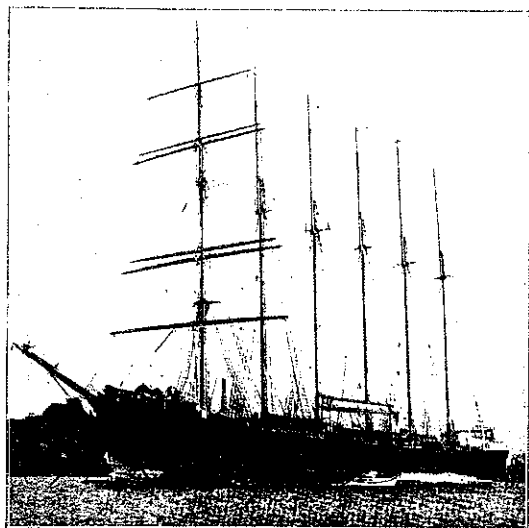


THE DUST NUISANCE

It may not be amiss if I recall that other grievance of the non-motoring public; to wit the dust nuisance. The tons of printers' ink which were spilled over this grievance; the millions of angry protests; the ponderous discussions which were held, including international conferences on the subject—all these are of such recent memory, yet at the same time so distant that one wonders where are all these things now. Out of the chaos of recriminations the fundamental source of the trouble—the dust itself—has been "discovered," and a fundamental remedy applied. The roads must suit the traffic, not vice-versa. As easy for Canute to order the tide to cease advancing as for the anti-motorist to command the stay of the car's progress. Yes, and equally futile.

Road dust means the disintegration of the road surface. Ergo, alter the constitution of the road surface. Make it dustless. This has been done throughout the length and breadth of the land,



An Ocean-Going Timber Schooner Fitted with Wireless Telegraphy

principally out of the special funds derived from "super" motor taxation. And the result is excellent. Incidentally it proves the insufficiency of water-bound macadam for roads where motor traffic is heavy.

An Ocean-Going Timber Schooner Fitted with Wireless Telegraphy

It is interesting to see a mere sailing ship fitted with wireless when thousands of passenger steamers have not that wonderful yet comparatively cheap means of communicating with help in case of accident.

The six-masted schooner "Everett G. Griggs," spoke Sydney the other day when 1500 miles away, and her messages were heard perfectly clearly.

She arrived in Sydney some 16 days after with 2½ million feet of lumber on board from Puget

Sound. The illustration shows her lying at anchor in Johnston's Bay, Sydney Harbour. As will be seen, she is square rigged on the foremast and fore and aft on the rest of the sticks. The "Everett C. Griggs" was built at Belfast by the famous firm of Harland and Wolff. Her dimensions are 308ft. 2in. length over all, 42ft 9in beam, and 25ft. 1in. depth, and her tonnage is 2518 tons.

She is spoken of as a good sea-boat, handy and particularly fast on a wind. Captain Stirling, her master, is very proud of her.

Yachting Notes

Messrs. Collings and Bell, of St. Mary's Beach, Ponsonby, have their works full of orders at present. During the last two months they have completed a 30ft. launch fitted with a 10 h.p. Doman for Mr. Woolley; a 30ft. launch, 10 h.p. Doman for Mr. Ayling; a 32ft. x 8ft. auxiliary also fitted with a 10 h.p. Doman, for Mr. Mansfield; a 28ft. launch, fitted with an 8 h.p. Stanley engine, for Mr. Pegley; a 20ft. runabout launch, 5 h.p. Perfection engine, for Mr. Robinson. They have on the stocks nearing completion two 32 x 8 cruising launches being fitted with 15 h.p. Doman engines; a 26ft. launch to be powered with a 10 h.p. Doman; and have sent quite a number of Doman and Perfection engines to different parts of the Dominion.

The firm have a large number of engines and quantities of accessories to arrive soon by early steamers.

Messrs. Harvey and Lang's new shed in Freeman's Bay presents a lively appearance just now, there being abundant work in hand and on order. Amongst the principal work is a fifty-foot tunnel launch for passenger service in shallow waters. This vessel is remarkable for the unusual style of her construction. The usual practice followed in New Zealand in the building of a single skin boat, is to plank her first on moulds and then steam-bend the timbers or ribs into place, afterwards removing the moulds as the timbers are fastened off. In this tunnel launch the practice of the American and English builders is being followed, viz., the ribs have been put in first and fastened to the keel and gunwhale stringers, and the vessel is being planked up on the ribs and fastening proceeds with the planking. The illustration shows her in frame with the garboards and one streak on. She looks a fine substantial job and is a fair sample of this firm's excellent work. The firm have just completed a 22ft. Mullet boat for Mr. Parker, of Auckland; she has 3ft. 4in. beam, and is a handy looking craft and should develop a fair turn of speed. A 26ft. launch for Mr. Lorrrens, of Ponsonby, is just about completed; she is to be fitted with a 5 h.p. Regal engine.

The keel has been laid for a 35ft. tuck stern launch with 8ft. beam, to the order of a local firm, whose specifications call for a pretty good fit-out in the way of cushions, skylight, ventilators, mast, sail, etc. She is to be fitted with a 14 h.p. Silent Rotor. This is something new, and we hope to have some further particulars and perhaps an illustration for our readers next month.