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SEEGNER, LANGGUTH & Co., Sole Agents for New Zealand,
Fort Street., Auckland.

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FASTEST, STRONGEST, AND
MOST RELIABLE.

BEWARE OF IMITATIONS

TRADE MARK.



First in 1888—Foremost Ever Since!

The Dunlop Pneumatic Tyre Company, Limited,
128 LITCHFIELD STREET, CHRISTCHURCH

AND AT

MELBOURNE, SYDNEY, ADELAIDE, AND PERTH.

ASK FOR, AND SEE THAT YOU GET ONLY,

SPEIGHT'S DUNEDIN ALES.

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FOR

AUCKLAND,

Hipkins & Coutts,

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CROWN BREWERY COMPANY

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(LIMITED).

ANTIGUA STREET, CHRISTCHURCH.

CELEBRATED
SPARKLING ALES & STOUT.

FORTY PRIZE MEDALS.

Bulk and Bottle at all the Principal Hotels and
Clubs in New Zealand.

PRIVATE FAMILIES SUPPLIED.

ARTHUR CLEAVE & Co.

PRINTERS,

VULCAN LANE, AUCKLAND.

DESCHLER'S FAMILY AND COM-
MERCIAL HOTEL

ESK STREET, INVERCARGILL.

This well-known Commercial and Family Hotel is now
under the proprietorship of

DUNOAN MCFARLANE,

who trusts to receive a continuation of the support so long
bestowed upon his predecessors in this favorite hostelry.

ONLY THE VERY BEST OF WINES, SPIRITS, AND
ALES KEPT IN STOCK.

No effort will be spared on the part of the new pro-
prietor to keep up the high reputation this House has
so long enjoyed among the travelling public and residents
of the town and district.

D. MCFARLANE PROPRIETOR.

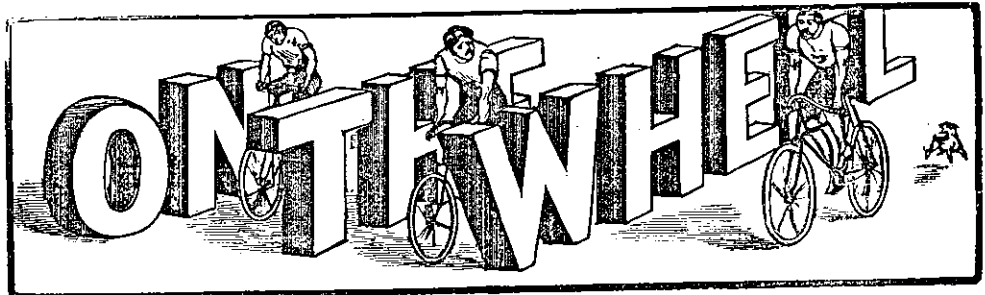
CHAS. E. BROWNE, TAILOR,

10 WELLESLEY STREET WEST,
Opposite United Service Hotel.

STYLISH GARMENTS

AT A MODERATE PRICE.

NO CREDIT.



[By CYCLOA.]

LEAGUE OF NEW ZEALAND WHEELMEN.

The Governing Body of Cycling in New Zealand,
AMATEUR AND CASH.

Federated with National Cyclists Union of England,
International Cyclists' Association.

The Leagues of Victoria, New South Wales, South
Australia, Tasmania, Queensland, and Western
Australia.

AFFILIATED CLUBS.

CLUB.	SECRETARY.
Alt. Cycling Club ...	G. Peace
Cart. Cycling Club ...	W. McKenzie
Danevi ke Cycling Club ...	J. Holt
Foxton Cycling Club ...	C. T. Austin
Hawera Cycling Club ...	A. M. Conroy
Huntly Cycling Club ...	W. Ellison
Manawatu Cycling Club ...	J. F. Manning
Otagi Cycling Club ...	A. Knocks
Rangitikei Cycling Club ...	J. Robson
Wellington Cycling Club ...	K. Hood
Wanganui & W.C. Cycling Club	H. R. Wood
Wairarapa Cycling Club ...	P. C. Reynolds
Woodville Rovers Cycling Club	H. P. Horne
Weraoa Cycling Club ...	C. Thompson
New Plymouth Cycling Club ...	H. H. Mace
Petone-Hutt Cycling Club ...	F. Packard
Ariel Cycling Club ...	J. Muller
Christchurch Cycling Club ...	F. D. Kesteven
Hokitika Cycling Club ...	E. J. Dorreen
Denniston Cycling Club ...	J. T. Jaspers
Greymouth Cycling Club ...	F. W. Keddell
Invercargill Cycling Cash Club ...	W. E. Gladstone
Jubilee Cycling Club ...	T. G. Jamieson
Kumara Cycling Club ...	E. Rouse
Marlborough Cycling Club ...	J. H. Scott
North Otago Cycling Club ...	J. E. Hood
Reefton Cycling Club ...	B. P. McMahon
Riverton Cycling Club ...	D. McKenzie
Selwyn Cycling Club ...	G. C. Derrott
Amberley Rovers ...	J. Blain
Alexandra Cycling Club ...	J. R. Cairns
Otago Cycling Club ...	D. Duncan
Roxburgh Cycling Club ...	W. George
Vincent Cycling Club ...	T. Beveridge
Invercargill A.C. & A.C. ...	E. Norton
Dunedin Cycling Club ...	A. C. McLeod
Lawrence Cycling Club ...	J. B. Rinley
Middlemarch Cycling Club ...	J. Robertson
Star Cycling Club ...	J. W. Manchester
Mataura Cycling Club ...	T. G. Smith
Gore Cycling Club ...	G. F. Morison
Westport Cycling Club ...	J. S. Webb
Wyndham Cycling Club ...	D. J. McLaughlan
Balclutha Cycling Club ...	J. W. Mitchell
Otago Railway Cycling Club ...	T. Barclay
Stirling Cycling Club ...	G. Pritchard
Wanderers Cycling Club ...	W. Copeland
Nelson Cycling Club ...	N. B. Leven
Wanganui Cycling Club ...	J. T. Muir
Thames Cycling Club ...	A. Williams
Port Nicholson Cycling Club ...	A. E. Homer
Gisborne Cycling Club ...	R. Cole
Kaipoi Cycling Club ...	J. E. Brockelbank
Tapanui Cycling Club ...	T. T. McAlister
Pioneer Cycling Club ...	R. O. Duncan
Waitemata Cycling Club ...	E. G. Skeates
Oxford Cycling Club ...	W. H. Alford
Waihi Cycling Club ...	E. Joll
Bruce Cycling Club ...	J. McLeod
Geraldine Cycling Club ...	P. Bourke
Temuka Cycling Club ...	C. A. C. Opie
Winton Cycling Club ...	F. Moore
Leeston Cycling Club ...	W. Dent
Timaru Tourist Cycling Club ...	A. H. Bourn
Cromwell Cycling Club ...	A. H. Harris
Cambridge Cycling Club ...	C. W. Arnold

F. D. KESTEVEN, Secretary.
7, Chancery Lane, Christchurch.

League of New Zealand Wheelmen's Definition

AMATEUR SECTION.

A League Amateur is one who is the holder of an amateur license from the League, and who has not since November 4th, 1897:—1. Engaged in, nor assisted in, nor taught any cycling exercise for money or other remuneration. 2. Knowingly competed with or against a person who does not hold a license under the Amateur Definition of this League, or a person under suspension, for a remuneration of any description, or in any cycle contest in public (except where permission is granted by the Executive). 3. Made pace for, or been paced by, a person who does not hold a license under this League, or for or by a person under suspension by this League. 4. Sold, realised upon, or otherwise converted into cash any prize won by him. 5. Accepted directly, or indirectly, any remuneration, compensation, or expenses whatever from a cycle manufacturer, agent, sport promoter, or person interested in the trade or sport, for cycle riding, except where special permission is granted by the Executive. The Executive of the League may entertain and deal with applications for reinstatement from those who have forfeited their amateur status or were not amateurs within the meaning of the foregoing definition of Nov. 4, 1897, each case to be decided on its merits. A member applying for reinstatement must have abstained from any infringement of the amateur status for one year before his application can be considered by the Executive.

CASH SECTION.

Any member of the League outside the Amateur Section is eligible to hold a Cash license, which is forfeited by—1. Competing against any person who does not hold a license under the Cash Section of this League, or against a person under suspension, or at an unauthorised meeting, except where permission is granted by the Executive. 2. Making pace for, or being paced by, a person who does not hold a license under this League, or for or by a person under suspension. 3. Racing for a bet, stake, or gate money, without permission of the Executive.

On Thursday last Andrew Calder made a new road record. Leaving Christchurch at midnight on Wednesday he arrived at Dunedin Post-office at twenty minutes past six on Thursday evening, his total time being 18hr 20min. The previous best time accomplished over this route is stated to be 22hr 20min.

Popular cycle cracks seem now to be on the alert for something certain, several well-known riders having recently commenced in business on their own. Harry Reynolds, the Irish crack, has just

opened up in his native town, Balbriggan, as a general merchant and newsagent. He contemplates providing special accommodation for cyclists visiting the town, and no doubt the speedy cyclist will do well in his new venture. Charles Barden, after an absence of some years from Putney, is about to return, and intends to become a boniface in the Putney Bridge Road. Barden should be a very popular landlord. Auguste Lehr, who is now staying at Siegen, intends making that place his home, and has taken over the management of an hotel owned by his mother.

One of the English racing cracks has been drawing the long bow to the confiding representative of *The Cycle*:—"A popular champion who visited Australia recently showed us quite a large bundle of epistles from the love-sick maidens of Melbourne, and very amusing some of them were. This rider says that the costume of an Australian racing man was a matter of great importance, and that lady journalists 'down under' often devoted columns to a description of men's racing suits. 'So-and-so looked ravishing in a dream of blue and white,' someone else's 'curly raven locks contrasted harmoniously with his orange and black costume with an entrancing effect,' and so forth. That was the way these lady scribes reported the meetings, so it is not to be wondered at that their lady readers lost their heads occasionally and wrote the most extravagant letters to these Adonises of the path."

What is undoubtedly the most dangerous cycling feat in the world is being performed twice daily at the Royal Aquarium, London. The hero of this truly astounding performance is Minting, the American trick rider, and it may truly be said that he dares death twice daily in attempting his spiral ascension feat. The average rider who finds it difficult to steer his machine in a bee line will realise the nerve and skill possessed by Minting when he learns that the height of the spiral platform which he ascends is 105ft; and as the spectator watches the daring young fellow appear to grow smaller and smaller as he ascends to the lofty roof of the Aquarium, his own brain almost reels at the sight. There are two spiral platforms, each 105ft in height, connected together by a narrow bridge 170ft long, and only one foot in width. Across this narrow path Minting travels, and descends by the other spiral. It is a desperate feat, and puts everything ever accomplished by trick cyclists in the shade.

The action of the Dunlop Pneumatic Tyre Company v. the Tubeless Tyre Company has gone in favor of the defendant company. This was an action brought by the Dunlop Company, as owners of the Bartlett clincher patent, for an injunction against the Fleuss Company, to restrain what they alleged to be an infringement of Bartlett's patent. The defendants denied the infringement, and Mr Justice Romer gave judgment for them. In the Court of Appeal Mr Justice Vaughan Williams upheld the judgment, Lord Justice Rigby dissenting. Finally the Dunlop Company carried the case to the House of Lords. The Lord Chancellor upheld Mr Justice Romer's judgment, which he said was entirely satisfactory, and the appeal would therefore be dismissed; Lords Watson and Shand concurred. The Fleuss Company has thus obtained judgment in three courts. The whole question hinged on the point as to whether the Fleuss tyre, which has no inner tube, was a tube in itself.

Cyclists are warned against advertisements, which periodically appear in the various papers, mentioning imitation tyres on "Dunlop Principle." It is hardly necessary to mention that tyres of the above description are not genuine Dunlops, but are thus described with a view of deceiving the novice. Purchasers, when in doubt, should see that tyres offered as Dunlops bear the well-known trade mark of the company legibly embossed on the outer cover and inner tube.