

gether guesswork to prophesy that racing will develop into a series of summer and winter beach meetings and certain established road events. In the matter of road racing, there is also a well-developed feeling that this should be limited to machines of certain horse-powers approximating little more than the limit of the largest touring cars. It is contended that the use of cars of more than 100 horse-power creates monsters of speed, which, in addition to being dangerous, prove nothing in a practical way as to the availability of various makers for touring purposes. As the every-day use of the touring car is the end in behalf of which manufacturers are putting forth their best efforts, it is urged that this is the logical motive in holding road races

county team would have made a bold showing, but this did not prove to be the case, for they were clearly outplayed from start to finish. Johnson, Hunter (2), Smith (2), Wallace, Seeling, and Deans scored tries, five of which were converted by Wallace. When time was called our men had 34 points on the slate, while Middlesex had not scored.

On Saturday next the New Zealanders play Northumberland at North Shields. The miners should be able to put a good forward team into the field, and may thus prove equal to giving the visitors a decent game. On Thursday the match will be against Gloucester City at Gloucester.

FOOTBALL.

The match between the New Zealanders and Durham proved a harder one to win than any of the previous ones our men have played during the tour. The forwards would be composed largely of miners, and although possibly slow, would be capable of a lot of hard work. The visitors led off with a try by Hunter, which was not converted. Wallace was next to score, but again he failed with his kick. A fine rally by the locals ended with the New Zealand line being crossed for the first time, Clarkson getting over, but the attempt at goal failed. In the second half Stead secured a try, which Wallace converted. Then the latter again scored, and adding the major points himself, the match resulted in a seventh win for the New Zealanders by 16 points to 3.

An English paper gives the following humorous advice to players:—The referee is entitled to be considered a human being. It is not a rigid rule that the referee shall disallow the goals of the visiting team. A forward is not necessarily offside because the crowd shouts. It is possible for the goalkeeper to make a save that is not miraculous. It is possible for the referee to be right. A player is not necessarily selfish when he keeps the ball, nor is he necessarily playing well when he "gets rid of it."

Still another very easily-achieved victory went to the credit of the New Zealanders when they tackled Middlesex on Wednesday. It was expected that the

AQUATICS.

(By "THE REEFER.")

There was quite a large gathering to see Mr. Pittar's new yacht Rawhiti launched last week, and the Logan Bros.' creation was greatly admired, the general opinion being that her lines were as beautiful as the workmanship put into her was good. After the launch the company adjourned to the sheds, where success to the boat and the health of the owner and builders was drunk in flagons of "the boy." Rawhiti has been out for one or two trial spins since, and her method of slipping through the briny has come in for very favourable criticism. She will sail for Sydney shortly.

The opening of the season as far as the Royal New Zealand Yacht Squadron is concerned has been fixed for November 25—a very late date. Why not open the season when the season opens?

There is no lack of activity on the different beaches where the yachts are hauled up. Scraping, painting, renewing gear, etc., is proceeding apace, and it will not be long now before many of the boats are at their moorings again.

The following fixtures have been arranged for the ensuing season by the Royal New Zealand Yacht Squadron:—Opening day, November 25; Class Handicap (32ft and over), Class Handicap (under 32ft), Motor Launch Championship, December 2; First Cruising Race, December 16; Second Cruising Race, Motor Launch Handicap, January 20, 1906;

Class Cruising (Class B, 42ft L.R.; Class C, 36ft L.R.; Class D, 30ft L.R.; Class F, 25ft L.R.), Handicap (26ft tuckstern, C.B.), Handicap (patikis), Motor Launch Handicap, February 3, 1906; Ocean Race, February 10, 1906; Third Cruising Race, March 10, 1906.

A fine rowing feat has just been accomplished by Mr. George Adams, a member of the Boulogne Rowing Club, who rowed in a regatta skiff across the channel to Folkestone, in 8hr 20min. The distance from point to point is 29 miles, but, allowing for drift, Adams must have travelled fully 35 miles.

The programme for the North Shore Yacht Club's season is as follows:—November 9, opening day; November 18, first general handicap; November 25, first cruising race to Awaroa; December 16, first series of races and motor launch race; January 15, second cruising race to Awaroa; February 10, club picnic; February 24, second series of class races; March 2, ladies' race; March 31, Mr. Dunning's cup. The classes have been fixed as follows:—First-class, yachts not exceeding 27ft, l.w.l.; second class, tuckstern yachts not exceeding 26ft, o.a., conforming to Ponsonby Regatta restrictions; third-class, yachts, centreboard or keel, not exceeding 26ft o.a.; fourth-class, unballasted boats, not exceeding 24ft o.a.

CYCLING.

The Sydney Summers' Nights Amusements Company announce the dates for the first carnival. All the racing will be held at night, and the dates are:—Wednesday, November 1; Monday, November 6; Wednesday, November 8; Saturday, November 11; or Monday, November 13; and Wednesday, November 15.

Don Walker, who has been riding continuously for 16 years, is said to be about to retire (says the Sydney "Mail.") Mr. Hugh McIntosh, secretary of the New South Wales League of Wheelmen, received a letter from him stating that he might come to Sydney for the Eight-hour Meeting, and that it would be his last appearance on the track. His best season in winnings returned £800, and since he started he has won over £3000 in stakes. His decision to retire will be received with great regret, for there was no more popular rider in Australia. Dur-

ing his long and honourable career he has never been questioned on account of suspicious riding. In addition to his representing Australia in the 1904 world's championships in England, he has the unique distinction of being the greatest prize-winner ever turned out in Australasia. He has been racing so many years, and always in tip-top condition, that no rider out here is able to challenge his record in that respect. He will retire after the November meeting.



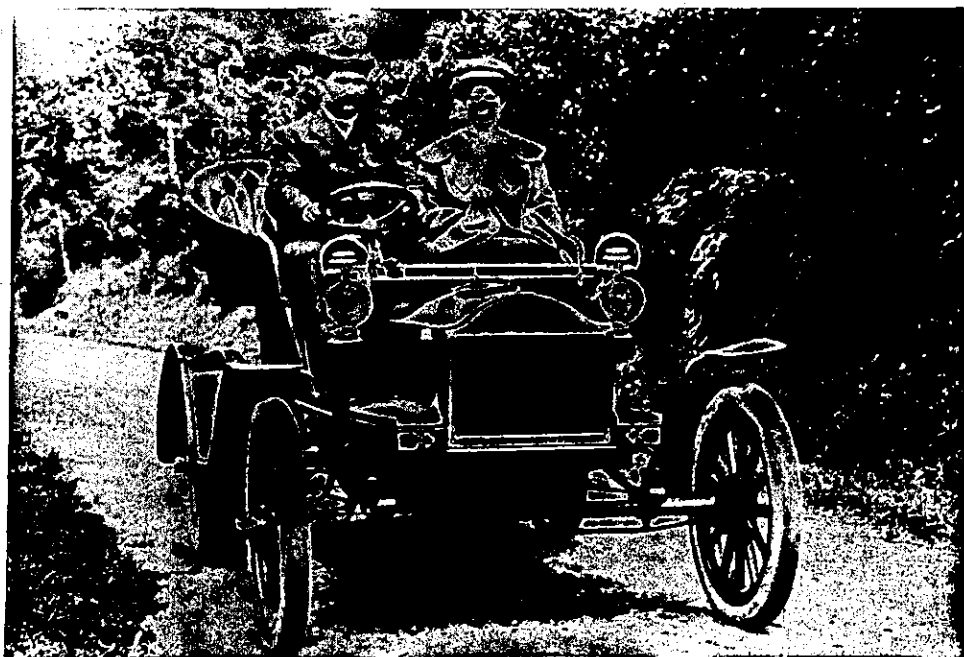
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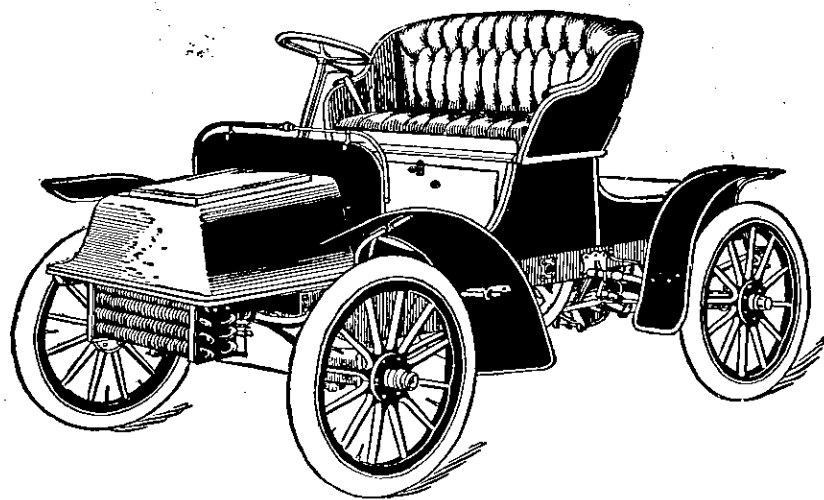
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