

show.' We desire to alarm no one, but merely to put riders on their guard. These mishaps occur even with the most experienced cyclists, and they generally come when least expected.

Cyclists will welcome the electric lamp which has just been brought out by Mr Archibald J. Wright, electrical engineer, of Islington, London. The accumulator is carried in a leather case, at the front of which is a bull's-eye lantern containing the lamp. To project the light at any angle the lantern is fitted with an adjustment whereby it is raised or lowered in the vertical plane. The convenience of this method of adjustment will commend it to the attention of cyclists, who in the ordinary way experience difficulty in deflecting the light as desired. At the back of lamp is a spring-clip, which adapts itself to the lamp-bracket common to all cycles. There are no loose wires, nor any details likely to get out of order. The lamp is made in two—No. 1, 1 3/4 lb weight, and No. 2, 2 1/4 lbs. It is stated that the smaller lamp will with one charge give a light from 7 to 9 hours, and the larger one from 10 to 14 hours.

Unfortunately for comfort and safety of lady cyclists, bicycle skirts are worn a little longer than they were a year ago. The conservative considered the length a little abbreviated, and as no woman can admit that she is less modest than her neighbour, all others must fain lengthen their skirts. The objections to long drapery are well known, the resistance from the wind being the least of them. In coasting or pedalling rapidly down hill, the lengthened skirt will tangle itself in the back uprights of the frame. If the rider is sure of her balance she can let go the handle bar and release the skirt by vigorous pulling, but the predicament is a dangerous one. The advantages of the lengthened skirt are that it can be used in golf playing, and it also makes a less conspicuous dress for wearing all day at quiet summer resorts where athletics are the rule.

In consequence of the largely increased use of india-rubber in electrical science, and its applications to the manufacture of tyres for bicycles and carriages, fears have been entertained lest the supply should prove unequal to the demand. That such fears are groundless is shown by a recent communication from Mr J. R. Jackson, of the Kew Museum, describing the growth of the industry and the various trees from which rubber is at present obtained. (*Nature*, Vol. 55, p. 610.) Para rubber first appeared in London in 1770, as a new discovery for removing pencil marks from paper, and realised about three shillings per cubic inch. Its use was soon extended to the manufacture of air-tight and waterproof articles, and in 1837 the imports amounted to 141,735lb., while twenty years later they had increased to 3,477,445lb., while last year the total imports of rubber from all sources were 431,164cwt., valued at £4,993,186. Para still continues to supply the best rubber, but it is more difficult to obtain than formerly, as the collectors have to penetrate much further into the forest in search of the trees. There is little fear, however, of any stoppage in the supply from this source. Considerable quantities of rubber are also obtained from tropical Africa, India, and the Far East. Central Africa undoubtedly possesses considerable undeveloped resources in this respect, and quite recently a new rubber of excellent quality was discovered at Lagos. In January, 1895, when the supply from this new source commenced, the exports were 21,131lb., valued at £1,214, while the total exports for the year were 5,069,504lb., valued at £269,892 13s 10d. It appears, therefore, that there is little probability of any general failure in the supplies of crude rubber.

A French scientist calculates that in an average day the sun will pour on two and a half acres of ground heat which might be turned into energy equal to the muscle power of 4,163 horses. Mr Mouchot believed that this heat might be utilized and made to do work now done by steam and electricity. He found (says the *New York World*) that by condensing the heat playing on less than a yard and a-half of ground he could boil two pints of water. By arresting sunshine and condensing it small steam engines have been operated successfully in Paris, but nothing has yet been done to realize practically the great hopes of revolutionizing civilization by using directly the enormous power which comes to us daily from the sun. This power is calculated at that of 216,000,000,000 horses, and a thousandth part of one per cent. of it would run all the factories the world will ever need.

The tramways, omnibuses and underground railways in and around London, within a radius of five miles, carry each year, it is claimed, about 453,000,000 passengers.

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HUNTING.

(BY ONLOOKER.)

THE Pakuranga members met at Potter's Paddock last Saturday at half-past eleven in the morning with the intention of having a drag hunt from there to Avondale. Races were to be held at the last-mentioned place, and the enthusiastic hunters took a great interest in these races, as a Hunt Club Steeplechase was to eventuate, and many of the best jumping horses had been entered by their sportsmanlike owners. Mr Gordon laid the drag over six miles of the stiffest wall country, interspersed by some rattling good fences, quite the pick of that part. The start was made over the wall opposite Potter's Paddock, passing through Messrs Paton's, Crawford's, the Three Kings' Wesleyan Mission, Messrs H. Taylor's, Moody's, and Seule's properties. Then came a check of ten minutes on the Onehunga and Mount Albert main road, the following making a splendid finish:—Miss Taylor, Mangere (on Tim), Miss Tribble (Dainty), Miss Kerr-Taylor (Nimrod), Mr Ellet (Arctic), Mr Varnum (Awatuna), Mr Elliot (Saxon), Mr Carminer, and two more gentlemen whose names are forgotten in the excitement. Our huntsman, a game veteran, determined to show the metal and pluck of those who dared to follow him, always picked the highest and most difficult part of every jump to negotiate. One cannot help admiring his unexceptional straight riding. Our huntsman now changed horses, having ridden De-famer in the first part, he now mounted Albion. The latter part of this drag was laid through the Mission Swamp, Messrs Kemp's, Stewart's, and Sandall's property, finishing on the Avondale Road. Three of the Pakuranga Hunt Club's straightest lady riders, followed by a dozen gentlemen, made here another excellent finish. The latter part of the drag, I think, was not as stiff as the former. Some of the hunters had a feeling of regret that they did not finish up over the Avondale steeplechase course, as had been done some years ago, though some of the jumps there have been made much stiffer, but that would not have deterred many from following. The pace throughout these runs was hot and furious; riders simply seemed to be flying. Amongst those present not already mentioned were Colonel Dawson, Messrs W. McLaughlin, Harrison, Rae, Paul, Pollock, Phillips, Burns, Kerr-Taylor, Misses P. Buckland, Rosa Bull, Secombe, and Burns. Driving were Mr and Mrs Horace Walker, etc.

The Woodland Hunt Club, Danevirke, brought their last meet to a close on Wednesday, September 1st. The day was beautifully fine. The meet was at Mangatera, whence a move was made to Piripiri Flat, where a couple of good runs eventuated. The drag was laid by Mr Hughes on Clieve. The following took part:—Mr Roake (huntsman) on the Parson; Mr Hargill, Stockman; Miss M. Scrimgeour, Venus; Mr W. C. Martin, Dolly; Mr J. Godfrey, Nugget; Mr M. Lyons, Maori Jack; Mr A. Cowper, Bonita; Mr Devonshire, Kathleen; and several others were out, and had some good jumping. Miss M. Scrimgeour was to the fore throughout, and negotiated all the fences in best hunting style. Great praise is given to this young lady, she being the only one to follow the hounds this season. We all hope to see this young lady to the fore next hunting season.

Paris manages to make 150,000 francs a year from permits to let chairs in the squares and gardens for the accommodation of promenaders.

SPORTS & PASTIMES.

GOLF.

At the Golf Tournament at Palmerston North last week Wellington was ably represented by Messrs Duncan, D. Fryde, L. H. Tripp, W. A. Fitzherbert, and Miss Burnett, the open championship resulting in a very exciting contest between Mr A. Duncan and Colonel Gorton, Mr Duncan finally winning 9 up, 8 to play.

There was a very good attendance, especially of ladies, at the Golf Links at Miramar in Wellington on Saturday last, when another competition for the Boyle medal took place. The winner proved to be Miss H. Williams, with the score of 118, her handicap of 22 reducing the total score to 96. The other scores handed in were:—

	Score.	Handicap.	Total.
Mrs Lee	100	100	100
Miss L. Izard .. .	130	30	100
Miss G. Ross .. .	111	ecor.	111
Miss Morris .. .	133	18	115
Miss Cooper .. .	126	6	120
Mrs Adams .. .	152	30	122

Fourteen couples took part in the combined doubles match on the Te Mata Links, Napier, last Saturday. It was an unusually interesting game, and was enjoyed by a large number of spectators. All greatly appreciated the afternoon tea given by Mrs C. Ellison and Miss M'Lean. The match was won by Dr. and Mrs Tosswill. Miss Bennett and Mr Cunningham, and Miss Watt and Mr Wood were ties for the second place.

The committee of the Auckland Golf Club decided at a meeting held on Friday that the postponed handicap match for the captain's prize should take place on Saturday.

PRISON-SMUGGLING AT PRETORIA.

DURING the captivity of the reformers in Pretoria Gaol, much smuggling of food was at first practised by the prisoners' wives. Very stringent rules were enforced, and those who could not relish the "mealie pap" and black bread, had to depend on the greater dainties that the ingenuity of their wives contrived to smuggle into the prison. One lady, Mrs Solly Joel, visited her husband daily, the crown of her hat filled with cigars, a bottle of cream suspended from her waist, and at her back, "by way of a bustle," a roasted fowl or brace of ducks. Another lady wore a goodly Bolognese sausage under the body of her dress, as a belt; while yet another managed to take tins of sardines and meat essences concealed in her stockings. It is intimated that the wives were sometimes compelled to resist the desire of their husbands to embrace them, for fear of serious consequences; and the husbands did not always understand their coyness. One lady declined to be embraced "because of the flask of coffee in her bosom." Carresses and embraces, with ladies who are walking ladders, cannot safely be indulged in. Though this reads amusingly, there is no doubt that the wives of many of these Uitlanders displayed a good deal of homely heroism, and are women whom their husbands may well be proud of.

DRAMATIC DEATHS.

WHAT is a dramatic death? asks the *Boston Journal*. Of course, the most dramatic death ever recorded, it answers, was that of Placut, who dropped dead while paying a bill. Then there was the death of Fabius, who was choked by a hair in some milk; that of Louis VI., who met his doom because a pig ran under his horse and caused him to stumble; that of Saneufus, who was poisoned by the albumen in a soft-boiled egg, and that of Zeuxis, who died from laughter at sight of a hag he had painted.

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