

Captain Euan Dickson leaves England by the Arawa on September 14 to take charge of the Sockburn aerodrome for the Canterbury Aviation Company.

At a meeting of the Auckland Automobile Association last week a committee was appointed to make inquiries regarding a property in the city for the provision of a garage and club rooms for members.

Mr. W. H. Field, M.P., is to ask the Prime Minister in the House of Representatives whether the Government is going to introduce any fair system of taxing motor vehicles. Motor owners, said the hon. member, were quite ready and willing to pay such taxation.

At the annual meeting of the Otago Yacht and Motor Club, office-bearers were appointed as follows:—Commodore, Mr. A. C. Hanlon; vice-commodore, Mr. H. E. Moller; rear commodore, Mr. W. R. Waters; hon. treasurer, Mr. E. C. Hazlett; committee, Messrs. C. W. Sundstrum, J. R. Cameron, J. H. List, D. Patterson, T. Harridge, A. E. Jenkins, A. Lewis, R. S. Knight, F. Goodwin, and A. Welch; hon. treasurer, Mr. J. R. Cameron; secretary, Mr. E. S. Wilson; auditors, Messrs. G. Canter and N. Oliphant; delegates to the Motor Boat Association, Messrs. C. W. Sandstrum and E. C. Hazlett.

The two electric motor lorries purchased about a year ago by the Napier City Council have covered 11,000 miles at a cost of £140 for current and £1 17s. 6d. for repairs.

A fatal collision between a motor bicycle and a buggy occurred at Kamo Road, Whangarei, the rider of the motor cycle, Louis Osborne Woodcock, being killed. It appears that the deceased was riding a motor bicycle on the Kamo Road about 7.15 p.m. on Saturday week, when he collided with a gig, driven by Mrs. Parkes. The shaft of the gig penetrated the deceased's neck, killing him instantly. It is stated that the deceased was proceeding to his lodgings on Kamo Road, after having taken part in a football match at Portland. He had passed through Whangarei, and was going at a fast pace, and apparently did not see the gig until he was too close to avoid the collision. Dr. R. W. Baxter was called to the scene of the accident, but could only pronounce life extinct. The deceased, who was employed by Dalgety and Company, Ltd., as a clerk, was about 24 years of age. His parents reside at Trafalgar Street, Onehunga.

The Milford Sound track has been more or less neglected during the past few years owing to bad roads and the effects of the war, but (the "Southland Times" states) there are signs that more popularity will come its way during the coming holiday season. Many requests for information regarding the track have been received by the local Tourist Department, and the guides and hut-keepers will probably be going out earlier than usual to get the track in order. In addition to the present mail contractor's cars a new motor service is being started.

Bicycle thieving is rife in Nelson at present, and scarcely a day passes without an advertisement appearing in the papers there concerning the removal of bicycles by unauthorised persons from places where they have been left by their owners. Several thefts have taken place in broad daylight. In some cases the machines have been ridden for a short distance only and then abandoned, while in others the bicycles have disappeared altogether.

LADIES' GOLF.

Auckland.

In the semi-final of the senior championship of the Auckland Ladies' Club, Mrs. Dargaville defeated Miss M. Payton, the holder, by 3 up and 2 to play; Miss G. Gorrie defeated Miss K. Holmes 5 up and 3 to play. Mrs. Dargaville and Miss Gorrie will play the final on a date to be decided later. In the semi-final of the junior championship, Miss G. Buddle defeated Miss M. Cameron by 5 up and 3 to play. Miss Buddle will meet the win-

ner of the match between Miss M. Frater and Miss M. Scott in the final. Waitemata.

In the final of the senior championship of the Waitemata Ladies' Club Miss Goudie beat Miss Robson, 4 up and 2. The final of the junior handicap resulted in Mrs. Clarke beating Miss Blackburn, 3 up and 2. Palmerston North.

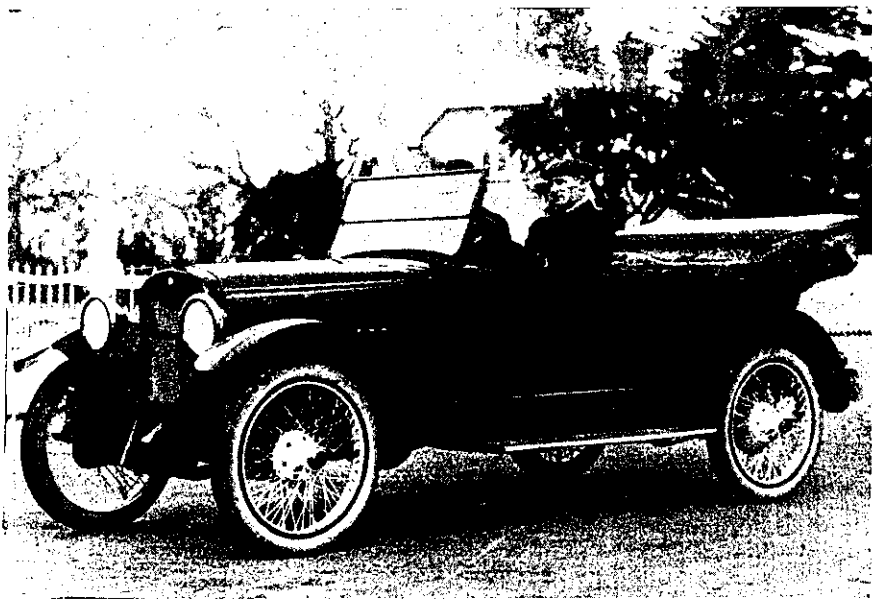
In the ladies' medal matches on the Manawatu Golf Club's links the following were successful:—A Grade: Mrs. A. Seifert; B grade: Miss Barnicoat. Juniors: Miss Coombs. The junior championship was won by Miss Iris Fowler, Mrs. E. Cave being the runner-up. Christchurch.

The Boyle Inter-Club Challenge Cup played for at Shirley resulted as follows:—Mrs. Gresson (Hagley) 0, v. Mrs. Murphy (Christchurch) 1; Miss Bean 0, v. Mrs. Richards 1; Mrs. Ronald Fisher 0, v. Mrs. Donald 1; Miss Preston 1, v. Mrs. Green 0; Mrs. Boulnois 0, v. Mrs. Comerford 1; Mrs. Worthy 0, v. Mrs. Hill 1. Totals: Hagley 1, Christchurch 5.

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Mr. C. H. Cruickshank in his new 40 h.p. Elcar, a popular American model.

A question was addressed to the Prime Minister in the House regarding the taxation of motor vehicles to provide local bodies with funds for the upkeep of roads, particularly main arterial roads. The reply stated that provision was proposed in the Motor Bill of 1914 for the allocation of a proportion of the fees payable in respect of the registration and licensing of motors to be expended in the special repair of roads used for motor traffic within the provincial district in which the fees were received. It was not found possible during the war to proceed with that measure. An intimation of the Government's policy in regard to the question of the upkeep of roads, particularly main arterial roads, would be made at an early date.

Speaking of road building in America, Mr. W. G. Craven, an American expert, in the course of an address at Invercargill, quoted some figures as showing the effect of improved methods on the numbers of motor vehicles in use. In 1915 there had been 2,445,664 cars registered in America, and three years later there were 3,500,000—an increase of over 40 per cent. in three years. For every thousand of the population in the United States there were 49.5 miles of road, of which 5.21 miles were surfaced—equal to 10 per cent. of the total. In New York State, with an area of 50,325 miles and a population of 9,113,000, the motors registered in 1918 over the 1917 numbers showed an increase of 65,595. During the period between 1909 and 1914 the asphalt roads had increased by 15 1/2 per cent. and the gravel and macadam roads had decreased by 24 per cent.

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A question put to the Minister for Public Works was whether the Government had yet considered the question of defraying the cost of repairing roads which had been seriously damaged by heavy motor traffic forced on to such roads by the present curtailment of the railway service. Sir William Fraser's reply was that the Department was prepared to consider each application for assistance on its merits.

In reply to a letter from the Auckland Automobile Association concerning the enforcement of the city by-laws in respect to horse-drawn vehicles, the superintendent of police wrote stating that during the last six months 28 different drivers of horse-drawn vehicles had been before a court for having insufficient lights, and three for failing to keep to the left or near side of the street. "The police enforce without discrimination the provisions of the city by-laws dealing with fast and slow-moving vehicles, and I do not think that the drivers of the latter are such habitual infringers of the by-laws as your association would have me believe," added the writer. It was decided to make further representations on the matter.

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