

MOTORING & CYCLING.

(CONTINUED.)

Major Kuyon Kenneth MacDonald, R.A.F., who was killed at Cheviot while rabbit-shooting, was the eldest son of Mr. Ranald M. MacDonald, of Bealey Avenue, Christchurch. Major MacDonald, when 25, enlisted in December, 1914, in the Canterbury Mounted Rifles, New Zealand Expeditionary Force, and went into camp at Trentham. From Egypt he went to England to take up a commission in the Sherwood Foresters, and in 1915 transferred to the Royal Flying Corps. After spending some months in training he joined the 54th Squadron in France in April of the same year. In September, 1916, Major MacDonald was dangerously wounded in an air fight, but managed to get back to his aerodrome. For several months he was incapacitated by his wounds, and also suffered severely from shock. Afterwards he was appointed flying instructor at Grantham, England, and at various other aerodromes. In 1918 he was promoted captain, and was appointed wing examiner in the south-eastern district. Subsequently he was promoted major, and attached to headquarters in London. In April he was demobilised, and returned to the Dominion. Major MacDonald was born in 1889, and was educated at Christ's College, Christchurch, at Pembroke College, Cambridge, and later was at Canterbury Agricultural College, Lincoln. For some time prior to enlisting he was engaged farming in the Cheviot district. He was married to a daughter of Mr. John Grigg, of Longbeach, and leaves a widow and two young children.

The value of tar-sealing was instanced at a meeting of the Eltham County Council. There was some question as to what should be done with certain surplus toll-gate revenue, and the clerk said he did not know whether it could be used for any purpose but the upkeep of the Eltham road. Councillors said there was no stipulation to that effect, but when the toll-gate was erected they had not anticipated any surplus to be available. That there was, only went to prove the success of the tar-sealing policy adopted by the council in all its road work, which, while necessitating much greater initial outlay, yet was, in the long run, much more economical than the ordinary macadamised road.

The aviation policy of the Government, Sir James Allen, Minister of Defence stated, in Christchurch recently, had not been decided and could not be decided till the Government had time to consider the matter from the military, naval and commercial aspects. Meanwhile the Government had put £25,000 on the Estimates, which was to be utilised in keeping alive the existing aviation schools at Sockburn and Kohimarama. Indeed, the Government had already rendered some assistance to the Kohimarama school, which was in financial difficulty. In regard to Sockburn, negotiations were proceeding between the proprietors and the Defence Department. "We have had a report from Colonel Bettington and from Admiral of the Fleet, Lord Jellicoe, dealing with the question from the military and naval points of view," said Sir James, "and the military have been considering Colonel Bettington's report, and are about to submit a report. I know something of the contents of the report, but I have intimated to the military heads that the Government can do nothing in deciding on its policy until the military and naval are brought into line, as there must be co-ordination. We cannot have two schools, but one, and military and naval aviation must start on the same basis, though, as they develop, they may differentiate. There is a considerable number of New Zealanders who have served in the Royal Air Force—500 or 600 of them—and we are considering as to how far we can create a reserve out of these men so as not to lose the value of their experience."

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Reference to the roads of the county was made by Mr. G. A. Monk, chairman of the Horowhenua County Council, at the last meeting of the council. Some progress had been made as far as road construction during the war, he said, but they would have to go even further in this connection. Twelve months ago matters had been shelved to see what action the Government would take, but beyond promises it had done nothing. One thing was certain, and that was that the council would have to have up-to-date machinery for the roads; and he did not think it would be economical to go on as they were at present doing. South of Otaki there was a perfect stretch of road, but the question was how long would it last. He considered if a permanent surface was not put on it would be unable to hold against the motor traffic. They should take into consideration the question of going in for a big loan—it was no good tinkering with matters. Thousands of pounds would have to be raised, and he suggested that the council should secure the services of a consulting engineer, who would be assisted by the council's engineer. Mr. Monk considered it would cost £50,000 to £60,000 to do the roads, but he asked councillors to give the matter full consideration. It was to the council's credit that the present road-making machinery had been bought out of revenue; other counties had purchased theirs by special loan.

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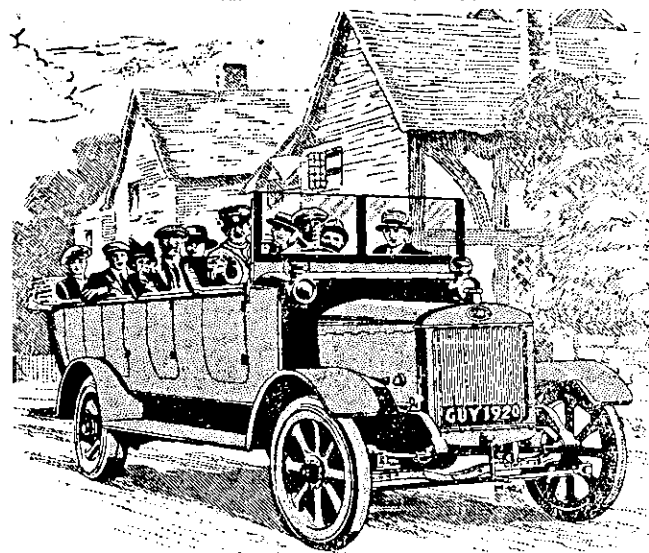
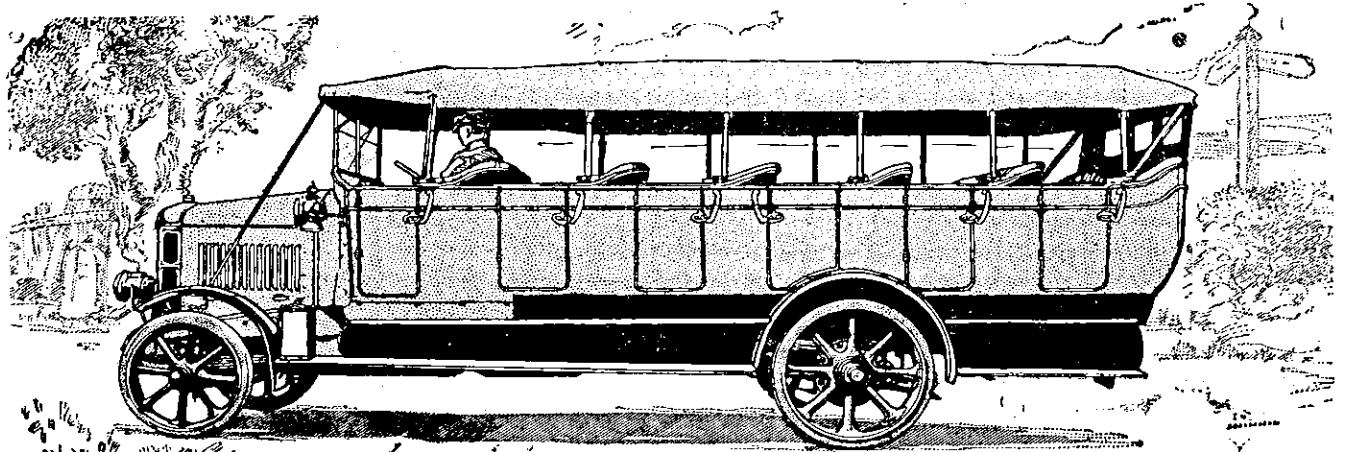
The following new members were elected at the last meeting of the Canterbury Automobile Association: S. Spedding, H. Gresson, J. Murchison, G. G. Greig, R. J. Parsons, J. F. Taylor, R. W. Hanna, W. A. Nicholls, H. S. Kyle, J. G. Taylor, L. White, L. R. Barnett, H. E. Martin, H. N. Francis, Norman Rutherford, N. C. Vale, W. H. Taylor, H. J. Knight, Wm. Cunningham, E. A. Broughton, R. F. Marshall, Thornton Scott, Nelson Jones, T. H. Wilkinson, D. Grimmel, R. G. Power, A. J. Read, T. G. Ware, F. Scott, F. Corrigan, H. A. Millar, W. G. Wrott, T. Masefield, A. W. Adams, A. W. Colee, J. L. Sanders, N. A. Gardiner, D. P. Galligan, James Clucas, A. Cooke-Carwell, G. W. Bailey, R. Forsyth, A. J. Johnston, John Ballagh, H. E. Button, A. E. Wright, D. Deans, C. Deans, H. W. Candy, M. Park, W. H. Perryman, W. J. Ballock, C. E. Gray, C. Were, T. S. Young, S. J. Archbold, R. F. Henderson, R. T. Neale, A. Kellaway, Captain E. Dickson and Mrs. E. M. Read. Ashburton branch: A. Read. Greymouth branch: F. Maine.

Motorists! Don't forget a copy of the Christmas Number of the "New Zealand Illustrated Sporting and Dramatic Review." It will open your eyes to the possibilities of your country.

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MOTORS FOR HIRE
DAY AND NIGHT.

When speaking of the immense possibilities of air defence in the case of future attacks from the sea, Sir Joseph Ward, in a speech at Bluff last week (says the "Southland Times"), let drop a remark about "a certain bomb that the public know little about," which piqued the curiosity of his auditors. Later, he let them in a little to the mystery, explaining that he had his information from one of the highest military authorities in the Old Land. A few months before the end of the war one of the enemy Powers discovered a poison which had such a permeating effect that if half a dozen two-pound bombs were dropped over, say, Trafalgar Square, and there were 10,000 people sheltering in the tubes, they would all be dead in a very short time, although the bombs did not touch them. The British authorities had been advised of the discovery fairly early, and at once set about getting a sample. But the Germans, before a bomb was secured, became possessed of the idea that the British had attained their end. This, according to Sir Joseph's informant, saved the position, for the Teutons were afraid of reprisals with their own medicine over Berlin. As battleships, airships and all manner of fighting machines in the future would probably be armed with this deadly weapon, stated the narrator, some idea could be gained of the intensified deadliness of another conflict.

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