

and force an improvement more rapid than could be expected in the course of the existant administration of local affairs.

As I conclude these notes I am sitting in a hotel away up in Sligo, a western county which possesses such gems of scenic beauty that one would have to be a Tom Moore to describe them.

I rowed, late last night, up the river to Lough Gill; by moonlight it was, and the time and place and associations of this country impressed me deeply. The boatman who accompanied me (and did most of the sculling!) has seen 75 summers slip by. He entertained me with stories of the famine years in Sligo (1846 *et seq.*) and the cholera plague in 1848. He remembers the quicklime cart and coffin waggons which patrolled the streets and dealt with the dead (and dying, too!); such were picked up, thrown into coffins, covered with lime and burned. This quaint old waterman related a story about a Patsy Gallagher. Patsy happened to slip and fall in the street just as the coffin and lime carts were passing, accompanied by the doctor. They picked him up, threw him into a coffin and were about to "lime" him when he opened an eye and said: "Sure you won't be after putting the lime on me?" "We will," says the executioner. "But I'm not dead," pleaded Patsy. "Not dead, ye say, not dead! Would ye give the lie to the doctor, who has just cartified ye?"

Yes, I enjoyed the row last night, but the boatman was put out that I had not gone by daylight, so he could point out the historical places to me. "Why the hell didn't ye shtart betimes?" he kept muttering, and emphasised his disgust by sculling nearly 40 to the minute! A man of 75, mark you, and as strong as an ox. I asked him whether he had the old age pension. "Old age pension, is it?" and withered me with a snort. "Glory be, and what 'ud I be doing, taking their charity."

I am off in five minutes to the far west, to Belmullet. The weather is glorious, and this part of Ireland grips one. It brings home to the visitor the antiquity of the Irish civilisation—a civilisation that flourished when the Englishmen dressed in wood.

Various Hints.

(Our Californian Correspondent.)

Los Angeles, May 20.

Buying a Car.

A man came into my store the other day and asked me how manufacturers of automobiles classified them according to price. This man wanted to know why it was not just as well for him to buy a car costing from £250 to £300 as to buy one costing from £350 to £400, according to the equipment of the car. I suppose a lot of people ask themselves this same question. It must be puzzling to a man who is just preparing to buy a car to determine just why he should pay £40 or £60 more for one car than another. Here are a few of the reasons.

Certain Standards in Mind.

Every person who starts out to buy a motor car should have in mind certain standards by which to judge a car. Briefly, these are: Simplicity of design, good looks, ease of control, comfort for

both driver and passenger, proper proportion of weight to size and tires, and the factors of safety, which are—wheels, frame, brakes and steering connections.

Now the reason for buying a car costing from £350 to £400 rather than one costing from £250 to £300 is that the cheaper car cannot have the good manufacture, materials, and the good finish of the higher-priced car. The cheaper has what is known as second-grade leather and second-grade hair in the upholstery. The bodies of cheaper cars are often "dipped" rather than painted. The work on the body cannot be as good. The same high-grade materials and workmanship cannot go into the cheaper car that go into the car costing from £350 to £400.

Care Necessary in Washing Cars.

Washing a car is not a great stunt, provided one knows how and has the proper equipment to do it, for outside of the added complication of the greasy chassis, the art of washing a car represents the wisdom of ages as handed down to us by the coachmaker, the coachman and the livery stable-keeper.

Now the main requisites in washing a car, especially a new one, are plenty of water, long hose, pail, some good chamois skins and a soft sponge. Mud should be washed off every night when the car comes into the garage, with cold water freely supplied from the hose. Be sure and let the water soak in well before sponging or wiping it off. The water, of course, must be cold. Nor is it necessary to use soap every time a car is washed, but if need must, a castile or other fine toilet soap is best. Do not let the soap-suds dry on the varnish. After the car has been well washed with running water it should be rubbed down with a clean chamois skin. The chamois should be rinsed and wrung out and made into a smooth pad so that it will take up any water left on the car from the hose or sponge.

It is always well, too, to have two sets of sponges and chamois skins, and two pails, so that the set that is used on the greasy chassis will not come in contact with the finely finished surface of the body of the car. Sometimes, however, after the car has been washed it may look a little greasy. The remedy then is to take a piece of cheesecloth and rub it off.

Do not use any so-called furniture polishes and renovators. They do more harm than good. The best thing to use is the coachmakers' and pianomakers' remedy, plenty of cold water and clean chamois skins. The cold water will harden and brighten up the finish and the chamois will do the polishing.

Care of Tires.

The average motorist has learned by experience to take proper care of the mechanism of his car, but he, too, often neglects his tires. Ordinary care accorded spare envelopes and tubes is good insurance, and will save the motorist much trouble and money.

A few suggestions at this time regarding the proper care of tires may benefit the reader.

Never carry spare tubes unprotected in the tool-box; they will inevitably come in contact with sharp tools and greasy substances, resulting in their serious injury. It is a well-known fact that oils and grease are deadly enemies to rubber.

Exposure Injures Rubber.

Exposure to strong light and varying degrees of temperature is also very injurious to rubber, robbing it of its elasticity and making it brittle. All of these dangers are overcome by the use of waterproof bags made especially for carrying spare inner tubes. These are supplied by all accessory dealers.

Motorists sometimes carry spare tubes in the original card boxes. The jolting of the car in motion causes the tubes to chafe against the sides of the boxes, eventually weakening or even wearing away the rubber. Unless the tubes are to be stored in the garage, they should always be taken from the original boxes and placed in tube bags.

Cycling and Motor Notes.

Mr. Colin B. King has just completed a 7000 mile touring run in a 30 h.p. Cadillac car, shod with Dunlop tires, journeying from Brisbane, passing through New South Wales to Sydney, over the Blue Mountains to Melbourne, and across the desert to Adelaide and Broken Hill to Cunnamulla, passing within a few miles of the historic spot on Cooper's Creek where the Burke and Wills expedition perished of thirst and privation, the only survivor, by a strange coincidence, being a man named "King." This is the Australian record long distance touring run in the one car with the one set of tires, and is the event of the year in motoring.

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The probable date of Australia's premier road contest, the Dunlop Road Race from Warrnambool to Melbourne (165 miles) is Saturday, October 14th, the Dunlop Rubber Co. having applied to the League of Victorian Wheelmen for that date. The Saturday selected—Caulfield Guineas Day—is a week later than the date upon which the "Warrnambool" is usually held, the change being made with a view of missing the Flemington Race traffic, thus obviating to a great degree the overcrowding of the road associated with the last few "Warrnambool" finishes. The conditions of the race will be practically the same as last year, perhaps with an additional rule requiring contestants to wear suitable costumes, including stockings, thus doing away with the scanty track racing costumes many of the competitors now foolishly ride in. The prize list—totalling over £200—together, with conditions, etc., will be issued at an early date.

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A matter that worries many motorists and intending motorists is the question as to whether it is better to have a single seated body or the ordinary tonneau (i.e., double-seated body) fitted to their cars, irrespective of the wisdom of fitting a light body on a chassis sprung to carry a heavy tonneau. For economical motoring there is no doubt the single-seater—which can be made to carry three people—is a long way better than the tonneau, the saving in tires alone being very considerable, for it is the lateral strain and the additional weight of the extra passengers and body over the back tires that causes fifty per cent. of the tire troubles met with on the road. Of course, the man with a family wants his four or five-seated car, and would be selfish to fit his car with a single seat, but for the motorist who has on family ties there is no doubt that he will get cheaper and better motoring on a single-seater, with chassis designed for the purpose.

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Some remarkable figures were recently established on the Brooklands racing track (London), by a freak 2-cylinder Lion-Peugeot light voiturette (small car). The freakish nature of the engine will be understood when it is stated that the bore of the cylinders was only 80 millimetres, with a stroke of 280 millimetres (over eleven inches). The times recorded were: Flying half mile in 24.21sec.; fifty miles in 39min. 47sec.; hundred miles in 89min. 28sec.; and 75 miles in the hour—remarkable travelling for such a type of car.