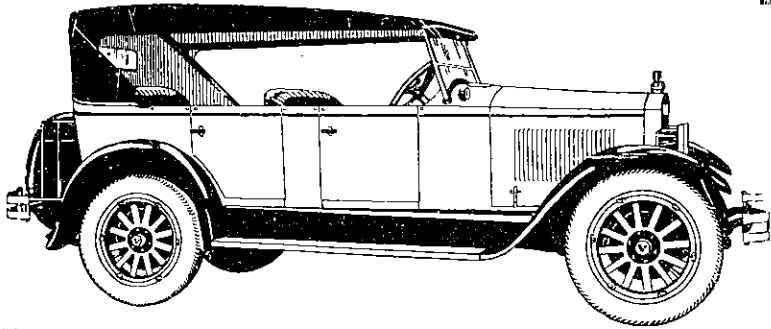


Every time we sell  
a car we make  
a friend

Every time we sell  
a car we make  
a friend



OVER a span of years that measures nearly the lifetime of the motor industry, there has developed a deep-rooted respect for the Velie. From the beginning the makers of Velie set out to definitely gain this respect. They believed then, as now, that a product of uncommon quality, designed and built to excel, is bound to win preference and they knew then, as now, that the price of this inevitable leadership would be a ceaseless vigilance and a constant striving towards still higher attainment. They knew that quality in the end must win out; hence the Velie is now recognised by owners and the general public to be an absolute quality Car. Its oiling system not equalled by any car on the market. With the vibrationless Motor that has no vibration dampers.

Let us demonstrate the Velie to you

## G. L. Winger & Son, Limited

Auckland Provincial Distributors, Velie and Calthorpe Cars

OPPOSITE TOWN HALL. [Phone 42-6221] AUCKLAND



# The King's Highway

Continued from page 49

For instance, how many travellers hastening along the main highway south of Te Awamutu ever recall how much history is wrapped up in the crossing of the Punui River near Kihikihi? Isn't it worth while being reminded that this for nearly a quarter of a century was the jealously-guarded frontier of the King Country, the aukati line that the pakeha crossed at the peril of his life? It is an old song now, and the grass grows green along the battlefield, but the romance and tragedy of the old frontier days deserves its *memento mori* by the roadside.

\* \* \* \*

Not so long ago South Island motorists on tour in the North Island were loud in their remarks about the inferior quality of northern roads as compared with their own. Nowadays it is being realised that the South Island roads in parts are not so very much in advance of those in the North. I notice a southerner who travelled from Wellington to Auckland, via Taranaki, the other day reported to his home town that there was not fifty miles of bad road in the run, and nothing worse than the main Christchurch-Dunedin road near Dunsandel. A year or two ago no one would have written thus of a mid-winter run through the North Island.

\* \* \* \*

Despite the wide dispersion of good road-making material in Canterbury and Otago, it cannot be denied that considerable stretches of main roads in those regions have fallen below standard. One good Dunedinite with whom I discussed the matter last year solemnly and seriously averred that it was impossible for Otago to have good roads under motor traffic. It simply couldn't afford to lay down expensive concrete or bitumen surfaces, and there was no other sort of road at all that stood motor traffic. If one swallowed this gloomy statement, there certainly seemed no way out for motordom in Otago and Canterbury. Quite a different reason why the once-good roads are going back there is disclosed in the annual report of the Main Highways Board. It is the quite simple one that they spend less on their main roads there than in any other part of the Dominion! Another reason is the way the roads are mended by some of the local bodies, for no one has ever yet made a good motor road with stone of the huge size used so widely in parts of the South Island.

\* \* \* \*

A round-up of motorists in America to discover unlicensed drivers means a really tremendous upset in these days. The registrar in Massachusetts in June estimated that of the 700,000 motor drivers in that State about 15,000 must have failed

to renew or procure their driving licenses. In order to catch as many of these as possible it was decided to call on all motorists passing certain points in Boston to produce their driving licenses. It seems to have been an exciting turn-out, for on the main roads in and out of the city traffic is so dense, when anybody stops everybody else behind has also to stop. Jams and confusion were universal, and in the end, after holding up the whole city, the police



### MASTER BERT SKEELS

Son of Mr. and Mrs. H. M. Skeels, of "St. Clair," Mt. Albert, is a talented boy soprano, who has recently been successful in securing medals throughout the Dominion, and upholds the title of champion in his class as a juvenile songster.

Gerald E. Jones, Auckland

bag was three unlicensed drivers, and three with expired licenses!

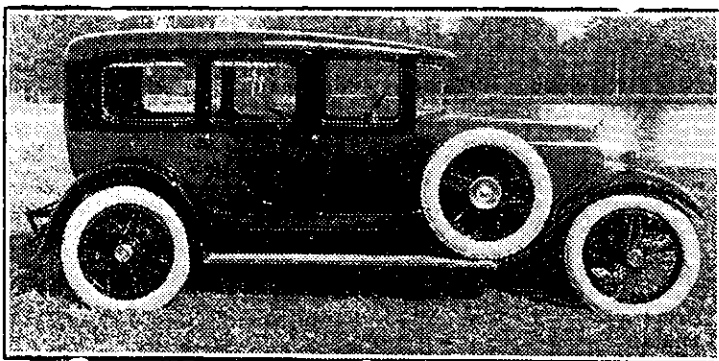
\* \* \* \*

Here is some advice from America that applies very generally in New Zealand, now that the filling station has come to stay:—"Tell those smokers in your car to be careful with their cigars and cigarettes when you have stopped for petrol at the filling station. Sometimes the ground is covered with petrol that has spilled out of the hose. Smokers on the rear seat have a habit of flicking their ashes promiscuously during the filling process. Suggest to them that they be content to motor on earth for a while longer."

\* \* \* \*

### Hudson Coach

Owing to a typographical error in the announcement by The Dominion Motors Ltd., featuring Hudson cars, in the August issue of THE MIRROR, the price of the Hudson Super Six Coach Model was inadvertently mis-stated. Instead of £455, as published, the price should have read £465.



Saloon Body on ROLLS-ROYCE Chassis

BY

## JOHNSON & SMITH

CHRISTCHURCH

THE FOREMOST BODY BUILDERS IN AUSTRALASIA.



We can build you any class of Body you desire, Roadster, Touring, Sporting and Enclosed Bodies of every description. Char-a-banc and Bus Bodies a Speciality.

WHEN ORDERING—SPECIFY A JOHNSON & SMITH Body.