

CYCLING.

Seventeen of our amateur wheelmen faced the music on Monday for the big road race from Papakura to the Parnell firebell. The winner turned up in G. Henning, who was accounted one of the most likely of the contestants, A. Campbell being second. The time, 1hr 16min, is certainly not startling for about 18 miles, but this is due to the decidedly heavy state of the roads and the stiff head-wind experienced.

The touring club of France recently offered a medal for the best definition of a bicycle. It was gained by M. de Saunier, whose definition is as follows:—"The bicycle is an instrument of locomotion operated by man and intended to accelerate his speed."

In St. Petersburg every bicyclist is obliged to have affixed to the back of his bike a metal plate, on which the registered number is displayed in figures large enough to be legible from a considerable distance.

The League of American Wheelmen has 39,323 members—an increase of 13,571 over last year's figures.

Cycling is an invaluable stimulant to women suffering from lassitude and nervous depression.

Here's a par. from a late Home paper devoted to the interests of cycling:—"One fine morning last week over 350 lady cyclists were seen to enter Hyde Park in the course of twenty minutes."

The bicycle, it is remarked, is doing something which all the doctors and reformers in the world would not have been able to accomplish—it is abolishing the corset. In Paris, which is the acknowledged leader in all styles, a woman on a bicycle in a regular street gown, with a stiff, tight corset beneath, is looked upon as a monstrosity. The fashionable modistes are firm in regard to this. "No," they say, "we cannot answer for your safety if you persist in riding the wheel in a corset. You need every muscle in your body free, otherwise you become ridiculous. The cycling costume should be so light that it is hardly noticeable except for the warmth."

Rome has a cement track with a lap of 540yds, banked over 10ft on the bends, and 26ft in width.

Jefferson, who recently rode from London to Moscow and back, has left on a ride to Central Siberia.

In France a cyclist is allowed to ride upon the footpath when a road is under repair.

Madame Sarah Bernhardt has taken up cycling, and says she is "a million times overjoyed with it."

Some idea of the extent of the "biking" craze in France may be gained when it is stated that there are no fewer than 5000 cycling clubs in the country. Of this number 90 per cent. are classed as professional organisations.

A cyclist named Grant had a narrow escape at Broken Hill recently. He was in the act of raising his hat to a lady when he ran into a train. The machine was smashed, but Grant escaped with slight injuries. Cyclists are not expected to lift their hats when pedalling, because while they are in the act of doing so they are neglecting to keep a proper look-out ahead; and some poor innocent may be the victim of their politeness.

The wheels of a cycle if properly adjusted, should spin freely and stop gradually with a rocking movement, yet have no side play. To test a wheel after adjusting, spin smartly, letting it run itself out, when the weight of the valve should stop the last almost complete revolution, and cause the wheel to swing backward and forward until it stops with the valve at the bottom. Should it stop in any other position, then there is a tight place in the bearing which should be loosened slightly to allow the balls to pass, otherwise one may jam and break.

Special arrangements for accident insurance have been completed between the L.V.W. and an accident and guarantee company. The benefits offered members are £150 in event of death, loss of any two limbs, or of both eyes; £100 for permanent disablement; and £2 2s per week for injuries precluding a member from earning his livelihood.

England (says a London cycling paper) will soon be in a position to boast of the possession of the largest bicycle in the world. A sextet is being built, and in little more than another week it is expected to be seen on the Catford track. Only a few weeks ago our American

cousins boasted of having the largest "bike," a machine which was expected to cover a mile on the straight in thirty-five seconds. The designer of the British sextet has produced a longer machine than the Yankees, and while the American machine is geared up to 153, that made in England is geared 27 points higher. On the Catford track, with its curves, this cycle is expected to cover a mile in one minute and twenty seconds, the possibilities of the American machine being absurdly ridiculous. On a straight track the English sextet might be driven at the rate of a mile a minute, but it is not every rider who would care to travel at that rate without an ample supply of cushions along the sides of the course.

At the finish of the Parsons-Porta benefit carnival, held recently in Australia, a "barney" in the dressing-room between Harris' trainer and Martin ended in a fight, in which Martin came out best.

ATHLETICS.

A picture of Alf. Brady, champion amateur walker, who broke the two-mile record at the Brunneron Relief Sports, held in the Auckland Domain last month, appears on page 8.

local "dark 'un," or perhaps it may be a man that has been mighty adjacent to 60sec, without the aid of pacemakers.

Peter Maher is not at all down-hearted over his defeat by Fitzsimmons. He is now turning his attention to the lesser lights amongst the heavy-weights, and is willing to arrange matches with all and sundry. "I am not through yet," he said recently. "I am only beginning my career. I am only twenty-six years of age, and the youngest of all the big ones. I'll be the champion some day, and the day isn't very far off at that."

Owing to the laws that have been passed pretty well all over the States of America prohibiting boxing, the proposal has been mooted to build a big barge capable of holding some thousands of people, tow it three miles from land, and so get outside the jurisdiction of the authorities.

AQUATICS.

The New South Wales Carnival.

New Zealanders Second and Third.

The weather at Sydney on Saturday last was wretched for the above fixture, rain and strong winds being the order of the day, and consequently the water in

THE EX-SECRETARY OF THE NEW ZEALAND AMATEUR ATHLETIC ASSOCIATION.



MR. L. A. CUFF.

On Arthur H. Holder's return to Wanganui from his record-breaking trip to Napier, he was met at the railway station by a large number of his fellow club members of the Wanganui A.A. and C.C., who accorded him three hearty cheers, and afterwards entertained him at a social.

Wrestlers, heavy-weight lifters, comic singers, and step-dancers are reminded that entries close on Thursday of this week for the competitions for trophies at Professor Starlight's athletic display and boxing exhibition at the City Hall on Thursday, 4th June. The exhibition boxing between Tom Butt, champion of the squadron, and Starlight should be worth seeing.

A local athletic man says he is prepared to bet £25 that he can produce an amateur who can beat A. H. Holder's record of 60sec for the 440yds distance over hurdles. But, he adds, the man he has in his mind holds the opinion that there is nothing in record-breaking, and he may not consent to a match. However, the arguments he advances as to the chance of his man breaking the record appear to be all in his favour—in fact, on paper, it looks a good thing for the

the Paramatta River was pretty rough. The following are the results of the two Intercolonial events:—

INTERCOLONIAL FOUR-OARED CHAMPIONSHIP, distance about two miles and a quarter. Prizes, four gold medals and one silver medal for coxswain.

Victoria	1
New Zealand	2
New South Wales	3

The Queensland crew, which had also entered, withdrew a few days ago.

The three crews got away well together, New Zealand and Victoria going to the front in the fairly smooth water which prevailed between the starting post and Abbotsford. After the latter point was cleared, trouble was predicted for the Victorians in the heavy water which was met, but their short, clean strokes took their boat lightly over the waves, while the longer sweep of the New Zealanders, together with the heavy weight of the crew, caused them to labour considerably in the broken water. At this stage a regrettable incident occurred, the wind setting the Victorian boat down on the New Zealand boat, and causing a foul. The Australians had a slight lead at the time, but neither boat stopped. From the start it was clearly seen that the

New South Wales men were hopelessly outclassed, and the race resolved itself into a great battle royal between the two visiting crews. The Victorians, who were rowing beautifully, and with magnificent combination, kept just ahead of the other boat, the New Zealanders going all they knew to keep on terms. Off the Cabarita the Victorians had established a lead of nearly a length, but as the Minson was reached the Maoris spurred, and although the Victorians responded, the former were drawing up on them every stroke, when what looked like a "crab" spoilt the effort, and the crew fell back. Shortly afterwards, the New Zealanders put in another challenge, but it was of no avail, and the dark blues, rowing beautifully, kept their lead. At Mortlake the New Zealanders were steering a very erratic course, and got into the wash of the Victorians' boat, finishing under these conditions. Time, 12min 32sec.

The general opinion is that the Victorians were to blame for the foul, by getting into the New Zealanders' water. The latter entered a protest immediately at the conclusion of the race, but it was dismissed by the umpire, who held that both crews were in fault—that New Zealand had plenty of room to give way to the other boat, and that in his opinion the foul was not of sufficient consequence to affect the result. The draw for positions was muddled. New Zealand should have gone from the centre buoy instead of the northern one. Both the New South Wales and Victorian crews, being to windward, had the best of the positions in the wind which was blowing. The New Zealanders claim that the foul caused them to take in a large quantity of water, and when they finished the boat was full. In the face of these circumstances they are challenging the Victorians to row the race over again.

INTERCOLONIAL SCULLING CHAMPIONSHIP.—Distance, three miles. Prize, gold medal.

M. J. Slack (Queensland)	...	1
J. L. Bannister (New South Wales)	...	2
H. McCormick (New Zealand)	...	3

E. Powell (Victoria) also started. This event was rowed almost in the dark. McCormick and Powell steered a wretched course, the former going almost at right angles to the proper course, which caused him to lose quite 100 yards in the first mile. When Chicken's Bay was reached Powell gave up, but McCormick persevered over the distance. Slack led from the start, and won easily by five lengths from Bannister, who was a couple of hundred yards in front of the New Zealander. Time, 23min. 44sec.

It would appear from the way the Intercolonial championship events were managed, that the Executive of the Sydney Aquatic Carnival lacked administrative ability, and exhibited a want of discretion such as might only be expected if children were running the show. It is quite clear from the cabled report of the weather and the rough state of the water, that it was positively unsafe for such boats to be out, and, in the face of these difficulties, to insist on the contest taking place that day looks as if there was some banky-panky business somewhere. Then, again, the cableman informs us the Intercolonial Sculling Race was rowed "almost in the dark." Personally, I did not give the New Zealanders a chance, but I did not expect that they would have to row under such exceptional difficulties. However, I hope that when the New Zealand Rowing Association conduct the intercolonial races that will be allocated to be rowed in New Zealand, that they will show themselves more competent in managing a little affair like this. Any reasonable body of men would have postponed the Intercolonial Fours until Monday, or the next favourable day, and would have had a single sculls' race rowed in daylight. I feel disgusted by the way both races were managed.

HOTELS FOR SALE.—A first-class Country Commercial Hotel in Wellington district, guaranteed takings £90 to £100 per week; net rental after sub-lets £3 5s. per week; free house. This hotel is situated in one of the best towns in the North Island, and is a rare opportunity of securing a really first-class business.

Hotel, freehold, rising township, now doing good trade, will be sold a bargain.

DWAN BROS., HOTEL BROKERS, Wellington.