

MOTORING & CYCLING.

(CONTINUED.)

Sergeant Hogan, at a recent sitting of the Hastings Magistrate Court, stated that the new motor regulations providing that no vehicles shall be allowed to stand in the street for a longer period than 20 minutes, other than on authorised stands, had come into force. It was the intention of the police to enforce this by-law as much as possible.

"In my opinion every county council making a distinct effort to improve their roads should have the right to tax motor traffic, either by toll gate or by vehicle license, as a temporary means of meeting the extra cost involved, until such time as the Government can bring in a comprehensive measure dealing with the whole question," remarked the chairman of the Taranaki County Council. "It is absolutely unfair to ask ratepayers to bear the whole cost of the road improvement and motorists to get the free use of them."

A proposal for a flight by aeroplane from Christchurch to Grey-mouth was recently put before Captain Dickson, of the Sockburn Aerodrome, by the Mayor of Greymouth (Mr. J. D. Lynch), who visited him along with Mr. Olney, of Barrytown. The aviator promised the Mayor he would visit the Coast as early as possible and make an inspection of suitable landing places. He stated that there would be no trouble in getting to Springfield, for the country was open, but the route thence to Otira would have to be mapped out very carefully. The nearest landing place appeared to be at Taipo or Jackson's. From thence the route would be into the Grey valley, with the landing place probably at Omoto.

Lieutenant C. R. Pratt, who left New Zealand with the Main Body and saw service in Egypt, Palestine, and on Gallipoli, is returning to the Dominion. Lieutenant Pratt, after receiving his commission, was transferred to the Royal Air Force, and subsequently appointed to the position of instructor, and in that capacity was responsible for the training of a number of New Zealand airmen. Lieutenant Pratt intends bringing several aeroplanes with him for commercial flying, but is at present delayed in Australia, where he is conducting a series of flights. He is interesting himself in the suggested flight from Australia to New Zealand, and if the conditions are suitable will probably attempt to make the passage across the Tasman Sea.

An application on behalf of the Lodge Sparking Plug Company, Limited, for leave to proceed with the registration of the word "Lodge," as applicable to the Lodge sparking plug, as a trade mark under Section 64 of The Patents, Designs, and Trademarks Act, was heard by his Honour Sir John Salmond in the Wellington Supreme Court. Mr. C. H. Treadwell appeared for the applicants, while Mr. J. Prendeville, of the Crown Law Office, represented the Registrar of Patents. The case put forward by counsel was that the sparking plug was the invention of Sir Oliver Lodge, and the manufacturers and vendors were the Lodge Sparking Plug Company, Ltd. The application was made on the ground of use in New Zealand over a period of ten years. Mr. Prendeville intimated that the Department did not oppose the application. His Honour reserved his decision.

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In a lecture on "Aviation and the Possibilities that await the Development of the Aeroplane," Mr. F. Handley Page pointed out that during the war economy in the cost of running played no part in the design. "But since the war is over and peace has broken out," said Mr. Page, "we have had to contend with running a service at a cost commensurate with the number of passengers, and at a price that they would pay to fly. Everyone is satisfied that the stability is good; but everyone is not satisfied that the price is low enough for their pocket, or to carry goods, and our attention has been directed to finding a means whereby economy can be improved and the cheapness of machines increased, and I am pleased to say that we have had very successful results in that direction. Our experiments have been directed to finding out whether it would not be possible to fly with smaller 'planes and one of our interesting discoveries intimates that we shall be able to use 'planes of at least half the size of the present area." Experiments showed that they would be able to land slower with these smaller machines, and that with 25 h.p. instead of 100 h.p. they would be able to fly with pilot and passenger, and with enough petrol and oil for five hours at a speed of 100 to 110 miles an hour. Such a machine would cost from £150 to £200. "Which means," said Mr. Page, "that we shall be able to get a small machine that you could put perhaps in the coal shed, and drag it out on a fine Saturday after-

noon, so as to take your own, or somebody else's, 'best girl'—I was going to say to Paris, but to any destination that you choose—and have a range of 500 miles at a cost no greater than that of running a small motor car."

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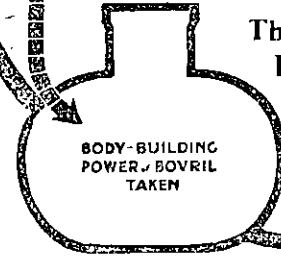
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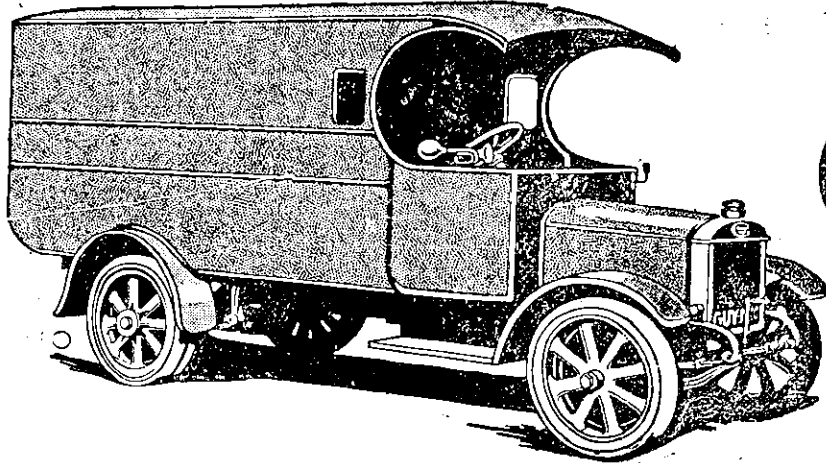


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