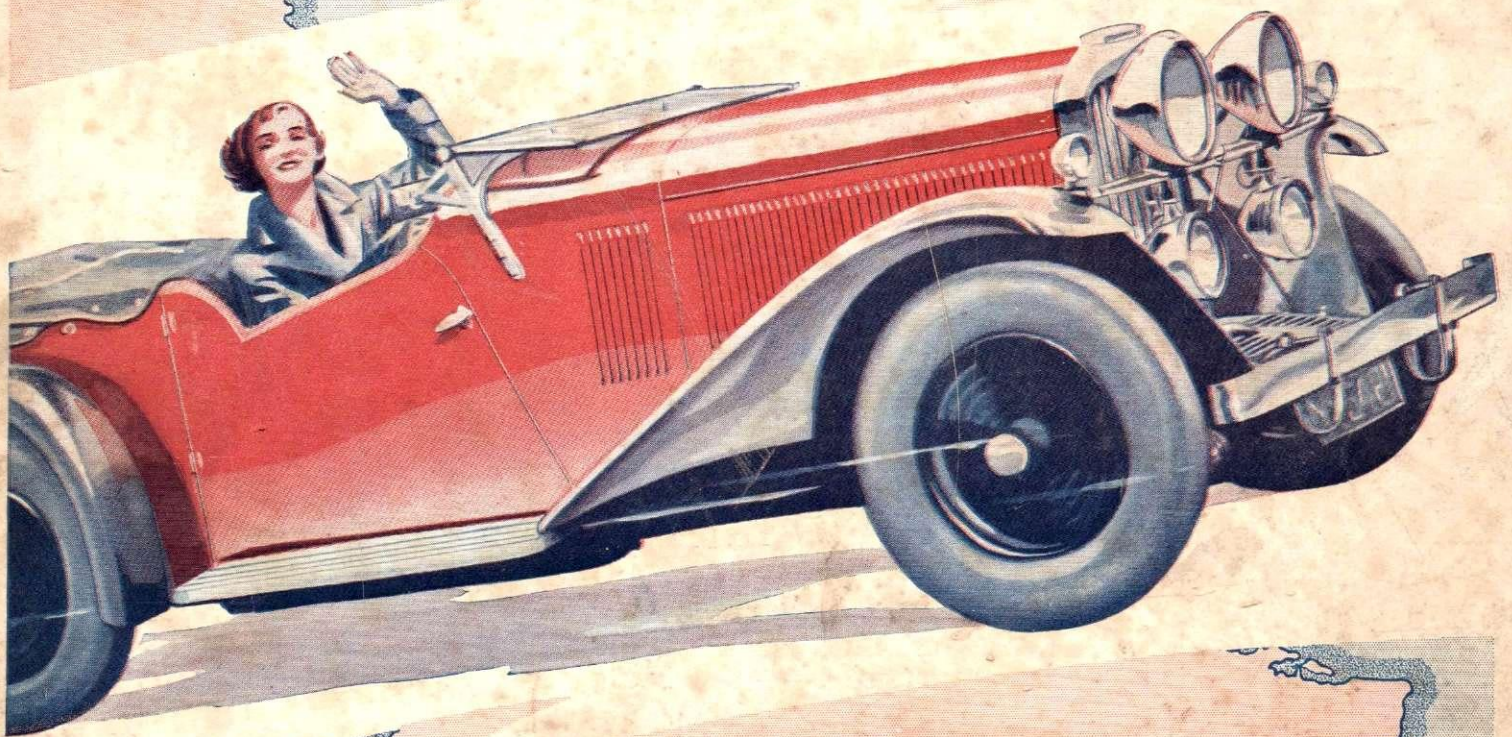


A GRAND TOUR OF SCOTLAND—H. E. SYMONS

JUNE, 1934

# Modern Travel

*(The Sunbeam and Talbot Magazine)*

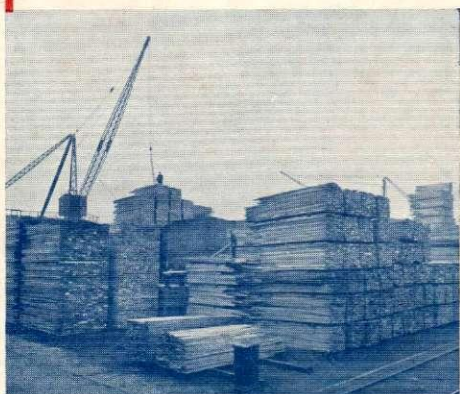




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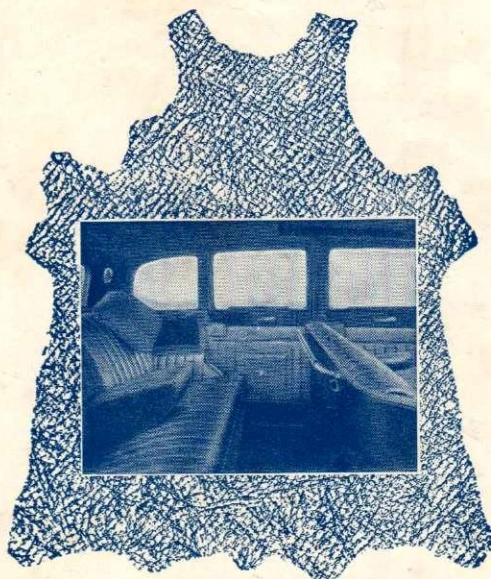


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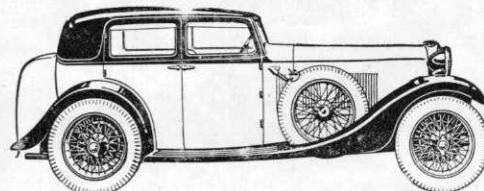
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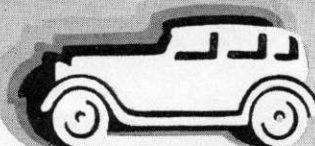
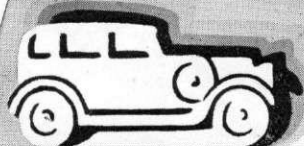
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# MODERN TRAVEL

THE SUNBEAM AND TALBOT MAGAZINE



Vol. I, No. 12.

Price 3d.

JUNE, 1934

*Mine be a cot beside the hill ;  
A bee-hive's hum shall soothe my ear ;  
A willow's brook that turns a mill,  
With many a fall shall linger near.*

ROGERS.

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SPEED AND GRACE IN RICHMOND PARK  
— Talbot "75" Sports Model —



# The Wise Traveller

## Motor Transport and National Safety

BY travelling no further than Westminster Abbey on May 11th, one could get a true vision of the British Empire and its work for civilisation. The occasion, the unveiling by the Duke of York, accompanied by his Duchess, of a memorial in Poets' Corner to the Australian poet Gordon. Adam Lindsay Gordon was Australian only by adoption, English by birth. He was a melodious singer of a manly philosophy of life; and the Archbishop of Canterbury in an address of fine eloquence gave him good credentials for his place.

The true Imperial significance of the ceremony was the proof it gives that the British people in extending overseas have passed to their children nations the full heritage of the blood. Australians, Canadians, South Africans, New Zealanders, show the British genius not only as farmers, manufacturers, traders, but also as poets, artists, musicians. They are worthy of their Mother Country in every aspect of life.

To the enthusiasm and energy of Mr. Douglas Sladen belongs the chief credit for securing this memorial of Gordon in Westminster Abbey. Lady Hilton Young, the sculptor of the memorial bust, has expressed well the vigour — and the torment — in the character of a poet who has been described as the Australian Byron.

\* \* \*

Those railway interests (and their misguided political friends) who think that the sound way to prosperity is to cripple as far as possible the motor industry, probably never give a serious thought to the question of national security, in peace and in war. In peace the motor industry has once had to come to the rescue of the community, when a general strike threatened London and other cities of the Kingdom with starvation; and may have to do the same again. In war time—should the tragedy of another Great War come, with the air as its chief field of campaign—railways simply will not run, except the underground

ones; and such land surface transport as will be possible will be by motor.

Even at the stage of evolution reached by aircraft in the last stage of the recent World War, the railway was becoming obsolete as a means of transport anywhere near the Front Line—rendered so by long-range artillery and air attack. Just sixteen years ago, at the time of the last great German "push," because the enemy had brought our whole railway system to a point close to collapse, the fate of the British Army was largely dependent on its motor lorries. By an intuition—al stroke of genius, or of luck, the then Quartermaster-General, Sir Travers Clarke, had just brought to

completion one of his "gyms"—the building up of a G.H.Q. reserve of motor lorries. There had been several explanations of that Reserve—mostly of the humorous-malicious order. It had been said that it was intended to carry about the baggage of the G.H.Q. Generals; that the Reserve was to find a soft job for some potentate near to the golf links of the coast. But whether it was just a guess, or a bit of far-seeing on the part of Sir Travers Clarke, that G.H.Q. Motor Lorry Reserve had been built up; and it was available to rush into the breach when the railways were largely out of action.

It was, by the way, just at this time, when a motor lorry was above rubies in value, that an entirely healthy, well-preserved example, with driver attached, was ordered to remain in the yard of G.H.Q. premises.

Everyone wanted to know why. The humorist who surmised that it was "waiting for the wine order of the — Mess" found his jape fall flat. The truth was known only to a select few. The motor lorry was told off to carry away the most important papers from Montreuil to the coast, since the evacuation of the town and of all France north of the Somme was possible at an hour's notice. For three days it was never off duty, night or day. I was on the Staff at G.H.Q. at the time and talked with the driver detailed to the motor, who either did no



"It is a splendid 'mike,' Sir"

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know or wisely professed not to know what he was being kept in waiting for. But he commented, with that sound philosophy of the British soldier: "It is a splendid 'mike,' sir."

Next "trouble," if the world is not wise enough to prevent it coming, these British Isles will be subjected to such intensive air bombardment (and possibly also long-range artillery bombardment from the other side of the Channel in temporary possession of an enemy) that rail transport, tied to easily identifiable tracks, with frequent bridges, tunnels and the like, will be almost impossible. Nor would motor transport be exactly a "mike," but with a plentiful improvisation of boat bridges and vehicle ferries it would be able to carry on. I hope that such occasion will never come to England to test its value!

\* \* \*

recent American experiments based on the theory that under the influence of certain drugs, such as scopolamin, suspects are likely to tell the truth. That is, after all, a modification only of the ancient tag *in vino veritas*. But I suspect the American police will continue to have more faith in the robust application of a yard of rubber hose when extracting a confession. For it appears to me that theory of eliciting truth by drug or drink is founded on a fallacy, viz., that it is the nature of human beings to be truthful. A good deal of evidence seems to point the other way, that naturally they are liars, and learn to be truthful—to a varying degree—by religious education and social convention.

A child, as a rule, is naturally inclined to fib, either for getting out of a scrape or of romancing; and has to be taught that truth is a social duty. If wisely taught the child will not be too sternly reproved for



We shall never say anything against motors any more

The latest definition of the perfectly truthful man: Truth reaches its highest expression in the man who can, and *does*, tell the exact facts about the speed of his motor car when (a) trading it off, and (b) explaining an accident. Such a man would certainly be entitled to wear a saint's halo around his hat.

The police, I am told, foretell as one consequence of the new speed limit in "built-up areas" that magistrates will have many more occasions to ask in the future Pilate's desperately puzzled question, "What is Truth?"

If this article could spare the space, and its readers could spare the patience, there would follow a disquisition on the nature of truth, with reference to some

"romancing" fibs. That was not a wise mother who took it so harshly when her little girl came back from a walk with a story of meeting a big bear, that she sent her to her room to beg pardon of the Almighty for telling such a wicked lie. The small girl came back brightly reporting, "It is all right, mummy. He told me, 'Don't trouble, Miss Jones. I often mistake that brown dog for a bear Myself.'"

No space for a long disquisition, but, to get back to our motoring, the average driver is inclined to romance about the speed capacity of his (or her) car; and to be a pessimist about its performance only when trouble is looming. But the inclination should be resisted in the interests of good social behaviour. Motorists have a great responsibility as the pioneers