

Conditions are therefore not yet what they should be, and it is for this reason that one can point with all the more pride to the progress made. Our motor industry is not yet ten years old, and although it should be conceded that our manufacturers did not start at the bottom rung of the ladder, the wonderful examples of motor engineering which are exhibited at this show, may already be considered as second to none. Naturally there are a few firms which show the inherent conservatism of the Britisher—there are some firms who have not moved with their time; some may not have done so out of mere perversity, others for the mere obstinacy of youth. Most important automobile manufacturers in France have one time or another produced a horizontal motor; all, without exception, have now discarded the idea. Here several makers still supply the horizontal engine, and claim, what all their forerunners have claimed, the superiority of this system. Yet after all, experience is the best school, and without entering here upon the respective merits and demerits of both devices, one may safely go by the opinion of the majority, chiefly as that majority speaks from experience.

In the matter of brakes, one regrets to find that the modern internal expanding device is as yet only to be found on the expensive car. The efficiency of the braking power cannot be sufficiently insisted upon, and where once such an excellent system as the internal double-acting brake, which is entirely free from oil and dust, has been invented, makers only trade upon the ignorance of the public, if they fit anything else.

It is significant that the light two-seated car—the voiturette—is shown in very moderate numbers at this exhibition. It is a sign of the times, and the idea which has been put forward in some quarters, that the reason of it is because the small voiturette shows up very badly by the side of the higher-powered car provided with a luxurious tonneau body, may be dismissed at once. A great cry has been raised here for the light-two-seater (a handy little vehicle, which for professional purposes certainly has its advantages) but our manufacturers are no doubt beginning to find out, what the French makers have found out long ago—that the public demand for the voiturette is by no means so great as has been made out. It is a vehicle that offers but a very limited scope for sociability, and while it is possible to maintain a fair pace with it on the level, its shortcomings in a hilly country are many. It is now possible to obtain a reliable 8 or 10 h.p. tonneau motor at a price which differs but little from that of the voiturette and it is little wonder that the latter should be displaced by such excellent examples of a cheap car, as the Dion, the Clement Talbot, and the Darracq.

The feature of the present exhibition, with which I should really have started, is the product of

The Editor of "The Weekly Critical Review" begs to inform his readers that the Review is on sale in England at all Messrs. W. H. Smith and Son's Railway Bookstalls.

the firm, who claim to be the largest gas engine manufacturers in the world, and who have just entered the ranks of automobile manufacturers. I refer, of course, to the Crossley car, which is not only a marvel of modern engineering, but a beautiful piece of work, structurally as well as mechanically, and in every respect a unique vehicle. It is not possible, without entering into numerous technicalities, to enumerate its most striking features and developments, but so many refinements and improvements have been applied to every detail of its mechanism, that it is almost entirely automatic. In fact, in common with some of the most important Continental manufacturers of the high powered expensive car, Messrs. Crossley may be said to have carried the refinements on this car to excess. Two forms of ignition, the one the ordinary high tension system, and the other a high or low tension magneto, are now quite common, even to cheaper vehicles, but a carburetter which is automatically regulated to any speed of the engine by means of mercury, a system of water jacketed lubrication which keeps the oil at a low temperature—these are novelties indeed. Naturally the object of these and other improvements make for increased reliability, smoothness of running, and greater elasticity, but it cannot be denied that all this is obtained at the expense of greater complication. While it will be easier to drive a car of this kind than a small 3 h.p. voiturette, a different tale would be told it any one but a mechanical expert found himself *en panne* on the road. However, the Crossley car is not the vehicle for the man of moderate means, so the point is of little importance.

Another car, which is shown for the first time in England, and promises to have an equally brilliant future, is the new Léon Bollée, which also came in for a good deal of attention at the Crystal Palace. It needs, however, no lengthy description here. Nor is it possible to single out any particular exhibit where all were so excellent. Naturally the Napier car (the six cylinders from the mechanical point of view, and the four cylinder saloon from the point of view of the coach-builder) loomed very large, but many other British makers, such as the Humber and the Daimler, showed up well by the side of some of their best known foreign rivals. The marine section of the exhibition, however, was but a poor one, but the section of heavy motor vehicles was not without interest.

### Le Penseur

Blind agony of thought! Who turns his pen  
Or brush or lyre to Art, shall see in this  
The symbol of his battle against men  
For men, the picture of the torturing bliss  
Of his necessity; sits clutched and closed  
Into himself the adept of wizard thought  
Gripped in his own embrace he sits; keen-nosed  
The invisible bloodhounds ache upon the slot  
Soon, soon they are on him; soon the fangs of hate,  
The sharp teeth of the infinite are in him.  
Shall love, or fame, or gold, those pangs abate?  
What siren with smooth voice and breast shall  
win him?  
Never a one, be sure! In serene awe  
The thinker formulates eternal law.

A. CRISTER CROWLEY.