

tance if the ground is at all favourable for "running up." This shot, however is not to be confused with the half smothered bumpy "run up" of the tyro. It is a distinct stroke of a very deadly nature from the hands of a good player, but may be learnt with much less trouble than the high pitch of the mashie. I would advise young players to play less with the mashie and more with the iron, especially for the shots of over sixty yards, or thereabouts.

A general meeting of the Golf Club is called for Wednesday, 13th inst., and as very important business is to be laid before the club members should do their utmost to attend this meeting. The question of the sale of the golf links is the subject for consideration.

THE NEW ZEALAND ALLIANCE.

The chief event of local interest has been the tournament, which was played here on May 23rd, 24th, and 25th.

On the 23rd the ladies' matches were played in wind and rain. This did not deter them, however, for there were good entries for all the events. Among the players were several Palmerston ladies, including Mrs Still, from whose style many of our men players might take a lesson. Wednesday is a busy day, but it was not very creditable that there were but two or three men on the links on the Ladies' Day. Mr Harold judged the driving matches, and Mr Watson the putting, besides doing the secretarial work connected with the different events. The men's entries for the combined Bogey Foursome were so few that the match was abandoned, and was replaced by a nine-hole Bogey handicap. The bad weather was no doubt responsible for the poor scores, but the close results show that there was not much fault with the handicapping.

Ladies' 9-hole Stroke Match was won by Miss Stewart, 76-9-67; Mrs Monro (Palmerston) was second in 69, and the next ten were close up.

The Bogey 9-hole Handicap fell to Miss Moore, who was one up; Mrs Still (Palmerston) and Miss Cave were all square. Both the Putting and the Driving Matches were won by Mrs Still.

The Queen's Birthday was a perfect golfing day, and play went on from eight till dark. Four of the holes had been lengthened—a much needed improvement; the greens were in capital order, thanks to the attention of Greenkeeper Murchison. There were excellent entries in all events, the largest being for the 18-hole stroke match.

The enjoyment of the meeting was largely increased by the kindness of the Ladies' Club, whose members provided lunch and afternoon tea all three days from twelve to five. Most of the trouble connected with this fell on the shoulders of Mrs Greig and Mrs Gifford Marshall, but they had plenty of assistants, too numerous to mention.

The 26-hole Championship fell to J. Harold, in 153; Allan Strang (Palmerston) was second in 200. Harold's first round was 88, but he fell off to 97 in the afternoon.

The Driving and Approaching Match fell to J. D. Greig, who got in his shots within 6 yards of the hole. The 18-hole Stroke Match was keenly contested; it resulted in a tie between J. C. Greenwood (22) and W. D'Arcy (20), and J. D. Greig (10), whose net score was 94. The tie has not yet been played off.

On Friday the Putting Competition was won by C. Monro (Palmerston), who putts between his legs with his back to the hole. A competitor, who putted with a self-invented club like a croquet mallet, failed to do anything.

The Bogey Handicap brought out a large field, but the score of 84 was too stiff for all the players, and the nearest player, J. C. Greenwood (10) was three down; J. Harold (two 4) was 4 down.

On the whole the tournament was a great success. There were entries from the Palmerston and Maroro Clubs, and one from a travelling enthusiast from Melbourne; but we were disappointed in seeing nobody from Auckland or New Plymouth. The scoring, on the whole, was poor, as the course was in good order, and the weather perfect.

His Excellency, Lord Ranfurly, played over the links during the month, and was kind enough to express his delight at their sporting character, and their dryness in bad weather.

The players of the tie between Messrs Greig, D'Arcy, and Greenwood in the 18-hole Stroke Competition of May 24th, took place on Saturday, and excited considerable interest. The result was:—

	Score.	Hdcp.	Net.
J. D. Greig.....	106	10	96
W. A. D'Arcy.....	114	20	98
J. C. Greenwood....	133	23	111

Mr Greig thus won by two strokes. He is now one of the most consistent players in the club, and is rapidly improving. It was only bad luck at the 12th hole that robbed Mr D'Arcy of the match.

OUR ILLUSTRATIONS.

THE NEW PRESIDENT OF THE NEW ZEALAND ALLIANCE.

The Rev. T. J. Wills, Vicar of Ormondville for some eight years past, and the newly-elected president of the New Zealand Alliance, was born at Bell Block, Taranaki, spent his boyhood in Nelson, and received his training for the church in Auckland. He is the first New Zealand-born president of the alliance. In 1874 he joined the Good Templars at Motueka, Nelson, and in 1876 represented the General Havelock Lodge of Hawke's Bay in the Grand Lodge held at New Plymouth. There he took the Grand Lodge degree. Ever since he has been prominently identified with the total abstinence and prohibition movement of this colony. In 1892 he introduced the question of legislative temperance reform into the Synod of the Diocese of Waipapa, held at Napier, and carried a resolution declaring for local option. On his motion the Synod also petitioned Parliament for an Act giving the people, within defined areas, the power to determine at the ballot the question "license" or "no-license," and it is not generally known that at the time the Bill of 1893 was before Parliament a petition from the Synod of Waipapa lay on the tables of both Houses. Every year since 1892 the temperance question has occupied a prominent place in the deliberations of the Synod at Napier. In 1894 Mr Wills published his first book, entitled "The Church and the Liquor Traffic," which was characterised by Dr. Stuart, formerly Bishop of Waiapu, as "a magazine of facts and arguments." In 1897 a book, entitled "Bishop Nevill's Mistake," by the same author, was published. This was a reply to the famous speech by the Bishop of Dunedin, to his Synod, 1896, in which His Lordship argued against the principle of prohibition. This book is now in its fifth edition; but editions four and five appeared (in deference to the feelings of some of the clergy) under a new title, "A Reply to Bishop Nevill." In 1898 Mr. Wills acted as secretary to the Waiapu Committee on Temperance Reform, and made an exhaustive enquiry into the whole question under consideration. Information was obtained from Great Britain, Scandinavia, United States and the colonies, which resulted in the well-known "Waiapu Report." Last year Mr. Wills took part in the lecturing campaign in the interests of prohibition, and also published his third book, "The Liquor Problem," which contains both the Waiapu and Christchurch reports on temperance reform, and much of the information on which those reports were based, together with Mr. Wills' review of the whole. This book is now in its second edition.

WHERE THE BOER PRISONERS ARE CONFINED TO.

Our photo. represents Happy Valley, Ceylon, where the prisoners taken by us in the war will find a temporary prison. The extent of the accommodation to be provided is for 6000, with capacity for further enlargement if required. Half a British regiment is to be stationed at the place as a guard. News to hand by the last mail Major-General Hamilton, commanding the 41st Company of the Royal Engineers, and the whole of the Engineer Company, had left Trincomalee, their destination being Dirjatawale, near the valley. They will be engaged in erecting huts for the accommodation of the British who will act as guard. There appears to be some uneasiness in the minds of some of the British residents in Ceylon at the idea of such a large number of Boers being kept in their midst, but the fears seem somewhat groundless. But granting the possibility of danger if the Boers in any force were kept in Ceylon, there

is every prospect that their stay there will not be long. The end of the war is at hand, and when the enemy have tendered their submission there will be no necessity or justification for keeping the Transvaalers and Free Staters prisoners.

THE MOTOR CYCLE IN NEW ZEALAND.

The motor tricycle illustrated in this issue, recently imported by Messrs Service and Henning, with a view of actually testing its suitability for Auckland roads, and as a means of advertising their respective lines, cycles and tyres, is made by the celebrated makers of Paris, De Dion and Bouton, whose agency they have secured. This firm employs 1500 men entirely in the motor and parts industry, and assert they have orders ahead for three years to come. Though a novelty in our streets, they are common enough in Europe. In Paris they are dangerous rivals of the cabs, carrying from 1 to 50 people. In England their manufacture was not seriously entered on until recently, but now there are numbers of firms who are turning them out in large numbers.

The motor itself is on the Otto principle, like the ordinary gas engine, only in this case, where weight is anything, the speed to develop the 2 1/2 horse it is credited with has to be very high. The power is derived from the mixture of naphtha vapour and air expelled at the proper moment by an electric spark from a battery and induction coil carried on the back bar. The exhaust passes into a silencer and thus deadens the sound. There are several little levers which control speed, starting, stopping, etc. These, though puzzling at first sight, are mastered by any reasonably intelligent man in a few hours. The speed is anywhere from 1 to 25 miles per hour. Those cyclists who have rashly attempted to beat the motor car have regretted it. The driver just touches a lever and the machine does the rest. Its hill climbing powers are marvellous, though this depends to a great extent on the driver, whose manipulation of the levers means all the difference between riding it up or pushing it. As an instance, it has climbed from Stanley to Symonds-street, just the bowling green, a rise of 1 in 7, and quite steep enough to prove its power. Ordinary hills can be ridden down quite safely without a brake, the engine being always connected to the wheels enables it to act as an air brake. The tyres, which are Henning's, are thick enough to withstand ordinary puncture, being almost like a lifebuoy. The whole machine weighs 210lbs.

It cannot be called, like the cycle, a silent steed, there being a regular plunk, plunk when running, rendering needless the constantly ringing bell our city fathers insist on. In the larger cars built for 2 up to 50 passengers, chain or belt driving is used, thus reducing the noise to a minimum.

During the recent tour of 1000 miles through England, 75 automobiles of various types started from the tricycle to 16 h.p. ships of the road. A hill-climbing competition was held. The climb was 2 1/2 miles long, and the total rise 650 feet. 1 in 12 was the steepest portion of the race. The rate varied from 4 to 15 miles per hour. The winner was a tricycle on the same lines as our illustration, fitted with a 3 1/2 horse engine. There were 44 starters.

The machine illustrated may be seen by anyone interested at Mr Service's premises, Queen-street, at any time.

UNFURLING THE FLAG.

On Saturday morning the ceremony of unfurling the flag at Napier-street School, Auckland, was performed by His Excellency the Governor, Lord Ranfurly, under most favourable circumstances. The fine weather attracted a large attendance of spectators, and the effect of the gay bunting and the crowds of children all wearing "the colours" was most pleasing. His Excellency, who was accompanied by the Hon. Charles Hill Trevor, A.D.C., was received by Mr. Squirrel, chairman of the City Schools Committee, and conducted to a seat on the dais. After unfurling the flag His Excellency said it gave him very great pleasure to assist in the function. He was leaving Auckland shortly, but he trusted he would

be back next year. He did not mind how hard he was worked so long as his efforts gave pleasure to the people of this great city. (Applause.) Their flag was a glorious one, and they should guard it as a regiment guard its colours. Nowadays' colours were out of fashion in the field, but they were guarded as sacredly as ever, so it should be with the flag. He noticed a volunteer corps in connection with the school, and he hoped that it would soon be efficiently armed and extend its work beyond mere drill. His Excellency concluded his address by quoting a poem by Alfred Austin on the subject, "Is Life Worth Living?"

"Sons of the Sea," was then sung by one of the boys (Master W. Harvey), the children joining in the chorus.

After an address by the Acting-Mayor (Mr. A. Kidd) a squad from the Cadet Corps, under Mr. Dunlop, gave a splendid exhibition of bayonet exercise, and were loudly applauded. This was followed by a very pretty exhibition of club exercise by a squad of girls—all wearing red, white and blue streamers—under Miss Ethel Tremaine. Master W. Harvey then sang "Soldiers of the Queen," the children joining in the chorus.

The cadet battalion then marched past His Excellency, each company commander saluting. Three cheers for Lord and Lady Ranfurly were given enthusiastically, and the National Anthem brought the function to a close.

During the ceremony His Excellency was presented with a button-hole by Miss Vera Scott, and with bouquets by Miss Jessie Matthews and Miss Dorothy Castle.

A CYCLIST UNNERVED.

ACCIDENT WHILST TRAINING.

At the pretty township of Marton, in the Rangitikei district, which is noted for its fine country and level roads, resides Mr J. G. Slight, a well-known cycling enthusiast.

"Some fourteen months ago," said Mr Slight, to our reporter, "whilst training on the track, I had the misfortune to hurt myself internally, an accident which completely unnerved me. The least excitement or noise depressed and exhausted me, and I was too weak to ride. I had to retire from the track. I could not even walk or ride a horse without experiencing a sickening sensation in my stomach, and a pain in my side. Several doctors prescribed medicine and liniments, but I obtained little relief. One day I read of an athlete who had been cured by Dr. Williams' pink pills, and whose case was worse than mine. I bought a box and felt greatly improved after taking its contents. Three boxes completely cured me. I now ride my machine as well as formerly, and have no fear of breaking down when training."

Amongst the nervous disorders which Dr. Williams' pink pills have cured are St. Vitus' dance, paralysis, locomotor ataxia, hysteria, neuralgia, nervous headache, sciatica, etc.; but it is only the genuine pills with the full name in red ink on the pink outside wrapper that effect a cure. They may be had, post free, from the Dr. Williams' Medicine Company, Wellington, three shillings per box, six boxes sixteen and six, and from chemists and storekeepers—but mind you ask for Dr. Williams'.

ROWLAND'S MACASSAR OIL FOR THE HAIR.

Preserves, Beautifies, Nourishes and Restores it more effectually than anything else; prevents grey hair and scurf. For Ladies and Children it is the best preparation, also in a Golden Colour for fair or grey hair.

ROWLAND'S ODONTO FOR THE TEETH.

Whitens and Preserves them, prevents decay, sweetens the breath. Ask for Rowland's articles, of Hatton Garden, London. Sold by Chemists and Stores.