

beaten in America by Jimmy Britt last year, and had not since appeared in London. White, who looked somewhat the bigger man, scaled 9st 13lb, and Goldswain 9st 12½lb; but the latter looked rather the harder and fitter of the two. In addition to the titular championship the men fought for £100 a-side, and the National Sporting Club purse of £150. From the outset Goldswain forced the pace, and had the best of nearly all the rounds. In the third round both men tried for body-hitting, and there was a lot of clinching. Goldswain had a quaint trick in the clinches of pounding away at his opponent's ribs in the hepatic region. The fifth round was pretty even, but in the seventh White, for the first time, began to press Goldswain, instead of waiting for the attack. In the next round Goldswain got in a tremendous right-hander on White's jaw, to which the latter replied almost immediately with a heavy blow on the ribs, but the encounter was in favour of Goldswain. The ninth round was remarkable for a swinging backhand which Goldswain got home, but he was repaid for it by one on the jaw. The fourteenth round was the best of the contest, and both men took a deal of punishment. White, however, scored most points. During the next four or five rounds there was some ding-dong work with plenty of clinches, Goldswain keeping tapping away at his opponent's left ribs until the breakaway. Both men made a big effort in the last round, but Goldswain held his own and was adjudged the winner. The verdict was received with enthusiasm by the spectators, with whom the Londoner is very popular.

CYCLING AND MOTOR NOTES.

(By "Petrol.")

Although motor shows have been held quite recently in Paris and London, the last mail brings accounts of another at the Agricultural Hall, which was also very successful. Even in the short interval a number of improvements and "notions" were noticeable. Among the latter was a lamp with a reversible lens, which, by a simple movement, could be made to throw a wide divergent beam or a concentrated one. Another firm show a dashboard petrol gauge which contains a coloured liquid only, and registers by the increase or diminution of the air pressure in the tank with which it is connected. Another novelty was a combination dashboard watch, compass, and aneroid barometer, which was intended to fit on the inventor's standard speed indicator. Goggles with hinged mirror at side, enabling wearer to see behind him, should be highly appreciated. A distinctly good idea is the safety glass motor screen. It consists of two sheets of plate glass with a sheet of celluloid cemented in between them. The compound sheet thus formed, it is claimed, cannot be broken up like a plain sheet of glass by the impact of a stone, or if a collision occurred, it would simply "star" or crack, the celluloid holding the pieces together. It is to all intents and purposes as clear as a plain sheet of glass, and is non-inflammable.

The League of New South Wales Wheelmen intends holding the 50 miles' road championship of N.S.W. on June 30. The race is to be held over the Dunlop Inter-Club course at Homebush, a 10 miles' circuit that will have to be covered five times.

With a view of selecting a suitable route for the next Dunlop Reliability motor contest, one of the company's representatives recently travelled over some 800 odd miles of Victorian roads, and the result of the trip is that the great Australian motor trial next November will be held on Victorian soil by way of experiment. The Melbourne-Sydney experiment conducted during the past two years have been unqualified successes, but only those who have motored over the atrocious roads can have any conception of the roughness of this overland route, which is enough to break the heart of the ordinary motorist who has spent hundreds of pounds in purchasing his car. The Adelaide route was mooted, but the course is not practicable, so that the Dunlop Co., after consideration, have decided to hold this year's reliability trials over

a course of 1000 miles of the best of the Victorian roads. The probable date of the contest will be from November 12 to 17, and the course will probably be from Melbourne to Hamilton (203 miles), via Geelong, Terang and Mortlake on Monday, November 12. On Tuesday, return to Melbourne via Dunkeld and Ballarat (183 miles). Wednesday's run will be a short and easy one, from Melbourne to Tallarook and back (100 miles). From Melbourne to Daylesford on to Ballarat, thence to Stawell, via Ararat (169 miles) will be Thursday's run, and the return journey Melbournewards will be made on Friday, via Ararat, Lake Bolac, Cressy and Geelong (213 miles). The final day's run will be via Kangaroo Grounds over the Black Spur to Maryville and back (121 miles). The routes selected embrace practically the finest roads in Australia, and are

eminently suitable for such a contest. The conditions of the trial will this year be very severe, with a view of eliminating contestants for the "Dunlop Cup." At the same time, it is proposed to award valuable gold medals to all entrants who negotiate the course under certain conditions. The rules and conditions of the 1000 Miles' Trial will be announced at an early date.

4-cylinder Darracq, also without a differential, successfully competed, and experienced no difficulty on the turns, the outer wheel taking the drive while the inner one slipped. The American Club, in replying to the protest, stated that it has arrived too late to be entertained, and the awards will stand as allotted.

A definite movement has been made by the War office authorities for the introduction of the motor cycle into the British army, and on practical lines. The type of machine is minus pedals, and is started by a handle, a free engine being obtained by the incorporation of a friction clutch. The machines are particularly strong, in addition to being speedy, and the frames are built low, so that the user may easily reach the ground with his

The American records established on the Florida sands are being questioned, even protested against, by the Automobile Club of Great Britain, because the 8-cylinder Darracq car, which reached the record speed of 122 miles per hour, was not fitted with a different gear on the axle, as required by the racing rules of the British Club. In several races in France, a

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**GAS
VERSUS
ELECTRICITY
STREET LIGHTING
IN LONDON.**

EXTRACT FROM
"THE NEW ZEALAND HERALD'S"
LONDON CORRESPONDENCE,
10th MARCH, 1906.

GAS v. ELECTRICITY.

"The substitution of incandescent gas-lamps for both arc and incandescent electric lights goes on apace in London. Its progress in London city itself I recently mentioned, the London Corporation having practically re-established gas everywhere that their control exists. Apparently the adjacent city of Westminster is coming into line; the electric-light standards recently erected along Waterloo Bridge at the cost of some considerable injury to the granite balustrade of that splendid work—the finest of its class in the world—are all being removed, incandescent gas-lamps being substituted. So, too, the North London Railway Company have decided to employ the same means of lighting for their terminus in Broad-street. What with this new extension of gas-lighting and the rapid spread of gas stoves, both for heating and for cooking, it certainly does look as if the holders of gas shares were likely to 'come into their own' to a very profitable and agreeable tune."

The Greatest Victory

TWO MILES A MINUTE ACCOMPLISHED.

At the Florida Beach Motor Races, Jan. 29th,
DEMOGEOT driving a

DARRACQ

Covered 2 miles in 58 and 4-5th secs.,
Equal to 122½ miles an hour.

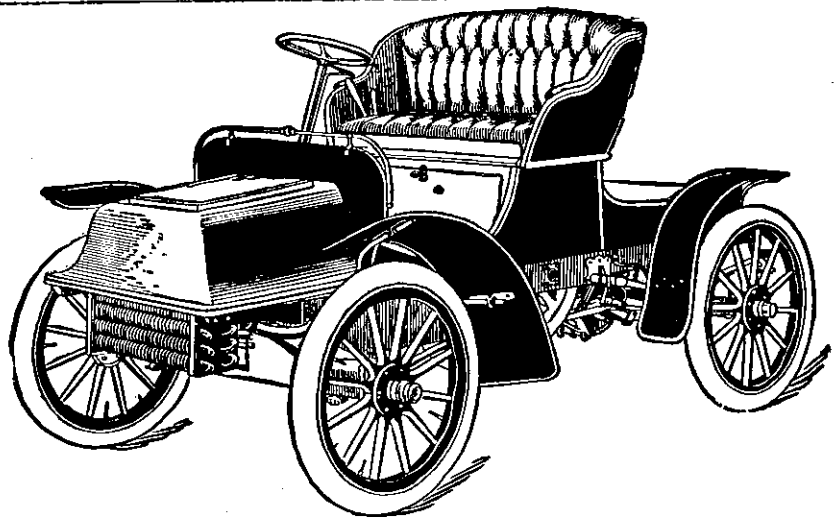
The marvellous Record is acknowledged by Press and public to be the greatest victory ever achieved in the history of Automobile Racing, and at the conclusion of the races the driver of the victorious Darracq was publicly crowned as

SPEED KING

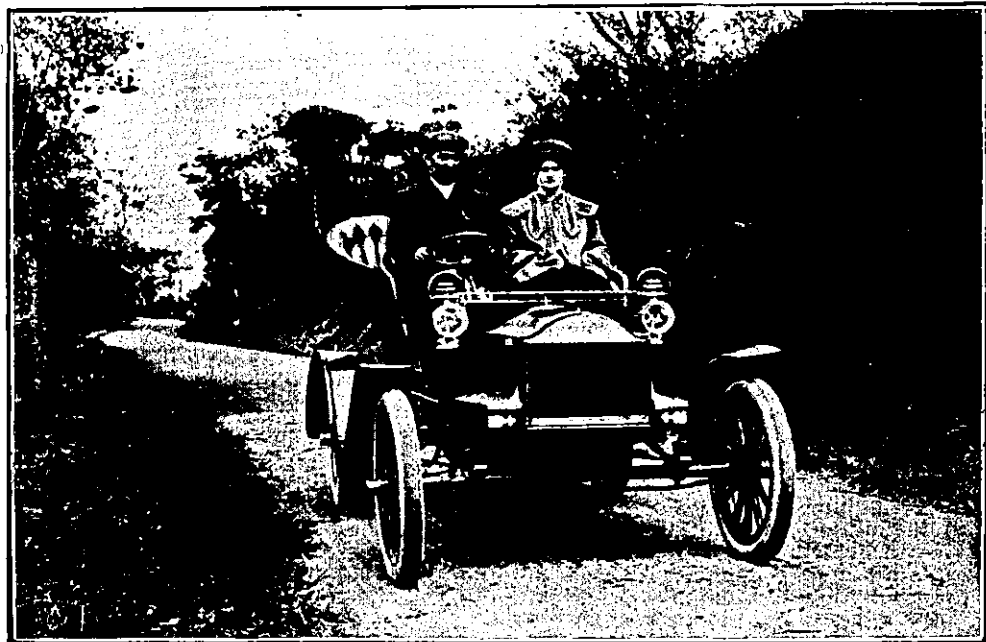
a valuable trophy of gold having been specially made to be presented in the event of 2 miles a minute being accomplished.

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