

The Motorist.

(By "Spark Intensifier.")

On Saturday, August 22nd, the members of the A.A.A. met at Dr. de Clive Lowe's residence.

The run on the fixture list was to have been to Mt. Eden (summit), and home via Royal Oak. However, the President decided to make it Panmure and home via Sylvia Park.

The cars left at 2.20, and reached Panmure in good time. Here afternoon tea was served, and Mr C. F. Bell took excellent "snap-shots" of all the cars.

A delightful afternoon was spent, and all seemed highly satisfied with the run. The only little mishaps were a broken spring, and damage to the rear tyres of both wheels on Mr Isaacs car.

The following is a list of the cars and occupants present:—Mrs. Owen and chauffeur; Dr. Rayner and Mrs Rayner; Mr A. Cleave and son; Dr. Knight and 2 sons; Mr Isaacs, chauffeur, and 2 visitors; Mr R. B. Spinks and Mr W. T. J. Bell; Dr. Purchas and chauffeur; Mr G. Henning and Mrs Henning; Dr. de Clive Lowe and Mr C. F. Bell.

Mr Warren Blythe did not join the Association run.

On Wednesday, the A.A.A. were present at Cornwall Park. They wished to do this in order that Sir J. Logan Campbell, the Association's patron, may see that the members intended it to be a little mark of the esteem in which they hold their worthy patron.

Dr. A. C. Purchas very kindly placed his 12-h.p. "Darracq" at Sir John's disposal.

A writer in the "Windsor Magazine" gives some interesting comparisons as regards the speed of motors. It is second only to the bird, and he names the hawk, which can travel at the rate of 150 miles per hour. While the motor's pace is set down at 90 miles, the cyclist's at 45 miles, the best average run of the locomotive is quoted at 65 miles per hour. In estimating the cost of travelling the writer states that for a horse to transport the same weight as the motor-car 100 miles he would require four days, his food would cost 15s, and seventeen buckets of water would be required. The motor would cover it easily in half-a-day at a cost of 6s 6d, and then be in a condition to run it over again immediately after. Then the matter of control is touched upon. Experiments have proved that a loaded van or light waggon, travelling at 12 miles per hour, cannot be stopped within 10 yards, whereas the motor, going at the same speed, can be brought to a standstill in a little over one yard. From this he infers that it is not necessarily the fastest vehicles that are the most dangerous.

It is confidently expected that motor cycle racing will attract considerable attention during the approaching Australian racing season (says "The Leader"). Sydney and Adelaide are lucky in possessing suitable racing tracks, the former having two and the "City of Churches" one. Melbourne has not yet got one decent track. There was some talk of the Melbourne Exhibition trustees rebuilding their track on up-to-date lines, but as nothing has yet been done the chances are nothing will.

Of the remainder of Mr A. Cleave's overland trip to Wellington on his 5-h.p. Locomobile, he tells me that he left Napier on Tuesday, and had a pleasant run to Hastings, calling at Messrs Nelson Bros. Freezing Works. Thence he went to Waipawa, staying the night there, and next morning set sail for Eketahuna, a distance of nearly 80 miles.

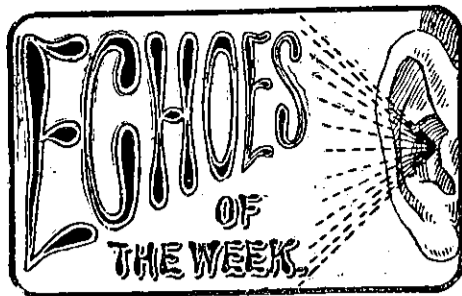
"Owing to the delay of the Railway officials in not sending on our benzine," continued Mr Cleave, "we only made Pahiatua, some 60 miles from Waipawa, good roads being experienced the whole of the way. The following morning we started and reached Masterton that evening, arriving in Wellington on Friday evening. Here we experienced the greatest difficulty in finding a place to stable our motor. It was raining in torrents, and a living gale was blowing, but all the persuasive eloquence I possessed proved of no avail in persuading a livery stable proprietor in Cambridge terrace to allow us shelter for the night. This man's inhospitality was evidently directed more as a protest against motors in general, but if he be guided by my advice, he will, in future, not show such stupid hostility. However, a friendly dairy factory sheltered the way-worn travellers for the night, and next morning we fell into the hands of a good Samaritan named P. H. Leigh, the Motor Car Depot, Taranaki Street. Mr Leigh shewed us every kindness and consideration—doing sundry repairs that we required, and I would recommend all travellers to visit him. Owing to urgent family affairs, we had to expedite our return, and thus missed the run through Taranaki, to which we had been greatly looking forward. The trip, however, proved highly enjoyable and interesting."



(By "Gillie.")

For the fifth New Zealand championship pigeon shooting match, which took place at Heathcote, Christchurch, there were twenty-eight competitors and a fair attendance of spectators, but the wind made good shooting difficult. Mr E. P. Graham (Starlight), who won the championship medal and 60 per cent. of the stakes, killed twenty-one birds straightout without a miss. H. Price and A. W. Barnard tied for second place with nineteen kills each, and E. H. Eccles and F. Redwood were equal for fourth with eighteen kills. "Starlight," Eccles and Redwood used the Colonial Ammunition Company's "Favourite" and "Invincible" cartridges, loaded with 1½oz shot, and patent concave wad.

A gale of wind blew during the Melbourne Gun Club's £100 handicap on the 7th inst., and so fast did competitors miss out that the whole handicap was disposed of in seven rounds. The winners of stakes were as follows:—"Craigie," £22 10s; A. J. M'Donald, £22 10s; C. Mitchell, £22 10s; and A. M'Millan, £22 (on second round), £10, with six kills.



(By "Ithuriel.")

There are fishing troubles in the Commonwealth as well as here. Melbourne "Punch" refers to the subject as follows:—"The Tasmanian authorities have swooped down upon a Victorian fishing boat and carried it off, because its owner dared to fish in Bass' Straits in defiance of Tasmanian laws. Tasmania holds that practically the whole of the water dividing the island from the mainland is under her jurisdiction, and she bosses the job with a high hand, while Victorians mutter, 'What price Federation?' The fishing in the vicinity of Kent's Group is mainly for crayfish, and the Tasmanian laws enact that the fishermen must employ certain methods whereby they won't catch fish enough to keep themselves in tobacco, and as the fishers persisted in fishing to catch fish, the Tasmanians have taken this high-handed course, and stopped all fishing for the time being. 'You can fish in our waters,' says little Tassy, 'but, by heavens, we'll prosecute you if you catch fish!' It's very like the case of the girl in the rhyme—

"Mother may I go out to swim?"
"Yes you may, my daughter.
Hang your clothes on a gooseberry bush,
But don't go near the water!"

Even American democracy cannot resist pride of birth. It must have its peerage. "Matthews' American Armory and Blue Book" is the title. Its cover is as blue as though dyed in the blood of the noble citizens whose pedigrees it enshrines. Here are some facts taken from it:—Mr "Teddy" Roosevelt, the President, like the Prince of Wales, has for his crest three ostrich feathers, only they nod rather differently. The motto of Mr Pierpont Morgan is "Onward and upward." Mr Morgan acts up to it. One of the noblest families of Philadelphia are the Cholmaley-Joneses, names which, hyphenated, somehow lack the true Republican ring. In New York reside cousins of the "Admirable Crichton," for, like the admirable one, they are descended from the Crichtons of Sanquhar. Mr Walton, of Chicago, found his arms over the doorway of Walton House, New York. His crest is "a wild man proper." Had it not been for an ancestor of Mr Charles W. Hoadley, of New York City, England might have been a Republic to-day. Mr John Hoadley "aided in bringing about the Restoration in lending General Monk £300."

These facts are jotted down just as they appear in the blue-backed "American Armory." Also we read that Roland Hinton-Perry, of Richmond, Massachusetts, is descended on the maternal side from Ernauld De Hinton, who came to England with William the Conqueror. Fancy a Yankee remembering a trifling detail of this kind all these years! The

descendants of those who arrived in the Mayflower are of quite mushroom growth compared with this. The arms of the United States are given. Seldom is it that the American eagle finds itself involved in such rare jargon as this:—"Paleways of thirteen pieces argent and gules; a chief azure; the escutcheon on the breast of the American eagle displayed proper, holding in his dexter talon an olive branch proper, and in his sinister talon a bundle of thirteen arrows, all proper, and in his beak a scroll inscribed with the motto 'E pluribus unum.'"

At Wellington the other day a deputation waited on the Minister of Justice and suggested that magistrates should be given power to inflict sentences up to twelve months on confirmed drunkards. It was pointed out that if they could be kept under control for a lengthened period there would be more likelihood of reclaiming them. In regard to cases of solicitation in the streets it was thought that magistrates should have power to commit up to three months. The Minister, in reply, said he was of opinion we must adopt some other system than gaoling such offenders. Personally he was in favour of some system whereby these unfortunates would be kept in homes where they would be under discipline. It was necessary in any case to do something, and he would give the suggestions of the deputation consideration. Nothing is so winsome as the desire evinced by the teetotal party to make indulgence in liquor a crime of the deepest dye.

The Commonwealth takes a long time to learn its own mind. Many grandiloquent sentiments and many high-souled projects have come to nothing. The Federal capital agitation has taken a new lease of life since the "Maffra" movement. Maffra is a small township in Gippsland, which essays to rival the now historic Kyabram in influencing Australian public opinion. Kyabram revolutionised Victorian politics. Maffra asks "why should we not revolutionise the wider field?" The particular object of Maffra activity is to promote a conference to secure the amendment of the Commonwealth Constitution so that the capital may be in either Sydney or Melbourne. "Don't squander millions on a capital in the bush" is the cry; but other folk, of whom Mr O'Sullivan is one, profess to see in Maffra an insidious attempt to make Melbourne the capital. Meantime the friends of Maffra protest that they will be quite willing to see Sydney chosen, and a public meeting held in the Melbourne Town Hall, and presided over by the Lord Mayor, carried a resolution in favour of keeping faith with New South Wales in having the capital in its territory, and opposing any amendment except such as would make Sydney the capital. Undoubtedly the new movement is looked upon with suspicion; but there is no reason why it should not develop into a genuine effort to abolish the 100-mile limit.

The Labour Party has now a big say in all political movements, And if it governs wisely, may Make many great improvements; We hope to have some better laws, And better health, that's sure; If you feel ill, a cold the cause, Take— WOODS' GREAT PEPPERMINT CURE.

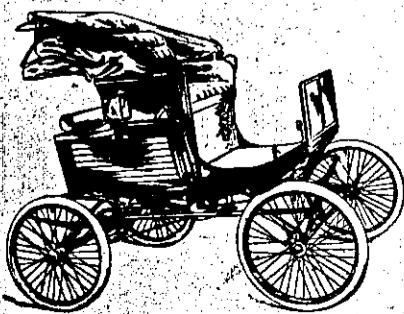
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