

an alternative, Wairarapa, Manawatu and Wanganui. It is proposed to raise the necessary funds by means of concerts, dances, etc.

As the football season ends here (writes the Vancouver correspondent of the Sydney "Daily Telegraph") one notes a revival of the proposal that an All-Canadian, or at least a British Columbian, fifteen should visit Australia and New Zealand within the next couple of years. One of the Vancouver enthusiasts says that the idea having been started here it will be kept going; in fact the ball will be kept on the move. The men who went from this city to San Francisco to play the All Blacks of New Zealand showed their enthusiasm in the game by travelling 2000 miles just for the pleasure of meeting the team from Seddonland, and they will keep in form in anticipation of a tour to the Antipodes.

ATHLETICS.

A very important point has been raised (writes "Straight Left" in "Sporting Life") in the much-vexed question of "in-fighting," as it is commonly known, and anything from the pen of Colonel G. M. Fox must command consideration, and go a long way towards improving the art, at least among our professional exponents. As is well known, Colonel Fox is the late Inspector of Army Gymnasia, and the present high position of boxing in the army, more especially at Aldershot, is in a great measure due to his untiring efforts. Being well qualified to speak on a subject in which he has no superior in point of knowledge, Colonel Fox has given vent to his opinions in no half-hearted manner: "The order to break away is very often premature," he says. "It is frequently heard directly the men clash, and in this way the clever 'in-fighter' has absolutely no opportunity of showing his skill. Although not wishing for one moment," he continues, "to countenance the hugging so repeatedly seen in boxing matches, I do think that the 'in-fighter,' the man who is willing to box fair, should be given a chance of showing his points, and at the same time of compelling his opponent to desist from holding." A boxer who persistently holds and lies against an opponent in order that he may recover his lost strength, has a right to be punished, as he is adopting unfair tactics in the hope of staving off defeat, and by chance scoring a lucky victory. Present-day boxing is at times painfully monotonous, and "in-fighting" encouraged on perfectly fair lines will, without doubt, go a long way towards improving the sport.

George E. Lerner, the English amateur walking champion, has decided to retire from the path, and will not appear again on the track as a contestant. In taking this step, he has acted on expert advice. He is a policeman attached to the Brighton force, and has been advised that the work of training, combined with his ordinary duty, may prove too great a strain for his constitution. Thus, though naturally very reluctantly, he has had to put an end to a short but exceptionally brilliant career on the track, and England will have another amateur walking champion this season.

The Auckland police force (writes "Vault") includes McIvor (champion amateur middle-weight wrestler of New Zealand), Burke (champion amateur heavy-weight wrestler of New Zealand), and Illingworth (formerly of the Black Watch. He was present at the battle of Magersfontein when his regiment was cut up and Colonel Wauchope killed). Why shouldn't Arthur Skinner be included in the list?

In a boxing contest which took place at Philadelphia on March 14, Battling Nelson beat Terry McGovern in six rounds, but the win was disallowed on technical grounds, and the fight was declared a draw.

The New South Wales Boxing Association State championships will be held on June 13, 14, 16 and 20, and the Australian championships on September 6 and 8.

BILLIARDS.

(By "Pyramid.")

[The writer of this column will be glad to answer any questions on the game.]

WHERE TO PLAY BILLIARDS.

B. FORD'S Waitemata Billiard Club, Custom-street, Auckland. Open to play all-comers on 100 Break.

METROPOLITAN HOTEL BILLIARD SALOON, Queen-street, Auckland. Billiards, Snooker, etc.—A. J. WOODLEY, Manager.

BARTON, MCGILL AND CO., Billiard Table Manufacturers (Gold Medalists), 422 Queen-street, Auckland. Requisites always in stock.

VULCAN LANE BILLIARD SALOON, Proprietor: R. J. HAMILTON (late of Metropolitan Hotel). Billiards, Pyramids, Snooker, or Pool.

BILLIARD SALOON AND BATHS, Pitt-street, are now open under new management.—ALF. SMITH, Proprietor.

F O R S A L E.

BILLIARD SALOON, with Store detached, on West Coast, price, £400, including Wright-Ranish Full-size Table, Accessories, etc. Well-fitted private Office; Buildings, 40 by 20 and 19 by 12; two 400-gallon Tanks; water laid on inside building. For immediate sale. Full particulars furnished.—E.D., Box 6, Kawhia.

A big Snooker tournament will shortly take place at the Waitemata Clubroom, Custom-street. The subscription is five shillings, and the added money will total £5. The best two out of three games will decide. Entries close with Mr. Ford on May 26.

Mr. W. Lyons, the well-known cueist, left Sydney for England on Saturday by the P. and O. liner India. He was given a big send-off by the members of Tattersall's Club.

There is a chance of a big four-handed match being played in England. C. Haverson and M. Inman are prepared to meet Stevenson and Dawson, taking 400 start in 16,000 up, for £50 a-side. They are willing that the gate receipts should be either divided or that the winners take the whole proceeds of the match. A four-handed game would be very interesting and attractive. Several years have elapsed since a match of the kind was played by first-class professionals.

I would suggest (writes "Snooker" in the "Referee") that one of the New Zealand table manufacturers promote a New Zealand championship, to be played, say, at Christchurch next year, during the currency of the Exhibition. With such players as Messrs. Muir, Donnelly, Chavannes, Lyons, and one or two others from the West Coast, a fine contest would result, and the winner might, later on, trip to Australia, and there have a cut at the local amateur champion. In the quartette named and Mr. Hooper (now located at Newcastle, N.S.W.), New Zealand has a bunch of players that would, I fancy, defeat any amateur quintette in New South Wales or Victoria.

Styak and Gilmour have defeated Mewburn and Carlaw in the final of the Auckland Bowling Club pairs. At the eighteenth head the score was 18 all, but then Gilmour got in six, Carlaw failing to save, and this won the game, the genial treasurer going down by seven points. Gilmour (with Coombes) also won the club pairs last year.

An Auckland team—viz., Denniston, Coombes, Ledingham and Thomas—went to Remuera on Saturday, when they met Lennox, Rees-George, Gamble and Rev. Beatty. The visitors had 11 to 2 on the state at the fifth head, but, thanks to the brilliant leading of Lennox, the Remuera men gradually forged to the front and won by five.

The noble forests of our land
Beneath man's devastating hand
Soon will have vanished, leaving there
This country lying, gaunt and bare.
No wooded clothing, now she's old,
To save her from her death of cold;
But, lo! new Woods arise with healing sure,
All hail then—Woods' Great Peppermint Cure.

CYCLING AND MOTOR NOTES.

(By "Petrol.")

The Germans claim to have discovered a new variety of fuel gas, said to be unequalled for power purposes. "Homogenous" is the name given to it. It is the result of the discovery that benzole of a high specific gravity, 90 degrees or over, may be gasified, and has been given this title owing to its homogeneous qualities. In addition to being far cleaner as well as cheaper, the new gas possesses the added advantages of being non-poisonous and non-freezing. It is free from soot, and, being produced cold, dispenses with the necessity for cooling-water. Its comparative efficiency is claimed to be 50 per cent. in excess of the fuel commonly used, while its cost is greatly lower. The exhaust is invisible and entirely odourless.

The hour record of the motor cycle was altered twice on the one day—March 11 last—on the Parc des Princes track, Paris. The record stood at 55 miles 1520 yards, and Rene Thomas raised it to 56 miles 1685 yards, and covered the 100 kiloms (just over 62 miles) in 1hr 5min 27 1-5sec. Shortly after, another Frenchman, Pernette by name, attacked both records on a machine weighing but 110lb, and covered 59 miles 801 yards in the hour—a world's record—and the 100 kiloms in 1hr 3min 52 1-5sec. A third attempt was made by Auzani, on a heavy motor cycle, but he fell. Although moving at upwards of 50 miles an hour at the time, he was practically uninjured.

As to the value of the automobile in the time of war, Germany seems quite aroused. Recently an order was issued to all owners of motor cars in Munich, commanding their appearance before the Minister for War for mobilisation purposes. The cars were required to be in the hands of good and efficient drivers, to be in proper running condition, and to be furnished with sufficient supplies for a journey of a hundred miles. France, it is understood, has long since perfected arrangements for the rapid mobilisation of motor cycles and cars, which is possibly the cause of Germany's activity in this direction.

The recent wonderful performance in Paris by the crack long distance French pace follower, Emil Bonhours, in his triangular match with Contenet and Vanderstuyft, two of the long distance champions of Europe, was

still the talk in European cycling circles when the latest mail left. For the past seven years Walter's (England) wonderful ride of 634 miles 674 yards was considered impregnable, and Bonhours' latest achievement in covering 815 miles 1459 yards in two rounds of the clock came as a considerable shock to the cycling world. The immediate new world's records established during the race are as follows:—88 miles 1126 yards in two hours by Contenet; 131 miles 849 yards in three hours by Contenet; 173 miles 1165 yards in four hours by Contenet; 213 miles 367 yards in five hours by Contenet; and 248 miles 663 yards in six hours by Contenet. Bonhours from this out took the lead, and started making new records, his most important one being 475 miles 241 yards in 12 hours, and 673 miles 721 yards in 18 hours. Towards the end of the contest Bonhours, who had a big lead, went very groggy, he only covering 14 miles in the last hour, but this is hardly to be wondered at considering the terrific pace set in the early part of the race, when nearly 47 miles were covered in the first hour. Bonhours' wonderful ride afforded a unique instance of what a light pair of single tube Dunlop racing tyres will stand, for the French crack rode one pair right through the race without puncture or attention. The cycle used was a Gladiator, a well-known French machine.

A challenge has been issued in America by a Mr. W. J. Morgan to match Demegeot and his Dunlop-shod 200 h.p. Darracq against any locomotive in America on any railway road track from one up to one thousand miles, for the supreme speed championship of the world. The idea of the challenge is to fit light metal-flanged wheels to the two miles a minute Darracq, and race it either on parallel rails with a railway engine or on the same track, for Mr. Morgan is quite agreeable to either start the car ahead or behind the locomotive, and make a pursuit race of it. The challenger suggests that the race should take place in May or June, the loser to pay for a £100 cup, emblematic of the speed championship of the world. Although such a match would be full of interest, it is doubtful whether any of the American railway companies will accept the challenge. In the first place, there is a big doubt whether a locomotive by itself would stay on the rails at a speed of 125 miles an hour, the rate attained by Demegeot and his Darracq on Florida Beach last January. The same risk, if not a greater one, would also apply to the car, which would weigh only slightly over one ton, and would be inclined to fly off the rails. There is no doubt that if a racing automobile could be kept on the rails a very high speed could be attained, for during Mr. C. J. Glidden's motor tour across the United States he gained the consent of one of the railway companies to drive his car along the railroad track. Steel-flanged wheels were substituted for his Dunlop-shod ones, and the car acted with great success, and, although only a touring Napier car fitted with a heavy body, Mr. Glidden found that he could more than hold his own with the express trains, one of which he overtook.

A company, to be known as the Newman Hydraulic Motor Car Co., Limited, is to be formed in Sydney, with a capital of £10,000 in £1 shares, to purchase the rights of an Australian invention for propelling by hydraulic pressure motor vehicles of every description, from the very small car to the traction waggon, including motor buses and trams, with the object of selling or otherwise dealing with such rights in London, or some other large manufacturing centre. Applications for patents have been lodged in Great Britain, the United States of America, France, Germany, and elsewhere. The invention is said to entirely do away with the present inefficient transmission mechanism, comprising the clutch, shafts and change speed gears, with their complicated attachments, and substitutes an hydraulic piston gear of extreme simplicity, which Mr. Henry Deane, M. Inst., C.E., Sydney, the well-known engineer, states in his report on the invention has considerable advantages over the present system, starting being particularly easy, and any change of speed from zero to the maximum obtainable, forward or reverse, being effected without jerk. Should the invention be all it is claimed to be, there will be a tremendous future for it, but the best



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WOLFE'S SCHNAPPS

A DRINK.
A TONIC.
A MEDICINE