

The Crossley CAR

Some Convincing Extracts of letters received from actual users of our Cars. Originals can be seen at our offices

13,000 Miles in 8 Months.
London, November 24, 1913.
"In 8 months I have covered 13,000 miles, and have never been obliged to make even the most minute adjustment, other than the usual brake adjustment."

Good Value for Money.
Leeds, November 24, 1913.
"I consider you are giving good value for money and are supplying not only a good thing, but one of beauty."

A Repeat Order.
London, November 20, 1913.
"Remarkable service has prompted me to decide upon another Crossley for next season."

A Large Range of these Famous Cars can be seen at **Stand 37, City Hall**, and at our Works, a FEW minutes only from the Exhibition Hall.

Crossley Motors Ltd, Gorton Lane, MANCHESTER.

Peugeot CARS.

Since January, 1909, these cars have competed in 48 races of which they have won 42, including the Grand Prix de l'A.C.F., the Coupe de la Sarthe and the Grand Prix de France.

BRENNA CARS. 12/20 H.P., 2 seater £265. and 4-seater £280.

CUMMIKAR : 10 H.P., 2-seater, complete, £190. 5 years' guarantee.

VICTOR TYRES.

In addition to our Stand No. at City Hall, we shall exhibit the above Cars at our Deansgate Showrooms.

STAND 63, CITY HALL

SOLE AGENTS
Beattie, Jack & Co., Ltd.
287, DEANSGATE, MANCHESTER.

Stand No. 52.

The car for all Seasons, for all purposes, for all people.
How is it done at the price? The answer is—standardization.



Belsize

The car built with the accuracy of a watch, from a design of proved success, out of materials of unrivalled excellence.
Ask a Belsize owner the kind of satisfaction he gets out of his car.

THE BELSIZE MOTORS LTD.
CLAYTON, MANCHESTER.

THE "PERRY" LIGHT Motor-Car.

The Ideal Car for Professional Men, Tradesmen, or Commercial Travellers.
Built throughout on Best Recognized Car Lines. Low initial cost.
Most Economical to Run. Two Guineas Tax.
40 Miles to the gallon. Climb anything.
45 Miles per Hour on top gear.

Further particulars from Sole District Agents—
R. L. JEPSON, Ltd., 18 Northgate, Blackburn,
And 64, PENNY STREET, LANCASTER.

The All British Standard Light Car

THERE is nothing small about the Standard Light Car—except the price and its running costs. It contains ample room for two—and a third seat can be provided if required. The measure of convenience and comfort is that of a full-sized touring car. The 4-cyl. engine (9.5 h.p.) provides plenty of power and pace. Yet the entire cost and maintenance is extremely low—less than twopence per mile including tyres, petrol, greases, insurance, repairs, etc. Tax £3 3s.

Price £195 Complete.

The Standard Motor Co. Ltd., Coventry

Manchester Show Stand 35
Exhibited by the Hollingdake Automobile Co., Ltd.



BURNLEY AND MOTOR 'BUSES.

At the Burnley Town Council on Wednesday Councillor H. Lees moved "that it be an instruction to the Tramways Committee, before taking any further steps for the extension of the tramways system, to consider the question of a motor 'bus service, and to present a report on the subject at an early date to the Council."

Travelling facilities were required for the inhabitants of Stoneholme and other districts. A motor 'bus service could be provided at once, and might be used during the time the Corporation were considering the larger scheme for the extension of the present system.

Councillor W. Whittaker seconded. He said he did so not because he approved of the system of motor 'buses, but because that method might be used during the time they were preparing to carry out one of the schemes they had had under consideration. That could not be done before about 1917.

Councillor Knapp said he once looked a runner for an eight miles' journey by motor 'bus, but he had had such a shaking on the outward journey that he was glad to return by other means.

Council Head chairman of the Tramways Committee, said motor 'buses were not suitable for Stoneholme or any other part of Burnley. Keighley had decided to scrap their motor 'buses while at several other towns they had visited they found that method was unsatisfactory.

Councillor Irving said that to have a ten minutes' service they would require six 'buses and a reserve of three, and each would cost £800. He appealed to the Council to reaffirm its previous decision. He thought the motor 'bus service might be extended in about eighteen months or two years.

Councillor Lees pressed his resolution, and suggested that fuller inquiries might be made and reported to the Council.

The resolution was defeated by a large majority.

HEAVY MOTORS AND THE ROADS.

£14,000 Scheme at Ramsbottom.

The effect of heavy motor traffic on Manchester-road, Ramsbottom—a portion of the main highway from Manchester to towns in North-East Lancashire—was referred to at the meeting of the Ramsbottom District Council on Thursday.

The road surface is mainly of macadam, and to keep it in only a moderate condition, said the surveyor, has cost an expenditure of £150 a mile each year during the past four years. In the summer clouds of dust were blown about, and in the winter the road was ripped and riddled so that mud was thrown on to the hedges. He suggested that the road, 11.8th mile in length, should be reconstructed with granite sets on a concrete foundation. The estimated cost was £14,155, and he recommended that the plans should be submitted to the County Council with a view to getting them to do the work on a 99 per cent basis, leaving Ramsbottom to pay 1 per cent.

The Council adopted the suggestion.

FLYING MAN AND NON-PAYING CROWD.

Three thousand people paid for admission to the flying ground at Moorstown, Leeds, on Thursday to see Mr. B. C. Hicks "loop the loop," but 4,000 watched the performance from outside and paid nothing.

Mr. Hicks was very indignant at the attitude of these people, and before going up he addressed the crowd in the half-circle which he had just cleared. He said, "I am not paid, he said, he would not fly, just to show his disgust. It was not only mean, it was unparliamentary. Never before had he met with such a spirit. The exhibition not only entailed risk to himself, but involved great expense for somebody. Leeds people could not expect those things to be brought to Leeds if they would not support them. Sixpence perhaps meant a lot to working-men, but if they could not afford it they could stop away. But the people outside were by the masses of not people, and dozens of them had brought their motor-cars with them."

Mr. Hicks then made one flight, in which he "looped the loop" five times.

LIBERAL NAVY POLICY.

The Solicitor-General, Sir Stanley Buxton, spoke on Thursday night at Keighley at a Liberal reception, and made particular reference to the subject of armaments.

He had recently seen the London papers, he said, suggestions that there was some question among Ministers upon the Naval Estimates. There was no division; there was no rift in their ranks. Their policy was what it had always been, to maintain beyond risk the safety of ourselves and our Dominion, and for that purpose, against the unassailable supremacy of our fleet. At the same time, and with no less emphasis, they desired to make it known that by no means was not people, and dozens of them had brought their motor-cars with them.

THE COATS' MILLIONS.

LATEST ESTATE VALUED AT £2,526,000.

An inventory of the estate of the late Mr. Peter Coats, of Paisley, a director of Messrs. J. and P. Coats, Limited, was lodged at Paisley on Thursday.

The gross amount of the estate is £2,526,000, and duty to be paid is £378,925. The investments included close to two millions in Messrs. Coats' shares. The bequests have already been published.

An abstract of the estate shows that Mr. Coats had £2,107,597 in Scotland, £357,822 in England, and £60,580 abroad.

Mr. Peter Coats was 73 years of age. The preliminary valuation estate was given as over a million.

Other big fortunes left by members of the Coats family were of the following amounts: James Coats, jun., of Fergussie, Paisley, £1,504,745; Archibald Coats, of Woodside, Paisley, £1,565,132; Sir James Coats, Bart., of Auchendrane, Ayrshire, £1,773,876.

MANCHESTER AND THE COST OF DRUGS.

A difficulty arising out of the administration of the Insurance Act in Manchester has not been the unexpectedly heavy expenditure on drugs, and a sum of two shillings per insured person has not been sufficient to meet the chemists' accounts. The Manchester Medical Committee has now agreed with the Manchester Insurance Committee to use its utmost endeavours to reduce, so far as possible, the expenditure of the Drug Fund and the Approved Sickness Funds.

To carry out this agreement, arrangements have been made whereby the Medical Committee will in future inspect all prescriptions, and will, if necessary, deal with them under the regulations. This practically means that any practitioner ordering drugs or appliances in a manner contrary to the instructions of the Committee will be required to obtain a satisfactory explanation, failing which the cost of such drugs or appliances will be deducted from the sums payable to him by the Insurance Committee, and will be transferred to the Drug Fund. Under the new agreement extracts of malt and cod liver oil will not be available except in cases of phthisis.

M. Bonnier, a French aviator, landed with his aeroplane at Jerusalem while flying at Cairo. It was the first aeroplane seen in Jerusalem, and the whole populace was greatly excited.

The operating-rooms of a picture palace at Stockport were destroyed by an explosion on Wednesday. The operators escaped by jumping downstairs, and the manager, who was rushing upstairs, was blown down on top of them.

As the result of twenty years' experiments by an Ontario cattle-breeder a new form of beef is likely to come on the market. The beast from which the new beef will come is called the ontario, and it is a cross between the various breeds of American buffalo and domestic cattle. The beef is said to be more valuable than that of the ordinary fatted steer, and the meat just as good.

Evening schools were comparatively unprofitable, said Mr. W. H. Winch, district inspector of the L.C.C., to a conference of teachers, and a short time in school in the evenings is sufficient, plus the hours of the day, to produce a very low condition of mental energy. If evening study is to be educationally profitable, he added, the pupil's hours of day labour must be reduced.

DEATH OF LORD CROSS.

The Man Who Defeated Gladstone.

The veteran Unionist statesman Viscount Cross, died on Thursday morning at his Lancashire seat, Beele Riggs, Broughton-in-Furness. It is fifty-six years since he entered the House of Commons the elected of Preston. Mr. Asquith was then a boy of five, and Mr. Bonar Law had not been born. He has out-lived every member of the Cabinet to which Mr. Disraeli gave him entrance in 1874, and he has died in his ninety-first year.

Fame came to Lord Cross with a sudden flash when the country learned one morning during the eventual election of November, 1868, that he had defeated Mr. Gladstone in South Lancashire by 313 votes, and the Liberal champion, not yet Prime Minister, had to accept election for Liverpool. Lancashire Conservatives went wild with joy, and the House of Commons was curious to see the victor, who was styled "the new man."

Mr. Disraeli as a reward made him Home Secretary in his first Ministry of 1874—plain Mr. R. A. Cross, it was noted, among a galaxy of Cabinet dukes and earls. He continued Home Secretary till 1880, and also held the office under Lord Salisbury. In his Fourth Party days Lord Randolph Churchill called him and Mr. W. H. Smith "Marshall and Snelgrove."

Queen Victoria held Lord Cross in special esteem. He was for years her Majesty's chief financial adviser, and he was one of the select few who had personal knowledge of her which his mind was clear, sagacious, and humane.

Those who sat in the stormy Parliament of the eighties will recall Lord Cross's impressive appearance, the long white beard, shaven upper lip, domelike forehead, and shining eyes looking venerably through spectacles. In later life he was secretary for India and Lord Privy Seal, but always his words of wise counsel were held in much regard by colleagues.

The heir to the title is Mr. Richard Asheton Cross, a private secretary at the Treasury.

STOCK AND SHARE MARKETS.

Bank Rate 4 1/2 per cent.

Share or Stock.	Description.	Market Price.
Stock	Consols, 2 1/2 per cent.	71 1/2
	HOME RAILWAYS.	
	Lancashire and Yorkshire	84 1/2
	London and North-Western	151 1/2
	Midland Preferred	57 1/2
	Midland Deferred	23 1/2
	BANKS.	
	Lancashire and Yorkshire, £10 paid	30 1/2
	Manchester and County, £4 paid	21 5/16
	Manchester and Liverpool D.D.	45 1/2
	Union of Manchester, £11 paid	20 1/2
	INDUSTRIALS.	
	Blackpool Tower Ord.	27 1/2
	Bleachers' Association Ord.	16 10/16
	Do. 5 per cent. Pref.	23 1/2
	Bradford Dyers' Ord.	21 1/2
	Do. 5 p.c. Cum Pref.	20 1/2
	British Cotton and Wool Dyers	3 10/16
	Calico Printers' Ord.	10 1/2
	Calico Printers' 5 p.c. C. Pref.	10 10/16
	Do. 4 p.c. Debentures	8 1/2
	Crosley Bros. Ordinary	5 5/8
	English Sewing Cotton	36 10/16
	Do. 5 p.c. Cum Pref.	23 1/2
	Fine Cotton Spinners' Assn.	23 10/16
	Do. 5 p.c. Cum Pref.	22 1/2
	Furness, Withy, and Co. Ord.	20 1/2
	Messrs Ltd. Ordinary	21 1/2
	Do. 5 p.c. Cum Pref.	21 1/2
	North of Ireland Paper	8 1/2
	United Alkali Ordinary	10 1/2
	United Indigo Ord.	2 1/2
	Do. 5 p.c. Pref.	8 1/2
	Wall Paper Manufacturers Ord.	14 1/2
	Do. 5 p.c. Cum Pref.	14 1/2
	LOCAL.	
	Accrington Cotton Spinning	10 1/2
	Accrington Gas Amortise	25 1/2
	Collison Ltd. 5 p.c. Cum Pref.	20 10/16
	Collison Ltd. Ordinary	12 1/2
	Hippings Vale Spinning	5 5/8
	Horsfield and Co. Ord.	47 1/2
	Do. 5 p.c. Pref.	12 1/2
	Imperial Mill, 10c. paid	10 10/16
	Lang Bridge Ordinary	11 1/2
	Do. 5 p.c. Cum Pref.	10 10/16
	Oswaldtwistle Colliery, £5 paid	7 1/2
	A. M. J. 5 p.c. Cum Pref.	21 1/2
	Riley, E. J., 5 p.c. Cum Pref.	20 10/16
	Steiner, F. and Co. Ordinary	7 1/2
	Do. 5 p.c. Cum Pref.	8 1/2
	Do. 4 p.c. Debentures	6 1/2
	Yates and Thom, 5 p.c. C. Pref.	17 1/2
	MINES.	
	British South Africa	27 1/2
	Consolidated Goldfields	2
	Henders and Transvaal States	3 1/2
	Johannesburg Co. Investment	18 10/16
	Osama Consolidated	5 1/2
	East Rand Proprietary	9
	Bantfontein Estate	25 1/2

SAM HEARD,
50, Higher Eanam, Blackburn, Tel. 949.

Sole East Lancashire Agent for

Mors Cars, N.S.U. Cars, Detroiters Cars, Alldays Cars.

North, East, and West Lancashire Agent for

Briton Cars, Prices from—175 Guineas

Any Make of Car Supplied on Convenient Terms.

Manchester Motor Show—Alldays Cars, shown on Addison Motor Co., of 7, Berry-street, Liverpool, Stand No. 67, where arrangements can be made with our Mr. Beech, re above Cars.

BAYARD
1914 Models, Stand No. 69, MANCHESTER MOTOR SHOW

THE FIRST GRADE CAR without the First grade price.

8-H.P. MODEL 4-cyl. engine 60 x 120 m.m., with 2-seater Torpedo body ... from **£210**

10-H.P. MODEL 4-cyl. engine 65 x 120 m.m., with 4-seater Torpedo body ... from **£260**

12-H.P. MODEL 4-cyl. engine 70 x 130 m.m., with 4-seater Torpedo body, ... from **£315**

14-H.P. MODEL 4-cyl. engine 80 x 130 m.m. Torpedo body, fitted with hood, screen, 5 lamps, horn, and 5 D-tachab' wheels, with 810 x 90 m.m. tyres ... **£385**

BAYARD CARS, Ltd., 98, High Street, Marylebone, LONDON, W.

PIRELLI TYRES.
FREE INSURANCE POLICIES issued to all Private and Professional Cars. (Agents wanted.)

CAVE & HIGGINS Ltd., Sole Concessionaires, 19, Hardman St, Manchester Tel. No. 4633 City.

STAND NO. 94, MANCHESTER SHOW.

Paint Quality

BROADMEAD SPECIALITIES ensure the BEST WORK ONLY.

The Broadmead Mark covers everything for renovating and decorating of the Motor Car—including—BROADMEAD VESTALIN ENAMEL, Flexible Wood Putty, Black Leather Emment, Gum Paint (inside), Leather Reviver, Exhaust Black, Grease Remover, Black Japan, Fly Paint, Glimette, Engine Knives, Air-drying Black, A full range of Varnishes, Shellacs, and other Motor, Coach, Carriage, Body Work, etc.

A comprehensive selection of Cleaning and Polishing Brushes specially prepared for Motor Cars.

Work under the Broadmead Mark.

May we send you full particulars and "Hints & Tips" booklet.

HALL'S AUTO PAINT & VARNISH Co., 175 Pancras Rd., London, N.W.

The Ford Motor Co's OFFICIAL TIN.

Filtrate Works, Leeds.

SOLE MAKERS:—



TOM GARNER, Motor Factor.

AGENTS
Talbot, Arrol Johnston, Baguley, Humber, Studebaker, Delage, Siddeley Deasy.

DEPOTS—
12, Peter St., Manchester
20, Hardman Street, Liverpool; and Bolton.

Telephone 581 CENT. Telegrams, "Vitality, Manchester."

PRATT'S PERFECTION MOTOR SPIRIT

—gets the laurels

The frequent and numerous successes of Cars and Cycles run on Pratt's in tests or trials of speed or "mileage per gallon" prove that it is a Spirit of Merit.

STAND 16.
North of England Motor Show, CITY HALL, Manchester. Jan. 9—17.



SPENCER MOULTON TYRES

The best that skilled British workmanship, coupled with sound material, can produce.

Manufactured by
G. SPENCER MOULTON & Co., Ltd.
Works: Kingston Mills, Bradford on Avon, Wiltshire.
London: 77-79 Cannon St., E.C.4.
Glasgow: 6-8, South St., W.1.
Dublin: 104 St. James Street.
Cardiff: 10, Queen Street.
Cork: King Street.

Manchester: LEO SWAIN & Co., Managing Agents, 237-239 Deansgate.

"NB" S.C.A.T. NAZZARO.

three magnificent chassis, one of which, with a luxurious "NB" body, is probably exactly what you require.

CATALOGUES ON REQUEST. CATALOGUES ON REQUEST.

STAND
NEWTON and 55 35, King St. West, BENNETT, Ltd. MANCHESTER. MANCHESTER

Humber

You will be interested with the Humber Models displayed at the North of England Motor Show.

Little refinements which you usually pay extra for, are included in the purchase price of the 1914 Humber. Do not fail to inspect the Humber Cars on Stands 6, 12 and 47.

Full particulars and illustrated catalogue from above stands, Mr. TOM GARNER, Peter Street, Manchester, or HUMBER LIMITED, COVENTRY.

