

markable service-giving qualities, that they are not content with the usual 2,000 to 4,000 miles service life of the ordinary rubber tyre, but guarantee 10,000 miles service for their 3-inch and 3½-in. tyres, 7,000 miles for the 4-inch, and 5,000 miles for the 5-inch tyres, or agree to replace tyres without question.

The result of the combination of materials used in the construction of these tyres is a puncture-proof leather tread, rendered skid-proof by the use of cold-drawn steel rivets, and reinforced by canvas and rubber carcasses of the type ordinarily used in rubber-tire construction. The leather is thoroughly water-proofed in the tanning process. There are no glued lap joints of leather to open after a short time in service. The rivets are put in to stay, being driven through two thicknesses of leather and resting against a third. Rubber is used for its adhesive qualities, and not where its strength will be taxed beyond reasonable limits, as in the ordinary tyre.

The lining next to the inner tube is of a soft, tight-fitting material, making a smooth, frictionless wall. The heat generated in the tyre casing, caused by the compression of air in the inner tube, is radiated off through the steel rivets in the casing as they travel rapidly through the outer air or come in contact with the cooler pavement.

But the unique feature of this particular tyre construction is found in the method used of building up the tread in such a manner that whole sections of it may be renewed at the factory, and new ones substituted.

Motor Cars and the Law.

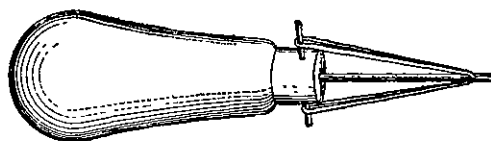
The liability of the owner of a motor car to make good the damage done by his vehicle when it skids has recently been considered by the judges of the King's Bench Division. It appeared that a motor omnibus belonging to the Vanguard Motor-Omnibus Company knocked down a lamp-post opposite the Holborn Town Hall. The accident was caused by the wheels skidding. In an action to recover the cost of repairing the lamp, Judge Woodfall, at the Westminster County Court, held that the driver had been guilty of no negligence. Nevertheless, he held that it was now so well known that these vehicles will skid on a wet day, that anyone who runs a motor-omnibus in the streets is really authorising a nuisance, and that, therefore, he must be held liable for any damage done. On appeal to the King's Bench, Lord Alverstone, in giving the judgment of the Court, said that they could not ignore the finding of fact—namely, that it is well known that these vehicles are likely to skid in certain kinds of weather. Consequently, the omnibus company was held liable. This decision does not accord with a judgment delivered by Mr Justice Bigham in 1906. In the case of *King v. Motor-Omnibus Company* an action was brought to recover damages for injuries sustained in an accident which had been caused by skidding. The plaintiff, who was sitting on the top, was injured by a collision with a lamp post. Mr. Justice Bigham told the jury that the defendants were not liable unless the plaintiff was injured in consequence of some negligence on the part of the defendants or their servants. The negligence alleged was that the

omnibus skidded as the immediate consequence of excessive speed, and the jury would have to say whether the vehicle was being driven at an excessive speed, at the time of the accident. Every miscalculation of distances on the part of the driver did not amount to negligence. All persons were liable to errors in judgment. As a result of this direction, the jury found for the defendants. This decision must now be taken to be supplanted by that recently given by the King's Bench, which is likely to place the proprietor of a motor-bus in a position of some difficulty. He must invent some non-skidding device, or stop running his omnibus, if he desires to avoid liability altogether.

The application of this doctrine in the Dominion is obvious. Motorists must put skidding in the category of actionable nuisances.

Mending a Tyre.

The puncture is a common accident for which it has often been thought that there ought to be a common remedy. As a matter of fact some remedies have been supplied but they are not numerous enough to have yet become common. A very promising one is by G. F. Likne, of New York. It is handy, cheap, and has the reputation among those who know it of



TOOL FOR REPAIRING PUNCTURES.

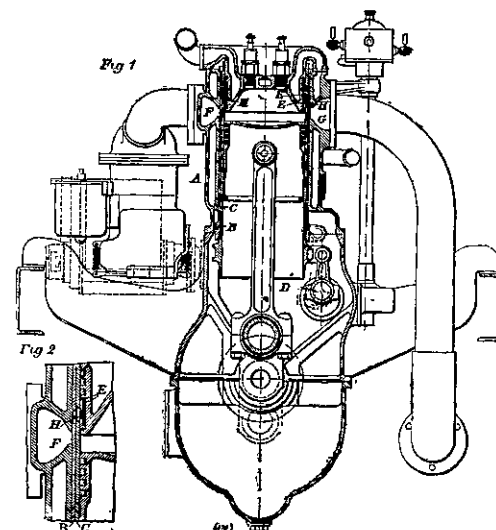
being effectual. It consists of a common darning needle of large size, with its point stuck into a wooden handle, say that of a bradawl. Two pins project from the neck of the handle, as may be seen from the sketch herewith, from opposite sides, and the top of the needle is cut off so as to leave half the eye, which then becomes a slot in the needle. To mend a puncture, stretch elastic rubber bands over the pins and through the slot in the end of the needle as tightly as possible until judgment shows that there is enough rubber to fill the puncture. Then insert needle rubber through puncture in tyre, throw the rubber off the pins and withdraw the needle. The rubber being tightly stretched will contract when released, filling the puncture and leaving a small lump inside and outside of tyre. This will wear off outside in a very short time. It is advisable to ream the hole smooth before applying the rubber. This can be done by heating the needle with a match and then searing the edges of the hole.

The Nizam of Hyderabad proves his modernity. He is the premier native chief of India, and about the most independent. Recently, while he was motoring to an "at home" at the British Residency, one of his vassals, the Nawab Surya Jung, overtook the royal car and rushed past it, narrowly missing a collision. The Nizam was furious. Two days later he issued a Firman, fining the Nawab a thousand rupees and confiscating all his cars. The cars are all very valuable, and the punishment is severe; but the Nizam doesn't like road-hogs. Also, as the native princes are

very reckless drivers, the Nizam's action is heartily approved by most people in Hyderabad.

Car Tours.

Motor car tours have become popular with American passengers by the Cunard Company. It is only necessary for a passenger by a Cunard boat to send a Marconigram at any time during the voyage, and when he arrives at Liverpool he finds a Daimler car to take him wherever he wants to go. "We are sending two types of car to meet arrivals at Liverpool," says an official. One is a 42 h.p. open car, known as the "Rugby," which holds six persons with the driver, and carries three extra tyres, four spare tubes and a hood. The second is the "Hampton," of the same horse-power, which is a closed car splendidly upholstered in drab cloth, and carrying the same number of passengers. We charge £21 to send one of these cars to Liverpool, with a driver, to bring back passengers and luggage to London. For



THE NEW DAIMLER ENGINE.

touring we have a regular tariff, and charge £30 a week not exceeding 500 miles, and £100 for a month not exceeding 1750 miles. The majority of our American customers appear to prefer England for tours, and more especially the Lake District, but several recent arrivals have taken our cars to Scotland." More than twenty American families were touring the country in Daimler cars on the hire system.

A gentleman who signs himself "Agreeably Surprised" writes to us after a most enjoyable trip through the country eastwards from Dannevirke to Napier and Taupo and back to Wellington. He has much to say about the country and what he saw, and he is eloquent of the causes of his enjoyment. All of which, though new to our friend, is well enough known to our readers. The special new thing that struck him was at Hastings. There he was much impressed and delighted with Sampson and Co.'s garage. It struck him as the largest country garage in the Dominion, and the most commodious. There are four pits, the best brazing plant, and a vulcanising plant. There is a large assortment of cars always on hand moreover, Stewarts, Enfield, Vauxhalls, and F.I.A.T.'s. The Sparklet tyre inflater is much in evidence, and there is an electric plant which lights the place very effectively.