

Bicycles have been used in connection with the Rifle Association's meeting at Oamaru. In place of a telegraph line being constructed to the shooting point, bicycles were run at intervals into the telegraph office at Oamaru.

A road-race between a horseman and a cyclist from Broken Hill to Silverton, for £5 a-side, took place recently. The equestrian allowed the cyclist a quarter of an hour's start, but he could never get within coo-ee of the wheelman, who covered the distance (18 miles) in 61 min. The cyclist's machine was injured when about three miles from home, and another one had to be substituted. This was made the ground of a protest, and it was declared "no race." Stakes will be drawn, as the owner of the horse has had his eyes opened somewhat. In order to win, the horseman would have had to travel at the rate of over twenty miles an hour.

London cabmen threaten to strike against cycles, or rather to refuse to carry bicycles in their cabs. It is said that since society took to cycling it is a common thing to see ladies riding in hansoms with their bicycles in front of them.

Dr W. S. Playfair, writing to the *British Medical Journal*, says he has come across only one case, a very trivial one, too, in which cycling had an injurious effect on a lady. He recommends cycling in cases of chlorosis and anæmia.

During 1895 the value of the bicycles imported to Australia was £141,720, as against £81,691 the previous year. The increase is fairly equal over all the provinces, save Westralia, whose ingoing leaped from £1,815 to £13,443. Vic. comes first with £58,200, as against £37,278 in '94, then follow New Zealand, N.S.W., S.A., W.A., Queensland, and Tasmania, in the order named. But Sydney will never be the home of the cyclist—the hills and the narrow, congested streets preclude such a possibility. The true pedaller can only be made on the long flat stretches around Melbourne and Adelaide.

The *British Medical Journal* has published opinions of medical experts on the effect of cycling to the health of ladies, and so far the opinions are strongly in favour of women. A really comfortable saddle and a proper adjustment is of the first importance.

At the Chicago show a bicycle valued at £1000 was exhibited, and attracted much attention. It was mounted in twenty four carat solid gold, the name-plate being set in diamonds. The hubs were gold-plated, spokes of silver wire, handle-bars of silver, and the rims were enamelled in blue.

The *Investors' Guardian and Joint Stock Company's Review*, England, publishes particulars as to companies registered in 1895, which bear striking testimony to the marvellous growth of the cycling industry. While the new cycle companies registered in 1893 amounted to £1,377,700, and in 1894 to £1,455,100, those registered in 1895 amounted to £3,288,000, or not £150,000 less than the new shipping companies formed during the same period.

The sufferer slowly raised his eyelids. "Where am I?" he asked. "You were run into by another bicyclist," answered the attendant. Later on, as he was about to breathe his last, he asked in a touching manner, "What was the name of his machine?"

A correspondent wants to know "What's up with Zimmerman?" We don't exactly know, but wouldn't expect him to remain in Australia now. There are too many champions on the track.

A gentleman in Ashburton is working at an invention for improved driving-gear for bicycles. A wire belt is substituted for the chain, and, it is thought, will be much lighter and not so liable to break. The driving gear will be made so that instead of the foot describing a circle as at present, it will simply work straight up and down. The length of the step taken can be regulated, and the shorter the step the greater the force.

"I hired a bicycle yesterday and took a spin." "What did the rent cost you?" "Don't know; haven't heard from my tailor yet."

The principle attraction at the Chicago Show was a sextuplet machine. It is 125 in long, weighs 137½ lbs, has seven chains and fourteen sprockets.

No country has one ahead so fast in the matter of cycle manufacture as America. There are eighty-eight cycle factories in Chicago alone.

There will be several cycle races on the programme of the carnival to be held in aid of the Brunner Relief Fund, as this popular sport seems to be the feature of athletic gatherings.

Reynolds, who was not particularly well at the recent A.A.A. and C.C. Meeting, says he rode too hard, and entertains some fear that he has strained himself.

The ladies' wheel races down south the other day were somewhat slow, and a back view of the competitors who rode in bloomers has brought about a number of divorce cases, husbands evidently fearing that their wives will go and do likewise.

Mr C. Clayton, of Gore, has devised a new handle-bar for bicycles. Instead of the two handles, as at present, Mr Clayton intends to have a cross-bar from one end of the handle-bar to the other, the rider grasping the cross-bar near the centre. Mr Clayton that the adoption of his idea will enable the rider to secure more pressure than is possible at present, and that there is considerable advantage in having the hands immediately in front.

Even Mr Gladstone has become effected by the contagion, and declared shortly before his departure for Biarritz that nothing but his impaired eyesight deters him from capering a wheel. We trust the noble statesman's optics will be greatly strengthened by his trip abroad, and that he may yet sip the joys of the wheel ere he seeks that bourne where the streets are paved with gold, and even cyclists are at rest.

Howell, the English professional who was for several years the best man in the world in the days when the "good old ordinary" flourished, is at present living in New York, where he manages a "Cycling Academy."

An American scribe has been lately making inquiries amongst Boston cyclists with a view to finding out who has covered the biggest mileage during 1895. This honour, it transpires, is easily appropriated by Mr Thomas Chipps, who is 53 years of age; and who is irreverently termed by the young sparks of the district "Old Chips." During '95 this sturdy veteran reeled off 9,680 miles, and, in the four years that he has been a cyclist, his total mileage amounts to no less than 19,580 miles. During the first two years Mr Chipps rode an old cushion-tired machine, on which he averaged 4,000 miles per year. In '94 he invested in a Townend pneumatic, and so delighted was he with the change that out of pure light-heartedness he went and piled up a total of 6,102 miles during the season.

The ancient hobby-horse rejoiced in several appellations, a few of which were:—Draisene, pedestrian's curriole; dandy-horse, or charger; and pedestrian's accelerator. Apparently the more modern machine suffers from a like infliction—a plurality of names. These, however, are mostly of a "slangy" or abbreviated nature. The two-wheeler is known, or has been known, as the veloce, velocipede, bi-, bike (or byke), bicie, bicycle, the "wheel," "ordinary," "jigger," and "crock." Many wonderful and high-sounding names and phrases—used by the general press—for the bicycle, have not been included. Had the mono-cycle proved a success, we would probably have had "mike," or "moke!"

At the Olympia, London, where Sir Augustus Harris is running an up-to-date cycle show, the professional riders are paid £5 a week, with 10s extra for winning heats and £2 extra for winning finals.

Mr J. W. Jones, of Christchurch, who intended making an effort to lower the record between Napier and Wellington, held by Mr F. Fabian, writes to say that the roads just now are in such a bad state that he has for the present abandoned the idea of attempting the journey.

Mr W. J. Walford, who was Zimmerman's manager in Australia, has been interviewed in New York, and has given his views as to the cause of the failure of the tour, for which he mostly blames Mrs Zimmerman. Among other things, he states that he gave (unknown to the champion) Parsons £25 to let Zimmerman beat him! There was trouble here before Mr W. left Australia (says the *Sydney Referee*), and his sensational remarks were not unexpected by those who knew the facts. Zimmy is a quiet man, but he might be roused to look for his late manager with a gun.

On the 28th ultimo Martin and Parsons were to decide their International match of £50, with £40 added by the St. Kilda C.C. (Melbourne), upon whose ground the match was to have been decided. The distances were one, five, and ten miles, the former distance to be run un-paced, and the latter two distances to be run with pacemakers, each man to provide his own. Martin was to be paced by two triplet crews, Parsons by one triplet and one quadruplet. Martin was favourite on the 24th ultimo. The result of this match will be looked for with interest.

Zimmerman, writing to a Chicago friend, gives Parsons credit for being a great rider, and one who would give the American cracks a very lively time should he decide to visit the land of the Stars and Stripes.

It is stated on good authority that there are over 120 ladies' cycling clubs in England.

Great Britain has 1,300,000 cyclists, and a capital of £75,000,000 invested in the production of bicycles, while the factories give daily employment to 42,000 men. The census returns of France enumerates 161,271 bicycles which are used solely for pleasure. Those used by tradesmen in any of their business transactions are not taxed on that account. In America no fewer than 100 new factories have gone into the business during the past season. The number of bicycles manufactured in the United States last year was 650,000, and it is estimated that this year's output will be over 1,000,000.

Sir Evelyn Wood, the most practical cyclist in the British Army says:—England should raise at least 20,000 Volunteer cyclists if she wishes to hold her own against the other continental powers. Every battalion should have flying squads of cyclists.

Miss Sue Zimmerman, of Illinois, and first cousin to Zim., holds a record of 9½ miles in 32 minutes. She rides in bloomers, and is a "scorcher," to use bicycle parlance.

**AQUATICS.**

Oxford won the annual University Boat Race by little more than half-a-length, after what is described as an historic struggle. The Cambridge crew, who started warm favourites at 2 to 1 on, led by three-quarters of a length at the Soap Works, and had increased this advantage to a length and a half at Chiswick. Oxford, however, stuck gamely to their work, and at Barnes there was only a length between the boats. Some rough water was met with at this part of the river, which caused the Cambridge crew to row very unevenly, the result being that Oxford gradually caught up and won a most exciting race. There was a fair wind, but hail and rain fell throughout the progress of the race. Time, twenty minutes.

**SWIMMING.**

The annual carnival in connection with the Auckland Swimming Club was held at the Graving Dock on Saturday last, this step being necessary owing to the fact that the s.s. Buteshire was still in the Calliope Dock. There was an excellent attendance present, including a large proportion of the fair sex, and as the carnival was capitally managed, and the events were dispatched well to time, everyone thoroughly enjoyed the afternoon's outing. The swimming throughout showed a marked improvement on last year's performances, and will compare favourably with any times recorded by southern natatists. The results were:—Maiden Race, 100yds: G. A. Tyler 1, J. Cassidy 2, A. Wilson 3; time, 1min 16sec. Ladies' Bracelet, 100yds: S. Waters, 14sec, 1; E. C. Stephenson, 15sec, 2; A. Johnson, 14sec, 3; time, 1min 21 3-5sec. Boys' Race (under 16 years), 75yds: J. W. Cook 1, C. B. Walrond 2, G. Cardno 3; time, 1min 5sec. Auckland College and Grammar School Championship: A. J. Mueller 1, R. W. Rees 2, C. E. Stine 3; time, 1min 19 3-5 sec. Plunge Handicap (time limit 60sec): J. A. McLeod 1, A. Wilson 2. Ladies' Race: Miss M. Cook 1, Miss M. Syms 2, Miss B. Keane 3. Auckland Provincial Championship, 100yds: F. A. Hedges 1, M. Scott 2, J. Percival 3; time 1min 13 2-5 sec. College and Schools Handicap: P. J. Bailey 1, J. Russell 2, S. Waters 3; time, 1min 5 3-5sec. Neat Header: W. Feltham 1, P. J. Upton 2, C. W. Dalton 3. 220yds Handicap: J.

Fraser 1, C. J. Brook 2, W. Johns 3; times, 3min 41sec. Trudgeon Race: P. J. Bailey 1, S. Wood 2, J. H. Kinnear 3; time, 59 3-5sec. Greasy Boom: A. McLeod 1, E. S. Gittos 2. Enterprise Handicap: P. J. Bailey 1, J. T. Fraser 2, F. P. Burgess 3; time 55sec.

**POLO.**

**NEW ZEALAND POLO ASSOCIATION.**

The annual meeting of delegates to the New Zealand Polo Association was held at the Club Hotel, Palmerston North, on Tuesday, 24th ult. Present—Messrs A. E. G. Rhodes (chairman), H. N. Watson (Poverty Bay), S. J. Bennett (Wharerangi), N. Gorton (Feilding), F. White (Ruatanuiwha), H. P. Harrison (Warrenate), E. D. O'Rorke (Auckland), W. R. Blomfield (Kihikihi), J. G. Wilson (Rangitikei), J. C. Patterson (Wanganui), R. H. Rhodes (Christchurch), B. L. Lane (Ashburton), G. Gould (North Canterbury), E. P. Symes (Waverley), A. S. Baker (Manawatu), D. J. Cooper (Wellington), A. Strang (Oroua), J. B. Chambers (Hawke's Bay). An application was received from the Mahia Polo Club for affiliation, and unanimously granted. The requested registration of light blue colours was refused, the reason assigned being that these were the colours of the Association. The colours of the Ashburton Club—white shirt and cap, with green sash—were ordered to be registered. The matter of Wellington having been granted light blue as a portion of their colours, was brought up for consideration, and it was decided, on the motion of Mr J. G. Wilson, that the Association regrets that colours, containing light blue, were granted to Wellington, and requests them to alter their colours. Mr O'Rorke moved that the next annual tournament be held at Auckland.—Seconded by Mr Symes. Messrs Wilson and Cooper spoke in favour of Hastings or Wellington, but it appeared that the grounds at these places would not be in proper order for tournament playing. The motion was carried without dissent. The election of officers resulted as follows:—President, His Excellency the Governor; Vice-president, Lieut. Colonel Dawson; Committee of Management, Messrs J. Higgin, E. D. O'Rorke, R. S. Abraham; T. Crosse, and R. H. Rhodes. The appointment of secretary was discussed, Mr A. E. G. Rhodes intimating his intention of not standing for re-election. Highly eulogistic reference was made to the services rendered by Mr Rhodes, and a hearty vote of thanks was accorded him for the manner in which he had discharged his duties. Eventually, Mr Rhodes consented to hold office for three months; in the meantime, circulars to be sent to the various clubs, asking their opinions as to the best and most suitable centre for the headquarters of the Association, and the appointment of a successor to Mr Rhodes. The question of continuing the junior cup competitions was discussed, and it was decided, on the motion of Mr Baker, to continue the cup, the voting being—for, 10; against, 5. Consideration of the rules for the junior cup was referred to the various clubs. The Hawke's Bay colours—white shirt and Zingari sash—and Ruatanuiwha colours—white shirt and pink sash—were registered. Mr Wilson thought the rules should be altered so as to prevent second teams' ponies being used by the first teams and ponies being purchased during a tournament. He certainly favoured the limitation of the number of ponies to be used, as was done at Home. The matter was deferred for consideration. Other minor business having been transacted, the meeting concluded.—Manawatu *Standard*.

In another column will be found the programme of the annual sports and races in connection with the Auckland Polo Club, which takes place at Potter's Paddock on Saturday, 18th inst. Eight events, consisting of a bending competition, urdle Race, Polo Ball Race, Auckland Polo Cup, Ladies' Bracelet, Cigar and Umbrella Race, Steeplechase, and the Slow 'Uns' Stakes (for a cup presented by Mr E. D. O'Rorke, for ponies owned by members of the Auckland Polo Club), come on for decision, and an interesting afternoon's amusement should result. Entries for all events close with the hon. secretary, Mr W. Read Bloomfield, on Friday next, by 5 p.m.