

## MOTORING & CYCLING.

(CONTINUED-)

Mr. and Mrs. D. Crozier, formerly of Auckland but now of Christchurch, with Miss D. Crozier and Mr. D. Crozier, junior, motored through the North Island from Auckland to Wellington.

Some 85,000 people are now employed in America making Ford cars, the daily production of which totals 3100. It is a remarkable output, and even then is 400 cars a day short of the present demand.

The possibilities of Hamilton becoming a landing place for mail-carrying hydroplanes were discussed by the Hamilton Chamber of Commerce recently, when the president (Mr. G. Parr) said that so far the aerial mail service had only been considered to coastal towns. He believed an efficient service could be worked between Auckland and Hamilton, where there were two excellent landing places in the river and lake. It was decided to ask the Postmaster-General to place Hamilton on the list of towns to which experimental flights are to be made.

Proposed new traffic regulations were recommended to the Auckland City Council by the Mayor, Mr. J. H. Gunson, as the result of observations made by him when abroad recently. He suggested, pending a statement going more fully into details, that "safety zones" for passengers boarding or alighting from tram-cars be introduced, and that two be placed at the top of Symonds Street and another at the terminus opposite the General Post Office. These "zones" were protected areas, over which wheeled traffic might not pass at all, and within which tram passengers might safely alight from or await cars. This would require a by-law, which, it was recommended, be enacted. Its terms might be such as would enable the application of the principal to other parts of the tramway system within the city, should it be deemed desirable. In controlling congested traffic areas in many large cities this scheme had been a great success. The matter was referred to the committee of the council as a whole.

Evidence was given at the Wellington Magistrate's Court one day last week by Inspector F. W. McCourtie that as motorists were returning to the city after a recent race meeting certain cars greatly exceeded the speed limit of 25 miles per hour. The driver of the Inspector's car said that his machine was capable of doing seventy miles per hour, and his car was "all out" when the offending motorist, Hector McClean, was overhauled. The Inspector put the speed of McClean's car at fifty-five miles an hour, and that, too, on a busy road. Captain Hennah and Mr. R. D. Hanlon, J.P.'s, imposed a fine of £5 and 7s costs. John S. Swinson, who had driven his car at fifty miles an hour on the same date, was also fined £5 and costs, and Frank William Williams, whose car had attained a speed of 40 miles an hour, was fined £3 costs for having "cut corners" on the way to town.

Writing to the "Post" in reference to street accidents, A. P. Hailey has the following to say: "I know that in some parts of America the pedestrian is summoned as well as the driver of the vehicle, and the one in fault is fined. A by-law framed on these lines here would make both parties liable, and would make a pedestrian look up and down a street before crossing. The seat of the trouble seems to be that the general public consider that the motorist is always to blame, quite overlooking the fact that it takes two to make an accident as well as a quarrel. How many times have accidents happened through people stepping off the footpath in front of a moving vehicle, in some cases resulting in the driver being charged with manslaughter? I have driven cars down both Cuba and Willis streets when there were more people on the road than there were on the footpath, and, when sounding the horn to clear the way, it is often taken as a personal affront. I wonder what these people would think if the car was driven on the footpath? As a member of the Wellington Automobile Club, I intend to do all in my power to get them to move in this direction, as I feel certain that, if the pedestrian as well as the driver of the vehicle was summoned, it would do away with 80 per cent. of the road accidents.

Mr. and Mrs. G. L. James, of Auckland, and their daughters are on a motoring tour of the Dominion.

The conference of South Island delegates to consider the advisability of forming a South Island Motor Association is to be held in Dunedin on Thursday, February 12, at 3 p.m.

Recent cabled advices from London and New York notify a big jump in the price of cotton, in some cases the increase being nearly 100 per cent. This will be bad news for motorists, for motor covers are comprised of half cotton, the best the world produces, and the rise in price must in time influence the selling price of motor covers—in fact, all classes of tyres.

The Harley-Davidson motor cycle is almost daily gaining in popularity throughout the Dominion, its excellent service under the most severe conditions leaving no doubt as to its absolute suitability for the New Zealand roads. Both the solo mount and the machine with side-car are in popular demand with devotees of motor cycling, and the Harley-Davidson agents, Messrs. Merson Bros., 170-172 Symonds Street, Auckland, are kept extremely busy in coping with orders for new machines, supplying accessories, etc., and attending to the requirements of the ever-increasing army of Harley-Davidson riders.

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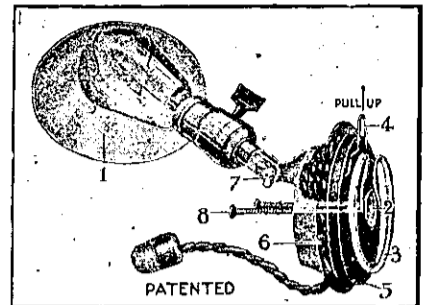
In dismissing a charge against a motorist for exceeding the speed limit on the Ashburton bridge recently, the magistrate, Mr. W. R. McKean, had the following to say:—"It would seem that the by-law, in so far as it purports to limit the speed to 10 miles an hour, is a dead letter. The benefit intended to be conferred by the by-law covers no doubt the safety of the travelling public, but it is clear, from the evidence of the prosecution, that the safety of the travelling public is in no way imperilled by the driving of a car at twice the speed permitted by the by-law. The by-law is not of purely local concern, for it affects the right, common to all, to use a public highway, and the rule is that such a by-law must be scrutinised with greater care than one that affects only the inhabitants of a particular locality. If a speed of 20 miles an hour is safe—according to the evidence it is—then the limitation of 10 miles is unnecessary and of no benefit either to the inhabitants of the locality or to the public generally, and the by-law is therefore unreasonable. The informant demonstrated his method of timing cars crossing the bridge, and, I do not doubt, endeavoured to be quite impartial; but mistakes, I am satisfied, have been made, and I think that they have been made in this case."

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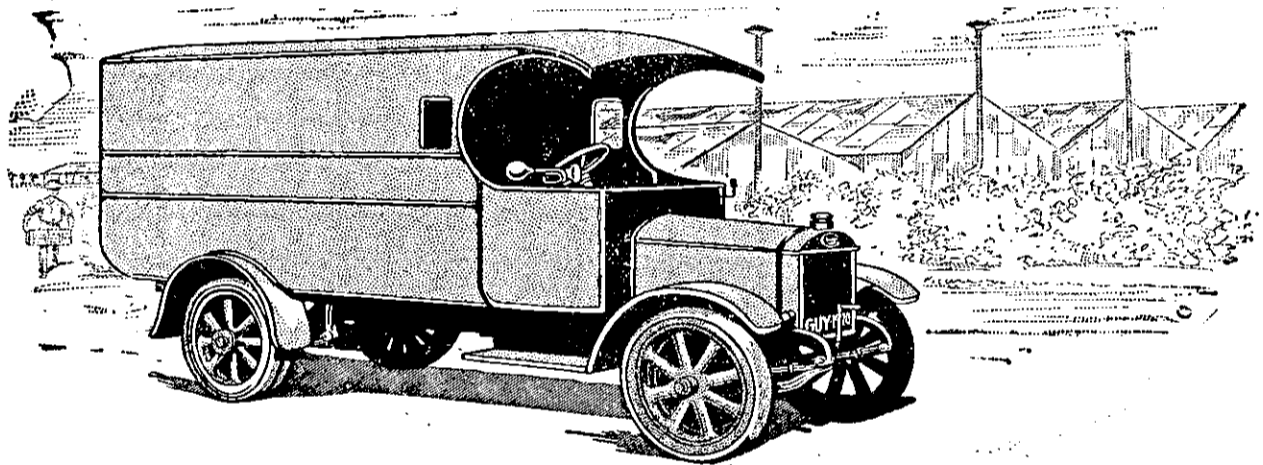
The British Petroleum Development Company, Ltd., of which Mr. Percy A. Hadley is managing director, has completed the erection of its derrick and drilling plant on the Upper Carrington Road, New Plymouth, and drilling operations will, it is expected, be commenced within the next few weeks. Mr. Hadley recently returned from the United States, where he secured the services of three experts.



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