A MODERN CAR AND BOAT

In the background is the racing motor boat "Napier II.", which on a trial trip travelled over the "measured mile" at 30·93 miles per hour. In the foreground is a "Napier" racing car, which has attained a speed of 104·2 miles per hour.

The marine motor also scores under the heading of adaptability. A wagonette could not be converted into a motor-car with any success. But a good-sized row-boat may easily blossom out as a useful self-propelled boat. You may buy complete apparatus—motor, tanks, screw, batteries, etc.—for clamping direct on to the stern, and there you are—a motor boat while you wait! Even more

THE MOTOR AFLOAT

sudden still is the conversion effected by the Motogodille, which may be described as a motor screw and rudder in one. The makers are the Buchet Company, a well-known French firm. "Engine and carburetter, petrol tank, coil, accumulator, lubricating oil reservoir, exhaust box, propeller shaft, and propeller with guard are all provided, so that the outfit requires no additional accessories. For mounting in position at the stern of the boat, the complete set is balanced on a standard, and carries a steering arm, on which the tanks are mounted; and also the stern tube and propeller guard, which are in one solid piece, in addition to the engine. In order that no balancing feats shall be required of the person in charge, there is, on the supporting standard, a quadrant, in the notches of which a lever on the engine frame engages, thus allowing the rigid framework, and therefore the propeller shaft, to be maintained at any angle to the vertical without trouble." *

The 2 h.-p. engine drives a boat 16 feet long by 4 feet 6 inches beam at 6½ miles per hour through still water. As the Motogodille can be swerved to right or left on its standard, it acts as a very efficient rudder, while its action takes no way off the boat.

For people who like an easy life on hot summer days, reclining on soft cushions, and peeping up through the branches which overhang picturesque streams, there is the motor punt, which can move in water so shallow that it would strand even a row-boat. The Oxford undergraduate of to-morrow will explore the leafy recesses of the "Cher," not with the long pole laboriously raised

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and pushed aft, but by the power of a snug little motor throbbing gently at the stern. And on the open river we shall see the steam launch replaced by craft having much better accommodation for passengers, while free from the dirt and smells which are inseparable from the use of steam-power. The petrol launch will rival the electric in spaciousness, and the steamer in its speed and power, size for size.

Some people have an antipathy to this new form of river locomotion on account of the risks which accompany the presence of petrol. Were a motor launch to ignite in, say, Boulter's Lock on a summer Sunday, or at the Henley Regatta, there might indeed be a catastrophe. The same danger has before now been flaunted in the face of the automobilist on land; yet cases of the accidental ignition of cars are very, very rare, and on the water would be more rare still, because the tanks can be more easily examined for leaks. Still, it behoves every owner of a launch to keep his eye very widely open for leakage, because any escaping liquid would create a collection of gas in the bottom of the boat, from which it could not escape like the gas forming from drops spilled on the road.

The future popularity of the motor boat is assured. The waterside dweller will find it invaluable as a means of carrying him to other parts of the stream. The "longshoreman" will be able to venture much further out to sea than he could while he depended on muscles or wind alone, and with much greater certainty of returning up to time. A whole network of waterways intersects civilised countries—often far better kept than

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the roads—offering fresh fields for the tourist to conquer. River scenery and beautiful scenery more often than not go together. The car or cycle may be able to follow the course of a stream from source to mouth; yet this is the exception rather than the rule. We shoot *over* the stream in the train or on our machines; note that it looks picturesque; wonder vaguely whither it flows and whence it comes; and continue our journey, recking little of the charming sights to be seen by anyone who would trust himself to the water. Hitherto the great difficulty has been one of locomotion. In a narrow stream sailing is generally out of the question; haulage by man or beast becomes tedious, even if possible; and rowing day after day presupposes a good physical condition. In the motor boat the holiday maker has an ideal craft. It occupies little room; can carry fuel sufficient for long distances; is unwearying; and is economical as regards its running expenses. We ought not to be surprised, therefore, if in a few years the jaded business man turns as naturally to a spin or trip on the rivers and canals of his country as he now turns to his car and a rush over the dusty highway. Then will begin another era for the disused canal, the vegetation-choked stream; and our maps will pay more attention to the paths which Nature has water-worn in the course of the ages.

To the scientific explorer also the motor affords valuable help. Many countries, in which roads are practically non-existent, can boast fine rivers fed by innumerable streams. What fields of adventure, sport, and science would be open to the possessor of a fast launch on the Amazon, the Congo, the Mackenzie, or the Orinoco, provided only that he could occasionally replenish his fuel tanks!