

fied that he did this at once. Neither car was travelling at an excessive rate of speed. Defendant's driver said that he was driving at about ten miles an hour until within two cars lengths from the plaintiff, who was coming toward him at about the same speed, when he reduced speed and almost came to a standstill, when his car was struck. There was some evidence to show that the brakes on defendant's car were not as effective as they should have been, and that possibly was the reason why defendant's driver did not pull up earlier. If, however, both drivers had acted promptly and with reasonable care, there would have been no collision. Each party was non-suited without costs.

According to Mr. Handley Page, whose great aerial weight carriers have become famous for their remarkable doings—his latest machine can make a non-stop flight of 2500 miles at 100 miles per hour. This means that the trip across the Australian Continent from, say Perth to Sydney, could be negotiated in one day.

A naval officer, Commander F. W. Belt, D.S.O., R.N.V.R., who has seen a great deal of service in the war, was a passenger to Australia by the Niagara. Commander Belt was attached to the Armoured Car Division in France and Belgium in 1914-15, and at the end of 1915 was second in command of the detachment of 500 officers and men which proceeded to Russia. The detachment was ordered to the Caucasus, and fought in Armenia and North-west Persia, the Grand Duke Nicholas being in charge of their operations. It removed to Roumania on the entry of that country into the war, and remained there until transferred to Galicia to assist the Russians in their final attack in July, 1917. The division led the attack, but when the Russian panic set in the cars had to cover the retreat. Early in 1918 Lenin and Trotzky confiscated all the cars, stores and supplies, and the detachment had all it

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could do to get out of the country with kit-bags and rifles. Commander Belt was subsequently sent to America on Admiralty work. He is a native of Adelaide, South Australia, and is now proceeding there on private business. Afterwards he will return to England.

It is proposed that the thousands of motor lorries and tractors used by the American Army abroad, should be returned to the States, repaired, and put into service as motor postal expresses. Congress has been asked to appropriate nine million dollars towards this scheme.

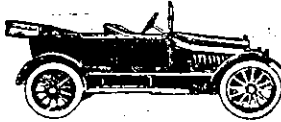
It will be a long time, according to an English authority, before any reduction in the cost of material and labour will make itself evident by a reduction in the selling price of motor cars manufactured in England of given type and quality. The maintenance of output by a large factory involves heavy stocks of material and large commitments. The material that comes in to-day does not go out in the form of a part of a complete vehicle to-morrow. Right up to the present moment the cost of material has remained substantially at war maximum. Were the cost to begin to drop immediately, many months would elapse before the effect would be felt in the cost, and therefore in the price, of the vehicle as a whole. We all hope that later on manufacturers will be able to quote lower prices, but the decline at the best must be gradual, and the saving effected by buying a new vehicle in six months' time instead of now would therefore be very small if it existed at all. Thus the saving on first cost to be effected by waiting is not likely to be more than trifling unless we are prepared to wait for at least a year or possibly longer.

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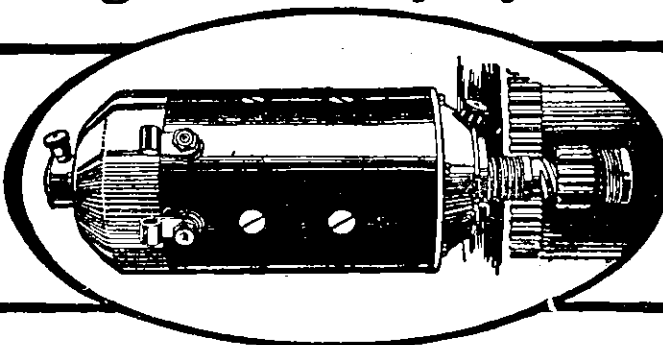
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