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Some of the tracks built specially for motor-pacing and racing show highly-banked curves, and to travel at forty miles per hour, and look down upon the the track, is said to turn the unaccustomed quite giddy, and riders have been known who have been obliged to leave the track on account of the feeling. Usually, it is gradually overcome by practice, and learning to lift the eyes from time to time, instead of keeping them fastened upon the fast-flying surface of the track as it spins away beneath the wheels. As small tracks naturally increase this feeling of vertigo, half or third mile tracks are more generally preferred than those of a quarter and one-fifth mile.

The balance-sheet of the World's Championship Meeting last year, at Montreal, has been published, and shows a profit of £104, which gives each Association represented the sum of £17 10s as its share. The New South Wales Union spent £50 in sending Ben Goodson to the meeting, therefore it loses something like £32 over the venture.

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

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B. T. BENNETT - PROPRIETOR.

It is not generally known amongst Australian cyclists that Harry Elkes, the champion pace-follower of America, who is now carrying all before him on the Continent, once received a "terrible doing" from Plugger Bill Martin. The incident was in 1897, when Elkes was creating a stir in the States as a paced rider. Martin, then a novice at pace following, happened to remark that he would not mind making a wager for a thousand dollars that he would beat the new star in a 50 miles paced match. The wager was eagerly snapped up by Elkes' supporters, and the arrangements for the match completed, a purse of fifteen hundred dollars being put up besides the side wager. The event duly came off, and "Plugger" ran Elkes off his legs. Martin netted £500 over the event.

At the Police Court, on Thursday last, Frederick Rose pleaded guilty to cycling on the footpath at Epsom on September 9th. He said that he was under the impression that members of the Cycle League were allowed to cycle on the footpath at Epsom. Sub-Inspector Wilson said he doubted whether in the face of the Public Works Act, which forbade cycling on the footpath, a Road Board had any power to give such permission. In any case the offence was committed before the matter was ever brought before the Road Board, so that the subsequent permission was no excuse. A fine of 1s and costs 10s was inflicted.

The Auckland Cycling Club hold their Spring Carnival on the Domain Cricket Ground, on Saturday, October 27th. A good programme has been arranged, and given fine weather and good entries, the fixture should be a success. Entries for all events close at the Auckland Cycle Club's Rooms, Upper Pitt-street, on Saturday night, October 13th.

It is reported that the Cycle Boards Bill was struck off the list of Bills that will be proceeded with in the Lower House this session, so as to allow of its introduction by the Hon W. C. Walker in the Legislative Council as a Government measure. At this late stage of the session the prospects of its passage are not, however, very great.

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