

**CRAIG'S CLUB WHISKY.**

**JAMES CRAIG & SON, GLASGOW.**

*Special Award London 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900.*

*Have made a special selection of a few samples of the above Scotch Whisky for the purpose of testing its quality and purity, and have found it to be of a superior quality, and of a fine and pure character, and of a most excellent and palatable flavor, and of a most excellent and palatable flavor, and of a most excellent and palatable flavor.*

*When drunk it is found to be of a most excellent and palatable flavor, and of a most excellent and palatable flavor, and of a most excellent and palatable flavor.*

SEEGNER, LANGGUTH, & CO., Sole Agents for New Zealand. Fort Street, Auckland.

**DUNLOP TYRES**

ARE

**Reliable, Durable,**

AND

**Easily Detached.**

★ Roadster Tyres Guaranteed for 12 Months.

★ SEND AT ONCE... for a copy of our interesting and artistic booklet, "All About Dunlop Tyres for 1900," posted gratis upon application to...

THE DUNLOP PNEUMATIC TYRE CO. OF AUST. LTD., Melbourne, Sydney, Adelaide, Perth, Brisbane and Christchurch, N.Z.

**CROWN BREWERY COMPANY**



ANTIGUA STREET, CHRISTCHURCH.

**CELEBRATED SPARKLING ALES & STOUT**

FORTY PRIZE MEDALS

Bulk and Bottle at all the Principal Hotels and Clubs in New Zealand.

PRIVATE FAMILIES SUPPLIED.

**H. PANNELL.**

The Well-known Maker of Every Description of Ladies' and Gentlemen's

HUNTING, RIDING, OR FIELD BOOTS. In Brown Russian, Patent, or Calfeathers.

Also MILITARY OR HAND-SEWN BOOTS To Order on the Shortest Notice.

N.B.—Instructions for self-measurement forwarded to any address on application to

H. PANNELL,  
BOOT AND SHOE MAKER,  
83, MANCHESTER ST., CHRISTCHURCH  
[Jockey Boots from 4s.]

**DR. L. L. SMITH,**

L.S.A., F.R.G.S.L., F.S.A., Etc.,  
41, COLLINS ST., MELBOURNE  
Consultation by Letter, 2s.

MEDICINE IF DESIRED, SOLELY PACKED.

Forty-six Years Practising in Melbourne.

In 1893 DR. L. L. SMITH visited Paris, at the request of the Great Medical Laureat of the Royal Academy of France, Professor Dr. Brown-Sequard. By him he was taught in the French Government Laboratory the

BROWN SEQUARD SYSTEM OF TREATING DISEASES, Now practised in all the Continental Hospitals for, CANCER, MYXEDEMA, SPINAL IRRITATION

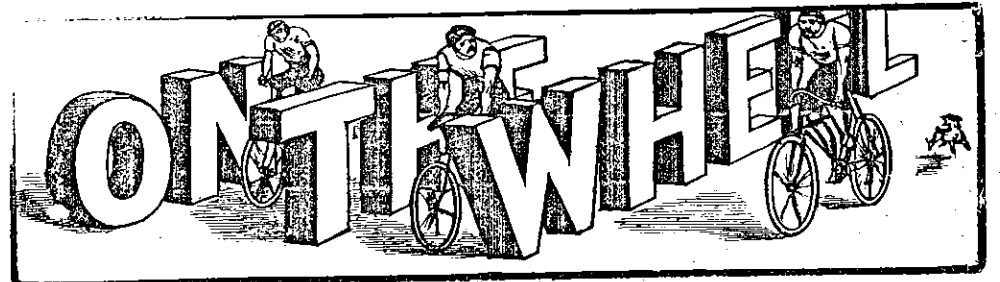
See *The Lancet*, 14th April, 1894.

DR. L. L. SMITH'S MEDICAL ALMANAC, 1900.

A Handbook for the Mothers and Householders of Australasia and New Zealand. A Vade Mecum for the Profession. Price 6d, all Booksellers. Thirty-ninth Year of Publication. Every Household and Farmer keeps it.

CONSULT DR. L. L. SMITH BY LETTER (FREE, 2s):  
41, COLLINS ST., MELBOURNE.

New Zealand's brave and hardy men Will drive the Boers from hill to glen, Old England's sons have not forgot Majuba Hill—that dreadful blot. They'll fight all weathers, fine or wet, Nor care for cold that they may get, Which knowing well they can endure By taking Woods' Great Peppermint Cure.



**DESCHLER'S FAMILY AND COMMERCIAL HOTEL**  
ESK STREET, INVERCARGILL.

This well-known Commercial and Family Hotel is now under the proprietorship of

DUNCAN MCFARLANE, who trusts to receive a continuation of the support so long bestowed upon his predecessors in this favorite hostelry.

ONLY THE VERY BEST OF WINES, SPIRITS, AND ALES KEPT IN STOCK.

No effort will be spared on the part of the new proprietor to keep up the high reputation this House has so long enjoyed among the travelling public and residents of the town and district.

D. MCFARLANE PROPRIETOR.

**BY CYCLES!**

WAIRARAPA AND FORTY-MILE BUSH.

**GEORGE H. GOODALL**

HAS a Properly Equipped CYCLE BUILDING and REPAIRING PLANT at MASTERTON (Wairarapa) and PAHIATUA (Forty-Mile Bush).

Tourists' Machines Overhauled, Cleaned, and Adjusted, without any fuss.

T. A. EDMUNDSON, Engineer, Masterton. CHAS. TAYLOR, Manager, Pahiatua.

N.B.—The Proprietor, being thoroughly conversant with short cuts, local hotels, and war news, and having an inexhaustible fund of cycle anecdote, should prove an inestimable boon to visiting cyclists.

GEORGE H. GOODALL, MASTERTON AND PAHIATUA.

**BY CYCLOS.**

The British cycling papers all agree as to the growing popularity of the free-wheel with the riding public; but that the greatest obstacle up to the present has been and still is the apathetic, and in some cases the actively hostile attitude of a section of the older generation of riders, who have not hesitated to condemn all free-wheels untried, because they were unwilling to sacrifice the control of the machine by the only means of back-peddalling which they understood. These are precisely the same conditions which carry weight in Australia.

Based on common sense, as well as sound law, was a recent decision of the Maine (U.S.A.) State Judicial Court, affirming that a city regulation restricting traffic to one side of the road (going in one direction), and that the side impassable was null and void. Suit was brought against a teamster for violating this regulation, and for this he was fined, but he resisted payment, and was sued. The magistrate absolutely refused to hear evidence showing that the proper side of the roadway was impassable, and found for the plaintiff. The State Court reversed this decision, holding that while the restriction was a salutary regulation, the by-law would be unreasonable if the portion set apart was impassable. The validity of the by-law hung upon this point; if the road was in good repair, passable, its validity could not be questioned, but as the contrary was the case the Court held it to be invalid.

It is now stated that R. Walne has decided to abandon his contemplated trip to France owing to the fact that there is a difficulty which debar the L.V.W.'s affiliation with the International Cyclists' Association, simply because Victoria is merely a state, a colony—a portion of a nation. It would possibly have been easier for Australasia to have had a representative, and it seems a pity that this chance was allowed to slip by.

A prominent cycle agency in Sydney has received a shipment of three motor cycles, intended chiefly for advertising and record-breaking purposes. In a trial of speed last week a pace of 30 miles per hour was obtained with a motor of 2 1/2

horse power. It is intended to put them on the track with the intention of pacing some amateur cyclists who are desirous of making or breaking a few records. I should think, however, that unless it is possible to exceed a 30-mile pace the short distances will not be cut as fine as would otherwise be possible.

Money is still rolling in over in Sydney for the Rowley fund.

The present is the off season in Australia and New Zealand.

Mr Alfred Harmsworth, the enterprising journalist, while on the Riviera roads recently, counted no fewer than 446 automobiles. There were 269 motor tricycles and 177 motor cars.

A French scientist has made some interesting discoveries while experimenting with pneumatic tyres. It was proposed by an automobile club to inflate motor tyres with carbonic acid gas, and save the trouble of pumping by using cylinders of the gas at high pressure. But the professor of science made a preliminary investigation, and discovered that the gas at high pressure would reduce the rubber to a pulp. He then proceeded to inquire into the effect of ordinary air upon the tubes, and in the course of his experiments found that the composition of the air in an ordinary pneumatic tube speedily changes. The oxygen escapes through the tube at a more rapid rate than nitrogen. Even the best tyres, he found, were permeable. It is now proposed to inflate tyres solely with nitrogen, in order to save the trouble of frequent resort to the air pump.

Several of the large Coventry cycle manufacturers have accepted contracts to turn out many thousands of shells a week. These contracts have been let out owing to the ordnance factories in England being unable to cope with the demand for shells owing to the Transvaal War.

Emile Bouhours won the 50 kilo paced race (open) in 54min 10sec, at the Velodrome du Parc des Princes, Auteuil, France. T. Linton was second, and "Jenny" Walters third. Bouhours won by two and a-half laps.

The wonderful doings of the New Zealand League of Wheelman, concerning the test race, to choose a representative for the World's Championship, are likely to stand for a record for many a day. Cycling will be in a bad way if any other Australasian body ever eclipses the Maoriland example of incompetence and injustice.—*Sydney Referee*, May 23rd.

The vacancy on the committee of the Canterbury Athletic and Cycling Club has been filled by the appointment of Mr F. D. Kesteven, the League secretary.

The fall sustained by Elwarth in the Auckland Amateur Athletic Club's road race on Queen's Birthday was a bad one, and he had a great amount of luck in getting off as easily as he did. It is a great pity that the officials would not take the trouble to keep the road clear on occasions of a race like this. I am informed that Elwarth was left lying on the road for some minutes until Mr E. Cucksey, one of the competitors, came up and attended to him. The driver of the cattle made himself scarce at the time of the accident, and has not been located since.

Messrs Service and Henning have received a Dion motor tricycle, for which they have been appointed local agents. The machine has been given several trials on the roads and is accredited with having travelled at a speed of 30 miles an hour. The motor can be driven up hill at a very fair rate of speed. The owners intend taking it on a trip round the Thames and Te Aroha to give it a thorough test. The motive power used in working the tricycle is a petroleum motor.

W. E. Shrimpton, Richards, Ben Goodson, C. Cameron, and other well-known riders were entertained at dinner by Melbourne admirers on May 9. Among the toasts proposed was that of "The Winning Machines." Mr C. B. mellow, one of Melbourne's leading