

fulfil such an anticipation (says the London "Sun") a fuel of much less inflammable nature than petrol will have to be discovered. It would be a bold voyager indeed who would care to cross the Atlantic in the company of sufficient petrol to supply engines of 10,000 horse-power. It is probable that in the future internal combustion engines may be designed capable of more successfully consuming one of the heavy oils that has been found possible up to the present.

The great sculling race which took place on the Thames between Beach and Gaudaur, September 18, 1886, is recalled by the Sydney "Mail": The Canadian had trained especially for this particular contest, but Beach had been in training for some time, having taken part in the sculling sweepstakes a few days before, in which he beat G. W. Lee, August 30, G. Buebar, August 31, and John Teemer, September 1, this being the final heat. On the day of the Gaudaur-Beach race the tide was fairly fast, and there was a favourable breeze. Gaudaur was quickest away, and soon led the champion by a quarter length, which was steadily increased, but Beach then not only held his own, but drew level in less than a-quarter mile, and so they raced after rowing 1min 23sec, to Bishop's Creek. The champion led by a half length at the half mile, and by three-quarters of a length at Craven Cottage steps, where the time was 2min 53sec. Gaudaur came up a little, but again fell back and at the mile post was a length behind. The time was 4min 51sec, and there had been so far a very hard race. Gaudaur eased a little, and Beach drew away nearly another length, at the Soap-works, time 7min 20sec. At the Hammersmith Bridge Beach narrowly escaped running against a pier, and touched it with his right hand scull. His boat was nearly upset, and was thrown across the course, but he passed with a lead of two lengths in 8min 58sec. Gaudaur closed the gap rapidly, and was soon only a half length behind, but Beach had the better water, and once more drew away, leading at the Oil Mills by three-quarters of a length. At Chiswick Eyot Gaudaur drew up again, and was soon almost level, but Beach reached Chiswick Church (2½min) with a good half length's lead in 13min 55sec. Beach was rowed out, and so was Gaudaur, but the former was so done he had to stop and Gaudaur passed him by half a length. Beach, after resting for a few seconds, gave chase, and caught the Canadian, but had to stop again. "For God's sake have a look at him, Bill, he is worse than you," said the champion's pilot. Beach renewed his efforts and drew level just beyond the Bull's Head. Gaudaur spurred again and passed under Barnes Bridge in 18min 57sec, with a lead of four or five feet, but this was his last great effort, and he fell back a beaten man. Beach was soon well to the front, crossed over, and took Gaudaur's water, and eventually won the race of his life by three lengths in 22min 29sec. The betting at the start was 5 to 1 on Beach, but at half way down the course it was 20 to 1 on Gaudaur, and freely laid. It was this great contest which made Beach's reputation in England, for he had never been given much credit for his defeats of Hanlann.

The famous American oarsman, J. A. Ten Eyck gives some useful advice in the New York "Sporting News" on rowing. He thinks that style, for which so much is sacrificed, is unimportant. It used to be the tendency, and is now to some extent, to put style before everything else. Endless lessons were given on how to hold the oar, how to get forward and back in exactly the same style, how to use the arms and so forth, and, meanwhile, the essential point, that of making the boat go fast and keeping it going fast for the required distance, was lost sight of. It is impossible for a crew of four or eight men to all pull and look exactly alike; each will have (within certain limits) his own peculiar way of pulling the stroke oar, for instance, or of the man who sits in front of him, the appearance of the crew will, 'tis true, be more pleasing to the eye, but the pace of the boat will necessarily suffer. Two or three, perhaps, will be doing their best, but the rest will be handicapped by trying to row like someone else; the fellow with the long arms and body will not reach far enough, while the fellow with the short arms will over-reach himself, and so on. A crew of four or eight solid and sensible men should be made to clearly understand that they must throw the whole weight of their bodies on their oars, and that they must not dip them into the water one instant sooner than they can begin to do good, nor keep them in one instant after they have ceased to do good, and that the oars must remain in the air as short a time as possible. If they can be taught to thoroughly master these few common sense principles and use them, they need not bother about

anything else. The refinements will come with practice, or if they do not come it is no great matter. A crew should take long and frequent rows, and sooner or later they will instinctively so accommodate their various styles to one another as to produce the best general result, and they will at the same time, acquire the endurance, without which no style is of much avail. Good rowing is like good acting: it can be attained only by constant rehearsals. Practice constantly, and that degree of excellence will come which is bound to turn out a winning boat. Catch at the beginning of the stroke with arms straight, apply the shoulder life and the leg drive together. This is a tradition. With suggestions from the coach, each man should be allowed to find out for himself how he can most advantageously use his power. And then the constant practice of the crew should teach each member of it how to maintain his best form, and yet so accommodate it to the others that the final results shall be of the best. Let the aim be not to copy anyone else's style of rowing, but to make fast time, then we will have races, and the winning crew will win because it contains the strongest and best trained men, not because its stroke has this, that, or the other title. Less theory and more common sense are essential to good rowing.

While there will be no race for the America's Cup this season, two international yacht races between the United States and Canada have been arranged for August. The more important will probably be for the Canada Cup, now held by the Rochester Yacht Club, which will be sailed on Lake Ontario. This Cup, which was first offered by the city of Toledo, was won by the Canadian yacht Canada in 1816, and afterwards presented by the owner of the Canada as a perpetual challenge cup. In 1899 the Chicago Yacht Club challenged for the cup, and, represented by the Rochester Club's Genesee, they succeeded in recapturing the trophy, defeating the Canadian defender's Beaver without much trouble.

In 1901 the Royal Canadian yacht Invader defeated the American defender Cadillac of Detroit in three out of four races.

In 1903 the American yacht Irondequoit, thanks to the skill of Addison Hanan, of this city, recaptured the trophy for America, winning the race after the Canadian defender Strathcona had the first two races to her credit.

The races this year will be between 20-footers, and three boats have been built by each country, from which the challenger and defender will be ultimately selected. Of the American boats, one is from Gardner and Cox designs; another from C. F. Herreshoff's plans, which was built at Lawley's, while the third was designed and built by C. J. and W. P. Pembroke, of Rochester. The new Canadian boats include a semifi racer called Hamilton II., designed by William Johnson, of Hamilton; a Fife boat for Fred Nicholls, of Toronto, and a boat from designs of Alfred Mylne for James Worts, of Toronto. All of these boats, which are of the pole-masted, sloop-rigged type, measure about 50 feet over all on a 30-foot water-line. They have about 9½ feet beam and draw about 7 feet of water. The other race will be for the Scawanhaka Cup, which is held by the Royal St. Lawrence Club, and which has been challenged for by the Manchester Yacht Club of Massachusetts.

CYCLING.

The Auckland Dunlop Test Race will take place next Saturday, starting from Mangere Bridge at half-past one o'clock.

The Dunlop Test Race, from Waipukurau to Napier, a distance of forty-five miles, took place on Saturday, and resulted as follows:—A. Double (20min), 3hr 4min 26sec 1, S. Cotterill (20min) 3hr 47min 43sec 2, H. Kershaw (20min) 3hr 48min 10s 3, R. Jones (5min) 3hr 57min 4. Jones made the fastest time.

The Nelson Test Race, which was held on an out and home course—Nelson to Brightwater and back, a distance of 58 miles—was won by Green (7½min start); Stewart, who started from scratch, was second; and Eves, also from scratch, was third. There was a splendid finish, only half a wheel separating the two scratch men after a great go all the distance. There was a big and enthusiastic crowd to witness the finish. Stewart will represent the Nelson district in the forthcoming Timaru-Christchurch road race.

George Farley, the well-known Australian rider, was beaten at Antwerp by Kramer in his heat in the Grand Prix de Paris.

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CRICKET.

The match between the Australians Middlesex resulted in a fairly easy for the visitors. The latter won toss and batted first, the first wickets falling for eight runs. Strong and Noble, however, made a stand, but play was interrupted by the innings realised 261, towards Noble contributed 68, Armstrong Duff 47, Kelly 34, and Cotter 20 out). On the drying wicket the players could do but little, although Warner played a splendid innings of Tarrant (20) was the only other reach double figures, and the total reached 145. Going in a second time Australians put together 195 for wickets when the closure was applied. Duff made 66, Armstrong 41 (not out) and Trumper 32, but none of the other did much. Middlesex could only get in their second venture, so were defeated by 122 runs. Douglas 42, Wells 31, Beldam 26 (not out) were the high scorers, Armstrong taking eight for

To be mastered by one of the countries on the eve, so to speak, of the third match, cannot be encouraging, but, possibly the public will judge the Australians not by the result of any one particular match, but by their general during the tour (says "Athletic News"). We are, however, being gradually forced to the conclusion that the twelfth man combination is not so powerful a body as that which travelled to land in 1902, 1899, and 1896. So far we have had opportunities for forming an opinion, the "new chums" have justified their inclusion, and we have shrewd suspicion that before our men leave the Motherland they will regret that the party has been successful corporation, and that the club of several young players in the colonies have been ignored in favour of friends. It is suggested in Australia Alfred Noble struggled desperately bring home some of the new light the colonies, but as Joseph Darling R. W. McLeod, the other selectors, different views, he was out-voted. colonials must now make the best of situation.

During the innings of Worcestershire Lancashire, at Worcester, W. B. F. was bowled by Walter Brearley by a ball, which sent one of his bails flying 48yds. This distance, although unusual, is nevertheless some way removed from the record of 63yds 6in set up Arthur Mold at Lohmann's expense the match between Surrey and Lancashire, at the Oval, nine years ago. In Rotherham, playing for the Upping Rovers v. Gentlemen of Derbyshire Derby, on August 5, 1881, sent a 62yds. An old Australian cricket p



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