opinion that there should be a medical officer for every school.

His duties should include a thorough medical examination of every child as soon as possible after admission and shortly before leaving the school, a quarterly inspection of each child, periodic visits at least weekly, general inspections of the institution from a hygienic point of view, advice as to dietary and general hygiene, the treatment of sick children and resident members of the staff, and the keeping of the medical records. A woman doctor is preferable in girls' schools, if resident within a convenient distance.

With regard to dental care, the committee considers that a qualified dentist should be attached to every school, whose work should include two inspections yearly of each child's teeth, extractions, fillings, advice and instruction on the care of the teeth, and the keeping of a dental register.

With regard to nurses it is pointed out that the schools are residential institutions, and that many of the children are suffering from the effects of early neglect. Hence it is necessary to give special attention to questions of health.

On the staff of every school there should be a woman of sufficient training and experience in nursing to recognize early signs of disease, to give prompt and skilled attention to minor ailments, to render first aid in case of emergency, and to understand and intelligently carry out the directions of the medical officer. Dr. Gordon Kelly, the experienced medical officer of Dorset Industrial School, in giving evidence said: "Some training for the nurse is, in my opinion, absolutely essential. Two years' training in a hospital would meet the case. There is no reason why she should not also undertake the work of assistant matron. She would obviously be far more efficient than an untrained woman in every way, and would also very largely relieve the responsibilities and anxieties of the matron and superintendent."

The committee makes the following recommendation as to the emoluments of medical officers of industrial and reformatory schools:

We consider that the medical officer should be responsible not only for caring for the health of the boys but also for the hygienic conditions of their environment. Taking this consideration into account, we recommend that the salary of a school medical officer should not be less than 10s. per head of the number of children in the school; this to be exclusive of the cost of medicine.

THE WELFARE OF THE BLIND.

The Departmental Committee on the Welfare of the Blind, which reported in July, 1917, recommended the establishment in the Local Government Board of a special department whose function should be the general care and supervision of the blind and the appointment of an Advisory Committee of persons associated with the care of the blind. Such a committee was accordingly appointed in December, 1917, and its first report (for the period ended March 31st, 1919) has been published by the Ministry of Health.¹ The existing voluntary agencies for the welfare of the blind have been registered where their objects and activities met the standard set for such agencies. Three conditions had to be complied with: (1) Properly constituted committee of management, (2) properly audited accounts, (3) trade union rates of pay. The list will be revised annually, and the public are invited to limit their subscriptions to agencies on this list.

The deficiency of the census of 1911 in the enumeration of the blind has been met by an inquiry through public bodies. A register formed on the replies thereto shows a total of 25,840 blind persons in England and Wales. It is thought that when omissions are made up the total will be 30,000. A fourth of the blind live in the northern counties, Lancashire giving a high proportion. Next come London and the home counties. Inquiry was made into the work of the blind, and it was found that the unemployable group (11,895) is the largest, being 46 per cent. of the total enumerated. This class represents the real crux of the problem of dealing with the blind.

Of blind persons in occupations the largest proportion are engaged in basket and cane work; there are relatively few in outdoor occupations. It was found that a large number of blind children are not attending school, and of these 40.6 per cent. were returned as mentally defective.

A table of the age of onset of blindness shows that 21.4 per cent. were blinded within the first year of life, the majority of them within the first few months. After the first year the incidence is, roughly, 10 per cent. for each decade up to 70 years. The inquiry did not elicit useful

information as to the causes of blindness, so far as disease was concerned, owing to the absence of medical opinion. But accidents were found to account for 12.3 per cent. of the total. It is believed that a considerable proportion of these cases of blindness would be prevented if better protection by goggles and the like were provided in certain industries. An analysis of 6,000 returns of eye accidents, received by the Home Office, showed that 51 per cent. were due to chips of metal or grit striking the eye.

Trade union wages do not allow the slow-working blind to gain a living; a scheme for the augmentation of wages has been framed which it is believed will provide an incentive to work and offer no inducement to malingering. During the war there has been ample work for the blind, and measures are to be taken to secure a sufficient diversion of work to keep them employed in normal times. It is reported that an attempt to co-ordinate the London workshops has failed, and that the whole position remains unsatisfactory. Perhaps the grants for workshops adumbrated in the recent regulations of the Ministry of Health will foster the desired co-operation.

The Committee urge the extension of education beyond the age of 16 years, and hope that compulsion would be put on authorities under the Education Act of 1902.

THE OLYMPIA MOTOR SHOW.

FEATURES FOR THE MEDICAL MAN.

By H. MASSAC BUIST.

THE first post-war Motor Car Show opens at Olympia, London, under the patronage of the King, on Friday, and there was a press view on Thursday. It reveals that in the interval of war the industry, as well as the profession, has had to recast its ideas concerning what can be marketed and bought in the way of a motor vehicle for any sum of money that represented a car classification of sorts six years ago. As the members of the medical profession have not enjoyed 100 per cent., or more, increase of income in common with organized manual labour, the medical man will think of the cars of 1920 that are likely to serve him in much the same way as he did of those of 1913-14, more or less in price groups. The moment he begins so to classify them he realizes what has happened as a result of the war. For instance, for somewhere about £200 he could have got such two-seater light cars as the Singer, the Standard, and so on, while he could have a middle-size car like the Rover for £350; but to-day that is at least the sum he has to pay for the so-called light cars of the types indicated, while a four-seater Rover now costs £750. This is because, from the manufacturers' point of view, money buys less than half the labour and material it used to do, and, of course, all burdens in the way of taxation and rates are up correspondingly. But all this is of little help to the average medical man.

He observes, of course, that credit is due to the average car manufacturer, first, because relatively few have increased the prices of their vehicles in measure at all corresponding to the enhanced price of labour and materials; and, secondly, because though to outward appearance much the same, the average post-war model of any make of repute before the war is really a vastly better vehicle. For instance, the Rover engine, which has now water-cooled valve caps, gives 25 per cent. more power, and is equipped with the highest grade of mechanical engine-starter; the Lucas set, the electric lighting scheme also is by this firm, and makes a strong appeal to the medical man because there are no more or less exposed wires to get injured when the car is cleaned. These details pass through tubes; the perfection of the arrangements for keeping the dust, dirt, and rain out of the lamps, while, nevertheless, rendering it possible in a moment to replace a broken bulb, are praiseworthy in the extreme. Again, the higher speed of the engine renders it possible to lower the gearing for the direct drive, while its extra power enables the second indirect speed gear to be raised, so that the gap between the direct and indirect drive for hill climbing has been largely eliminated. The back axle has also been notably redesigned to deal with the problem of thrust, and the vehicle is supplied with a very complete but simply equipped instrument board.

¹ H.M. Stationery Office. To be purchased through any bookseller, price 9d.

So it is with the four-cylinder Sunbeam and the Vauxhall. Both machines are war-tested and war-developed; indeed, they have now become rather cars for tourists than for the general practitioner, who does not have occasion to make long individual runs. Those who have will find in these speedier, commodious types vehicles that hold the road well, and climb the hills in time-saving fashion.

SOLUTIONS OF THE PRICE PROBLEM.

Nevertheless, there is no blinking the fact that, though medical men need cars of such sizes and power, the number of them who can afford £750 and upwards is vastly fewer than the number who could pay £350, or less. Indeed, instead of paying more money for their cars, many medical men find they have less to spend. This point has not been lost sight of by the Rover Company, which has done a bold thing in buying an entirely separate factory for the purpose of running it on the one-model programme concerned with an original type of light car which has been tested for a year, and which aims at giving the most suitable service possible for those whose means are strictly limited. If one announces that this vehicle has a nominal 8 h.p. air-cooled, 2-cylinder engine, the chances are ten to one that lips are pursed and noses turned up, remarks being made to the effect that air-cooled and 2-cylinder engines are out-dated for car service. But if the inquirer will possess himself in patience and go into the matter a little more closely he will find that, at least, it will pay him to ponder the situation.

In an age when a motor bicycle of the first quality is retailed with side-car at £180 any manufacturer who offers a sound proposition in the way of a light car for £230 complete must at least command attention. When he goes further, as does Rover, by reducing the weight of light cars as we knew them before the war by 50 per cent., nobody interested in vehicles of this class can afford to ignore this proposition. Very few light cars made before the war scaled as little as 12 cwt. Completely ready for the road, the Rover weighs 8 cwt. and the engine develops 14 horsepower, so that we have here a very high ratio of power to vehicle weight—nearly 2 h.p. to 1 cwt.—therefore something that is really a light car compared with any pre-war achievement. Such a proposition must be bought, like American cars, precisely as it is standardized, with electric lighting and so forth, deviation being quite impossible. The high ratio of power to weight is a matter of particular importance to the medical man, not merely in hilly districts, but also in towns, because, whether we consider omnibus, train services, or doctors' cars, the key of the whole time-saving idea is acceleration. It is almost unnecessary to point out, too, that the light weight of the small Rover car reduces the tyre and petrol bills, as is very necessary since both commodities cost twice as much as they did before the war.

VICKERS'S NEW MOTOR POLICY.

Again, among four-cylinder water-cooled cars we have to note the effects of the process of evolution. For instance, before the war Vickers used to make a series of Wolseley cars, and a Stellite small car designed by the Wolseley Company on extremely original lines, which are apparently now being very carefully studied and, in some points, copied by the motoring industry; but the whole of Vickers's passenger-car business is now consolidated in the Wolseley enterprise, so that the erstwhile Stellite becomes the 10 h.p. post-war Wolseley; it still follows the distinctive constructional features, which, however, have been developed not merely by furnishing an engine starter and a pressed steel frame, because there are now three speeds forward controlled on the gate principle, and the engine has overhead valves and cam shaft, together with special aluminium alloy pistons. It gives 20 h.p. to a vehicle weighing about 12½ cwt. completely ready for the road and capable of a turn of speed up to forty miles an hour, the whole being equipped with either a two or a three seater body scheme. It is a class of car directly appealing to the medical man, in that it gives performance with economy. The main design is so strikingly original that, though it was introduced before the war, it is still as distinctly modern a car as any in the show. Of course, the medical man who wants a larger machine can have the middle-sized Wolseley of 15 nominal h.p., also with an overhead valve four-cylinder engine, the dimensions of which are 80 mm. by 120 mm., against 65 by 95 mm. in the case of

the nominal 10 h.p. model, the same distinctive scheme of cantilever springs being employed in both cases for both front and rear suspension. These two models, with the largest, nominal 20 h.p. six-cylinder machine of the same engine dimensions as the nominal 15 h.p. four-cylinder type, constitute the Vickers's post-war car programme, which aims at an output of 20,000 vehicles a year. Here we have big production from the European point of view in combination with a three model programme such as Fiat in Italy and Daimler in this country favour. Of course, it is the experience Wolseley has had in building aircraft engines that has led to the standardization of overhead valve types of high output, but relatively not high crank-shaft revolutions for car service. Here we have one of those makers of sufficient experience to know how to meet the quite different demands of aerial and of road service.

THE CAR MARKET IN GENERAL.

It is not the purpose of these notes to give detailed specifications of cars calculated to be of service to the medical profession. The only practical way to proceed in face of the limited space at disposal and the wealth of material for consideration is to draw up a table of such vehicles, which is here printed. A glance at it is calculated to give the reader a good idea of what is being done in regard to the respective classes of motor vehicles now on the market.

The "Baby" Peugeot of pre-war days is superseded by another version (not, however, shown at Olympia), which is a notable attempt to produce a practical motor vehicle at a low price. I refer to the 6.2 h.p., block-engined, water-cooled, four-cylinder model with three forward speeds and propeller-shaft drive, which really derives in scheme from the belt-driven "Bedelia," which pioneered the whole light-car movement in Europe, because, like it, the post-war "Baby" Peugeot has the seats arranged tandem fashion, so that the wheel-track is a yard wide only, whereas the wheel-base is two and a half yards long, giving the opportunity to the constructor to achieve good riding in combination with light weight and reduction of production costs. This car has a single transverse spring in the front and quarter elliptic springs at the back. The smallest Peugeot shown, however, is the 11 h.p. model.

NO OCCASION TO GO WITHOUT CARS.

Moreover, as illustrating the fact that the great increase of production costs does not necessarily mean that a vast proportion of the members of the medical profession must go without motor cars, attention may be drawn specially to the post-war version of Vickers's Stellite light car—now renamed the "Wolseley Ten"—with its three forward speeds, and to the entry of Fiat, the largest motor manufacturing enterprise in Italy, into the light car business with a 10½ h.p. four-cylinder water-cooled model on more or less conventional car lines. All these strongly contrasted European-built vehicles will be manufactured on what is generally called the mass-production principle, though it is observable that the manufacturer of none of them uses the word, despite the fact that I have named the four biggest manufacturers in the three countries concerned. The fact is, each of them has such a high reputation that he has no need for catch phrases, and each has such a thorough knowledge of his business that he is aware that the most anyone can do in Europe is quite a trifling proposition compared with the scale of post-war motor manufacturing in America.

SOME REMARKABLE MIDDLE PRICE CARS.

When we move upward in the price scale to the vehicles costing between £300 and £400, it is found that there is a very big range, which, on investigation, prove to be largely established makes of light cars developed, as to power and equipment, some of them to an appreciable extent, as notably the post-war Standard car, which comes at the higher end of this price range. At the higher end, too, we have in the new Willys-Overland car, with entirely original 3-point cantilever rear springing, a contribution from America which will be represented in this country as a one-model programme, the outstanding feature of which is to provide the suspension qualities of a machine of long wheelbase to a chassis of quite ordinary compass.

The original 5-cylinder air-cooled Enfield Allday with girder frame, which I described at some length in

CARS OF INTEREST TO MEDICAL MEN AT THE MOTOR SHOW.
Prices from £195 to £625 Complete. Two to Six Cylinder Types.

Stand No.	Car.	No. and Size of Cylinders.	Price of Car.	Accommodation.	Outstanding Features.
105	A. B. C. ...	2 cyl. x 92 mm. bore	£195	2-seater	Air-cooled engine; price approximate; fabric disc clutch; bevel drive; four speeds.
68	A. C. ...	4 cyl. x 69 x 100 mm.	£470	Coupe	Disc clutch; worm drive; three speeds; C.A.V. starter.
68	A. C. ...	6 cyl. x 56 x 100 mm.	£550	Car complete	First six cylinder light car; price approximate; three speeds; worm drive; C.A.V. starter.
109	Albert ...	4 cyl. x 68 x 103 mm.	—	4-seater	Four speeds; bevel drive; C.A.V. starter.
96	Angus-Sanderson	4 cyl. x 76 x 127 mm.	£450	4-seater complete	"Mass production" new British car; Lucas starter; slipper pistons; detachable cyl. head.
48	Arnol-Johnston	4 cyl. x 80 x 120 mm.	£625	4-seater	C.A.V. engine starter; plate clutch; bevel drive; full elliptic rear springs.
48	Arnol-Johnston	4 cyl. x 80 x 140 mm.	£600	Chassis	C.A.V. engine starter; plate clutch; bevel drive; full elliptic rear springs.
54	Austin ...	4 cyl. x 80 x 127 mm.	£495	5-seater	"Victory model"; overhead valves; £700 complete vehicle scaling 13 cwt. only.
17	Beardmore	4 cyl. x 69 x 120 mm.	£450	4-seater	9,000 yearly output; C.A.V. starter; coupé £535; engine gives 45 h.p.
18	Bentley ...	4 cyl. x 90 x 112 mm.	—	—	ez Perry; "one model programme" car, with helical back axle gear; Smith starter.
42	Bentley ...	4 cyl. x 90 x 110 mm.	£550	2-seater	New British car by shipbuilding firm; 2 higher power models also exhibited; C.A.V. starter.
107	Bentley ...	4 cyl. x 90 x 149 mm.	—	4-seater	Rotax starter; steering column stayed to flywheel casing.
59	Bentley ...	4 cyl. x 90 x 130 mm.	£475	4-seater	New starter; helical back axle gear; 4 overhead valves per cylinder.
103	Bianchi ...	4 cyl. x 65 x 110 mm.	£395	Chassis	S.E.V. starter; 33 per cent. import duty to be added to provisional price.
30	Briton ...	4 cyl. x 63 x 110 mm.	£395	2-seater	C.A.V. starter; disc clutch; worm drive.
79	Bulck ...	4 cyl. x 86 x 116 mm.	£394	Chassis	Broit starter; multiple disc clutch; helical back axle gear.
66	Calcraft ...	4 cyl. x 65 x 95 mm.	£475	2-3 seater	Delco starter; Hele Shaw clutch; three forward gears.
115	Citroen ...	4 cyl. x 69 x 110 mm.	£500	4-seater	Lucas starter; larger engine and radiator; stronger gear-box and axle.
35	Charon-Laycock	4 cyl. x 63 x 100 mm.	£483	2-seater	New French quantity production car; double quarter elliptic rear springs.
99	Chvrolet ...	4 cyl. x 63 x 102 mm.	£375	4-seater	C.A.V. starter; three forward gears; spiral back axle gear.
20	Comos ...	3 cyl. x 80 x 80 mm.	£210	(Approximate)	New U.S.A. car; autolite starter; three forward gears; bevel drive.
23	Dawson ...	4 cyl. x 69 x 120 mm.	£525	4-seater	New radial air-cooled overhead valves; Adams suspension; no differential; weight 6 cwt.
32	De Dion ...	4 cyl. x 64 x 100 mm.	—	—	Lucas starter; three forward gears; spiral back axle drive.
61	De Dion ...	4 cyl. x 70 x 120 mm.	£400	2-seater	T-headed engine; two bearing crank shaft; large diameter valves.
93	De Dion ...	4 cyl. x 62 x 90 mm.	£362	2-seater	De Dion engine starter; four forward gears; cantilever rear springs; aluminium pistons.
31	Dort ...	4 cyl. x 88 x 127 mm.	£450	5-seater	Mechanical starter; three forward gears; also long wheel-base; 4-seater; £462.
77	Enfield-Alday	5 cyl. x 68 x 80 mm.	£350	4-seater	American car; Westinghouse starter; three gears forward. Price provisional.
67	Fiat ...	4 cyl. x 65 x 110 mm.	£530	4-seater	Radial air-cooled engine; girder frame; most original car in the Show.
108	G. N. ...	2 cyl. x 84 x 98 mm.	£184	"Standard"	Fiat starter; multiple disc clutch.
38	Graham-White	4 cyl. x 64 x 85 mm.	£417	Chassis	Air cooled 90° engine with outside flywheel; 4 elliptic springs.
21	Grégoire ...	4 cyl. x 70 x 130 mm.	£590	4-seater	New English friction-driven car; price does not include engine starter.
55	Hillman ...	4 cyl. x 66 x 100 mm.	£275	4-seater	Delco starter; four gears forward; price provisional and exclusive of tyres.
88	Humber ...	4 cyl. x 65 x 120 mm.	£135	2-seater	Friction driven car; transmission details redesigned.
121	Little Midland	4 cyl. x 65 x 120 mm.	£480	3-seater	Lucas starter; three forward gears; worm drive; "Speed model" with body £550.
9	Legarda ...	2 cyl. x 85 x 78 mm.	£205	2-seater	Three forward gears; price exclusive of lighting dynamo; speedometer and tyre on 5th wh.
116	Mercury ...	4 cyl. x 64 x 102 mm.	£375	2-seater	C.A.V. starter; three forward gears; worm drive; price provisional.
114	Meteorite ...	4 cyl. x 66 x 109.5 mm.	£450	3-seater	Internal expanding clutch; three forward gears; bevel drive.
25	Morris-Cowley	4 cyl. x 69 x 102 mm.	£315	2-seater	Three forward gears; bevel drive; price exclusive of speedometer.
10	Morris-Oxford	4 cyl. x 69 x 102 mm.	£390	4-seater	Fabric disc clutch; three forward gears; spiral back axle drive; approximate price.
40	Oakland ...	6 cyl. x 71 x 121 mm.	£550	5-seater	Lucas starter; fabric disc clutch; three speeds; spiral drive; price approximate.
97	Palladium	4 cyl. x 36 x 102 mm.	£395	5-seater	Overhead valves; Remy starter; three forward speeds; bevel back axle drive.
46	Peugeot ...	4 cyl. x 86 x 107 mm.	£470	4-seater	Autolite starter; single plate clutch; spiral back axle drive; novel 3-point cantilever springs.
53	Phonix ...	4 cyl. x 66 x 105 mm.	£425	3-seater	Friction driven car; price does not include engine starter.
112	Renault ...	4 cyl. x 69 x 100 mm.	£425	4-seater	Smith starter; multiple disc clutch; four gears forward.
63	Riley ...	4 cyl. x 75 x 120 mm.	£490	Chassis	C.A.V. starter; three forward gears; worm back axle drive.
33	Ror ...	4 cyl. x 55.8 x 110 mm.	£420	4-seater	S.E.V. starter; three forward gears; bevel back axle drive.
31	Ruston-Hornsby	2 cyl. x 85 x 88 mm.	£230	2-seater	14 h.p. air-cooled horizontally opposed cylinders; cantilever back and front springs.
65	Singapore-Booth	4 cyl. x 80 x 130 mm.	£600	5-seater	New British car; C.A.V. starter; Marles steering gear; gearbox on back axle.
36	Standard	4 cyl. x 93 x 100 mm.	£550	2-seater	Remy starter; three forward speeds; bevel drive.
101	Swift ...	4 cyl. x 63 x 88 mm.	£400	2-seater	Rotax starter; three forward gears; coupé £500 complete.
31	Swift ...	4 cyl. x 80 x 130 mm.	£425	2-seater	Rotax starter; 20 mm. longer stroke; three forward gears; coupé £525 complete.
31	Swift ...	4 cyl. x 80 x 130 mm.	£375	2-seater	Broit starter; disc clutch; four forward gears; bevel drive; price provisional.
31	Swift ...	4 cyl. x 79 x 115 mm.	£350	2-seater	Electric starter; dry plate clutch; three forward gears; bevel drive.
31	Swift ...	4 cyl. x 79 x 115 mm.	£350	2-seater	Rhone starter; four forward gears; bevel drive.
31	Swift ...	4 cyl. x 79 x 115 mm.	£350	2-seater	Dyneto starter; four forward gears; bevel drive.
31	Swift ...	4 cyl. x 79 x 115 mm.	£350	2-seater	Smith starter; plate clutch; four forward gears; bevel drive.
31	Swift ...	4 cyl. x 79 x 115 mm.	£350	2-seater	Smith starter; leather cone clutch; three forward gears; bevel drive.
31	Swift ...	4 cyl. x 79 x 115 mm.	£350	2-seater	Lucas starter; disc clutch; three forward gears; worm drive.
31	Swift ...	4 cyl. x 79 x 115 mm.	£350	2-seater	Ex-Spellite; overhead valves and camshaft; tapered channel section frame; B.L.I.C. starter.
31	Swift ...	4 cyl. x 79 x 115 mm.	£350	2-seater	B.L.I.C. starter; overhead valves; cantilever back and front springs.
31	Swift ...	4 cyl. x 79 x 115 mm.	£350	2-seater	Smith starter; four forward gears; worm drive; price exclusive of fifth tyre.

these columns earlier in the year, materialized at this stand, is perhaps the most original vehicle staged.

In the price class between £400 and £500 we have new British propositions in the Angus-Sanderson and in the Bean (*ex* Perry) and the Ruston-Hornsby cars, of which details are given in the table; also the post-war Austin one-model programme, the chassis lines of which are somewhat reminiscent of American practice and the refinement of which is notable. The nominal 20 h.p. Austin four-cylinder engine gives 45 h.p. on the brake; the hand-controlled brakes operate on the back wheels, and the gear change is on the driver's left hand. This is a car available with four-seater coupé body for £595, and it must be regarded among the class of larger cars for medical men. Therefore, judged even by pre-war standards of costs, it is a remarkably cheap vehicle in face of the equipment. The scheme aims at an output of thirty-five machines a day, and is, therefore, like the Wolseley, a very important contribution by the British industry to the price problem. In this category, too, the French "mass-production" proposition, the new Citroën car, with herring-bone back axle gear, is, happily, to be seen at the Show.

SOME HIGH-POWERED CARS.

Because a certain number of medical men have occasion for large, luxurious, and fast cars development in this field may be reviewed briefly. Rolls Royce and Sunbeam standardize their six-cylinder machines with side-valve engines; Daimlers, Minerva, Panhard, and Piccard-Pictet, with sleeve-valve engines; Peugeot (six-cylinder model), with a novel cuff-valve engine; Hispano Suiza, Farnan, and Grôme et Rhône, as well as Armstrong-Siddeley, Lanchester, Napier, and Straker-Squire, with overhead valve engines. (The smallest six-cylinder vehicle, of course, is the overhead valve A.C. light car.) Notable changes in the Rolls-Royce scheme are an electrical engine starter that works through the gearbox, an entirely new form of cantilever rear spring composed of very few instead of many leaves, and a lighter "livelier" engine. The Napier is a monobloc six-cylinder engine which gives 50 per cent. more power than the pre-war one—80 to 90 h.p.—yet the chassis, which is vastly stronger and more completely equipped, weighs at least 2½ cwt. lighter and provides such a rigid platform for mounting the coachwork that hundred-weights can be saved in the construction of the body. This car has been designed purely for luxury performance entirely regardless of cost, whereby the chassis price is £1,750 against £1,575 for the Rolls-Royce and £1,500 for the Lanchester chassis. The Napier programme aims at an output of about 500 vehicles this season.

By contrast the absorption of the Siddeley-Deasy Company by Armstrong-Whitworth has resulted in that old-established house leaving the Coventry concern to do all its passenger-car production on a one-model programme schemed on a basis of 5,000 vehicles a year, in consequence of which the completely equipped 60 h.p. Armstrong-Siddeley chassis, with mechanical engine-starter and so forth, retails at £720 without coachwork. In the face of the prices at which most chassis are being marketed there should be a big field for the new Armstrong-Siddeley car, for it appears to be practically without a rival in price in the powerful six-cylinder class.

In reviewing powerful and luxurious vehicles, too, we may not lose sight of the Talbot-Darracq eight-cylinder model of very neat design which, like the Cadillac, has side by side valves, and Delco apparatus for starting the engine, for ignition and for car lighting. In the twelve cylinder Lancia Italy sends an altogether remarkable design. This block engine is only 9 in. wide and 2 ft. 4 in. long, being, therefore, in effect a vertical twelve-cylinder, though actually it is not so.

THE PROBLEM OF DELIVERIES.

It is natural that a feeling of irritation should be abroad concerning the failure of promises to give deliveries. In this connexion there is at least a prospect that medical men will really be able to secure delivery of cars within a matter of months; but no idea is more ill founded than the quite remarkably widespread notion that the British motor industry as a whole is singular in having failed to perform according to programme. Neither the French, the Italian, nor the Belgian industries have done any better than our own this year; yet those industries have had nothing like the labour and kindred troubles to hinder

their output. Moreover, though our situation was to be greatly relieved by importations of American cars, we must not let grow a spirit of prejudice or complaint against either the British or Continental manufacturers as being a set of incompetents by comparison with the Americans, whose deliveries to us have practically ceased for the time being by reason of the labour troubles in the U.S.A.

Investigation shows that, though the American motor industry has been slightly disturbed by the war, it has also been helped to an unprecedented extent by it. Yet it is no less behind with deliveries than our own, as may be judged from the fact that, whereas 100,000 cars placed on the British market would adequately satisfy demand in this country, last August America was one million and a half cars behind her home demand, and it is anticipated that the situation will have become worse to the extent of at least half a million more cars by the end of the year. What we must have in mind when according blame or praise to various countries is that America's intention to aid us in the present crisis is a mere policy of trade and enterprise, and is totally unrelated to a problem of her having produced, or failed to produce, cars. Relative to her facilities, certainly she has made no better showing this year than either the British or Continental industries; therefore, it is not fair, nor patriotic, to spread a spirit of complaint against those industries merely because, to establish an export business, the American industry is pleased to let us have cars now at the expense of Americans who want delivery of them in the United States.

A NOT UNSATISFACTORY SITUATION.

Perhaps if our Government and public had the same average of enlightenment that obtains in the New World we should have been even more starved for cars than we have been, because we should have exported all this year's production. In the mean season, American cars were expected to be brought over by the thousand, but the strike trouble has intervened and held up projects; nevertheless, many new makes will be put on the market, though very few such are figured at the Show owing to the lack of accommodation. There is, however, the four-cylinder Chereollet, introduced by the firm of F. S. Bennett, and the Chandler, by Messrs. H. G. Burford.

When the prices of the cars on the market this year are considered, it is found on examination that the British industry offers value second to none in the world. For example, what American or Continental made car of comparable power, accommodation, and performance to the British 20 h.p. Austin is offered at £495? Even if we take cars of entirely novel schemes that have been evolved during or since the war, can the nominal 10 h.p. five-cylinder, air-cooled, radial-engined, girder-framed Enfield-Allday, completely ready for the road for £350, be surpassed by anything hailing from abroad?

On the other hand, we must not live in a fool's paradise and imagine that the British industry has got the foreign ones well in hand. The American industry is not yet offering cars as cheaply as it could and will be able to do in spite of the Exchange situation and the current high shipping rates. The fact is there is no need for it to lower the prices below what are being asked at the moment, because it can dispose of all the cars it can send over to retail at those prices. Therefore there is no occasion to reduce profits at the moment, and make trading conditions harder hereafter by causing a tariff to be set up permanently and, possibly, to a higher extent than that in force to-day.

While in the main there is reason to expect that cars will really be coming out of our own and foreign works in increasingly rapid numbers from now onwards, nevertheless we may not ignore the fact that the full effects of the coal strikes and of the moulders' strikes on motor-vehicle manufacturing have not been felt by the native industry yet, and that if the Government allows any further troubles of this sort to develop the situation will become critical. It is not merely that our own car production will be adversely affected; those who are apt to speak disparagingly concerning what our native industry has not done this year are not even aware that it has supplied vast numbers of crank shafts and other engine and chassis parts to the Continental industry. Many a foreign-built car staged at the recent Salon in Paris could not have been produced except for the enterprise of the British industry this year.