

AQUATICS.

(By "THE REEFER.")

The yacht Wanderer, which Logan has built to the order of Mr. ... of Nelson, is finished, and will be South very shortly.

The Devonport Yacht Club has opted for its burgee a white cross on a field, with the stars of the Southern Cross in inner upper canton. This is somewhat similar to the Royals, whose burgee, however, is a blue one.

All the beaches have been alive with swimmers lately, preparing their craft for the season. Two pictures in this issue show busy scenes at St. Mary's beach.

Mr. Pittar's new cutter Rawhiti was launched and sailed for Sydney yesterday afternoon.

The Ponsonby Regatta is due to take place on December 9. The committee intend making it a booming success.

The Otahuhu Yacht Club has elected the following officers for the season:—President, Mr. John Todd; commodore, J. W. Andrew; rear-commodore, Mr. Sheppard; secretary and treasurer, A. Fearnley; handicapper, Mr. James Grant; starter and timekeeper, S. E. Harper.

The Auckland Rowing Club intends making their first trial fours for the season on the 28th inst.

St. George's Rowing Club intends making the season on the 28th inst.; and promise to make a big splash.

The little Kia Ora is being got ready for her projected cruise round the world. Although the small cruiser is very snugly constructed and is an able seater for her size, it seems to me that Captain Warwick's adventure is a somewhat rash one. Nothing can be gained but notoriety even by its successful accomplishment, and the risks run are altogether too great to warrant anyone supporting the project.

The Rochester Club of New York regains the Canada Cup. In the series of races which took place on Lake Ontario in August, Iroquois, the American representative, won three out of the five sailed. The Canadian boat Temeraire, designed by Fife, was beaten, but, as the result was not disgraced. The Rochester Club have now held the cup for three years.

By far the most interesting feature of the season just closed in England has been the keen racing among the 52-footers who have constantly met each other without any handicaps interfering with the order of merit. Moyana held pride of place for the greater part of the season, but bad luck struck her at the Royal Southern Regatta. Out of 34 starts, both Maymon and Moyana have each secured 12 firsts, but the former has 10 seconds to the latter's 8, and her percentage of flags is 64.7 to the other's 58.8. Out of 31 starts Britomart has obtained 11 firsts and 10 seconds, while Sonya has started 25 times, and taken 3 firsts and 10 seconds.

The New Zealand Power Boat Association, which was only formed on September 25, is making very rapid strides. Already there are some 60 members and 28 yachts on the list. Mr. W. S. Whitley is commodore, Mr. C. A. Whitney vice-commodore, Captain G. McKenzie rear-commodore, Mr. H. Whitley secretary, and Mr. R. Whitson treasurer.

The annual meeting of the Manukau Yacht Club was held at the Public Hall, Onehunga, on Thursday, and there was a capital attendance. The annual report and balance-sheet stated that the club, both socially and financially, was in a good position. The past season was a gain noted for the keen competition amongst the yachts in the club's racing fixtures, as the very large number of entries received for every race showed. The membership of the club had increased. The club was indebted to the Onehunga public for their liberal support, valuable trophies, and cash donations being received from a number of gentlemen. The finances of the club are still in a very flourishing condition, the receipts for the season amounting to £48 2s 2d, while the expenditure in prize money amounted to £32 10s 7d, leaving a balance of £15 18s 7d to credit. The report and balance-sheet were read and adopted. The following officers were then elected:—Secretary and treasurer, Mr. C. Skinner; general committee, Messrs. F. Hutchinson, C. Hale, J. Allen, J. Sutherland, E. Mears, J. Skinner, T. Prior, P. Farrell, J. Parkes; sailing

committee, Messrs. E. Mears, C. Hale, J. Parkes; president, Mr. J. W. Whyte; vice-presidents, Messrs. J. Murgatroyd, M. M. Kirkbride, M.H.R., F. C. Kelly, T. C. Christensen, W. H. Morton, W. G. Reddaway, E. Jones, Watts Bros., R. T. Michaels, G. Dalziel, R. Vause, P. Farrell, F. W. Simpson, W. Grundy, Keating, D. Neilson, R. Dillicar, H. Bray, C. J. Schnauer, E. G. Allsworth, W. Blyth, Tilson Smith, G. Vause, R. D. Stewart, Dr. Bakewell and Dr. Tresidder; handicapper, Mr. Ira Sutherland.

CRICKET.

(By "YORKER.")

Although Saturday turned out a beautiful day, the heavy rain which fell during the week, and more especially during Friday night, made the ground very soft and sticky, and anything like good cricket was impossible.

On the Domain, too, the grass was very long, and Caretaker Yates has his work cut out to get the ground into decent trim for next Saturday—the opening of the championship games.

On that afternoon tea will be provided by the lady supporters of the Grafton Club, who will be pleased to see all visitors to the Domain, as well as the playing members of the various teams.

I am glad to hear that the North Shore ground is looking first-class and that the wickets there give every promise of regaining the reputation they enjoyed in George Mills' time. Until the last year or so the North Shore wicket, fast and true, was the delight of all batsmen.

The prospect of good wickets in the near future is brighter all round. With the new Victoria Park almost completed and the Eden ground at Kingsland being improved each year, the amount of accommodation for cricketers will soon be almost doubled. With the increasing growth of the city it has become quite impossible for everyone to make use of the Domain, even were there room. Regular practice plays such an important part in the success of a cricketing side that it is absolutely necessary for players to reside in the vicinity of the ground. In the past this has been a serious drawback to the Newton and Ponsonby districts, as well as those of Mount Eden and Mount Roskill. With grounds now close at hand I look to see the number of playing members double itself during the next year or two.

During the last few years following on the increased popularity of the game of cricket in the United Kingdom, many prominent cricketers have written elaborate books on the game and how to play it. Most interesting and instructive of present-day writers is C. B. Fry, the Sussex amateur. His latest effort, in which he has had the assurance of Mr. G. W. Beldam, of Middlesex, is a most complete work containing some 600 illustrations of all the leading cricketers of the day, including Dr. W. G. Grace. Of the great batsman there are no less than 50 odd places showing him in the various stages of making all his best strokes. Mr. Fry, who is in the very front rank of batsmen, himself states that in the preparation of these pictures he has learnt much that he did not know before, and all cricketers who can afford to buy a copy should be on the lookout for their arrival in the colonies.

Despite the number of later publications, I know of no better book for young players than that of Dr. Grace. It was written about 20 years ago, but contains, nevertheless, in a simple, clear, and concise form all that is necessary for a young player to know.

The Cricket Association has decided to establish an Umpire's Association, and have asked all old players who are willing to act to send their names to the secretary. The position of umpire is a most important one, and it is hoped a strong association will be formed.

There has been considerable talk about the alteration in the "residential rule." The rule now permits a player making a bona-fide move from one district to another after June 1 to play for the district into which he has moved, provided no objection is raised by the district in which he last resided.

It is necessary for any person so moving and wishing to play for the district into which he has changed, to make a personal application to the Association. I understand forms of application have been sent to the secretary of each district. The alteration in this rule should remove the cause of much inconvenience which players have suffered in the past.

The Motorist.

(By "PETROL.")

The monthly run of the Auckland Automobile Association last Saturday proved very enjoyable, as the day was an almost ideal one for a fast spin through the country, which is looking just now at its very freshest. There was a very fair muster in Lower Queen-street, the big cars being most in evidence. The run was through Ellerslie, Otahuhu, Papatoitoi, Mangere, and Onehunga to Cornwall Park, where afternoon tea was laid out under the trees, and was much appreciated. After this a quick run was made back to town.

Mr. Leyland is a "goer" beyond question. His 15 h.p. Darracq was in the van throughout, and no time was lost on the trip. It looked as though the only car capable of pacing it with the president's was the secretary's, whose fine car can certainly "get a wriggle on" when called upon for a spurt.

Quite a number of ladies took part in the run on Saturday, and all seemed to thoroughly enjoy it. Only one ventured to drive, however.

Mr. G. Hobbs, of Stavell, Victoria, has nominated for the Dunlop motor contest from Melbourne to Sydney, and will drive one of the finest cars in Australia. His car, a 28 h.p. Mercedes, has four cylinders (stroke 105 mm., bore 130 mm.), with four speeds giving about 50 miles an hour on the top. The power is transmitted by chains, whilst low tension magneto ignition is used. The car weighs 25cwt, and is worth £1500.

A fast motor car run was made on the occasion of the Warrnambool-Melbourne road race. Messrs. W. J. Proctor and H. B. James, of the Dunlop Tyre Company, left Warrnambool for Melbourne on a 12 h.p. car at seven o'clock. Despite the greasy and sloppy condition of the road, Camperdown (43 miles) was reached at 8.32 a.m., and Colac (73 miles) at 9.48 a.m. A stop of 12 minutes was made here. Leaving Colac the roads slightly improved, and the Winchelsea feeding station (96 miles) reached in fast time. A short stay was made here and the road to Geelong (119) taken, the "Pivot" being passed through at 11.45. Leaving the North Geelong feeding station a few minutes after 12 o'clock a good run was made through to Melbourne, which was reached at 1.32 p.m. The full time on the road for the 165 miles was 6 hours 32 minutes, the driving time being under six hours.

Recent experiments made with hard treads—such as Samson treads and other anti-puncture or anti-skid devices which take the form of hard treads—show that they go a long way in mitigating the dust nuisance with motor cars. Extensive observation has led to the important conclusion that much of the dust-raising is due to the "sucker" suction of the rubber tyres, chiefly of the back or driving tyres, and that hard treads reduce the dust by at least 50 per cent. We have repeatedly noticed (writes "Auto") that even when the roads were very dusty cars fitted with Samson treads have at no time raised more than a transparent haze of dust, certainly not dangerous as obscuring vision, while other cars fitted with the ordinary bare rubber tyres have

raised such dense clouds of dust as to necessitate a slackening of speed when approaching them from behind. It seems to us that the remedy for this pressing evil is worth following up by careful investigation, for it may have most valuable results in the future, and prove a guide to tyre manufacturers.

The increasing demand for rubber, and the natural outcome—higher prices for the raw material—are exerting powerful pressure on the great tyre manufacturers to produce a tyre—at any rate for the driving wheels of a car—which shall give prolonged service for the considerable amount of money involved in its purchase, and thus reduce the mileage cost for tyres. Makers are turning to a combination of leather, with steel wearing studs inserted in the tread, attached to the ordinary tyre, made up with casing and rubber. The Samson tread has hitherto been extensively used by the big makers, but they are now introducing special patterns of leather covers of their own design. The Michelin firm had their new tread very severely tested in the last Gordon-Bennett race, and from all accounts the results were very satisfactory. The Continental people are putting a tread of their own design on the market, while the Dunlop Company are to the fore with a special tyre. Something good and reliable may be expected from the makers named, who possess a deservedly high reputation for the quality of their products. We recommend all car-owners to fit hard treads to the driving wheels of their cars. They will find that the higher first cost is repaid tenfold by the vastly greater comfort and by the longer life obtained.

FOOTBALL.

Another very one-sided game was played by the New Zealanders in England, when they tackled a Hartlepool team last week. The Home team could make no sort of stand against them, and our men appeared to score tries as they liked, winning eventually by the huge total of 63 points to nil. Tries were secured by Smith (2), Deans, Roberts (2), Hunter (4), Abbott (3), O'Sullivan and Wallace, while the latter player converted eight of the tries into goals, and Glasgow kicking another.

Still another one-sided match was that played at North Shields on Saturday between the New Zealanders and Northumberland. From the moment the game commenced the visitors attacked strongly, Gillett, Cunningham and Deans scoring tries. Then Hunter took a hand and crossed the Northumberland line three times in quick succession, but only two of the tries were converted. In the second half Hunter got yet another try, and followed it up with a fifth a little later, while Harper also scored. The game ended in favour of the New Zealanders by 31 points to nil.

The New Zealand team in England have now the remarkable record of having scored 341 points, while but 7 have been put up against them, this being achieved in nine matches. The 1888 Native team played no less than 74 matches, and scored in all 394 points to 189. Mark the difference!

The New Zealanders will meet Somerset at Taunton next Saturday, and the Devonport Albions on the following Wednesday.

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