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 Lookers have in stock a large selection of second-hand Cars taken in part payment for new ones. Write for their list.
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STUDEBAKER
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 To carry 15 cwt. The finest value offered. Self-starter, lighting set, and a roomy body.
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COMMERCIAL MOTOR VEHICLE SHOW,
 CITY HALL, MANCHESTER, Jan. 30 to Feb. 7.

WE ARE IN A POSITION to give you particulars of Every Type of Commercial Motor Vehicle in general use, and we offer our services in this direction. Let us have particulars of the work you have on hand, and we will give you Specifications of suitable types of Machines, together with estimates of actual running costs.

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 Members of the Commercial Motor Users' Association.

THE VERY LATEST in MOTOR CHARS-a-BANC.
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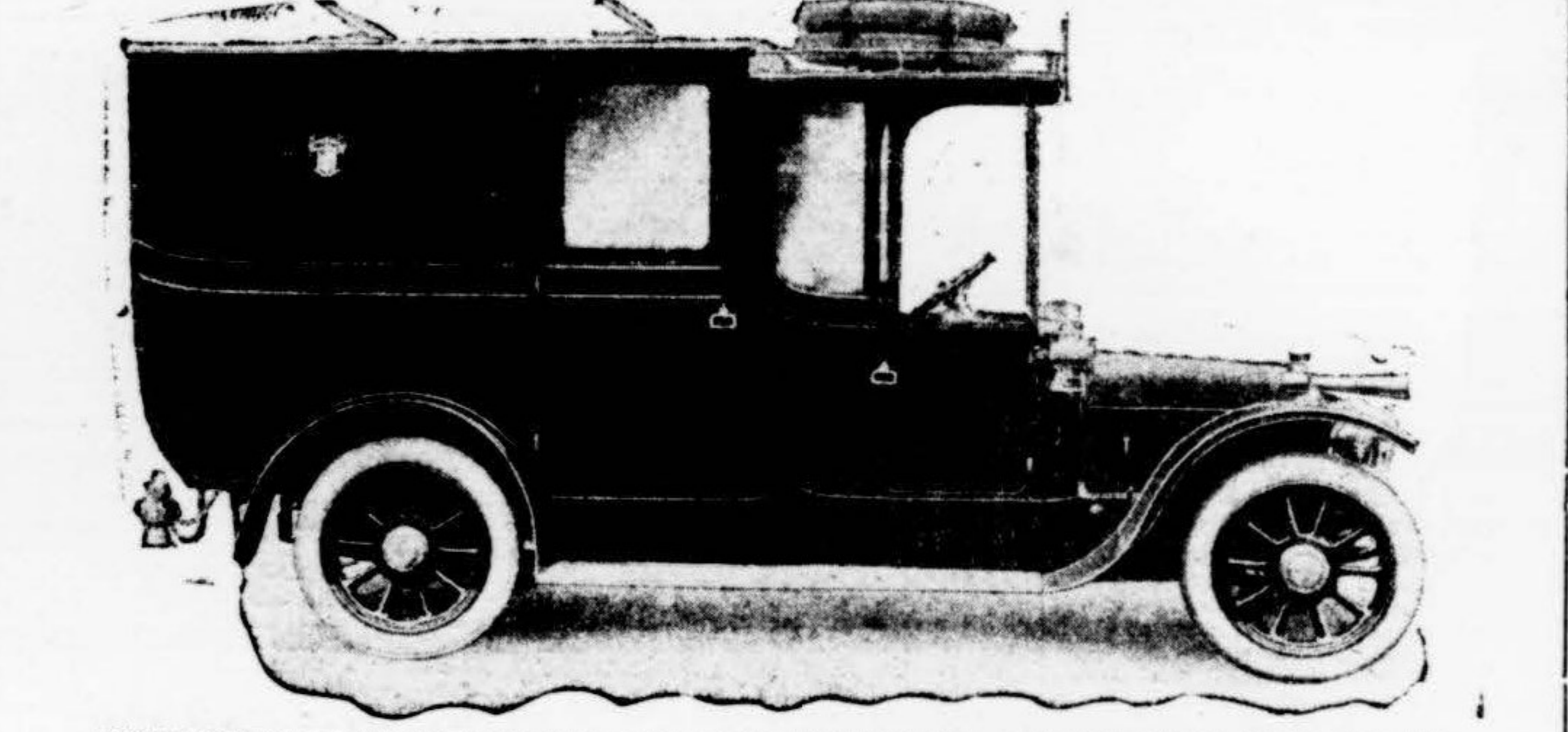
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 SHOULD YOU REQUIRE A TAXI OR PRIVATE LANDAULETTE, RING UP 56 ACCRINGTON. WE ARE ALWAYS AT YOUR SERVICE, DAY OR NIGHT, LONG OR SHORT DISTANCES. TERMS REASONABLE.
 FAIRHAVEN AND ANSDALL. FAIRHAVEN AND ANSDALL. ADJOINING STATION. CONVENIENT FOR GOLD LINKS. EVERYTHING FOR THE MOTORISTS. PROPRIETORS, WILLIAMS BROS. of Latham. Telephone No. 157 Latham.
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Commercial Vehicles Show. Continued.

experience gained by the various exhibitors places them in a position to give the enquirer indisputable facts so that he can get an accurate idea of the particular type of vehicle most suitable for his purpose, as well as the exact cost of working it.

COMMERCIAL VEHICLES IN THE NORTH
 The items following are published as showing the remarkable growth of the industrial and commercial motor movement in the North of England:—
 St. Annes-on-Sea has decided to apply for Parliamentary powers to purchase motor omnibuses.
 Salford-on-Trent is adopting the use of a motor prison van.
 Accrington and Padiham contemplate purchasing a motor fire engine. So does Fleetwood.
 Oldham has ordered a motor fire engine. Bolton has recently bought a new 85 h.p. motor fire engine.
 Haslingden has just acquired a motor ambulance, and so has Rawtenstall.
 Enghusen has adopted the motor omnibus.
 Huddersfield has had a motor fire engine in use since last September.
 Blackpool, St. Annes and Lytham Tramways Company obtained a satisfactory result from the use of a motor char-a-banc last year.
 Sandbach intends to link up with Macclesfield and Cheshire Hulme by means of the motor omnibus.
 Waterloo has ordered a motor fire engine. Stockport has decided to purchase a motor tower-wagon for its Tramways Committee.
 Manchester has decided to buy two motor ambulances.
 Sheffield is about to purchase three additional motor omnibuses.
 Nelson is to have a motor fire engine.
 Blackburn cleans its streets with a motor street-sweeper.

THE LANCASHIRE A.C.
 The secretary's report, submitted to the annual meeting of the Lancashire Automobile Club on Monday, was considered to be one of the most satisfactory for years past. The report showed the Club to be in a flourishing condition, and better still, the prospects for the coming season to be very encouraging. Mr. J. Briggs-Bury, of Accrington, and Poulton-le-Fylde, one of the oldest members of the Club, and the Club's representative on the R.A.C. general committee, was unanimously elected President. Several new members were enrolled, and the following officers and committee were elected: Vice-



AUSTIN AMBULANCE VAN SUPPLIED TO THE HASLINGDEN CORPORATION. THE NEW MOTOR AMBULANCE HAS BEEN PROVIDED BY PUBLIC SUBSCRIPTION TO MARK THE VISIT OF THE KING AND QUEEN ON JULY 31 LAST, AND WAS FORMALLY PRESENTED TO THE MAYOR ON BEHALF OF THE CORPORATION ON SATURDAY.

at 1,000 r.p.m., four-speed spur wheel gear box, and silent Daimler-Lanchester worm-driven axle. Chassis price, £500. Also a standard 3-ton char-a-banc with four-cylinder 110 x 150 mm. silent engine, developing 40 h.p. at 1,000 r.p.m., three-speed silent chain gear box, and silent Daimler-Lanchester worm-driven axle. Chassis price, £500. And a new five-ton lorry with the 40 h.p. engine, four-speed spur wheel gear box, and worm-driven axle; chassis price, £670. The Daimler Company has for several years recognized that the motor-driven commercial vehicle would, in due course, oust horse haulage in practically every department of road transport, and in consequence very extensive developments have been made at the Coventry works in order to cope with the

demand that already exists, and is rapidly increasing, for commercial motor vehicles of every description. Regarded from the engineering standpoint, the production of a satisfactory commercial vehicle is a difficult proposition. Early attempts on the part of most manufacturers resulted in cumbersome machinery, but, under the influence of forced progress, enormous strides have been accomplished in detail of design. The Daimler commercial vehicle is a satisfactory example of automobile construction, and has most successfully upheld the company's good name for reliability in hard service. Daimler commercial vehicles embody, in a suitably modified form, the same factors that have contributed so largely to the success of the Daimler pleasure cars. The Daimler silent engine is retained. This has proved itself in power and economy, and the Lanchester worm-driven axle, which is claimed to be the most efficient and silent form of transmission yet devised. Equally important to the user is the remarkable facility with which even the heaviest of the Daimler commercial vehicles can be handled on the road. They are as easy to drive as a touring car, for every detail of their control has been studied to this end. They are also silent, both in engine and transmission. This is of fundamental importance to companies operating omnibuses under police supervision on noise. Finally, there is the economy of upkeep to which these qualities give rise, so that, in short, the Daimler commercial vehicle, like the Daimler pleasure car, is among the first in its class.

THE MAUDSLAY VEHICLES.—Stand 22.
 Stand 22 is taken up by the exhibits of the Maudslay Industrial Vehicles, for which Mr. George E. Duerden, of Burnley, is sole district agent. The Maudslay char-a-bancs and commercial vehicles have come into great prominence, and deservedly so, too, for they are among the most reliable on the road. Details of the construction of the Maudslay Vehicles will be read with interest. The Maudslay engine, which was awarded the White competition, is shown by the volume of advertisement which wears and tear incidentally practice. The Maudslay patent back axle which is a solid nickel chrome steel forging

already adopted motor traction or are not contemplating its employment. Expansion of any business largely depends on the facilities at hand to deliver promptly not only to the buyer close at home, but to the furthest point of the area covered. The motor delivery van or lorry makes possible a wide expansion of that area, and, at the same time, ensures promptitude and enables the owner to largely reduce his railway freightage bill. Present day conditions render economical delivery an absolute essential.
 Manifest advantages are ensured by the use of a really reliable vehicle, so designed as to facilitate to the greatest possible degree the unhampered supervision of every part which is in any way responsible for its effective service. To produce such a vehicle has been the Maudslay Company's first aim and the principle laid down in the old proverb "A stitch in time saves nine," the man responsible will never face the immediate difficulty and, failing to apply it, will run the part affected to destruction.
 Another point which should not be lost sight of is the interchangeability of the Maudslay parts. To obtain this the company have always worked on exceptionally fine limits, and the fact that they invariably carry a large store of spare parts is a guarantee against those irritating periods of inaction which, under other conditions, almost invariably result when wear and tear incidentally have rendered the replacement of any part, or parts, essential.

MOTURING.
 (By J. P. HOLLAND.)
A GREAT BRITISH MOTOR WORKS.
 There is one phase of the motor industry which differentiates it from almost every other class of industry. That is the spirit of good-fellowship which elevates or levels its ranks to the plane of republicanism. While competition, as shown by the volume of advertisement which wears and tear incidentally practice, the Maudslay patent back axle which is a solid nickel chrome steel forging

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Commercial Vehicles :::
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 Sole Agent: **WM. ARNOLD,**
 Upper Brook Street, MANCHESTER.
 Telegrams: "Luxurious, Manchester." Telephone: 6584 City.

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 The "IDEAL" 'Wellsaline' Long Lasting. Good Body. High Flash Points. Free from Acid. Will not Carbonize.
MOTOR CARS, TAXIS, MOTOR VANS, LORRIES, LAUNCHES &c.
Motor Lubricants
 Full Particulars from the Manufacturers:
MATTHEW WELLS & CO.,
 Wellsaline Oil Works, MANCHESTER.
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Belsize
 The Belsize Exhibits on Stand No. 16 include:
 3-ton Lorry.
 3-ton Char-a-banc.
 5-cwt. Van.
 15-cwt. Van.
 12 h.p. Taxi-cab.
 In design and construction they show to what standard of perfection these types of commercial vehicles have been brought.
 The most dependable and surest performing vehicle is a Belsize. Let us quote you for one suitable for your particular requirements.
Belsize Motors, Limited, Clayton, Manchester.

MAUDSLAY
 (Accessibility) INDUSTRIAL VEHICLES. (Reliability)
 From 1 to 5 TONS for GOODS and PASSENGERS.
Stand 22,
City Hall, Manchester.
 Jan. 30th to Feb. 7th.
 40 H.P. 5 TON MAUDSLAY LORRY.
ALL INTENDING BUYERS SHOULD CALL AT STAND 22 & SEE THE MAUDSLAY PATENT ENGINE, ALSO THE MAUDSLAY PATENT ONE-PIECE BACK AXLE.
ACCESSIBILITY IS OUR MOTTO.
TESTIMONIAL (Copy of Testimonial.) MILEAGE RECORDS AND DURABILITY.
 RECEIVED FROM THE **SCOTTISH MOTOR Co., Ltd.,** in July 1913, WHO ARE RUNNING **SIXTEEN MAUDSLAY MOTOR 'BUSES.'**
 The Scottish Motor Co., Ltd., of Edinburgh, write: "Our first 10 Maudslay Double Decked Buses supplied by you in 1906 have each run 200,000 miles (Two hundred thousand miles) in regular service, and we find the cost of maintenance is no more now than during the first year of service."
 Sole District Agent: **GEORGE E. DUERDEN,**
AQUEDUCT STREET, BURNLEY.
 Telephone 423-830.

immensity of the huge works, and five minutes after the last of the visitors had passed through the «doff» into the work shops, one might roam over acres of floors amid forests of belts, pulleys and whirling machinery without finding more than a straggling host of visitors here and there gathered round a machine and listening to the explanation of its purpose by someone filling the task of temporary guide. Twice the number of actual visitors might easily have lost themselves in that busy wilderness without seriously interfering with the workmen.
 A GUIDE BOOK.
 Such a contingency would appear to have suggested itself to Mr. McCormack, the general manager of the Wolseley Tool and Motor Car Co., as each visitor was handed in which explanatory notes, and in which explanation of the various operations were given for the benefit of the non-technical visitors. Large placards at the entrance of each department were displayed to assist the visitor to find his way over the intricate maze, and smaller placards, dividing the departments into sections, helped him to allocate the machinery before him with the printed description in the guide book. Not were these guide books just handed round and stuffed by the visitors into their pockets for future reference. On the contrary, even the technical expert who can "tell at a glance" just what a particular machine is doing, did not disdain to refer freely to the pages of the itinerary from time to time, just by way of assisting their memory, of course.
 LIKE A GUARD OF HONOUR.
 A visit of inspection to a motor car factory has always appeared to the enquirer as much as the inspection of a guard of honour by a distinguished general on an occasion of ceremonial duty. The distinguished general and the commander of the regiment of soldiers to gather behind the front of the line, returning behind the soldiers' backs, and so back again to the point where they started. Usually the two were engaged in conversation throughout the stroll, and scarcely bestowed a side glance at the rigid Tommies standing at attention in the guard of honour. Not worth the name, every other Tommy might be cross-eyed and knock-kneed without attracting the attention of the distinguished general to the fact. None the less, when that gallant officer had made the circuit of the double rank, he turns to the commander of whoever his companion in the stroll may have been, and congratulates him upon the "fine body of men, sir," who have formed the guard of honour.
 A MACHINE SHOP.
 And so it usually happens where a crowd of people are invited to inspect a motor car factory. There is a monotonous sameness between all machine shops, differing only in the number of machines. Here an irregular shaped length of metal revolving under a lathe, while at one spot a drip of milky looking liquid shows where the grinding process is being done. Of course, it is easy to recognize this as a crankshaft which has been cut out of a solid piece of metal into its present zig-zag shape and will continue to revolve just as it is doing till every bearing is ground to the accuracy of a thousandth part of an inch, or something of the kind. Or again it may be a camshaft, also cut out of a solid piece, but with knobs and protruberances of lesser size than the zig-zag of the camshaft, or further along the line row after row of machines grinding out bevel gears of every conceivable shape or size, the only point of similarity being the eternal trickling of the milky water over the spot where the actual cutting is being done. It is the same old story in every motor factory, whether it be a place like the Wolseley factory.
 SAMPLES.
 But there was one detail in the visit of inspection which did credit to Mr. McCormack's common sense, quite as much as the guide book distributed among the visitors. In every department there were spread on a table samples of the various products of the Wolseley factory. As in the department, so that the visitor could see at a glance, without wandering over an acre of whirling machinery, just what was being done. In fact, the samples were so arranged that there was stationed an attendant to explain in detail just what each part was for and where it fitted in the make-up of a Wolseley chassis. This, of course, simplified matters considerably, and many of the visitors, even Pressmen—who are usually the most bored at these ceremonial visits—took quite an interest in what was shown to them. To this extent, at least, the tour of the Wolseley factory differed from many in which I have taken part, and furnished a grand object lesson in the development of the British motor car.
 SPEECHES.
 On this point there was no lack of oral testimony in the speeches after luncheon—which, by the way, was merely an interlude in the long tour of the works. Referring to what I said at the beginning of this letter, it was impossible to avoid being struck with the sincerity of the expressions of goodwill extended to our hosts by men in the business who are rightly regarded as the legitimate competitors of the Wolseley Company. As in the case of a similar gathering at the Daimler works some years ago, when the entire motor trade forgotful to do honour to the great Coventry firm, so at Adley Park last week, two of the most prominent figures among the assemblage were Messrs. Maudslay and Instone, of the Daimler Co., and their felicitations to Mr. McCormack and his colleagues were of the heartiest.
 THE "STELLA."
 The new Little Wolseley, otherwise the Stella car. Great Britain's reply to the challenge in the small car market, I will reserve for another opportunity, as the advent merits more than passing mention.

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CONISHEAD PRIORY HYDRO.
 KEY TO ENGLISH LAKES. EXCELLENT GROUND, 100 ACRES. EXCELLENT CUISINE. BILLIARDS AND INDOOR AMUSEMENTS. Role of Golf Course. ONE OF THE MILDEST WINTER RESORTS IN ENGLAND. For Reduced Winter Terms apply Managers.
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ST. ANNES-ON-SEA. — IMPERIAL HYDRO-PATHIC ESTABLISHMENT. — Near Pier and from Managers. Tel. 14. "Emerald."
ST. ANNES-ON-SEA. — Special Week-End Terms. DUMFRIES & SON, 24, Gt. St. Ann.