

AQUATICS.

(By "The Reeler.")

The prizes won during the season by the yachts belonging to the Royal N.Z. Yacht Squadron were presented to the successful owners by His Excellency the Governor at a social evening held last Thursday at the Squadron Rooms. A small working party decorated the rooms for the occasion with flags, shrubs, and Chinese lanterns, the effect achieved being extremely pretty. The attendance was a very large one, nearly all the kindred sailing clubs being represented by their flag officers. A very good musical programme was carried out, while refreshments were dispensed at the interval. Towards the close of the proceedings, Commodore Murdoch expressed the sincere regret of all yachtsmen at the approaching departure of His Excellency from the Colony. He referred to the many good works done by His Excellency during his Governorship, and instanced the Veterans' Home as one of the best. The Royal New Zealand Yacht Squadron was greatly indebted to the Governor for the interest he had taken in its welfare, and their only consolation in connection with their regret at his departure was the statement that His Excellency's successor was a yachtsman. He wished His Excellency long life and happiness, and assured him that he would never be forgotten by the members of the club of which he was a life member.

His Excellency, who was received with loud applause, thanked the commodore for his kind remarks, and expressed his great pleasure at being present that evening. He narrated some of his personal yachting experiences, and said he was glad that he had played no insignificant part in getting the Auckland Club's right to the title of "Royal" recognised. (Applause.) He was pleased at the reference to the Veterans' Home, which was providing a refuge for the old veterans in their declining years. (Applause.) He concluded by wishing continued success to the Royal N.Z. Yacht Squadron. Proceedings, which were of a most enthusiastic nature, concluded with hearty cheers for the Governor.

Sir Rupert Clarke's fine cruising schooner La Carabine, unexpectedly put into Whangaroa last week. She is on a voyage from Melbourne to the Islands, but after calling at Sydney met with heavy weather in the Tasman Sea and sprung her bowsprit badly.

The great aquatic event in Australia last week was the Annual Inter-state Eight-oar race, which took place on the Brisbane River. In describing it, the "Town and Country Journal" says:—At the starting the positions were:—First, on the southern bank, West Australia; second, South Australia; third, in the centre, Queensland; fourth, Victoria; fifth, New South Wales, nearly in the centre of the river. A splendid start was effected, but the Westralians were first to catch the water, although practically all moved off together, New South Wales and Westralia rowing forty strokes to the minute, Victoria forty-two, Queensland and South Australia thirty-nine. Before half a mile had been traversed Victoria was leading New South Wales by a length. Queensland and South Australia were fighting every inch about half a length behind Victoria, and Westralia was already two lengths behind all. Soon after, Westralia stopped rowing, through an accident robbing No. 6 of the use of his stretcher. Meanwhile the contest between the other four crews

was being strenuously fought out. At the one mile Queensland had got up along side of Victoria, who appeared to be very unsteady, but was, nevertheless, rowing a quick stroke. New South Wales gradually dropped behind, and for nearly a mile a terrific race took place between Victoria, Queensland, and South Australia. Eventually Victoria, which had recovered its stroke, took a decided lead. At the half-distance Queensland spurted, and gained such an advantage that they led the Victorians by half a length, with South Australia hanging on their stern. By the end of the second mile Victoria had regained the lead, and was rowing a beautiful steady steady stroke. South Australia also made a great recovery, while Queensland seemed to be almost exhausted by their great effort. The Victorians now were rowing thirty-four, Queensland thirty-two, and South Australia thirty-four strokes. In another quarter of a mile Victoria had increased her lead to a couple of lengths, while South Australia was gradually getting ahead of Queensland, with New South Wales four lengths behind. At the candle works Victoria led by three lengths, and South Australia was rather more than a length ahead of Queensland. South Australia seemed to be in the best condition. The last half-mile of the race witnessed a fine struggle. The Victorians, though leading, had to row hard for every foot, so persistently did the South Australians stick to them. Queensland made another spurt, and reduced the lead to a length and a half, but Victoria responding gamely to their stroke's call, held their own, and eventually won a magnificent race by a length and a half from South Australia, who were about a length and a half from Queensland, who led New South Wales by three lengths. West Australia were left up the river, and did not finish. The first three crews were more or less exhausted but New South Wales seemed to be fairly fresh. They had rowed beautifully together, but failed to get on speed. Time, 17min 17 2-5-sec.

The competitors in the race for the amateur championship of Australia, which was also decided at Brisbane, were:—T. H. Bourke (Tas.), P. C. Ivens (Vic.), and M. J. Slack (Q.). For half a mile there was but little between the competitors. At the chemical works Ivens had half a length lead, but Bourke then made a big spurt and went to the front, quickly taking Ivens' water. Slack put in good work, and got into second position. At the Hamilton (or at the two miles) Bourke led by five lengths, and dropped from 34 to 30 strokes, but held himself in splendid reserve. Ivens made one or two spurts, but, although Slack made a spurt half a mile from home, and left the Victorian behind, he was unable to decrease the distance between himself and Bourke. The Tasmanian champion increased his lead, and, spurting at the finish, won by 50 yards, Slack being four lengths ahead of Ivens. Time, 18min 40sec. Enormous crowds witnessed the races.

It is best to keep a bottle by you, better than to keep
A cold on you that keeps on getting worse.
It is not at all expensive; no, indeed, it's very cheap,
Far cheaper than black horses and a hearse.
So be very careful of your health,
Dear children, and be sure
In New Zealand and the Commonwealth
There's Woods' Great Peppermint Cure.

CYCLING.

The dates of the World's Championship, to be decided in London, are September 3, 8, and 10. The mile distance, considered to be the event of the meeting, will probably be contested on the last day.

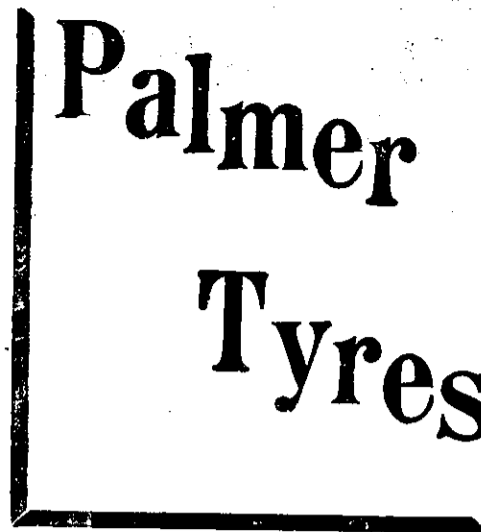
Mr H. Sturmev, for many years editor of the English "Cyclist," and, later, inventor of a three-speed gear for cycles, has patented both a two and three-speed gear for attachment to crank shafts of bicycle motors. The gears are designed to work with either chain or belt drive, and it is said that the two-speed device is really the simplest adaptation of a concentric gear possible.

A reversion to human pacing by trip-lets and quads, was recently made in Paris, but it was not a success. The spectators were so used to the flying motors that those out-of-date pacing machines seemed to crawl.

Much speculation is rife concerning the locale of the Austral meeting this year (says the "Australasian"), and fears are entertained that the Exhibition track will not be up to the expectations or requirements for the big fixture. Those interested in the club feel that to tempt fortune by holding it upon the grass again is to court disaster. In this there is not only the weather to consider, but the future of the sport also. Cycle racing received a harsh set-back last year during the Austral meeting, from which it has barely recovered. Then, again, the public are not satisfied with the sport the grass track affords. It is understood that the profits of the last Austral totalled less than £100, which is quite inadequate as a return on an expenditure of nearly £2,000. Of course, the council of the league has to say whether or not the meeting may be conducted on the grass, and in this matter the league is in an invidious position, for it has practically refused Bendigo patronage for a grass track, proposed at the time the path on the Agricultural Ground was proscribed. There is, however, so much depending on the management of the sport this season that everyone connected with it will have to go slow, and feel the way before moving.

There are some who still cling to the belief that punctures may be prevented by injecting some kind of semi-liquid substance into the air-tube, or by introducing between the tube and cover material of a non-puncturable nature. Under the latter category is a recent Paris invention, which consists of a number or series of crescent-shaped pieces of wood, cork, rubber, leather, or similar materials, and these pieces are secured on a leather band, and may be furnished on either of their sides with a plain sheet of metal. This appears to be a very elaborate plan, and would certainly rob the tyres of much, if not all, of its resiliency. The small number of punctures sustained nowadays renders these inventions almost worthless.

Taylor has not yet quite made up his mind about the world's championship meeting, to be held at the Crystal Palace, London, on September 3, 8, and 10 (says the "Referee"). He has not competed in the event for some years, as on the Continent it is run on Sundays, on which days he will not race, but he generally managed to meet and defeat the holder of the title afterwards. While he would like to race in England, there is at present some doubt about his reaching there in time to do himself justice, and if he finds he cannot (owing to private affairs), he will remain in Australia until the rac-



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REPAIRS A SPECIALITY.
PONSONBY ROAD,
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ing season begins here, as, in any case, he intends to race here again. Having been hustling round almost constantly for a couple of years, he deserves a rest. He came to Australia the year before last in a hurry, and had to race in a few days after his arrival. Then he rushed back to the Continent, where he was behind time, and was not long at home in America when he got the offer to return, and packed up at a couple of hours' notice. Should he remain here, it is possible that the winner of the world's championship may be induced to come to Australia, and matches would be the result.

At a meeting of the National Cyclists' Union held at the Inns of Court Hotel on March 26, the dates for the world's championships were definitely fixed for September 3, 8, and 10 next, at the Crystal Palace. This will be the first occasion these events have taken place in England. Riders from all parts of Europe except Spain will compete, and Australia, South Africa, and America will take part. A matter which led to some discussion was a motion by Dr. E. B. Turner that cycle trick-riders should be eligible for licenses to race as amateurs on the same basis as licenses granted to cycling newspaper carriers and others who earn their living by means of the cycle. On an amendment the motion was lost by a large majority. The accounts of the union for the year ending 1903 showed a loss of £38, as against £265 of the previous year. The championships proved largely remunerative as compared with the 1902 account.

A piece of string on my finger!
Now why can that be for?
Something I have to remember
To fetch to-night from the store.
My wife said she'd die without it,
Her cough she could never endure;
Her cough! Now I know what she wanted,
It's Woods' Great Peppermint Cure.

YOU CAN RELY on reaching your destination when you ride Vulcanized
DUNLOP TYRES.
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Beware of Imitations. None Genuine without this:
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THE DUNLOP PNEUMATIC TYRE CO. OF AUSTRALIA LTD. Melbourne, Sydney, Adelaide, Perth, Brisbane, & Chch. N.Z.

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Contains no Nitro-Glycerine, and is the
MOST REGULAR SPORTING POWDER.
Is used all over the World for Game and Pigeon Shooting.
Sportsmen should insist on having "AMBERITE" Cartridges of Curtis's & Harvey's HOUNSLOW LOADING.
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