

Miss Reynolds recently rode through the Waikato district, returning rode a portion of the distance in company with Selby, the road scorcher, who says she will take a lot of beating as a lady exponent of the popular pastime. That cycling agrees with the ladies may be gathered from the fact that Miss Reynolds gained eight pounds in weight during the journey.

There seems to be some probability of the North Shore Amateur Athletic and Cycle Club holding a meeting at the end of the month; therefore it is quite time the "hum of the wheel" was heard on the training track. By the way, what about the new track that the Shore people propose laying out. It seems to have blown over.

The South Pacific Railway Company propose to make a cycle path of cement along their line from Los Angeles to Santa Monica, a distance of 18 miles, and charge cyclists a small toll for the use of same. The idea is that racing men can be paced by engines, and also that observation trains can accompany the riders on the occasion of races or record attempts.

Something quite novel in pumps comes from America. It is a crank pump, which is attached to the forks when desired to be used, and is worked by turning a handle, like a mincing machine. It is described as being very powerful, and positive in action, and small enough to carry in the pocket.

Jacquelin, the French rider, has recovered from the effects of his terrible collision with a cart while riding on the Paris Boulevards, and is now riding again.

In the matter of so-called ladies' cycling races, America has, as usual, gone one better, and at the Hubert Museum, New York, a bicycle race for fat women was recently filled. "Seven incomparably fat girls, representing two tons of the finest humanity," was what the public were promised a glimpse of, in return for hard cash.

The big cash carnival is set down to take place at the Domain on Saturday, 15th inst., but I hardly think the visitors will be here by that time.

A. W. Harris, the English rider, was present on the occasion of Zimmerman's recent double defeat in Melbourne by Pither and Walker, and was somewhat astonished at the reverse inflicted upon the champion. "Why," said he, "the English fellows never rode like that; they invariably waited for Zimmerman to make his great sprint, and then chased him, hoping to beat him or ride in second. They never attempted to run him off his legs."

After his defeats in Melbourne on Dec. 21st, Zimmerman quietly strolled round and joined his wife at the pavilion (writes "Philbuster" in the *Australian*). Although Australians must rejoice at the thought of an Australian defeating the world's champion cyclist, the redoubtable hero of so many battles on the path whom English, American, and Continental riders have so long striven to conquer, still even those who know Zimmerman for a short time cannot but feel sorrowful at his defeat. There is something so genuine about the man, so truly modest in victory as in defeat, that sportsmen cannot fail to admire and respect him.

We have been favoured (says *Cycling*) with an opportunity of inspecting an advance sample of the new Clincher tyre, and must say at once, that it is one of the most resilient and finely finished tyres that we have ever had under our notice. The thickened edges have been dispensed with, and narrow beads have taken their place; the walls of the tyre have been thinned down considerably, but in no way weakened; in fact, they are stronger, inasmuch as the fabric is laid on in such a manner as to resist the peculiar strains to which air tyres are subject, and to do away with side roll entirely. The rim is of the flattened type, but every detail of width, depth, etc., has been scientifically worked out, in fact the tyre and rim may be said to be as perfect as science and mechanical skill can make them. Of the quality of the rubber used, the name of the North British Rubber is a sufficient guarantee that only the purest of pure rubber will be used in this (their latest production). Our opinion as to resilience has been confirmed by a well-known contributor to these columns, who informs us that the Clincher tyre he tested gave splendid results, viz., upwards of 90 per cent. rebound.

YACHTING.

Another Auckland Regatta has come and gone, but the event, so far as yachting was concerned, was somewhat marred by the light changeable wind in the morning, and although the breeze freshened in the afternoon, the leading boats had all the best of it, as they got the wind first. The *Flora* was flagship, and it is some time since such a crowd was seen aboard on Regatta Day. When the race 7-rating and over crossed the line a light easterly wind was blowing, which gave a beat down the harbour. Volunteer, Viking, Aorere, Halcyon, started, and the former disappeared behind the heads first, and lead round Tiri, Viking and Halcyon next, Aorere, who had been well to windward but was becalmed for some time, being last. On the run home the boats astern brought a good breeze with them, and caught on the Volunteer, but the latter boat increased her lead in the breeze and crossed the line 18min ahead of Viking, Aorere, who was rapidly overhauling Halcyon, being last. The time allowances were:— Volunteer scratch, Viking 8½min, Halcyon 48min 41sec, Aorere 54min 41sec. Protests have been entered against the two small boats for wrongful entry, but if these are dismissed I think Aorere will just about win on time allowance. Volunteer was well handled by her owner, Mr T. Henderson, and she looked a perfect picture when sailing up the harbour with every stitch of canvas set.

The 5-rater event would have been much more interesting but for the unsteady breeze. After a foul at the starting line, caused by *Ida* not going about when on the wrong tack, the boats, with the exception of *Thetis*, got away to a pretty good start. The steel yacht was about five minutes late, which spoilt her chance, and she was never afterwards in it. *Moana*, getting a lucky streak of wind outside, rounded the Rangitoto mark 14min ahead of the others, but before Rangitoto was cleared she was becalmed, and her opponents were on top of her. Beating with a good steady breeze out to the Brown's Island mark, *Moana* rounded that mark 6min ahead of *Ida*, Rangatira and Ladye Wilma next. This stretch of about five miles was the fairest test in the race. At the North Head the boats were again becalmed, and came in a bunch once more, but *Moana* got the first of the steady northerly wind which sprang up, and never left her chance in doubt, winning by twelve minutes; then followed *Ida*, Ladye Wilma, Rangatira, and *Thetis*, who had picked up a lot. Of course in the morning it was any boat's race, but in the steady breeze I think they finished according to their sailing abilities, that is with the exception of *Thetis*.

Mahaki, Rarere, Huia, Zinita, Daisy, Mizpah, and Mabel started in the 2½-rater event, but this race was also spoilt, Rarere and Mabel being becalmed under the Heads for about half an hour, and all the boats suffered more or less from the same complaint. Mahaki reached home first by five minutes, the centre-boarder Mizpah, which sailed surprisingly well, beating Daisy on the post for second place. Mahaki is without doubt the smartest little craft ever seen in our harbour.

Dolphin won the fishing boat race, Rogue easily won the cruisers' race, Orakei the scow race, Harvest Home the cutter race on time allowance.

Logan Bros. had a big day out, boats built by them finishing as follows: 5-raters, *Moana* 1, Ladye Wilma 3; 2½-raters, Mahaki 1, Mizpah 2; fishing boats, Dolphin 1.

At a meeting of the Regatta Committee on Tuesday night Aorere was disqualified for wrongful entry and Halcyon for crossing the line before time; therefore Volunteer takes the prize.

On Saturday last two races were held under the management of the Auckland Yacht Club, viz., for 5-raters and 2½-raters. A good steady northerly breeze was blowing. In the first mentioned event *Moana*, *Thetis*, *Ida*, Ladye Wilma, and Rangatira started. *Ida* had the best of the start, crossing the line (so I am told) 4sec before time. *Moana* was last round the Judge's Bay mark, having been blanketed all the way down. Beating across to North Head Ladye Wilma, who sailed splendidly all the race, walked away from *Ida*, *Moana* edging out to windward of the lot. In the Channel *Ida* and *Moana* had a luffing match, which let Ladye Wilma get well away,

and although *Moana* passed her and reached home 2min 8sec before her smaller rival she lost by 4sec. Dr. Coates' win was a popular one, and he was loudly cheered. His boat was built last season by Logan Bros. *Ida* came third, Rangatira and *Thetis* next. Mizpah, Rarere, Zinita, Huia, and Mabel started for the 2½-rater race, Mahaki being aground at Ponsonby. The centre-boarder Mizpah was a lot too good for her opponents on the wind, and Rarere only led her by a few lengths when they passed the wharf on the way up to the Arawata. Rounding this mark, however, Rarere lost her advantage, and Mizpah crossed the line only 2sec. ahead, after a very exciting finish, the others being about a mile astern.

Owners and Trainers' Reminders

EGMONT RACING CLUB SUMMER MEETING.
To-day (Thursday), 6th inst., by 9 p.m., acceptances in connection with the above meeting close with the secretary, Mr A. G. Brett, as under:—
Waimate Handicap of 70 sovs, 7 furlongs, 1 sov
First Handicap Hurdles of 110 sovs, 2 miles and a distance, 3 sovs
First Handicap Hack Hurdles of 40 sovs, 1½ miles, ½ sov
Egmont Cup Handicap of 250 sovs, 1½ miles, 4 sovs
Hawera Welter Handicap of 60 sovs, 1 mile, 1 sov
Hack Hurdles of 40 sovs, 1½ mile, ½ sov.

MANAWATU RACING CLUB AUTUMN MEETING.
To-morrow (Friday), 7th inst., by 10 p.m., nominations in connection with the above meeting close with the secretary, Mr C. O. Miles, as under:—
Flying Handicap of 50 sovs, 6 furlongs, 1 sov.
First Handicap Hurdles of 60 sovs, 2 miles, 1 sov.
First Handicap Hack Hurdles of 40 sovs, 1½ miles, 10s.
Manawatu Racing Club Handicap of 200 sovs, 1½ miles, 1 sov.
First Hack Flat Handicap of 35 sovs, 1½ miles, 10s.
Borough Handicap of 50 sovs, 1 mile and a distance, 1 sov.
Fitzherbert Handicap of 60 sovs, 7 furlongs, 1 sov.
Second Handicap Hurdles of 50 sovs, 1½ miles, 1 sov.
Second Handicap Hack Hurdles of 35 sovs, 1½ miles, 10s.
Autumn Handicap of 100 sovs, 1½ miles (less 1 chain), 1 sov.
Second Hack Flat Handicap of 30 sovs, 1 mile and a distance, 10s.
High-weight Handicap of 50 sovs, 1 mile 1 furlong, 1 sov.

SOUTH AUCKLAND RACING CLUB ANNUAL MEETING.
To-morrow (Friday) by 9 p.m., nominations in connection with the above meeting close with the secretary, Mr C. J. W. Barton, as under:—
Trial Handicap of 15 sovs, 1 mile, 5s
First Handicap Hurdles of 25 sovs, 1½ mile, 10s
S.A.R. Cup Handicap of 45 sovs, 1½ mile, 20s
First Pony Handicap of 20 sovs, 7 furlongs, 10s
Handicap Steeplechase of 25 sovs, about 2½ miles, 10s
Handicap Trot (saddle) of 10 sovs, 2 miles, 10s
Flying Stakes Handicap of 20 sovs, 6 furlongs, 10s
Claudlands Handicap of 20 sovs, 1 mile, 10s.
Second Handicap Hurdles of 25 sovs, 1½ miles, 10s.
Second Pony Handicap of 15 sovs, 6 furlongs, 5s.
McNicol Memorial Stakes Handicap of 30 sovs, 1½ miles, 15s.
Handicap Steeplechase of 40 sovs, about 3 miles, 1 sov.
Second Handicap Trot (saddle) of 15 sovs, 2½ miles, 15s.
Railway Plate Handicap of 20 sovs, 6 furlongs, 10s.

OTAHUHU TROTting CLUB SUMMER MEETING
To-morrow (Friday), 7th inst., by 10 p.m. acceptances in connection with the above meeting close with the secretary, Mr Wm. Lockhart, as under:—
Maiden Pony Handicap of 20 sovs, 5 furlongs, 10s.
Maiden Trot Handicap of 25 sovs, 1½ mile, 15s
Hurdle Race Handicap of 30 sovs, 1½ mile, 15s
Otahuhu Trotting Cup Handicap of 50 sovs, 2 miles, 30s
Suburban Pony Handicap of 30 sovs, 6½ furlongs, 15s
Harness Trot Handicap of 35 sovs, 2½ miles, 20s
Selling Pony Handicap of 20 sovs, 5 furlongs, 10s.

TARANAKI JOCKEY CLUB AUTUMN MEETING.
On Saturday next, 8th inst, by 9 p.m., acceptances and nominations in connection with the above meeting will close with the hon. secretary, Mr R. G. Bauchope, as under:—
ACCEPTANCES.
First Handicap Hurdles of 70 sovs, about 1½ miles, 2 sovs.
Taranaki Jockey Club Handicap of 300 sovs, 1½ mile, 2 sovs.
Flying Handicap of 100 sovs, 6 furlongs, 2 sovs
NOMINATIONS.
First Handicap Hack Hurdles of 40 sovs, about 1½ miles, 1 sov.

Second Handicap Hack Hurdles of 40 sovs, about 1½ miles, 1 sov.
First Handicap Pony Race of 25 sovs, 6 furlongs, 10s.
Second Pony Handicap of 25 sovs, 1 mile, 10s.
First Handicap Hack Race of 40 sovs, 1 mile, 1 sov
Second Handicap Hack Race of 50 sovs, 1½ mile, 1 sov.

PALMERSTON NORTH METROPOLITAN TROTting CLUB AUTUMN MEETING.
On Thursday next, 13th inst., by 9 p.m., nominations in connection with the above meeting close with the secretary, Mr C. C. Miles, as under:—

Maiden Handicap (saddle) of 15 sovs, 2 miles, 10s
Palmerston North Handicap (saddle) of 50 sovs, 3 miles, 20s
Pony Handicap (harness) of 20 sovs, 2 miles, 10s
President's Handicap (harness) of 50 sovs, 3 miles, 20s
Pony Handicap (saddle) of 20 sovs, 2 miles, 10s
Electric Handicap (saddle) of 25 sovs, 1 mile, 10s
Dash Handicap (harness) of 25 sovs, 1 mile, 10s

BAY OF PLENTY JOCKEY CLUB.
On Thursday next, 13th inst., by 8 p.m. acceptances in connection with the above meeting close with the secretary, Mr John D. Dailey, as under:—
First Handicap Hurdle Race of 25 sovs, 1½ mile, 12s 3d.
Pony Handicap of 10 sovs, 6 furlongs, 5s.
Bay of Plenty Handicap of 50 sovs, 1½ mile, 25s.
And acceptances and general entries for all other races.



PAPAKURA RACING CLUB.

ANNUAL MEETING,
TO BE HELD ON
TUESDAY, 17th MARCH, 1896
(ST. PATRICK'S DAY).

President: Major Hamlin. Vice-President: Wm. F. Buckland, Esq. Starter: Mr Cuts. Judge: F. Lawry, Esq., M.H.R. Handicapper: Mr. Evett. Stewards: Messrs D. Crawford, J.P., A. R. Harris, J.P., James Walker, jun., D. Wilson, I. J. Cole, R. J. Willis, W. Carson, A. G. Fallwell, A. McLean, J. Pollock, W. Bremner, A. Barter, W. Fitzpatrick, H. R. Barter, W. Walters. Clerk of Course: Mr Thos. A. Brown. Clerk of Scales: Mr F. W. Marks. Treasurer: Mr A. G. Fallwell.

PROGRAMME
(Passed by A.R.C.)

Maiden Plate Handicap of 25 sovs; second horse to receive 5 sovs from the stake. For all horses that have never won an advertised race exceeding 25 sovs in value at time of entry. Nomination, 10s; acceptance, 15s. Distance, one mile.
Handicap Hurdles of 40 sovs; second horse to receive 5 sovs from the stake. Over seven flights of hurdles. Nomination, 20s; acceptance, 20s. Distance, one mile and three-quarters.
Papakura Cup Handicap of 50 sovs; second horse to receive 5 sovs from the stake. Nomination, 1 sov; acceptance, 1½ sovs. Distance, one mile and a quarter.
Selling Race of 20 sovs. For three-year-olds and upwards. Three-year-olds to carry 9st; four-year-olds, 9st 12lb; five, six, and aged, 10.0. The winner to be sold for 40 sovs. If entered to be sold for 30 sovs, allowed 7lb; if for 20 sovs, 14lb; if for 10 sovs, 21lb; if for nil, to carry 7st. Surplus, if any, to go to the funds. Entrance, 1 sov. Distance, six furlongs.
Handicap Pony Race of 25 sovs; second pony to receive 5 sovs from the stake. For ponies 14.2 and under. All ponies to have A.R.C. certificates of height. Nomination, 10s; acceptance, 10s. Distance, six furlongs.
Railway Plate Handicap of 35 sovs; second horse to receive 5 sovs from the stake. The winner of the Papakura Cup to carry a penalty of 7lb extra. Nomination, 10s; acceptance, 20s. Distance, one mile.
Handicap Steeplechase of 50 sovs; second horse to receive 5 sovs from the stake. Nomination, 1 sov; acceptance, 1½ sovs. Distance, about three miles.
Flying Stakes Handicap of 30 sovs; second horse to receive 5 sovs from the stake. Winner of Papakura Cup to carry a 7lb penalty; of the Railway Plate, 5lb; of both, 10lb extra. Nomination, 10s; acceptance, 1 sov. Distance, six furlongs.

DATES OF NOMINATIONS AND ACCEPTANCES.
NOMINATIONS close on FRIDAY, 28th February, 1896, at 10 p.m.
ACCEPTANCES and ENTRY for Selling Race to close on FRIDAY, 13th March, 1896, at 10 p.m.
N.B.—All communications to be addressed to the Secretary, Globe Hotel, Papakura, or care of Mr W. Bloomfield, Durham Street East, Auckland.
WM. L. LOCKHART,
Secretary.

OPERA HOUSE.

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Treasurer ... Mr W. O'SULLIVAN

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Saturday and Monday, February 15 and 17,
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Tuesday, Feb. 18th,
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