



(CONTINUED.)

that the defendant did cross in front of the approaching tram, but did not think that the course taken by him affected his liability. The plaintiff was guilty of standing on the road and not keeping a proper look-out for approaching vehicles. On the other hand, the defendant saw a group of waiting passengers, and was aware that they were not inclined to move out of the way in response to a blast from his motor horn. Plaintiff's negligence, however, would not preclude him from recovering if the defendant had a later opportunity of avoiding a collision, and could by the exercise of reasonable care have averted it. Mr. Riddell said that in his opinion the car was travelling at a greater speed than seven miles an hour. When the defendant saw that the men did not show signs of moving out of the way it was his duty to pull up or slow down to such a point as would enable him to stop immediately on the appearance of danger. Upon the facts produced the plaintiff was guilty of negligence, but the defendant had the last opportunity of avoiding a collision, and his failure to have his car under proper control was the direct cause of the accident. Judgment was accordingly given for £138 12s. Defendant was represented by Mr. D. Jackson.

The French Government is to consider the construction of a laboratory tunnel in which aviation engines could be tested under exactly the same conditions as when in the air. For this purpose the tunnel would have a rarified atmosphere in varying degree of dampness and artificially formed ice, hail, fogs, etc.

Advice has been received from Australia of the death at the front of Mr. Derek Hudson, well-known in New Zealand as a prominent member of the J. C. Williamson musical comedy forces. A short time ago it was announced that Mr. Hudson was missing. The late Mr. Hudson joined the Aviation Corps, after receiving his pilot's ticket with the New South Wales Flying School. Mr. Hudson was trained originally as a mechanical engineer. When he finished his course he studied for grand opera, and made appearances with the Beecham Opera Company in London. When war broke out he was eager to join up, and did so immediately upon the completion of his contract. His technical knowledge impelled him in the direction of aviation, and he quickly qualified for his "ticket."

The American authorities recently held an instructive transport test between Atlanta and Chattanooga, a distance of 132 miles of good, bad and indifferent roads. The object was to determine the speed with which American troops can be moved by motor vehicles in comparison with the known rate of travel by railroad, etc. The test attracted considerable interest, particularly as a special new type of transport body was also being tried out. The result of the run surprised experts and authorities alike, for the whole body of soldiers were landed at their destination in 5 hours 33 minutes, whilst the return journey was accomplished in 5 hours 2 minutes. At times the transport train reached 49 miles an hour, which only serves to show the possibilities that lie in the motorisation of troop transport. The motor trucks beat the fastest train time between the two points named. One of the features of the truck body used in this test is the perfect balance of the load. The troops sit back to back lengthwise of the body and their rifles, when not immediately needed, may be stored in rifle chests built between the backs of the seats. The foot rails and arm rests protect them from being swayed or thrown off when rounding corners at high speeds or moving rapidly over rough roads. The foot-rail is one of the important features of the design, because it is hinged and lowered to serve as a step when mounting, and then raised and locked in position to act as a foot brace when riding. The new transport is expected to eliminate baggage waggons to a large extent, as each man carries his own shelter tent, blankets, extra underclothing, shoes and all other equipment usually carried by troops on the march. All of this material is carried in lockers under the seats, which are accessible when riding on the truck or when

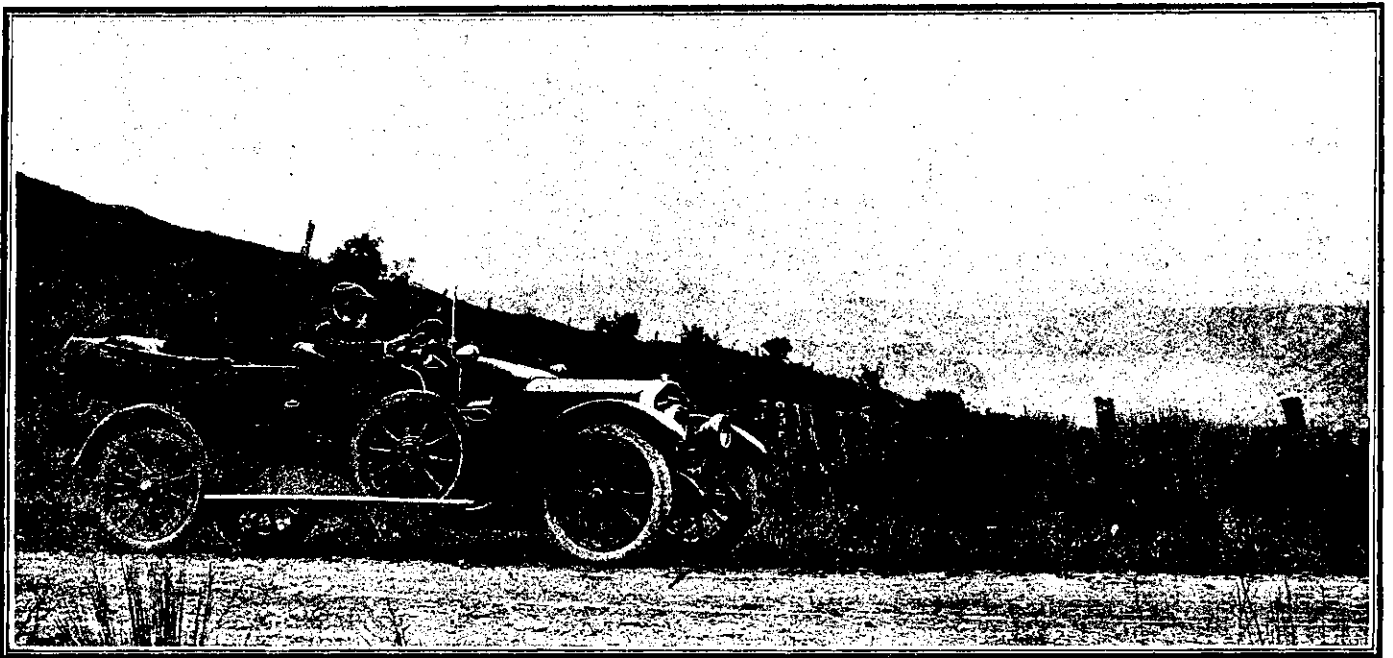
standing on the ground. Special lockers are provided for 500 rounds of ammunition for each man. In the rear of the truck there is a compartment that will hold three days' supply of the non-perishable components of rations, such as coffee, sugar, bacon, baked beans, hard bread, etc. It is obvious that this feature makes the truck of such wide utility that its limits can only be guessed at.

An American motor goggle manufacturer is marketing special glasses which are said to provide a remedy against the dazzling headlight nuisance. The left-hand portion of each lens is coloured or shaded to a point reaching almost to the pupil of the eye, but not interfering with the vision when the wearer of the goggles gazes directly ahead, holding his head in its usual position. When a car with undimmed headlights approaches the owner of the protecting goggles

gone extensive motor cycle training. The other five had no such experience. The five motor cyclists qualified with an average of five seconds each in adjusting themselves to an even keel after being put through the tests. Of the other five men, three were rejected, while the average time of the two successful applicants in adjusting themselves to the test was 15 seconds each. Consider one other point. Most motor cyclists have thoroughly familiarised themselves with the operation and upkeep of their machines, and have thus acquired the fundamental knowledge without which a thorough schooling in mechanics would be necessary. The tiny little motor cycle motor is in reality a sort of lilliputian aircraft unit. Technically, it bears a greater similarity to the airplane motor than any other type of internal-combustion engine. It is worthy of note that on the application blank for enlistment into any branch of the American Aero Service appear the questions: Are you a motor cyclist? Do you understand the care, operation and repair of motor cycles and motor cycle motors? The fact that these questions are asked by the American Government is an indication that the motor cycle trained aeronautic appli-

cant is considered to be possessed of knowledge of inestimable value, which will stand him in good stead in his air work.

It is interesting to note that America is now producing super-tanks, which are said to be able to withstand the fire of small artillery and to be equipped with engines of three times the power of the British and French machines. They are to carry a crew of 20 men, and will be able to span 10 feet trenches whilst armed with small field guns as well as machine guns, and having a speed of 5 m.p.h., which is rather faster than our machines; whilst it is especially interesting to learn that the Ford Company is stated to be at work on a small light tank carrying one driver and machine-gunner only, driven by two engines, capable of withstanding machine gun fire, and fitted with chain treads capable of a 15 m.p.h. speed. This is particularly interesting, as it will prove the practicability or otherwise of the chain tread for higher speeds than it is approved for at present. It is also stated that military trucks are being turned out in America at the rate of 2000 a week, and that 9000 caterpillar tractors are in hand for shifting the guns.



Mr. C. F. England, of The Kestrels, Pahikura, near Hunterville, driving his Rover in the Rangitikei River Valley.

has only to turn his head very slightly, about a fraction of an inch to the right, and the rays of light from the oncoming vehicle will pass through the shaded portion of the lenses. In substance, the view of the road ahead is split in two lengthwise, with the portion directly in front well illuminated by the headlights of the car driven by the wearer of the safe goggles, and the other half shaded for him by the dark section of his eyepieces. A spring in the goggles adjusts them to a face whose pupillary distance may be above or below normal.

Is motor cycle training of value or essential for the making of an aviator? This is a question that is frequently asked. It has been asked by thousands of motor cyclists who, by reason of their knowledge of motor cycle motors and their highly-developed sense of balance acquired by skidding about on two wheels, feel that they would like to be aviators. It has been asked by countless civilians who may never have been off the ground in an airplane, but who have been wholly enraptured with their first ride on a motor cycle, and who also feel that they would like to fly. The answer to these queries is: There can be no doubt that motor cycling is an excellent preliminary training for aviation. The motor cyclist of any extensive experience has acquired in a very high degree that delicate sense of balance without which no one could possibly qualify as an aviator. The very first examination that is given to applicants seeking to enter the United States Aero Service is the test of their sense of balance and stability. Various machines are used for this test, and if the applicant fails he is rejected immediately. Education or the most perfect physical qualifications count for nothing if the sense of balance is in any way lacking. At an American aero base ten applicants were recently subjected to the balance test. Five of the men had under-

Gargle, Sniff up or Swallow.

1/6. **FLUENZOL** 3/6  
for Throats, Colds or Influenza.



THE RALEIGH  
NOTTINGHAM

## The Trade Mark that tells

of super-excellence is on every one of the famous all-steel bicycles. Look for it, and know that you have the best bicycle the world produces. Built entirely of steel, with many unique features and specialities, the

# RALEIGH

## THE ALL-STEEL BICYCLE

is the choice of hundreds of thousands all over the world. Fitted with Dunlop tyres and Sturmey-Archer 3-speed gear, it is Guaranteed for Ever. It is the best and, therefore, cheapest. Send a postcard for "The Book of the Raleigh."

**INGLIS BROS. & CO., LTD.,**  
24-26 Harris St., Wellington.