

was followed by a waggon containing a bullock and a number of sheep, also decorated. Then came a vehicle containing tins of meat, surmounted by a bullock's head, and this was followed by five delivery carts.

J. Marks and Sons, butchers, showed six delivery carts, decorated with flowers, also two outriders.

Mr C. Norgrove, butcher, of Ponsonby, was represented by six decorated horses and riders.

Messrs Harnaby and Lincoln were each represented by two outriders, and Mr Garrett by two decorated carts.

A novel exhibit was that of Messrs Bros., engineers, who sent along on a trolley a donkey-engine and winch. The engine was in full swing, and bystanders were asked by an inscription to encourage local industry.

The "Victory" range was shown by Mr E. F. Allen, who entered a cart filled with these articles of domestic use.

A large four-horse waggon containing a chaff-cutter and filling machine operated by workmen bore the name of J. Robertson, of Symonds-street. The vehicle was decorated with cereal.

The Kauri Timber Company's exhibit attracted much attention. On one of the company's trolleys, under a green house, of nice design, was placed a section of kauri trees of great circumference. And there was also a circular saw placed in position as if ready for use.

The exhibit of Messrs Leyland, O'Brien and Co. took the form of a villa covered with nikau, and boarded with lattice-work, the whole being drawn on a two-horse trolley. A number of men on the trolley were engaged cutting up lengths, etc.

One of the most conspicuous displays among the carriers was that of Messrs Lewis. This was a dray covered with a bower of ferns and hanging Chinese lanterns, in which sat a number of alleged negro picanninies in the charge of a big "girl" who had ridiculous excrescences on her nether limbs. The cart itself was driven by a gorgeously-arranged "negro," and before the procession started the ragamuffin crew dismounted and convulsed the crowd by pestering a superior black "lady" who, arrayed like Solomon in all his glory, sat upon a palfrey. She would have none of the "low brack trash" who pursued her like Nemesis. Another striking exhibit, equally meritorious and more emblematic, was that of Messrs Parsons and Sons. Upon a highly-decorated dray reposed a large boat, covered and surrounded by flowers. Alongside was the motto, "Kia Ora Round the World." The other express companies represented had their carts decorated more or less. The firms whose carts our reporter noticed as they went by were Messrs Craig, Wright, Bennett (a long string of carts), Wilson and Turner, besides which there were several expresses belonging to individuals whose names were not visible.

Messrs Smith and Caughey had a very good exhibit indeed, typical of the furniture trade. On the leading waggon was arranged a comfortable looking sitting-room full of furniture manufactured by the firm. The following waggon represented the workmen in an upholstering department at work on an arm-chair, and was profusely decorated with large flags of the British nation, which swayed prettily in the breeze. The waggons were each drawn by three stalwart horses. A simple delivery van of the same firm followed the other two waggons. The only other furniture firm represented was Messrs Davenport and Co., who had in the procession a cart filled with rattan and other furniture manufactured locally.

The Caxton Printing Works showed the trade of printing by working a platen machine on a dray, and deluging the people with handbills turned out from the printing press on the spot.

The only employer's exhibit representative of the plumbing trade was that of Mr George Clark, of Karangahape-road. In his vehicle was erected the frame work of a cupola building on which a corrugated iron roof was being laid. In the interior of the building the various processes of the tinmithing trade were shown. At the rear portion of this exhibit was an imitation of a tramway motor, and the notice "Please do not talk to the motorman," who constantly sounded a gong, caused no little amusement.

Messrs Grey and Menzies had a typical display in the shape of a large van with a canopy on top decorated with flowers and evergreens. Arranged round the sides were rows of bottles containing cordials and aerated waters. The centre of the van contained a soda water machine, bottling apparatus, cylinders and gasometers, with a couple of operators at work. Other exhibits were a two-horse van with YY cordials.

Mr J. Preston, of Cook and Nelson streets was represented in the procession by a complete grocer's shop, with shelves, counter scales, etc., erected on a small spring cart.

THE AWARDS.

The judges awarded the prize for the best trade display to the Butchers' Union, and also highly commended the Bakers' Union. The prize for the best horse was given to Wright's entire horse, which was the leader in the plumbers' trolley.

THE SPORTS.

The following are the results of the events:—

Apprentices' Handicap, 100yds.—Prizes, £1 and 10/. First heat: G. James, 7yds, 1; G. Hunt, 4yds, 2; W. Phillips, 3yds, 3. Second heat: B. Harper, 6yds, 1; E. Heald, 2yds, 2; W. Stent, 7yds, 3. Final: B. Harper, 6yds, 1; G. James, 7yds, 2; W. Phillips, 3yds, 3. Won by half a dozen yards, though the winner shed his shoes twenty yards from home.

Amateur Half-mile Bicycle Handicap.—Prizes, £3, £2, and £1. R. H. Davis, scr, 1; G. W. Spragg, 20yds, 2; Galbraith, 110yds, 3. Davis was in the rear till the last lap, when he shot ahead and won easily. Hendry and Twiss fell in the race, but did not come to any harm. Time, 1m 12.5s.

Labour Day Handicap (100 yards).—Prizes £2, £1, and 10/.—1st heat: B. Harper, 10 yards, 1; W. Burridge, 7 yards, 2; M. Allen, 6 yards, 3. Second heat: H. Gladding, 5 yards, 1; E. Edwards, 8 yards, 2; B. T. Murray, 7 yards, 3. Final: B. Harper 1, W. Burridge 2; H. Gladding 3. Time 10 2.5s.

Old Men's (over 50) Handicap, 75 yards.—Stephenson 1, Hall 2.

Amateur Handicap, 200yds.—P. A. Stubbing, 5yds, 1; A. E. Smith, 2yds, 2; C. D. Cowan, 3yds, 3. This was a very close race, and was won at the tape.

One Mile Bicycle Handicap, amateur.—W. Hendry, 35yds, 1; F. Twiss, 60yds, 2; S. Galbraith, 70yds, 3. The race started well, but in the end the three winners and Davis (scratch) were all close together, an excellent finish being witnessed. The winner got home by half a length, and the second man was a wheel ahead of the third. The going was very heavy.

Trades' Union Handicap, 200yds.—E. Edwards, scr, 1; A. Purdy, 10yds, 2; M. Allen, scr, 3. There were only the three left in at the finish, and the winner managed to reach home a yard or two ahead.

Amateur Bicycle Handicap, 1 1/2 miles. Prizes, £3, 10s, £2, and £1.—F. Twiss, 70yds, 1; R. H. Davis, scr, 2; G. W. Spragg, 50yds, 3. The field had not been moving long before Davis, the only scratch man,

was up with them, and they went round in a fairly compact bunch. In the final round Kidd had joined the leaders, and Davis was working his way ahead. He gave Twiss a run for it in the straight, but failed to do more than get within three yards of him at the post, Spragg being several yards behind.

Quarter-mile Amateur Handicap.—H. G. Chevis, 5yds, 1; A. E. Smith, 3yds, 2; C. Cowan, scr, 3. Chevis challenged Torrens at the head of the straight, and passed him, Smith hanging close to him. Chevis breasted the tape barely ahead of Smith.

Half-mile Handicap, open.—D. Payne, 60yds, 1; E. Edwards, 5yds, 2; W. Burridge, 3yds, 3. There were fifteen on the course, and during the second lap the men in the rear began to make headway through the pack. Payne, however, held to his lead, and in the straight Edwards moved up to obtain a good second.

Tag-of-War, for teams of 11.—Carters, 1; Timberworkers, 2. There were four teams competing, the carters beating the labourers and the timberworkers, the latter having beaten the sugarworkers. The winning team was composed of Slade (captain), Barry, Lauder, McKean, Weaver, Hancock, Pouch, Renn, McClure, Lister, and Todd.

Amateur Handicap, 250yds.—C. D. Cowan, 6yds, 1; P. A. Stubbing, 5yds, 2; A. E. Smith, scr, 3. Garrity, on the limit (80yds), led to the half distance, but Cowan came ahead in the straight and won at the tape.

The Best Dressed Man in Europe

On the occasion of his recent visit to Ireland His Majesty the King wore a white hat when in Dublin, so we shall doubtless soon be seeing the "good old" white "topper" come into vogue again.

In matters sartorial King Edward is naturally an absolute autocrat, and any change, however small, that he makes in the cut of his coat or the shape of his hat is immediately taken up by all the leading tailors and hatters in London.

It is mainly owing to His Majesty's excellent taste and good sense that John Bull is to-day the best dressed man in Europe, and in any crowd, however cosmopolitan, an Englishman is always distinguishable by the cut of his coat, the shape of his hat, and his well-made boots.

When His Majesty first started the fashion of wearing the soft felt hat known as the "Homburg" hat, it was all the Bond-street hatters could do to cope with the great demand for them, so ready was everyone to follow his example.

And it is the same story with everything else; whatever the King declares to be de rigueur that particular fashion is certain to be the craze of the moment and adopted by every "man about town."

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