

lodge each car, the nature of the road may be imagined. Slow progress was then made to Albury, which was reached about 11 p.m. Once over the border into New South Wales better progress was made, and Sydney eventually reached. The whole trip of 572 miles was covered in five and a-half days, which made the run a meritorious one, considering the road conditions.

Six Gordon Bennett races have been contested, and the horse-power of the winning cars has gradually increased each succeeding year. They are as follows:—20, 40, 40, 60, and 96, respectively. In every instance the cars were fitted with four-cylinder vertical engines, and in the first three years the ignition was by accumulator, and in the last three magneto ignition was adopted, Michelin tyres have scored on four occasions—the first two and the last two years, while Dunlop and Continental tyres have one win each to their credit. France has won the cup four times in all.

French mechanics and drivers of automobiles have founded a mutual protection society, under the presidency of Prince Arenberg. It is not quite clear as to whether the drivers desire to protect themselves against being run over by one another or if the people are the objects against whom protection is required. Not long ago the French police organised a protection society, and truly, when everyone is protected against everybody else, the world should at last become a safe place.

The chief commissioner of the metropolitan police (London), instead of setting what are called "police traps," has signified his readiness to give information to the automobile authorities when he found that reckless or inconsiderate driving was prevalent along certain roads, and let them know that the locality was under observation. It would be for them to issue a special warning. If this very sensible rule was followed, offenders would only have themselves to blame if they were punished, and it would also put an end to any friction between the police and motorists generally.

The "Automobile Club Journal" (England) is responsible for the statement that during the year the fines paid by motorists in the United Kingdom amounted to £218,000. In this connection the paper suggests that the sum

would make a pretty nucleus for a fund to be devoted to the improvement of public thoroughfares. At the rate of 3 per cent. it would pay the interest on a capital outlay of some more than seven millions sterling. In making these suggestions it points out that as the motorists have been blamed for destroying the roads, the money could not be put to better use.

CYCLING.

At the annual league of the Canterbury centre of the League of New Zealand Wheelmen, the following motion was passed and ordered to be forwarded to the league council:—"That in the opinion of this centre it is desirable that uniform representation should apply to all centres throughout the colony, and this centre recommends that such representation shall be according to the numerical strength of racing cyclists belonging to each club affiliated to each centre."

The Victorian rider, Hawley, has won the 25-mile road championship of Australasia, doing the distance in 72min 58sec. J. Arnst was third, but R. Arnst was unplaced.

That classic British road record—from Land's End to John o' Groats—famously known as the "end-to-end" record, has been bettered by 11 hours 10min by G. A. Olley. He traversed the course—over 840 miles in length—in 3 days 20 hours 15min., and used a machine fitted with a "Hub" two-speed gear. Eight or ten years ago this record was frequently attempted, and so frequently bettered that the time became so materially shortened as to place it beyond the capabilities of most road men. The variable gear, however, has rendered the record-breaker more effective, with the above good result.

The "Indian Rubber Journal" publishes an interesting chart, drawn up in meteorological style, showing the monthly variations in the price of rubber during the last two years. In January, 1903, the market price of fine Para rubber was 3s 8d per lb. The same period in 1904 saw a rise up to 4s 8d, then prices sea-sawed between 4s 6d and 5s 2d for the rest of the year. This year

a general tendency to go up has been observed, and in March last the market touched top prices at 5s 8d.

A lady cyclist writes to a London paper to the effect that motorists have no idea of the danger they are to the wheeling feminine. They create a current of air, and, unless they pass two or three yards away from the cyclist, they invariably cause her to swerve, due to the rush of air blowing her skirts, and causing her to wobble towards the motor. The lady writes in temperate fashion, and says that if the matter is only brought under the notice of motorists, she is sure they will give it a thought when passing wheelwomen.

Iver Lawson, by last accounts, appeared to be in a winning vein on the Yankee tracks, and at almost every meeting established a new record for one distance or another. At Ogden, Utah, in a three miles lap race, in which every man was after the money, he unwound a long sprint, and crossed the tape sitting up. The time for the distance was 3min 55 1-5sec, or 3 3-5sec better than the previous record, also made by him.

The handicaps for the Warrnambool-Melbourne race of 165 miles, which will be decided on the 30th inst., show that the scratch men are J. Arnst (New Zealand), R. W. Morgan, M. Chappell, and H. Henderson (New Zealand), and those on the limit (70min) are C. E. Taylor and T. H. Raynor.

BOWLING.

Next Saturday the bowling season in Auckland will commence, when the Mount Eden Club will lead off. The ground is perhaps the driest in Auckland, and appears to be in splendid order. As usual, invitations have been sent to other clubs to take part in the opening ceremony.

I understand that Rocky Nook will follow suit early in October, the last to open being Auckland, who intend giving the new green every chance possible. It is looking in fine condition, the grass having grown splendidly.

With a view of completing the new green at Rotorua in time for the season, instead of sowing grass strips of turf

have been put down and these stamped in. I am assured that the result is all that can be desired, otherwise I should have doubted it.

Enthusiasts have been keeping the game alive on the Carlton's Club's winter green, which has played splendidly throughout. The usual muster exceeds the capacity of the green.



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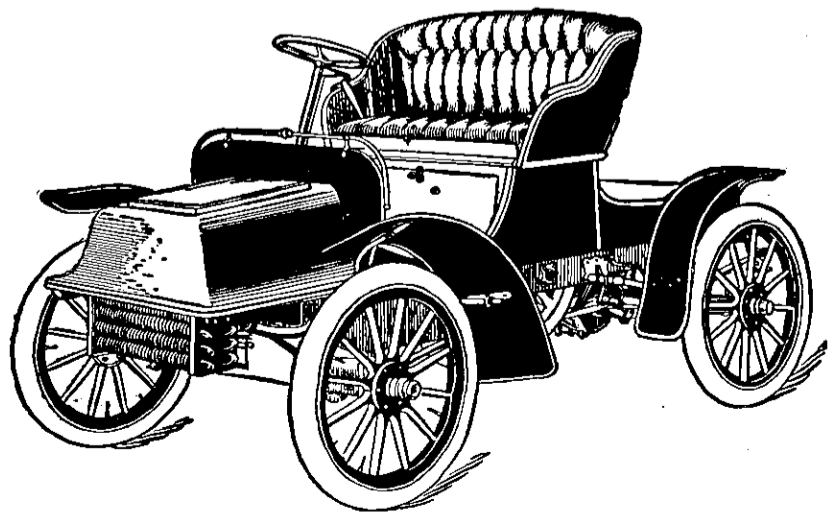
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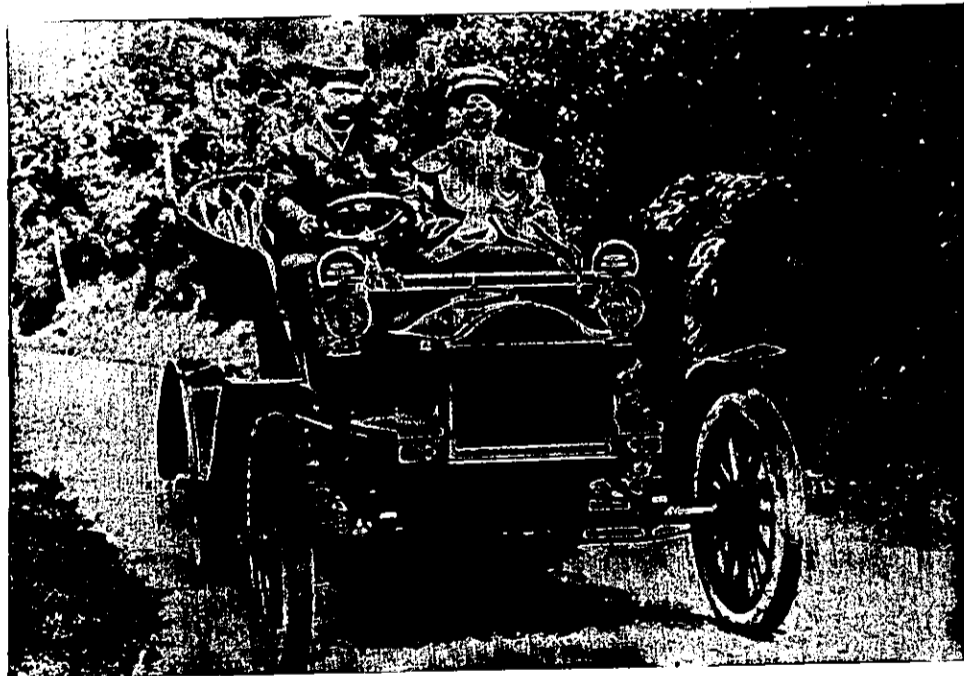
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