



(CONTINUED.)

DISTRIBUTION OF PETROL.

BOARD OF TRADE INQUIRY.

State control over the importation, sale and distribution of petrol has been decided upon by Cabinet as a result of the unsatisfactory position in regard to the distribution of oil fuel. The Board of Trade investigated the matter at the request of Cabinet, and have prepared regulations, of which the following is a summary to deal with the difficulty:

(a) All persons desirous of importing petrol supplies into New Zealand should approach the Minister in Charge of Munitions and Supplies, who will be guided by the advice of the Board of Trade.

(b) When petrol is landed in New Zealand, it is to be distributed by distributors who will be approved of and licensed by the Minister in Charge of the Munitions Department, on the recommendation of the Board of Trade.

(c) These approved distributors will be subjected to certain conditions as regards the quantities of supplies sold to consumers, and as to the price. The chief of these conditions are:

1. No license will be required by distributors who acquire from importers a lesser quantity than four thousand gallons within any period of 28 days, but those distributors who receive more than four thousand gallons within any such period will have to comply with the conditions as published, which include the question of retail price as fixed for the four main centres.

2. Distributors must also undertake not to supply any individual with more than four weeks' supply of petrol for his requirements, and it will be imperative on those applying for petrol to clearly indicate, by answer to a series of questions on a prescribed form, what their requirements are, and their holdings at the moment of application.

3. Every person shall be guilty of an offence and shall be liable under the regulations who

(a) Acquires the ownership or possession of petrol in breach of the provisions of the regulations; or

(b) Commits any breach of the terms or conditions on which a license has been granted to him under the regulations; or

(c) Obtain any such license on a false representation; or

(d) Fails to make any return required from him in pursuance of the regulations; or

(e) Fails to make such return which is false in any respect; or

(f) Makes any false representation for the purpose of obtaining a supply of petrol from any other person.

4. The consumer will be required to make returns to vendors in accordance with the gazetted regulations, and the penalties for failure or breach are very heavy, as indicated above.

While supplies of petrol appear to be ample for New Zealand's requirements, it will not be necessary to classify users further than as follows: (1) Government and local bodies; (2) businesses and professions; (3) pleasure users.

The onus of seeing that the more important and essential users get what preference is necessary will be upon the licensees and distributors.

A petrol committee, consisting of those interested in the trade, will be appointed to be associated with the Minister in Charge and the Board of Trade.

The maximum retail prices will be for Class A (petrol, motor spirit, benzine, naphtha and gasolene) and Class B (distillate and naphthalite):

	Per case of not less than 8 gallons.	Per tin of not less than 4 gallons.
Class A ..	27 6	13 9
Class B ..	22 6	11 3
At Napier and Timaru.		
Class A ..	28 0	14 0
Class B ..	23 0	11 6
At Wanganui, New Plymouth, and Gisborne.		
Class A ..	29 0	14 6
Class B ..	24 0	12 0
At Invercargill.		
Class A ..	29 6	14 9
Class B ..	24 6	12 3

At any place other than these ports the maximum retail price of petrol shall be the maximum retail price fixed as aforesaid for the port from which the seller customarily obtains his supply of petrol, or where there is no such customary port of supply, then for the nearest port, together in each case with such addition to the maximum retail price for that port as is equivalent to the actual cost of transportation from that port to the place of sale.

Before the war, when a man set about buying a car, generally his ideas would be that he wanted something at between £200 and £250, or between £300 and £350, or between £700 and £800. In other words, at that period, most intending owners were in such a position that, on a car salesman showing sufficient cause, they could exercise appreciable latitude in the matter of the actual sum

With the annual statistical abstract published by the National Automobile Chamber of Commerce, U.S.A., is a statement that brings home forcibly the fact that motor haulage has become a predominant factor in passenger transport. The motor vehicle carries annually almost double the number of passengers conveyed by the whole of the railways in the United States and Canada. Yet, it is pointed out, the capital of the motor industry is only about one-thirtieth of that invested in railroads. "It does not require," proceeds the statement, "a very vivid imagination to picture the future of the automobile industry. The huge task of world reconstruction after the war is certainly going to create an unprecedented demand for motor-propelled vehicles." To meet the coming road traffic, the United States will expend upwards of 52 millions sterling on highway construction and improvement during the current year, which was decided upon through a developed appreciation of the utility of motors as a means of relieving the congestion on the railways.

The Toronto-Hamilton Highway Commission (Canada), which controls 40 miles of concrete roadway between these two chief industrial centres, has

announced that it is prepared to take care of motor waggon traffic on this model road. Regulations have been adopted by the commission for the governing of the use of the highway by "commercialised" traffic running on a schedule basis. This has been done in anticipation of the inauguration of a regular motor waggon service between the two cities by companies authorised to conduct a public motor transportation business. Vehicles in the service will be licensed for the purpose by the commission, and will operate under special regulations. This is the first move in Canada to supervise the operation of trade motors on a regular route. These regulations will not restrict the free use of the road for transportation purposes by those manufacturing concerns which have factories along the route and which will be using many vehicles for private delivery.

The production, importation, distribution and consumption of petroleum in Italy has now been brought under State control. The available quantities, deducting the amount set aside for Government requirements, are until further notice to be exclusively reserved for the needs of agriculture and for lighting purposes.



Advantages of motor transport availed of in Mesopotamia by the British military authorities. A Napier business vehicle adapted to rail traction conveying a unit of 27 men from a certain point to the front. That a moderate-powered motor lorry can transport such a body of men with ease and speed to any desired point on the railway system is, indeed, remarkable.

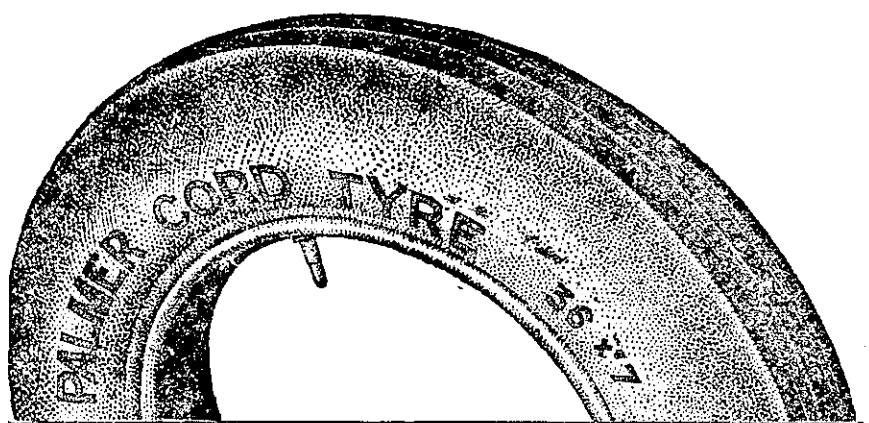
paid most nearly to satisfy their requirements. At home the first observable motoring after-effect of the war will be to confine the individual car purchaser within a very much closer price range. While there will be always a certain demand for cars produced to sell wholly irrespective of cost, a big increase is to be looked for in the call for cars produced with each model to fit a certain price category. After the war the man with a £200 vehicle in his mind will not be in a position to pay £225 for one; nor will the man with a £400 car in mind be able to pay £500 because it will enable him to obtain a machine superior to anything that will be available for the lesser sum. His limit will be £400, and nothing above that price will interest him as a buyer. In other words, to meet the post-war demands of the public the motor trade will have to keep retail price in mind to a much stricter extent than has been needful in the past.—H. Massac Buist, in "The Autocar."

Lack of proper lubrication is a fruitful source of trouble in connection with valves, either through over-lubrication causing carbon deposit or lack of lubrication leaving the surface dry. In either case, the action of the valve is affected, especially of the exhaust valves, for they are exposed to extreme heat. The general result is sluggish action, but in extreme cases the valves may get seized or stuck in their guides. Outside oiling is only a temporary relief, and entails the trouble of taking off the cover plates. Hence it is generally the case that the valves are neglected.

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