

The latest idea in America is to have women motor milliners, who are to act as a sort of dressmaker to the car. They select the materials, the colours of cushions, of leather and the paint, and also plan the design of the interior. "Good luggage space," we are told, "is regarded as essential. Drawers and boxes under seats, lockable and dust-proof, are needed for wraps, etc. Women like a removable polished floor of wood because so many skirts are soiled on oily, dirty floors."

Never in the history of aviation has any event created such world-wide interest as the proposed flight across the Atlantic Ocean from America to England or vice versa. For many weeks much speculation has been indulged in regarding the prospects of success which the different contenders for cross-Atlantic honours possess, and all along Harry Hawker, the intrepid Australian airman, whose deeds are not unknown to New Zealanders, has been recognised as the most likely candidate to accomplish the gigantic feat. Hawker's friends have always regarded him with amazement owing to his incredible toughness. On the coldest days he has ascended to high altitudes and has not been provided with extra clothing. One of his achievements was to attain a height of 25,000 feet without using oxygen and nose dive rocket-like, which is a tremendous lung test.

In an American paper to hand appears an interesting article tracing the history of the motor bicycle in the United States, and in which reference is made to the early days of the Indian machine. It appears that it was at the end of August, 1900, the Hendee Mfg. Co., which had been manufacturing Indian bicycles in its works in Springfield, Mass., announced that preparations were under way to produce an Indian motor cycle. The factory then in use occupied about 14,000 square feet of floor space, which was expected to be sufficient for both bicycle and motor cycle departments for a while. The first Indian made its appearance

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early in June, 1901. The engine was built into the frame under the saddle, the general lines, closely following the standard bicycle diamond frame. The motor was rated at 1 1/2 h.p., and the weight of the entire machine was but 75lb. The fuel tank was built over the rear mudguards, with a small oil tank above it.

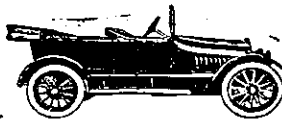
There are two kinds of motorists who do not get full value out of their cars. The one is the fussy individual who is for ever thinking that this or that wants adjustment, with the result that his car is more often in the workshop than on the road. The other is a greater sinner, but a more picturesque one. He is the happy-go-lucky one who expects a motor car to run on for ever. He gets good value out of his motoring until the car stops or develops symptoms of general debility and premature dissolution, and then he has to pay. This he generally does with a smiling face, to the considerable depletion of his exchequer, the great financial gain of the local repairer, and the benefit of the labour market. It is to his credit that, as a rule, he does not blame the makers, but instead recognises that the fault is his own, kicks himself metaphorically, pays up the regular bill and continues his happy and inconsequential running of the car. But with patients in the garage it is the same as with patients in the hospital. Neglect of early indications of derangement, running the machine—human or mechanical—in an unfit condition, improper feeding or lubrication—all end in the big, expensive, ultimate overhaul with a skilled man to superintend, and the slow and tedious pull-back to renewed vigour and activity. Unfortunately, in the case of the human machine, the tug-of-war is sometimes won by the grim opponent—there are no spare parts or replacements to be bought. With the mechanical machine we can tinker it up, replace misused parts with new and generally restore the organs to their original condition.

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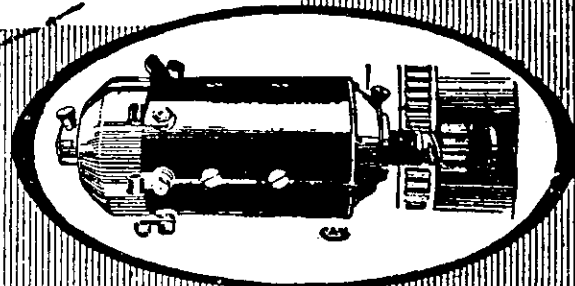
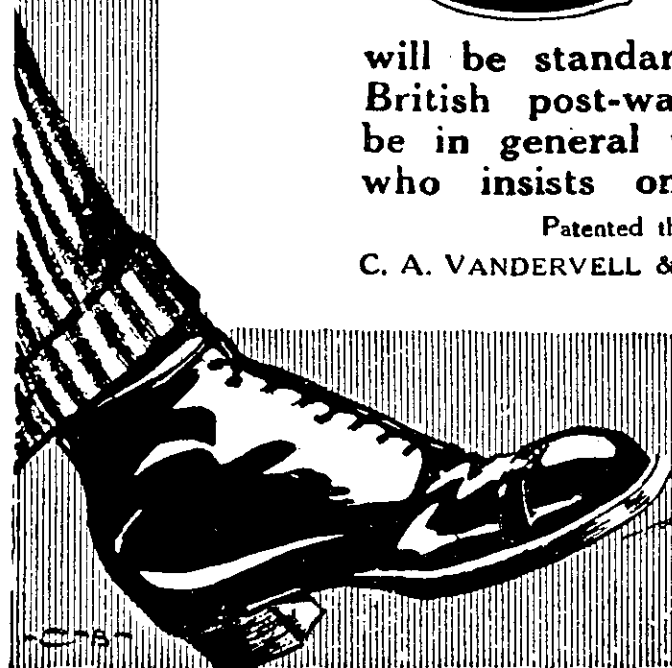
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