



(CONTINUED.)

Cycles and motor cycles to the value of £16,355 were imported into Spain during May last, as compared with only £5758 in the corresponding month of 1916.

A motorist charged at Invercargill with failing to notify change of ownership of a car said that he was unaware of such a by-law. In his opinion the vendor ought to tell the purchaser. Senior-Sergeant Burrows said that evidently people did not read the papers, for these cases were continually cropping up. The Magistrate, in imposing a fine, pointed out the necessity for notifying the change of ownership.

Following on recent happenings, the By-laws Committee of the Wellington City Council have made the following recommendations to that body:—"That the Wellington Hospital and Charitable Aid Board be informed in terms of the Motor Inspector's report, in reply to its request for information as to what speed limit the council will permit for its motor ambulance while being driven through the city on specially urgent occasions; and also that the board be informed that, in consequence of numerous complaints, having been received regarding the speed at which the motor ambulance is driven in the city, unless greater care is exercised by the driver for the protection of the general public, the council will take steps to prevent him driving in future." Councillor Godber said the hospital authorities had brought the man to book, and told him that unless he was more careful they would have to get another driver. In the case in question, the life of a woman was saved by the driver getting her there at such a fast pace. Councillor Wright said the other side of the question was that by rapid driving people might be killed. If the man had a clear run, let him drive as fast as he liked, but the lives of the public must be cared for. Councillor Luckie said the committee was of opinion that a 15-mile limit was sufficient. This man had, however, come under the unfavourable notice of the inspector. Councillor Fitzgerald said the man should be told not to go fast through the principal

streets. Councillor Godber: He has been instructed not to do so. The recommendation was adopted.

Two motorists in England were summoned recently for contravening the Motor Spirit Restriction Order. Neither could attend the court, as there was no other means of travelling than by motor car, and they were afraid of risking further prosecution. They were fined 5s. each. They need not have been afraid to travel to the court by motor, says an authority, as that is one of the purposes for which motor spirit may be used. "Performance of a public duty" includes attendance at or upon any court of justice.

Motoring from Auckland recently, says a Waikato paper, the Rev. Lambert, of Te Awamutu, picked up a pedestrian who was trudging his weary way in the same direction. The passenger duly alighted on reaching his destination, and the car proceeded on its way, but when in the Te Rore district the driver, looking round, discovered that the hood and upholstery of the back seat were well ablaze. The hood was quickly removed and the flames suppressed, but not before the hood itself was destroyed, huge gaps burnt in the upholstery and the varnish at the rear of the car all blistered. Mr. Lambert acted the good Samaritan to a complete stranger, and so the loss is irrecoverable so far as he is concerned, but the incident teaches a

lesson to motorists to make it a firm rule that the butt-ends of cigarettes are thrown well over the side and not backwards, as is presumed to have happened in this instance.

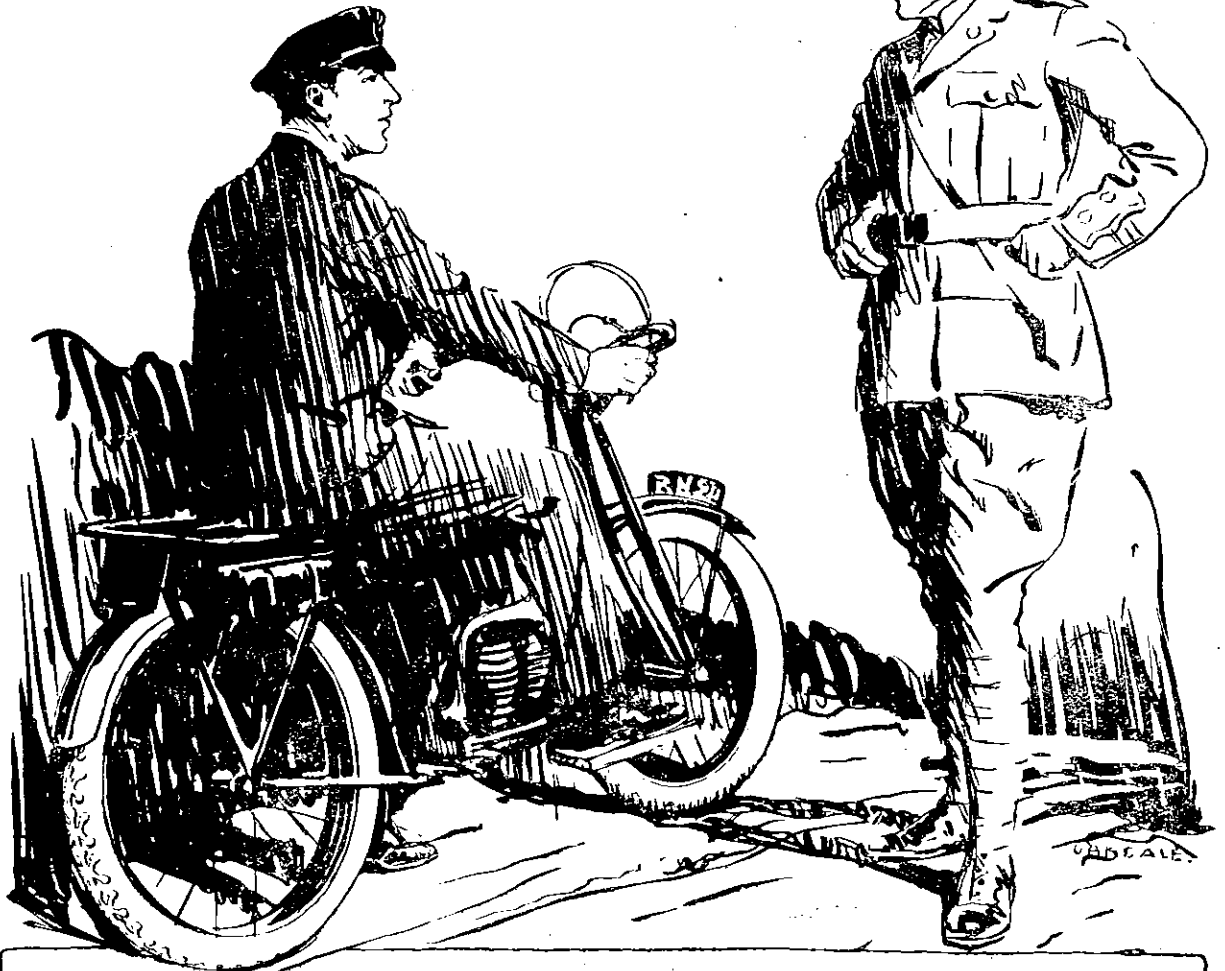
Mr. Barnet Glass passed away at his residence in St. Kilda, Melbourne, last month, after an illness extending over several months. Mr. Glass, who was in charge of a hose and waterproof department in a large factory in Manchester (England), came to Australia in 1870, the time of the gold rush. He decided to manufacture waterproof garments in a small way, and also to import general rubber goods. He proceeded to England, and purchased a plant for manufacturing rubber goods; but on arrival the maritime strike was on, and the plant was returned, and Mr. Glass abandoned the project. In 1897 his son-in-law proceeded to England, and purchased a complete plant for a rubber works, which was opened at Kensington by Hon. A. Deakin and Messrs. Watt and Best, this being the first rubber goods factory to be opened in the Southern Hemisphere. Difficulties arose owing to shortage of labour and heavy losses were made. In 1905 the company amalgamated with the Dunlop Rubber Co., but a law suit eventuated. Mr. Glass, with the assistance of his son and son-in-law, decided to restart business, and so formed the nucleus of the present-day company, Barnet Glass Rubber Co., Ltd., one of the largest rubber concerns in Australasia. Mr. Glass leaves a widow and five children by a former marriage—Mrs. Ormiston, Mrs. P. Glass, Miss Nina Glass, Mr. E. Glass and Mr. J. Glass. The deceased was interred in the Melbourne General Cemetery, a large number of representative citizens following the cortege.

Within a year after the authorities of Foochow, China, had finished an eight-mile stretch of well-constructed macadam road, 90 bicycles were in daily use in that city. Prior to the building of this modern road there was, it is stated, not a wheeled vehicle in the district.

It has been computed that 77 per cent. of the world's motor cars are to be found within the borders of the United States of America. Every fifth family in that country now owns its motor car, and five per cent. of the population is now dependent on the automobile for its living.

The whole motor van service of the Gas Light and Coke Company, London, is now in charge of Miss M. Barrett, who has risen since the war from being a typist in the office until she now controls a great department hitherto run by a man. "As one man after another left, this woman took his place," said Mr. Milne Watson, the managing director, to a "Daily Mail" reporter. "She arranges for the petrol supplies, keeps records of running costs, arranges for all repairs, interviews men and women motor van drivers, and controls the entire business with great accuracy. We have over 2000 women now working for the company. They cannot drive the heavy lorries or do heavy stoking, but I think they do everything else. We have had small barrows made for them to wheel, and we lighten the heavy work as much as possible. The girls did not like wearing trousers at first, but when I saw one working on a coke heap with big feathers in her hat and high-heeled boots I made up my mind that that fashion must go. So we provided them with trousers and overalls and we barred high heels."

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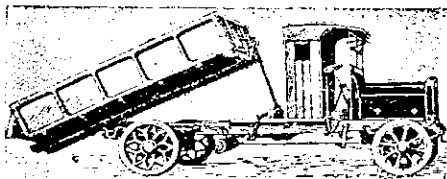
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