

Holiday Reminder!



CHECK YOUR CAR THOROUGHLY
before setting out
on your holiday tour

BRAKES Be sure of your brakes. Adjust them correctly. Have linings renewed if necessary.

SPRINGS Check springs for broken leaves. Lubricate leaves and shackles.

WIPER Check windscreen wiper. Check horn. Remember you must have a rear vision mirror.

TYRES If tyres are in poor condition drive SLOWLY. A tyre failure at speed is usually disastrous. Keep tyres inflated correctly, inspect frequently. Don't overload.

STEERING Check and lubricate all steering joints, king pins, etc. Make sure all WHEEL BOLTS are tight.

LIGHTS See that lights are correctly adjusted so that beams do not go above horizontal under any loading conditions.

CHECK THOROUGHLY

Ask your garage to go over your whole car. See that there are no loose nuts anywhere. Lubricate thoroughly. If you value your life, make sure your car is SAFE. And take no risks when you are driving.

ISSUED BY THE TRANSPORT DEPARTMENT

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STREET SCENE: TOKYO, 1946

(Written for "The Listener" by the Official N.Z. Correspondent with the J Force)

IN 1923, Tokyo, "Imperial Metropolis of Japan," in one of the most fearful of modern disasters, was devastated by earthquake and fire. In the years after, the Japanese capital was rebuilt to a careful and attractive plan of modern architecture. There were broad streets and avenues; subways and a suburban railway service which were certainly as busy and probably as efficient as any in the world; the latest in department stores and shops; and skyscrapers which rose into the air as angular as tombstones and about as beautiful. By 1936, Tokyo with a population of 6,000,000 was the third city of the world.

In 1944-45 Tokyo was again laid low, not this time by Act of God but by Flying Fortress and Super Fortress, by bomb and fire. The devastation was almost as complete. In parts Tokyo lay as flat on the ground as Hiroshima did as a whole; and the only difference was scores of raids and countless bombs instead of one raid and one bomb.

Tokyo, to-day, for the second time in less than 25 years, is being rebuilt—to plans which are even more studied than those after 1923. For the aim now is not only western style buildings and business methods but also the western style political pattern, of ideas and ideals. The Frank Lloyd Wrights of 1946 are the Man and the men at the head of the organisations under Allied direction. The hope is that the new structure will stand the test of time and upheaval ideologically as well as the Imperial Hotel has done materially. Frank Lloyd Wright, famous American architect whose work was the subject of great controversy in his own country, designed the plans and supervised the construction of the famous hotel in Tokyo. It was built with "floating foundations," and was the only major structure in Tokyo to withstand the 1923 earthquake.

BUT the New Zealander on leave in Tokyo, however much he laments the past and hopes of the future, is concerned with the present. Even if his six days were extended to 60 he would find it difficult to see leisurely all that is of interest in that most interesting of cities. After the beautiful but rural New Zealand area, a trip to Tokyo is like being born and brought up in the middle of the King Country, then travelling to Wellington for the first time. The difference between Wellington and Tokyo is as great.

In the wide streets between the skyscrapers is constant and busy traffic. There are bicycles ridden with a disregard for safety that in New Zealand would land the owner either in hospital or court. One evening, pouring with rain, I saw an old man riding his bicycle through thick traffic holding a large umbrella over his head with one hand, with his steering hampered by a lighted Chinese lantern, as big as a bucket, on his handlebars. There are motor-cars which vary from (to your surprise) 1942 American models to old chuggers with gas producers. Rickshaws are everywhere, keeping close to the pavements and clearing a way through straggling pedestrians by the warnings from their tiny horns—and if you are not sure that you like the idea of man pulling man, if your mouth opened at the sight of a 16-stone Australian sergeant being hauled along at six miles an hour by a Japanese who could not have been more than half the weight of his customer, there is some consolation in the dismay of the servicemen who find that for their half-mile jaunt they have to pay 30 yen (10/-). You hope that soon Tokyo will follow the example of Shanghai and gradually withdraw all rickshaw licences.

In those streets busy with motor-cars and tramcars are carts drawn by those weary, slobbering oxen with the drivers not riding but always walking either at the front of their steeds or alongside. With horse-drawn carts it is the same, apparently to allow another bushel or

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