

The Hudson Bay Company kept faith with the Indians in all its dealings. The Canadian Government has followed in its footsteps. And through their joint action and the labors of the Catholic missionaries Canada has been spared the continuous unrest and the

Many Grim Tragedies

that have marked the relations of the United States Government with the red man. The influence of the Catholic priest, or 'black-robe,' among the Canadian and American Indians exists in undiminished strength to-day. In the fiercest period of the great Sioux war of 1863 the man who spoke the French tongue or wore the black cassock of the Catholic priest was allowed to pass without molestation through the warlike and exasperated tribes who set at furious defiance the power of the United States Government. A band of those starved, ill-used, and exasperated people—the remnant of those who cut off 1500 whites in Minnesota in 1863—are now settled at Battleford, in the Saskatchewan Province, and proved themselves from the first 'good Indians' and desirable citizens of a country that recognises their rights as wards of the State. The total number of Indians in the Dominion is estimated at over 100,000. About one-third of these inhabit the old provinces. Some 30,000 live in Manitoba and the north-west, where—as is the case with the Maoris in New Zealand—their interests are

Guarded by Treaties

and statute law. They live on reserves, carry on farming and other industries, receive a suitable education, and are afforded every encouragement to advance in the arts of civilised life. In British Columbia the Catholic missionaries have gathered them together in their own settlements with their pretty-spired churches and modest presbytery and little God's-acre. Missionaries, chiefs, and people alike recognise and deplore—as our Maori missionaries do—the urgent need of keeping the white man and his fire-water and his vices out of those Arcadian abodes. If a white man desires to live among the tribesmen, or marry an Indian maiden, he must either declare himself an Indian and live as such, or inconspicuously rid the settlement of his presence.

All this, and much more, is the lesson of Mission City, on the Canadian Pacific Railway. A swift run brought us up the narrowing valley of the Fraser past Harrison of the gold-mines; past Agassiz, with its orderly Government experimental fruit and grain farm; past Ruby Creek, where garnets are found; through Hope, in whose circling mountains silver ore abounds; and on to Yale, where navigation ceases, and the garden valley of British Columbia ends abruptly against towering walls of rock.

(To be continued.)

International Motor-Car Race

The great international motor car race for the Gordon-Bennett trophy, of which we had heard so much during the past six months, came off last week in Ireland, and created great excitement, being witnessed by immense crowds of people, including numbers of visitors from Great Britain, United States, France, Germany, etc. As previously mentioned in the columns of the 'N.Z. Tablet,' the starting point was not far from the Curragh of Kildare, and within easy reach of Dublin. The course was in the form of a figure 8, the lap being over 100 miles, so that the sightseers, who, we are informed, camped in their thousands all night along the line of route, had an opportunity of seeing the competitors pass at least three times. The Ballyshannon cross roads, some distance from Old Kilsallen, were the starting point, thence to Carlow, Athy, and back to the Ballyshannon cross roads. This road having been completed the competitors travelled to Kilsallen, Kildare, Maryboro', Stradbally, Athy, Old Kilsallen, Timolin, Castledermot, Carlow, Mawney Bridge, Athy, their arrival at the starting point completing the lap. As the course was in the form of a figure 8, it is easy to understand how one of the French competitors lost his way.

The Origin of the Competition.

As many of your readers are not aware of the origin of this competition and why it was held in Ireland this year the following particulars will be of interest. Mr. James Gordon-Bennett, the proprietor of the 'New York Herald,' is a well-known figure in the American colony in Paris, and for very many years past his love of various branches of sport, and especially yachting and coaching, has involved him in the expenditure of a great deal of enthusiasm and money. When automobilism was in its infancy some 10 years ago he was one of the first to see its enormous possibilities; and four years back, influenced, perhaps, by the fact that one country alone seemed to be making great headway with motor-car construction, he decided to offer a trophy for international competition on terms that would tend to remedy this

state of things. This trophy took the form of a beautiful and valuable piece of silver ware, of considerable size, representing a motor-car, and to this the name given was the Gordon-Bennett cup. The cup was presented to the Automobile Club of France, and the main points of the conditions governing the competition for it are that any recognised automobile club may challenge for it, and that the competing vehicles 'must be constructed wholly and in every detail in the country of the clubs they represent.' There are, of course, many other conditions that have to be fulfilled, one of which is that the race shall be run in the country of the club holding the cup. England won the trophy last year and consequently the race had to be run on this occasion in some part of the United Kingdom. Scotland was unsuitable, and the public authorities in England were not disposed to give any facilities for the contest, therefore it was decided to hold it in Ireland, where the County and Urban Councils not only gave permission to use the public roads, but assisted in every possible way in carrying out the arrangements and keeping the course clear.

Another condition of the contest is that the race shall be run over a distance of not less than 344 miles, and not more than 461 miles. The competing vehicles must weigh over 7cwt 3qr 14lb, and must carry, seated side by side, at least two passengers, each of a minimum weight of 11st 3lb, or, should the passengers' weight fall short of these figures, the deficit must be made up by means of ballast. The vehicles must be driven by members of the clubs they represent, and the two seats must be occupied during the whole of the race.

Previous Contests.

So far four races for the cup have taken place—one in each year of its existence. The first over the Paris-Lyon route, was won by Monsieur F. Charron, on a Panhard car of 24-horse power, the distance—353½ miles—being covered in 20hr. 36min. 23sec. In the following year, 1901, the course was from Paris to Berlin, and the winner, Monsieur Girardot, whose car was again a Panhard. And last year the race took place over the Paris-Vienna route, between Paris and Innsbruck, when Mr. S. P. Edge, on a Napier car, won the cup for England.

This year Mr. Edge and Mr. Charles Jarrott—who won the Ardennes race last year, covering 318 miles in 353min. 39sec—each driving a Napier car, represented England; three Mercedes cars represented Germany; Panhard and Mors cars were the French representatives; and America sent two Winton cars.

Of the two English drivers—certainly the best who could be chosen as representatives—Mr. Edge is an Australian by birth, and until 10 years ago was carrying all before him as a racing cyclist, both on the track and on the road. His car for the contest just concluded was one of 103-horse power, and from which something sensational was expected. Mr. Jarrott took to automobilism in the same year as Mr. Edge, and on a motor tricycle won a five miles championship in 8min. 11 3-5 sec so far back as 1899. Last year he finished second in the Circuit du Nord race, won the Ardennes race—to which reference has been made above—and a little later, at Welbeck, broke the kilometre record by travelling at a rate of 78 miles an hour. His Napier car for the Gordon-Bennett race was one of 40-horse power.

The Result.

For the race last week the conditions were very favorable, the weather being splendid. Edge, an English representative, on a Napier machine, led for the first two rounds, or about two-thirds of the course. It is said that his pace was terrific. A mishap to his tyre caused some delay, and a German car took up the lead. Jarrott, another English representative, had the misfortune to have his car snap in halves owing to defective steering gear, with the result that the driver's collar bone, the only accident so far reported, was broken. Five finished, Jeanty, the German, with a Mercedes car, covered the distance in 10hrs. 15min., beating De Knyff, of France, on a Panhard car, by 10min. The latter lost time through taking a wrong turning. Farman, of France, was 11½min behind Knyff. Gabriel was fourth. The distance covered was 373½ miles, and the maximum speed attained was 80 miles an hour.

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