

pany, and an electrical dogcart by Messrs. Oford and Son. During the same month an exhibition of motor vehicles was opened at the Crystal Palace at which Sir David Salomons, Mr. T. R. B. Elliott, Mr. John H. Knight, and others demonstrated their cars by running them in the Palace grounds. The first display of automobiles organised by Mr. C. Cordingley was held in conjunction with the Engineering and Laundry Exhibition at the Agricultural Hall, Islington, in August, 1896. Naturally, it was but a small one, but it attracted considerable attention. It was located in the gallery, in which a miniature lake had been constructed in order to permit demonstrations of a motor-boat to be made by the now defunct firm of Messrs. New & Mayne. The automobile exhibits comprised the Hildebrandt-Wolfmüller motor-bicycle, the Bersey electric carriage, already referred

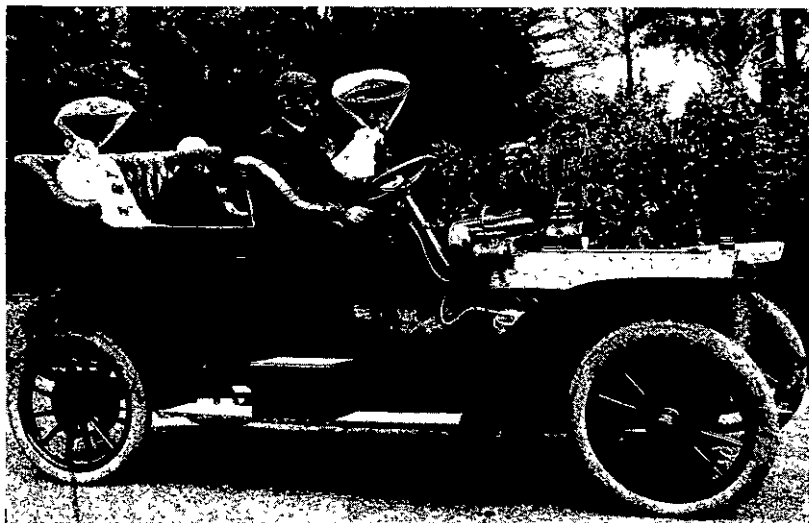
tions. Broken and stuck valves, leaky water joints in cylinder, overheating and pump troubles, burner defects, and weaknesses in the electrical ignition system, these were the cause of ninety per cent. of the early troubles, and they have been largely banished by care in constructional detail and alterations in proportion rather than in radical design. Moreover, the small margin of power then at disposal of these, which now-a-days would mean only a slight diminution in speed, then spelt utter stoppage. In the matter of price, it is pointed out, little progress has been made, the cheapest practically useful car of to-day differing little in price from the similar car of 1896.

Motor cycles are conspicuous by their absence in London city.

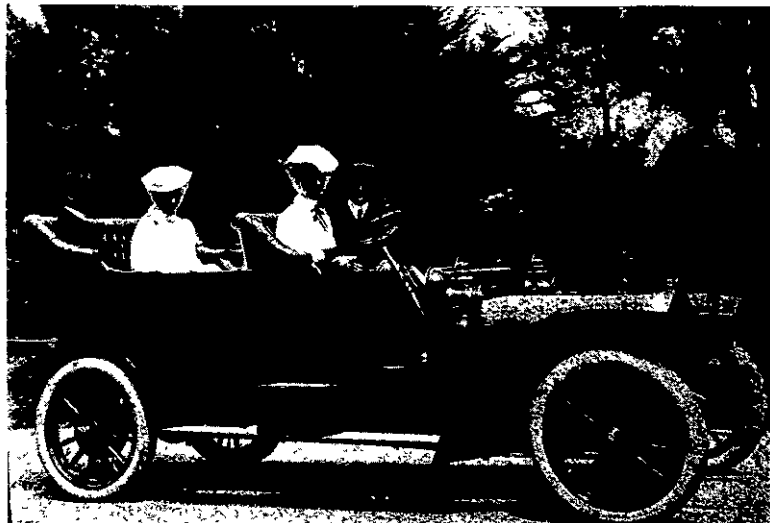
shooting. His Majesty has a specially constructed car with revolving seats and accommodation for guns. The Prince of Wales owns a "picnic" car with folding adjustable tables for luncheon or tea.

The Kaiser's finest car cost £4000. It is furnished like a miniature drawing-room, with carpeted floor, and roof covered with ivory-coloured leather. It contains a handsome writing-table and four high-backed chairs, and is beautifully lighted by electricity.

Queen Margherita, the Queen Mother of Italy, possesses some very handsome motors. The interiors are fitted with tables for six persons, armchairs, and folding-seats, and are lighted electrically. In her favourite car she has a silver image of the patron saint of motorists, St. Christopher. The image is surmounted by the royal arms, and has a gold border with the inscription, composed by



A WELL-KNOWN WAIRARAPA OWNER: MR. R. Z. RENALL OF MASTERTON AT THE WHEEL OF HIS 18-20 H.P. 4-CYLINDER BROWN CAR.



A REPRESENTATIVE CAR OF MASTERTON: MRS. E. G. T. MATTHEWS' 24 H.P. 4-CYLINDER BROWN CAR.

to, and an electrical vehicle constructed in accordance with the designs of Messrs. Garrard (now of the Clement Talbot Company), and Blumfield. The latter machine, which was built by Messrs. Taylor, Cooper & Bednell, of Coventry, was notable if only for the 4-in. pneumatic tyres with which it was fitted, an unusually large size in those days. It was fitted with a 1½-h.p. motor and chain drive, the necessary energy being furnished by a battery of twenty-four cells. The Bersey vehicle, which was the forerunner of the electric cabs which made their appearance in the London streets a year or so later, was designed to seat four persons; it had a 2½-3-h.p. motor, and carried thirty-two I.E.S. accumulators. About this time Colonel H. C. L. Holden brought out a motor-propelled bicycle which contained many interesting features, among which were a four-cylinder engine, synchronised ignition, and mechanical lubrication.

Marvels of Luxury and Mechanical Ingenuity.

The motor show at Olympia, London, is exceedingly attractive as a display of up-to-date cars and appliances; but would such a show not be more interesting to the general public were it to contain under one roof the swiftest, largest, hand-somest, costliest, most curious, most useful, and most luxurious motors in the world!

The most luxurious pleasure cars are owned by monarchs and millionaires. The cars of our own Royal Family are the reverse of ostentatious, but they are the "last word" in finish, efficiency, and workmanship. King Edward's motors have swing chairs and the latest electric accessories, and they each carry a compact "first aid" outfit. For

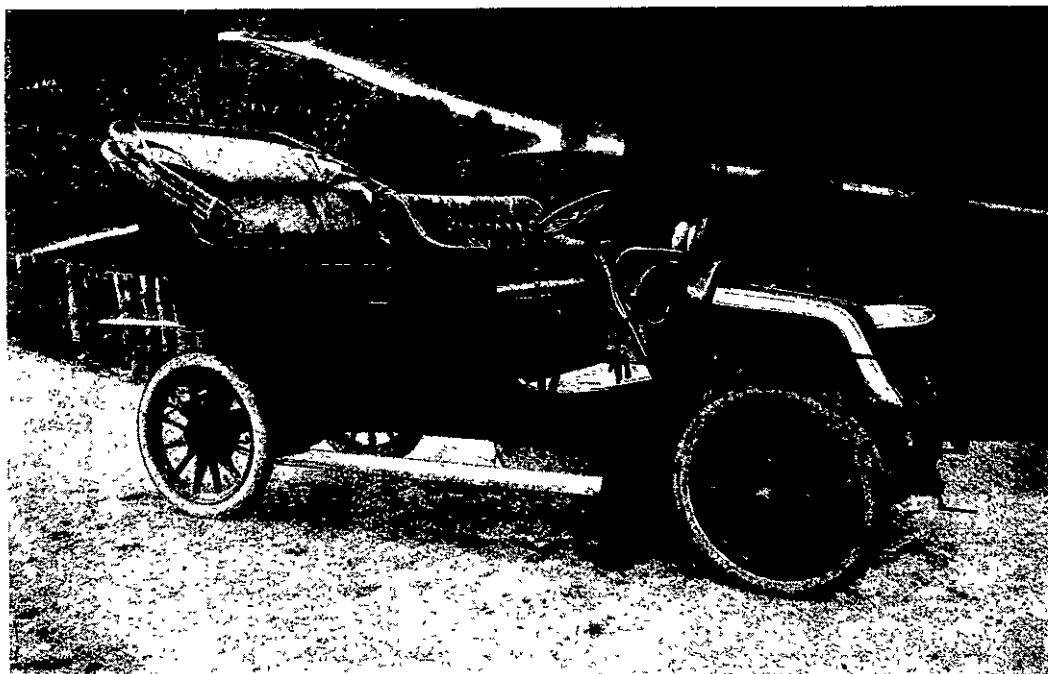
the queen herself, "St. Christopher, preserve us from the perils of the way, and protect us in the incidents of the journey."

CHOCOLATE KING'S CAR.

The French "Chocolate King," M. Menier, owns a wonderful motor-car, which is a small hotel on wheels. It is divided into two parts—"bed-sitting-room," with secret folding-beds, and a dressing-room and kitchen, with every possible accessory for toilet and cooking, and every imaginable requisite for pleasure touring. Mr. Pierpont Morgan's partner, Mr. Perkins, drives to business in the most luxurious car in America. The upholstery is of the finest morocco leather. There are seven seats round a table large enough for dinner or a game of cards. There is a couch at the front, and at the back a pantry with an ice-chest, hat-racks, cupboards, and a host of other accessories.

The Motor Progress of the World.

In England the interesting thing is to review the history of the last ten years. The reason is that more than ten years ago all motors of all kinds were "agin the law." They were regarded by the law abiding public as dangerous nuisances, and classed in tariffs of all sorts as noxious animals. On the Continent the motor car was spreading in all directions, in presence of a sympathetic public and favourable laws. Invention got ahead and vast works sprang up, notable fixtures were established, and records of all kinds accumulated. In 1896 there came emancipation for England, and the motorists assembled together and celebrated the day with a run to Brighton. The other day the anniversary was celebrated of that great event in great style. The most interesting point of course is the advance of construction that has taken place during the decade. Now first and foremost is manifest the enormous increase of power in relation to weight, due in the first place to improved design, next to higher compressions and piston speeds, with the more liberal valve proportions necessary therefor, and finally to improvements in materials. The net result of these various factors has been the reduction of weight from about fifty kilos per horse-power to a figure approaching five in the case of the larger car engines, and even less in the case of certain special designs. More important even has been the increase of reliability, and thus is due rather to the attention paid to numerous minor details than to any notable innova-



A DISTINGUISHED FRENCH REPRESENTATIVE: 12-14 H.P. 4-CYLINDER RENAULT. THIS CAR IS TYPICALLY FRENCH BOTH IN SHAPE OF BONNET AND BODY WORK.