

MOTOR NOTES.

Lewis Waller, the London actor, who was in Australia in the early part of 1914, has just purchased a new 20 h.p. Daimler, which, it is said, will compete with the best railway train in Great Britain for speed. Mr. Waller's two hobbies are motoring and golf.

"This a war of machines," said a high British officer some time ago, "and the side which has the most petrol is going to win." With the Galician oil fields now in the hands of the Russians, and the Roumanian fields practically shut off, Germany's case is getting desperate. She must have oil, or perish. We know that she has been getting a great deal since the war broke out from America by way of Scandinavia and Holland, but the Allies are taking steps to prevent it, as far as possible, in the future. It is more than likely, therefore, that the oil fields of Russia will yet be the scene of hard fighting."

Mr. J. D. Henry, the well-known colonial oil authority, has been discussing the problem of the Empire's petrol supplies. Mr. Henry, who was a pioneer in colonial oil, states that since the war started our petrol sources have never been in peril for a day. The demands of the ordinary markets and the emergency naval needs have been met, and for these benefits, which have given us an almost incalculable advantage over Germany, we have to thank the "Shell" Anglo-American and other distributing groups, which, though they draw their petrol from foreign sources, claim to be British in their organisation.

Forty-three motor cyclists contested in the recent Reliability Trials, Melbourne to Sydney—twenty from N.S.W. clubs, twenty-two from Victorian clubs, and one from Tasmania.

"The motor buses and taxis are running again in Berlin," says an English visitor to Germany, "as the prohibition on benzine is cancelled. It is clear that new supplies of benzine have been secured from somewhere. Use is being made of heavy benzine, which gives out an awful odour on the streets. A taxi in which I was riding came to a standstill, and in his unavailing attempts to re-start it the driver came out with a heavy curse on the war as the cause of his trouble. This was the only public protest against the war that I heard."

At the request of Mr. and Mrs. George Beetham, who are in England, Mr. T. E. Donne undertook the business part of the arrangements in the purchase of the motor ambulance which they have given to the Expeditionary Force. The ambulance was built to order, and can take four patients; a special feature about the car is that a hot water service has been laid on, and there is also a tank of cold water. There are the usual blankets, pillows, bolsters for making the invalids comfortable, and a full supply of nursing appliances. The ambulance is quite the last word in all respects, and accompanied the British section to Egypt.



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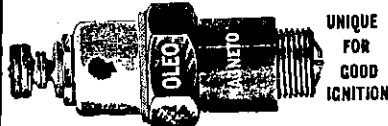
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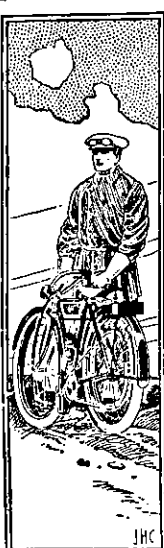
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