixed, but in the city of Bombay speed must not exceed fifteen miles an hour, and in roadside villages within such limits as may be indicated on a notice board erected by the District Magistrate shall not exceed six miles an hour, or such higher rate as may be shown on the board. Heavy vehicles are not to be driven at greater speed than seven miles an hour. There is a provision that acetylene lamps must not be used unless hooded or screened. No competition in which more than five cars take part is permitted without the previous sanction of Government. Special regulations are made for heavy traffic. No motor shall proceed at night where prohibited by the District Magistrate, except in the case of delay by accident, when a full explanation shall be made at the next police station.

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The question of the cylinders continues in full blast in all the publications devoted to the interest of the motor car. As most people who have followed the controversy are aware, the champion of the four cylinder system was Mr. Jarrott, while S. F. Edge fought for the six cylinder idea, chiefly, it may be added, in the interest of the Napier car. There was much of rare interest and still rarer ingenuity in the contention of the belligerents which the general public found it for obvious reasons difficult to understand. This cause of mystery is about to disappear from the controversy, as a matter of fact has disappeared from the convincing ground of the old country. A debate was announced for the 7th of February last under the auspices of the Automobile Club, on the much discussed question of six cylinders versus four. An element of the interest in this debate was that it was to be opened by the celebrated and irrepressible Mr. Edge. The Motor World of these southern lands will await with great interest the reports which the expert journals are to bring us by the ordinary course of mail.

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Already the Motor World (G. Britain) is preparing for the next great automobile display, which will be held in the Agricultural Hall, London, in April, 1907, under the direction of Messrs. Cordingley and Co. This will be the twelfth of the series at the Agricultural Hall and will be remarkable in demonstrating British progress alongside of the best examples of the Continent, thus affording an excellent means of comparison. The exhibition has become associated in the motor industry with the opening of the selling season of the year, and makers in all the leading centres are anxious to secure the presence of their latest models, in which several notable improvements will be seen. The capacity of the great hall, with all its subsidiary galleries, &c., will be taxed to the uttermost to accommodate the cars, while the aero section will be even more interesting than before—the many offers for prizes for working models attracting inventors from all parts of the country. Perhaps one of the most interesting features of the forthcoming exhibition will be the presence of many new firms, who have been quietly experimenting with cars or airships, and will then introduce their productions to the public.

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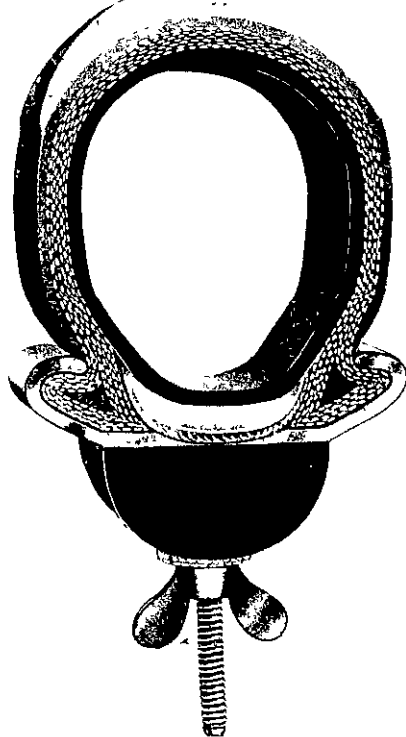
Here is a sensational accident to the famous 1,000 miles Australian, which has not been in print in this country yet. It occurred on the fifth day to Mr. Lewis' De Dion car driven by De Fraga. The accident shows what freaks a powerful car can be put through when it gets out of control.

"Despite warning on the official map, De Fraga, when travelling down a fine stretch of road at a speed of forty miles an hour, endeavoured to take a right angle corner too fast, the result being that the car capsized, throwing both occupants to the ground, where they were picked up by spectators, who were assembled at the corner to watch the car fly past. The car, after somersaulting, landed on its wheels, described a complete circle thirty yards in diameter, then dashed into an iron telegraph post, glanced off through a thick hedge and six wire fence, eventually coming to a standstill about 150 yards from the point of accident. A telegraph message to

Titanga, two miles distant, soon brought the official car on the scene accompanied by a doctor. Both men, although seriously cut and knocked about, had miraculously escaped broken limbs, and were out of danger at the time of writing."

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The motor car has, it is observable from the numerous writings to that effect, at last produced a revolution in the sport of shooting. Firstly it has very considerably enlarged the radius, so that men can accept invitations now which they could not have looked at with any chance of showing proper respect to their host in the pre-motor days. Secondly, the frequent passing along the country roads tends to check many forms of poaching—it is the statement made by a gamekeeper in one of the motor journals. There is the obvious retort that the poacher may increase his gains largely by taking to motoring. Thirdly, when any messages have to be sent on emergency service, the motor is as useful as reliable. Fourthly, busy men with much correspondence or writing of various kinds can depend on their motors to take them comfortably to the starting place after a steady morning's work before breakfast. Fifthly, the motor is ever so much better for carrying the game to railway stations or other places desired. Sixthly, the motor dust acts as a useful manure for the fields on either side of the road. The latter is inserted here not because it is true, but to show the enthusiastic nature of the motorist who once sets to work to put his thoughts on paper.



SECTION OF GAULOIS MOTOR TYRE

At the Olympia Show it is an open secret that the orders booked were a disappointment to the exhibitors, but that is only an echo of the statistical complaint that last year not less than one and a-half millions worth of motors were imported from France. Into this matter of the competition with Continental, and particularly French, makers, there is now the fullest enquiry of the characteristic British method of writing to the newspapers. Out of a mass of correspondence, much of it of the heated order, two allegations appear to stand out vividly prominent: they are first that the foreigners advertise their cars better getting the mercantile pull over the really better cars of the Britishers, second that the Frenchmen use steel worth seventy shillings where the Britisher uses steel worth twenty. The lever used to get at the secrets of manufacture is that people who are buying cars ought to be allowed to know what they are made of and how they are made. But the manufacturers all declare that it is quite enough for a man to know that the make he has bought has lasted well, and the secrets of the manufacture are not to be divulged on any account to men who have no right to know things that have taken others a lifetime to think out at considerable loss of money and time.

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How easy do you pull up? That seems to be the question with a great many owners and drivers. To this question the answer has been given with no uncertain sound by an experiment organized and carried out at Berlin towards the close of last year. The experiment took the form of a series of trials testing the distance in which motor cars could be

brought to a standstill as compared with horse vehicles. These were under the auspices of the Automobile Technical Society, and they were destined to throw light on the course the German legislature was to be asked to follow in the matter of motor regulation.

The following are the distances travelled after the "stop" signal was given.—

Motor cabs	"	Horsed cabs.
5 00 metres		28.00 metres.
4 50 "		*8.00 "
3 90 "		*8.28 "
6 50 "		16.00 "
*These cabs were provided with footbrakes.		
Freight motor vehicles.		Two horse freight vehicles.
4 00 metres		22 00 metres
1 80 "		18 00 "
The motor vehicles were 16 h.p. and 28 h.p. Daimlers, respectively. The horse vehicles had handbrakes.		
Self propelled first-aid		One-horse lorry.
fire engine	v.	16 00 metres
8 80 metres		
The motor vehicle was a 32 h.p. Gaggenau fitted with anti-skids. The horse vehicle had a handbrake.		
Cars	v.	Two-horse carriages.
0 67 metres		17 00 metres
8 65 "		18.40 "
The first motor car was a 50 h.p. Opel; the carriages were provided with handbrakes.		
Electric cab	v.	Horse cab.
12 00 metres		24.00 metres
11 60 "		18.00 "
First aid fire engine (travelling at 30 kilometres per hour) v. motor bus (with full complement of passengers)		
8.50 metres		5.00 metres.
Motor bus	v.	One-horse bus.
4 50 metres		12 30 metres
11.60 "		18.00 "
A 10 h.p. Daimler brewer's dray, iron shod, and built in 1898, stopped in 3 40 metres.		
*Motor car at top speed v. Two-horse carriage.		
26.00 metres		25 00 metres
*This was the only contest in which the motor vehicle was beaten		

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Melbourne will soon have one of the largest types of fire fighting machines, as Messrs. Merryweather and Sons have just shipped to the Melbourne Fire Brigade a new petrol motor engine of improved design. The machine, which is driven by a four-cylinder motor of 40 to 50 h.p. has treble-barrel Hatfield pumps, which are put in gear with the motor when the engine arrives at the fire, the road wheels being put out of gear while the pump is running. The speed of the machine on the road is up to forty miles per hour on the level, and at the works test a gradient of 1 in 6 was easily climbed with men and a full set of gear on board. The capacity of the pumps is 400 gallons per minute, and a jet can be thrown about 140 feet high. The frame is of steel, mounted on artillery wheels with solid rubber tyres. The ignition system for the motor is in duplicate, magneto, battery, and coil being fitted, and the water cooling is most efficient. A rotary pump is provided, and also a connection to the main pump for use while working at a fire. There are three speeds forward and one reverse, the gear box and gears being of specially strong pattern, the whole apparatus being designed for hard wear and reliability. A large hose box is fitted, holding over 1,000 feet of hose, and two hand fire engines are also carried. A smaller machine of the same type has now been in use in the Sydney Fire Brigade for some time with very satisfactory results, its advantages being that it can turn out instantly on an alarm, travel at a far greater speed than a horse machine, and commence work at full power immediately on its arrival at a fire.

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The London form of open air entertainment is the sideslip seance, which takes place nightly, weather permitting and is rapidly growing in popularity. The most favourite locality for the full enjoyment of the fun is that portion of the Strand between Wellington street and Savoy street, and in the few yards which divide these thoroughfares there is more excitement to the superficial foot than any other district in the Metropolis can furnish. Several hundreds of people lined the Strand recently at the point indicated where the greasy mud lay nearly a foot thick and waited for the motor omnibuses to supply the entertainment. Now and again a Vanguard, an Arrow, or one of the others, swerved with promising swiftness towards the kerb, but nothing really exhilarating happened, and whenever an omnibus arrived from somewhere without uprooting an electric light standard or scooping out a shop front or two the spectators yawned and looked discouraged. "I don't think I shall wait," said one front-row man to his neighbour. "There doesn't seem to be anything doing; besides they are getting