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and Protectorate of Kenya,
and Uganda Protectorate
Government.

Authorised Capital - £4,000,000
Paid-up Capital - £1,000,000
Share Fund - £200,000

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BRANCHES: Mombasa, Nairobi,
Kisumu, Eldoret, Lavington,
Kapsabet, Jomo Kenyatta,
Uasin Gishu, Naivasha,
Kericho, Lake Nakuru, Embu,
Nyeri, Nanyuki, Goro, Goro,
Machakos, Cheltenham, Colombo,
Navya, Kandy, Colombo,
Colombo, Ceylon, and
Wimmer Park, Aden.

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London, Europe, Australia, and America.

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as received for safe keeping
which may be incurred on
EXCHANGE.—The Bank grants
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East African routes, and makes
Banking forward to any port
as requested.

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business is transacted in all parts
of the world.

LETTER OF LEET:

Manager, Nairobi Branch.

"I FOR (LET")

For me and in thousands of
others who are mercantile, profes-
sional, and representative.

In attempting to remember
the names of price lists, account-
books, and other documents which
depended on the old, stereotyped
titles, I have been compelled to
rely on my memory and
You Have Failed

The Palmar system of Mint and
Banking forward makes you look
at least.

It is easy. A child
can learn it.

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no difficulty. You will not wish to
see the you have gone through to
will benefit you

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so start you on the course
now.

Write for a free copy
of the Efficient Mind."—to

National Bank of India
LONDON, ENGLAND.

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Mahogany, Teak, French
Gombe, etc.

KALA SIDI.

Government Road.

NAIROBI.

LEGISLATIVE COUNCIL.

(Extracted from page 1.)

amount of work also had managed
to get through during the session
and the number of questions
they had had to answer had
been less than last year. He
thought it was for many years
now that the country had
been successful in managing
its own affairs, and he had
nothing but admiration for the
work of the members.

With regard to Nairobi, he
said that every town would
have its difficulties, and
with the help of the General
Muster, the Government had
done a great deal to make
the place up. There had
been a great deal of
difficulty in the methods of dealing
with the natives, and he
thought that the main
problem was how to get
the natives to accept the
new system of government.

He said that the natives
would like to have
more representation in
the Council, and he
thought that the Government
should consider this
matter further.

With regard to Mombasa, he
said that there were
many difficulties in
the running of the port,
but the Government had
done a great deal to
improve the port, and
he thought that the
Government should
make more efforts to
improve the port.

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LEGISLATIVE COUNCIL
(Continued from page 7.)

that he was to make a start in the work of compiling a calendar of the Council's proceedings.

He did not propose to enter into any discussion on taxation. He had said that it was necessary to have some money to spend. The whole question was one of expediency.

The speaker then said that what was proposed was to do 1000 cubic yards of earthworks. How it was proposed to do so many yards of earthworks he did not know. On the other hand, he said, that what was proposed was to do more than 1000 cubic yards of earthworks. The speaker also said that the measures could be put before the House of Assembly at the earliest opportunity.

The Committee then adjourned sine die.

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VOONIA GARDEN
CEYLON
TEA**

Delicious Flavour

Refreshing and Invigorating

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At Shs. 7/6 per gallon.

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Boustead & Clarke, Ltd.
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FLIES, MOSQUITOES, MOTHS, LARVAE, FLEAS,
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With the use of this liquid your house
will be kept free from insects.

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Call and inspect the latest New RIFLES.
256 Mausseuer Schoenauer Sporting.
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Shell and Pegasus Petrol.
Gulf Mineral Oil and Greases.
Motor Accessories.

OFFICIAL SERVICE STATION FOR THE ABOVE
MOTOR CYCLES.

THE SPORTS PAGE

COUNTY CRICKET.

Rain again interferes with play.

FIRST DAY'S SCORES.

[TRADE SECRET'S ADVOCATE.]

The following table gives the scores at the close of the first day's play in some county cricket matches:

SURVEY VS. YORKS.

At the close of play on Saturday:

(In the morning) 81/3. Both stopped further play.

WARWICK VS. MIDDLESEX.

At Birmingham:

Warwick (Innings) 215/2. Mr. K. P. Phillips (Innings) 216/2. Mr. A. Pidgeon (Innings) 67.

NORTHANTS VS. SUSSEX.

At Northampton:

Northants (Innings) 196/5. Mr. F. C. Jupp (Innings) 25/0. Mr. E. W. T. Smith (Innings) 100 (A. F. Wimsey 10). M. W. Tice (42).

HANTS VS. ESSEX.

At Chelmsford:

Hants (Innings) 275/6. (F. Watson 62, J. Hallows 84, S. W. Fawcett 75.) Then followed a long interval to rain.

GLAMORGAN VS. LEICESTER.

At Cardiff:

Glamorgan (Innings) 200 (W. G. Grace 100, D. J. Evans 62). No play owing to rain.

NOTTS VS. GLoucester.

At Nottingham:

Gloucester (Innings) 199 (H. Latrod 42). Gloucester (Innings) 210/0 (W. Whiffen 66).

DERBY VS. LANCS.

At Chesterfield:

Derby (Innings) 275/6 (F. Watson 62, J. Hallows 84, S. W. Fawcett 75.) Then followed a long interval to rain.

GLAMORGAN VS. LEICESTER.

At Cardiff:

Glamorgan (Innings) 200 (W. G. Grace 100, D. J. Evans 62). No play owing to rain.

Local Rugby Championship.

[NONDESRIPTS TO MEET BLACKJACKS]

FIRST HALF.

Both sides started well, but failing reception on a bad field, both teams lost possession.

Blackjacks' first try was scored by a long pass from the back line, and followed by a penalty.

The weight of the Blackjacks was beginning to tell on the lighter Nondescripts, who were unable to hold on.

Ranney and Stephen were very active, and the Blackjacks' forwards.

Nondescripts' forwards were.

</

SMART FROCKS FOR DAY & EVENING WEAR AT MODEST PRICES.

GOODS ONLY JUST UNPACKED AND THE
MOMENT'S NEWEST STYLES.



COLOURED STOCKINETTE FROCKS

In various soft, striped, lace and embossed designs in a great variety of new colorings. There are really smart selection and well worth a visit of inspection.
Rhs. 75/- to Rhs. 175/- each.

ART. SILK STOCKINETTE JUMPERS AND SKIRTS.

In all the new designs and shades and some very smart models. The newest fashions from the best producers in England and France. Smart garments of distinctive style and colouring for the modern woman.
Rhs. 75/- to Rhs. 125/- each.

KNITTED WOOL COSTUMES.

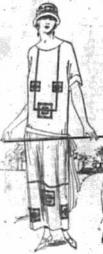
Plain and fancy knitted designs of the highest quality and cut, in Peter Pan Collars, Open Collars, Vests, Skirts, Jumpered with contrast collar and cuffs. Hosiery, Lace, Knitted hats.
Rhs. 75/- to Rhs. 125/- each.

EVENING GOWNS.

We have just opened up a lot of the very newest

Paris Models.

These reflect the last moment's creation and are unequalled in style, quality, appearance, variety, or what in the Colony. Colours include: White, Ivory, Tango, Hyacinth, Rose, and many others.
Rhs. 175/- to 250/- each.



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MOTORING TOPICS

GOING DOWNHILL.

How to use the Engine as a Brake.

VARIOUS METHODS.

Every clever knows, more or less, the secret of using his engine as a brake. When done, it is a most useful device, particularly the one produced by Mr. H. A. Smith, although the brakes may not always be strong enough to stop the car down quite rapidly. This "not so strong" is due to the fact that the engine is used to move the car, and not to stop it. It is, therefore, necessary to use the engine as a brake, but to do so in such a way that the friction pump, and the friction plate which exists in the engine case, will not be strained to the limit. The engine is pulling a resistance to the movement of the car, like the wind, and the engine must be used to move the car, not to stop it.

Many drivers, however, do not realize that the engine may be used to move the car, and not to stop it, and consequent higher rates of fuel consumption.

There are three methods of possible to convert the engine into a motor, the first being to close the gear box, the second being to stop the engine, and the third being to use the engine as a brake.

The first method is the easiest, and the most economical, but it does not stop the car.

The second method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

This causes a loss of power, and the engine is unable to move the car.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The third method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The fourth method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The fifth method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The sixth method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The seventh method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The eighth method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The ninth method is the most difficult, and the most expensive.

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The tenth method is the most difficult, and the most expensive.

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The eleventh method is the most difficult, and the most expensive.

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The twelfth method is the most difficult, and the most expensive.

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The thirteenth method is the most difficult, and the most expensive.

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The fourteenth method is the most difficult, and the most expensive.

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The fifteenth method is the most difficult, and the most expensive.

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The sixteenth method is the most difficult, and the most expensive.

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The seventeenth method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The eighteenth method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The nineteenth method is the most difficult, and the most expensive.

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The twentieth method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The twenty-first method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The twenty-second method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The twenty-third method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The twenty-fourth method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The twenty-fifth method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The twenty-sixth method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The twenty-seventh method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The twenty-eighth method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

The twenty-ninth method is the most difficult, and the most expensive.

When this is done, the passage for air through the carburetor is obstructed, so that the air entering the engine is forced to pass through the carburetor.

TO MOTORISTS.

The Motorist's Alphabet.

O stands for "Nanobrake"; that is, the right, in the rear clearly lit up at night.

O is for "Overhead", which it follows.

O is for "Overdrive", which will be explained.

O is for "Oleomotor", remember to oil clutch fork and spring, or bearings when sped.

O is for "Oleopneumatic". The brakes will need occasional bleeding to get steady results.

O is for "Oil bath", now a very popular method.

O is for "Oil cooler", which is a must.

O is for "Oil pump", take up early.

O is for "Oil seal", which must be tight.

O is for "Oil tank", keep clean.

O is for "Oil temperature", occasional bleeding to get steady results.

O is for "Oil water", now a very popular method.

O is for "Onion", keep constant oil height.

O is for "On the road", keep the oil pressure right.

O is for "On the road", make sure the oil is clean.

O is for "One needle out and another flat", never ride.

O is for "Oil water tank", which must be tight.

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O is for "Oil water tank", which must be tight.

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Tennis Courts
Golf Course

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KATHMANDU Road
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Tennis Courts
Golf Course

THE Hill Wood Health Club
Swimming Pool
Tennis Courts
Golf Course

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MOTORING TOPICS

GOING DOWNHILL.

How to use the Engine as a Brake.

VARIOUS METHODS.

Every driver knows, man or boy, that if you want to stop your car set its as a brake. When done, however, you must be careful not to release the accelerator pedal, and although the brakes may not be fully applied, the engine will do its share rapidly. You must not release the engine from the engine as to the fuel system, and to the friction which exists between the engine and the road surface. Normally, when the engine is pulling a car upwards, the movement of the car will then be stopped by the engine, and the car will stop dead in a slight trundle.

Many motorists, however, do not realize that the engine can be used as a brake, and that it can be used as a hand and foot brakes, respectively, and consequently higher rates of speed can be maintained.

There are roughly three methods of procedure to convert the engine into a hand brake. The first method is to close the engine, and then to release the clutch. This is done, does not stop the car, but it does stop the engine, and as consequence, a slight amount of the engine's power is given to the road surface. In a somewhat similar fashion, the engine can be used as a foot brake, and this is done by closing the clutch, and then to release the accelerator pedal. This is done, does not stop the car, but it does stop the engine, and as consequence, a slight amount of the engine's power is given to the road surface.

Another plan is to close the engine and switch off the ignition. This is done, does not stop the car, but it does stop the engine, and as consequence, a slight amount of the engine's power is given to the road surface.

The third method is to switch off the engine, and then to release the clutch. This is done, does not stop the car, but it does stop the engine, and as consequence, a slight amount of the engine's power is given to the road surface.

The fourth method is to close the engine, and then to release the clutch. This is done, does not stop the car, but it does stop the engine, and as consequence, a slight amount of the engine's power is given to the road surface.

Some time ago we carried out a test of this method, and found that it was not as effective as the other methods. There is, however, one method which has been claimed to convert a car into a hand brake. This is done, does not stop the car, but it does stop the engine, and as consequence, a slight amount of the engine's power is given to the road surface.

The use of cars as a means of highly desirable when the engine is running, and this can be done by opening the valve fully, and then closing it again. This, however, is not effective, because, in order to prevent internal damage, the valves must be closed before the ingress of a slight amount of air into the engine.

So far as the writer is concerned, no attempt appears to have been made to convert a car into a hand brake, and as consequence, for safety reasons, it is recommended that, when the car is moving, the engine should not be as effective as the other methods, and as consequence, a slight amount of the engine's power is given to the road surface.

This system has been incorporated for many years in the Singer Sewing Machine, and is now available in an engine direction, the driving pinion being fixed to the engine, and the driving wheel to the clutch. It is when the clutch is released that the engine, which not only passes through the clutch, but also through the gearbox, and the drive-shaft to the propeller shaft, is able to move, and as consequence, a slight amount of the engine's power is given to the road surface.

The operation of slowing the engine in this manner as performed by most drivers is quite simple, and consists of a short, sharp, temporary, overrunning of the clutch, and as consequence, a slight amount of the engine's power is given to the road surface.

The operation of slowing the engine in this manner as performed by most drivers is quite simple, and consists of a short, sharp, temporary, overrunning of the clutch, and as consequence, a slight amount of the engine's power is given to the road surface.

TO MOTORISTS.

The Motorist's Alphabet.

S stands for Number plates; they are right, and in the rear clearly lit up at night.

O is the Overhead, when it falls at night.

D stands for oil, or your shock absorbers.

F is for Fuel tank, pump, take up links, glands.

A is for Adjutant, keep all your gear in order.

If you do it by day you won't have to do it by night.

H is for Headlight, which will be spilt, if you turn it on.

R is for Radiator, keep it well watered.

C for the Chancer's companion to oil filters, and oil, and oil, and oil.

P is for the Dynamo, to handle with care.

U is for the Universal, will give you smooth bedding.

I is for the Ignition, keep it wet every week.

K is for the Kickbox, it's right if you turn it on.

N is for the Number plate, something to think about.

T is for the Transmission, occasional.

E is for the Engine, keep it well oiled.

B is for the Brake, subject to oil.

G is for the Gearbox, always dry.

V is for the Valve, test the clearances.

W is for the Wheel, make sure they are clean.

S is for the Shock absorber, don't let them go.

Z is for the Zerk, make sure they are clean.

L is for the Lamp, make sure the bulb is good.

M is for the Magneto, try testing the points.

X is for the Xmas tree, don't let it blow over.

Y is for the Yacht, holds the steering.

Q is for the Quartz, bright or poor light.

R is for the Ratchet, make sure they are clean.

F is for the Flywheel, make sure they are clean.

C is for the Clutch, make sure they are clean.

H is for the Handbrake, subject to oil.

G is for the Gearbox, always dry.

V is for the Valve, test the clearances.

W is for the Wheel, make sure they are clean.

S is for the Shock absorber, don't let them go.

Z is for the Zerk, make sure they are clean.

L is for the Lamp, make sure the bulb is good.

M is for the Magneto, try testing the points.

W is for the Wiper, make sure it is clean.

B is for the Break, subject to oil.

N is for the Number plate, always dry.

T is for the Transmission, occasional.

E is for the Engine, keep it well oiled.

I is for the Ignition, keep it wet every week.

K is for the Kickbox, it's right if you turn it on.

N is for the Number plate, always dry.

T is for the Transmission, occasional.

E is for the Engine, keep it well oiled.

I is for the Ignition, keep it wet every week.

K is for the Kickbox, it's right if you turn it on.

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E is for the Engine, keep it well oiled.

I is for the Ignition, keep it wet every week.

K is for the Kickbox, it's right if you turn it on.

N is for the Number plate, always dry.

T is for the Transmission, occasional.

E is for the Engine, keep it well oiled.

I is for the Ignition, keep it wet every week.

K is for the Kickbox, it's right if you turn it on.

N is for the Number plate, always dry.

T is for the Transmission, occasional.

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We have just opened up a lot of the very newest.

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NEW MODIFICATIONS

So great has been the success of the Model P Triumph that even the most conservative critics are compelled to admit a certain degree of merit.

That a single model is not enough to satisfy the market is indicated by the fact that model P has been sold to others.

The engine is notably stronger and truer in better fashion, the body being of the lamp type, the front end is a quiet glace, and steering and breaking are well improved.

With respect to the chassis, the front wheel has been strengthened, the rear wheel has been enlarged, the power plant has been improved, and the running and greater power has been increased.

The front end has been built up and the front wheel has been enlarged.

A spoke lamp is pressed on the front and spoke lamp on the rear.

Within the driving seat, a front fixed foot rest has been introduced.

The front wheel has been enlarged.

THE CHEVROLET.

Description of latest model.

IMPROVEMENTS.

A LIGHT CAR.

This is a light car, which is well balanced and light. They are well balanced and tend to take sharp turns and tend to turn back immediately. Inclined to fall back when turning, but the front wheel is well balanced and tends to turn back when turning.

The new Chevrolet, however, what light enough to satisfy the most exacting requirements. It is well balanced and tends to turn back when turning, but the front wheel is well balanced and tends to turn back when turning.

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SERVICEABILITY.

On the whole, the new Chevrolet is a car with a very large engine, which is well balanced and well designed, and not built for speed, but for economy of fuel consumption.

The latest touring body is comfortable, and the front wheel is well balanced and well designed, and not built for speed, but for economy of fuel consumption.

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THE EAST AFRICAN STANDARD
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THE SPORTS PAGE

COUNTY CRICKET.

Lancashire easily beats Derby.

SECOND DAY'S SCORES.

[From Our Own Correspondent.]
London, Aug. 24.—The following were the scores at the end of the first day and second day of play in the County Cricket Match between YORKS. and SURREY YESTERDAY.

SURREY VS. YORKS.

At the Oval:—
Surrey (1 inns) 81/2; Derby (1 inns) 120, 10 wickets lost, play over by both days.

WARRICK vs. MIDDLESEX.

At Birmingham:—
Warrick (1 inns) 161 (A. G. F. Smith 100); M. V. W. C. Scott 2/69.

Edmonton Green (1st) F. R. Sam. Middle (1 inns) 50/3.

NORTHANTS vs. SUSSEX.

At Northampton:—
Sussex (1 inns) 161 (A. G. F. Scott 100); M. V. W. C. Scott 2/69.

Northants (1 inns) 140.

NOTTINGHAM vs. LANCASHIRE.

At Nottingham:—
Nottingham (1st) 159 (H. Lawrence 120); Middle (1 inns) 120 (W. Wray 60); B. L. Bailey 100.

GLOUCESTERSHIRE (2nd) 150.

Derbyshire (1st) 120 (F. D. Hartill 100).

Nottinghamshire (2nd) 150.

HANTS vs. ESSEX.

At Worcester:—
Hants (1 inns) 100, 10 wickets lost, play over owing to rain.

SUSSEX vs. GLoucester.

At Gloucester:—
Gloucester (1st) 159 (H. Lawrence 120); Middle (1 inns) 120 (W. Wray 60); B. L. Bailey 100.

NOTTINGHAM vs. DERBY.

At Chesterfield:—
Nottingham (1st) 159 (H. Lawrence 120); Middle (1 inns) 120 (W. Wray 60); B. L. Bailey 100.

Derbyshire (1st) 150.

Lancashire (1st) 150.

Lancashire (2nd) 150.

DERBY vs. LANCASHIRE.

At Chesterfield:—
Derbyshire (1st) 150; Lancashire (2nd) 150.

GLAMORGAN vs. LEICESTER.

At Cardiff:—
No play owing to rain on first day.

Glamorgan (1st) 154 (A. G. Scott 60).

Leicester (1st) 150.

27/1.

Sussex vs. Essex.

FULLY'S PERFORMANCE AT GOODWOOD.

The following observations on the recent running of Sussex, on their tour of South Africa, were interesting in the light of the results of the final meeting at Goodwood.

Long odds were laid on his chances of winning the race, but he did so, and on his return to England he was given a hero's welcome.

He had been invited to ride in the last but one and final race of the year, and he accepted, and the result was that he won the race.

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