

CHRISTCHURCH, January 10.

The Hororata Racing Club's annual race meeting will be held to-morrow (Thursday). The following horses are engaged in the principal events of the Hororata Cup (5000 ft. mile): The Monian, S.B. Secret Society 3.10, Claburn 7.15, Wet Blanket 6.11. The Monian, who is very well just now, ought to have no difficulty in winning. King Kook may be a contender. The Giltan or Natalie the Farmers' Plate (Claburn or The Giltan) the Walter Handicap, Miss Hamilton the Selling Race, and King Stork or Ordinance the Haddon Stakes.

Achilles' full brother, Sea Lion, and Tiro are to be run in the North Island this week, and goes into Derrett's stable. A half-brother by Maudslcher to Miretta has joined Loughey's team.

Mason, who got home on Saturday, will leave for Wellington this week to superintend Nightingale's preparation at the Hunt. He will probably take with him Golden Lily and Muffet to fulfil their respective engagements at the Wellington meeting.

There is some doubt as to whether Nightingale will start for the Cup, the opinion now being that her mission may be some of the shorter distance events.

Of Mr George Clifford's horses which ran at Auckland, To-morrow and Signahuan being amiss will come straight home. Quarryman, who ran in the North Island at Wellington to race there, and will be joined by a detachment from Riccarton, comprising Stronghold and Glenowlet, and possibly Bonnie Brae.

Clifford's team returned from Auckland yesterday. The Riccarton contingent which took part in the West Coast meeting is expected home this evening.

The Giltan was sore after his return from Dunedin, but is now sound and well. McDonald having left his employ to take service with the Hon. G. McLean, Mr J. A. Holmes has had to make fresh arrangements for his team. He has sent Terrapin and Royal Crown up to his station for a rest, and has placed Lily in Taggart's hands. By the way, it does not look now as if Taggart contemplated abandoning the profession. In addition to Illaritz, he has Snow Tom and Zenius in work, but he has sold Zenius to Mr H. H. Darlot.

Mr Hobbs and Mr R. H. H. returned from Auckland on Saturday. The three yearlings knocked down to Hobbs were purchased on behalf of the partnership recently registered between the pair.

Lewis has had yet another addition to his team in the shape of a gelding by Conqueror from Al Saluts.

Master Aliz is making excellent progress in his preparation for his Wellington engagements. The pony Manless is suffering from lameness in his hind leg.

The two-year-old Handel, who has been resting, has resumed work.

Nothing at Riccarton is moving more freely just now than Steadance.

Mr Chadwick, who has made an excellent handspan for the Wellington Cup, Mabelonga, Ard Gauntier, Bulwary, Nightfall, Quarryman, and Ghoocks all look to possess a chance if they start, although I suspect it is doubtful whether Bulwary will go to the post.

The Club of the Lake County Racing Club (Otago) receiving a totalisator permit was instanced on Saturday. Though the weather was gloriously fine at Queenstown only £2000 was cleared off the totalisator. Seven events were held, and attracted 25 starters, and of these two fruits each claimed a field of five. In the principal event on the programme only £5 were invested on the totalisator.

MR STEAD'S TEAM.

CHRISTCHURCH, Monday.

Mr Stead's horses, with the exception of Nightfall, returned to the stable. Nightfall was lauded at Wellington presumably to run at the Wellington summer meeting. She is still sore, however, from the effects of her fall at Ellerslie.

BLOODSTOCK SALES.

DISPENSAL SALE OF CAMBRIA PARK STUD.

The sale of bloodstock was continued yesterday, when the whole of the Canterbury Park Stud, the Glenora yearlings, and a number of other stock the property of different owners were offered. The sale was conducted by the New Zealand Loan and Mercantile Co. Ltd. Mr H. O. Nulan officiating as auctioneer. There was a large attendance at the ring-side, amongst those present being Hon. Jas. Carroll, Hon. H. Mosman, Major Harris and Pitt, and Messrs Foster, Edgar, H. H. Darlot, G. and T. Fenton (Western Australia), G. G. Stead, M. Hobbs (Canterbury), F. Earl, O. Nicholson, M. McLean, W. P. Massey, M.H.R., A. Kidd, H. H., J. Lawry, M.H.R., J. Todd, T. Morris, B. Arncliffe, B. McKinnon, S. Braley, W. McLoughlin, and others. The sale commenced with the offering of the brown filly by Eton—Windmill, which went off at £300. The next three lots excited very little attention, but bidding livened up a little when the South-Hitcherlin filly appeared, and she quickly ran to \$225, at which price Mr M. H. Darlot bought her. The rest of the afternoon's bidding was not so attractive as that which had preceded it. The first lot, Lady Minket, who brought 150gs, being knocked down to Mr M. Lalor, who owns the colts full sister, Lass-Gowrie. The brown colt by Eton—Dolly, an animal which was there in the whole collection, was allowed to go for some reason or other at 75gs, at which price he was dirt cheap. When the gem of the lot, the bay colt by the Grandmaster—Melody, was at once seen that there was to be some lively bidding before he was secured. Starting at 100gs he ran in fifty guinea bids to 200gs, and then in twenty-five and tens to 450gs, which price he was knocked down to Mr C. Weal. The colt is as nice a one as was

been offered in Auckland for some time, and should he fall to make a racehorse a number of the experts will have to acknowledge his merits. The colt by Eton—Annie went at 100gs to Mr H. H. Darlot, and the South-Hitcherlin filly was brought in. Starting at 100gs she jumped to 150gs, and then ran to 190gs, at which price Mr J. E. George got her.

The remaining lots did not command very high figures, and were soon disposed of, and then the brood mares were brought in, some of which drew keen competition for their possession. Mr Stead securing Ratter, with colt foal by Cyrenian, at 250gs, and Mr L. H. Darlot Kilmorey for 225gs, and Hon. J. Carroll Melodia at 175gs, these being the highest prices noted.

The Canterbury Park yearlings realized 1087gs for fifteen lots, an average of a little over 72gs. Sixteen brood mares brought 125gs, and the stallion Eton 300gs, making a total of 2447gs for the collection.

The Glenora yearlings brought 647gs for seven lots, an average of just on 78gs. Four yearlings belonging to Mr A. Kidd realized 257gs, an average of a little over 60gs, and a number of miscellaneous lots of various ages of various owners were also disposed of. The sales are as follows:—

- Brown filly, by Eton—Gwendoline: K. Heaton, 450gs.
- Brown filly, by The Officer—Lustrons: Mr Bagnall, 300gs.
- Bay colt, by Curassier—St. Edith: 250gs.
- Chestnut colt, by Cyrenian—Pikau: A. Phillips, 300gs.
- Bay filly by South—Hitcherlin: J. Hobbs, 50gs.
- Brown filly by Cyrenian—Hestia: Hon. Jas. Carroll, 60gs.
- Brown filly by The Officer—Heartcase: Mr Gordon, 100gs.
- Brown colt by South—Lady Minket: Mr Lalor, 150gs.
- Brown colt by Eton—Dolly: Mr Cooper (Wairarapa), 75gs.
- Black filly by Cyrenian (Imp.)—Lady Agnes: Mr L. H. Darlot (W.A.).
- Bay colt by Cyrenian (Imp.)—Melodia: C. Weal, 100gs.
- White colt by Cyrenian—Songster: B. Arncliffe, 350gs.
- Brown colt by South (Imp.)—Anna: M. Hobbs, 300gs.
- Brown filly by South (Imp.)—Princess Alice: J. Thorpe, 100gs.
- Bay colt by Cyrenian—Miss Annie: M. McLean, 50gs.
- Bay colt by South—Fishgirl: L. H. Darlot (W.A.), 50gs.
- Bay colt by Cyrenian—Sappho: F. Macmanuiri, 60gs.
- Bay filly by Cyrenian—Pit-a-Pat: J. Thomson, 40gs.
- Brown filly by South—Lady Emmeline: N. Bains, 100gs.
- Chestnut filly by Cyrenian—Kilmorey (Imp.): M. McLean, 40gs.
- Brown filly, by Cyrenian—Irma: 50gs, Mr J. Thomson.
- Brown filly, by The Officer—Anadyomene: 100gs, Mr M. McLean.
- Bay filly, by South—Giadze May: 40gs, Mr J. Murphy.

BROOD MARES.

- Nerlinga, by Goldsborough—Mabel: 75gs, Mr M. McLean.
- Our Lady, by Summer—Lady Agnes: 125gs, Mr G. Currie.
- Brudge, by Nelson—The Maid: 35gs, Burt, 150gs, Matakohe.
- Sappho, by St. Ledger—Brassolis: 40gs, Smith Bros., Matakohe.
- Etona, by Castor—Lady Wainalae, colt foal by Cyrenian: 150gs, Hon. J. Carroll.
- Greenline, by South—The Sheelan: 25gs, M. A. Nesbitt.
- Irma, by Neckergat—Perhaps, with colt foal by Eton and served by Eton: 200gs, Mr M. McLean.
- Hestia, by Grandmaster—Wildfire, colt foal by Cyrenian and served by South: 95gs, S. H. Green (N.S.W.).
- Epine, by Sweet William—The Thorn, served by Eton: 200gs, J. Roddy (Waunganui).
- Melody, by Goldsborough—Melody, served by Eton: 175gs, Hon. J. Carroll.
- Silk, by Grandmaster—Chrysochase, filly by Eton and served by Eton: 300gs, A. J. Storey.
- Pit-a-Pat, by Rupert—Footprint, served by Eton: 150gs, Mr B. Arncliffe.
- Kilmorey, by Kilwardin—Union, served by Eton: 225gs, Mr L. H. Darlot (W.A.).
- Lady Agnes, by Neckerss—Boradventure, filly foal by Eton, served by Eton: 200gs, Mr M. McLean.
- Windmill, by Goldsborough—Merry-go-round, served by South: 50gs, Mr M. McLean.
- Ratter, by Nelson—Moonga, colt foal by Cyrenian and served by South: 225gs, Mr G. G. Stead.

SIBES.

Eton, by Castor—Lady Wainalae: 100gs, Mr M. McLean.

ON ACCOUNT OF MR A. KIDD.

- Chestnut colt, by Seaton DeCaval—St. Margaretta: 50gs, Mr M. McLean.
- Bay colt, by Henschloff—Mysterions: 50gs, Mr T. Wylie.
- Bay filly, 2 years, by Cyrenian—Mysterions: 50gs, Smith Bros., Matakohe.
- Brown colt, 2 years, by Cyrenian—St. Margaretta: 100gs, Mr C. Weal.

ON ACCOUNT OF HON. H. MOSMAN.

Chestnut mare, Jessamine, by Musketry, served by Hild: 200gs, Smith Bros.

ON ACCOUNT OF OTHER OWNERS.

- Dolly, by Randwick—Locket: 200gs, Mr B. Arncliffe.
- Bay mare, Belle: 100gs, Mr H. Weal.
- Chestnut gelding, 2 years, by St. Paul—Belle: 120gs, Mr T. Stewart.
- Elgar, by Ben Godfrey—Belle, 3 years: 120gs, E. Carry.
- Roma, 6 yrs, by Hukatore—Belle: 300gs, T. Bright.
- Swagman, 5 yrs, by Ben Godfrey—Problem: 150gs, Mr C. Weal.
- Bay mare, by Hitcherlin—Castor mare: 100gs, J. Burns.

The N.Z. L. and M. Co. held a sale of blood stock to-day at the Harp of Erin stables. Mr H. O. Nulan officiated as auctioneer. There was a fair attendance, but bidding was slow. A number of lots were offered, but failed to reach the reserves, and were passed in. The following sales were effected:—

- Idas, 100gs: Mr W. Curtis.
- Up-to-date, 400gs: Mr W. Lyons.
- Wellcast, 200gs: Mr P. Bright.

The filly by Hitcherlin—Lady Emily, purchased at the last Wellington Park sale, and the brood mare Our Lady and Epine, secured at the Cambria Park dispersal sale, were shipped South by the Barawa yesterday. Epine gave a number of trouble before they succeeded in getting her on board.

MOTORS AND MOTORISTS.

(By Speeder.)

Rotorua was a favourite rendezvous with Auckland motorists during the holidays. The best time between the city and the thermal district was put up by Mr Arthur Cleave on his 15 h.p. Darracq—Thrs 45min, which is 1hr 35min better than the previous best, that of Mr C. Rhodes and Mr Beckaert, made on a similar machine, but heavier. This is a splendid performance, and will take a lot of beating.

A Michigan editor, according to the "Auto Era," has had a stroke of bad luck. He was just about to step into his new £2000 motor-car the other night, when three bed slats gave way and he awoke.

A London writer says:—The dawn of a new century may be said to have witnessed the establishment of a motor manufacture in Great Britain as a most promising industry, and since the English cars have proved from year to year that our manufacturers were rapidly overtaking their foreign competitors, until at the present day it can be said that a high-grade English car is equal in respect to design, reliability, silence, etc., to the best Continental production. With regard to racing, English cars have not as yet proved themselves superior in speed to their French and German rivals, although they have performed well in some big events of late.

A statement has been made by a paper that a motor-cycle wheel running at 30 miles an hour can be stopped in its own length. It could be—by a stone wall. But the fragments that remained of man and motor would fill many baskets, and we should not like the task of collecting them.

Dr. Purchas and party made a good trip to Rotorua during the holidays, their time from Auckland being 9 hours 30 minutes.

Mr T. W. Wilford, M.H.R. for Wellington, is the latest convert to motoring, he having fallen under the spell of the 10 h.p. Oldsmobile-Tonneau. He started for Wellington with his new purchase last week. At the time of writing he had reached Palmerston North with complete success.

Mr Bockaert's recently imported 15 h.p. Darracq has been sold to Mr W. Allen, of Christchurch. Mr Bockaert left for the South last week, accompanied by his wife, and before delivering the car to its new owner they did some touring in the South.

"What is the capacity of your car?" asked the bystander. "Five persons, 30 miles, six chickens, eight horse-power, four gallons of petrol, and 27 unforeseen incidents per hour," replied the motorist.

Mr H. Humphries, of Napier, has just made the trip overland to Auckland in his 9½ h.p. Cadillac. Mr Humphries was accompanied by his two sons, and their baggage ran into some 200lb. They left Napier on a Monday morning, and arrived at Taupo 12 hours later the same day—a good run. Like most of the motorists who have been out lately, the Napierites experienced bad roads, and on some of the hills this side of Tiran a little amateur racing fascinating had to be done before the car could be got up. The car had a most severe test, especially over the very stiff hills between Napier and Taupo, but came through the ordeal with only one puncture and a small unimportant breakage, which was repaired on the road. Mr Humphries is a keen motorist, and prior to his present tour has visited Wanganui twice and Hawera, once in his Cadillac.

An advertisement appeared recently in a motor journal of a 6-horse car for sale (remarks "Motoring News"). "Actual proof given that this car is capable of over 40 miles an hour in a hilly district." Skeptical would-be buyers, on applying for "actual proofs," found that these consisted of newspaper cuttings showing a conviction on two policemen's evidence that the car had achieved this speed over roads with a steep gradient. Needless to say, the car was not bought on the 40-mile basis.

Members of the A.A.A. who have not paid their current subscriptions are reminded that the days of grace are getting short.

One of the latest recruits to motoring in Auckland is Mr Chas. Rhodes, who has gone in for a 15 h.p. Darracq.

Dr. McKenzie, of Levin, recently made a most successful trip from Auckland to Levin in his 10 horse-power Oldsmobile-Tonneau car. He left Auckland on his car after only a few hours' instruction, and drove through to Levin without a break of any description in remarkably good time. The route was via Rotorua, Napier, and Palmerston North.

The monthly meeting of the A.A.A. was held in the club rooms on Thursday evening of last week, and there was a large attendance of members. The main subject of discussion was the state of the roads. From our own observation, this discussion was well founded, for never has it been more evident that our Auckland roads are behind the rest of the colony.

The Hon. C. S. Rolls, one of the best-known English motorists, has during his long experience met with some strange adventures. Here are a few of them in his own words:—"My car has twice run away downhill forwards and three times backwards. Once, in the Paris-Vienne race, both tyres on one side punctured, the car left the road, and going at seventy miles an hour, it cut down a tree whose trunk was about as big round as a dinner-plate. The shock as the car struck the tree burst a blood-vessel in my hand. Twice my car has been burnt up, and twice I have been overthrown. Once I had a horse and cart on top of me. Three times when driving a steam car I have had the boiler burnt out, and on one of these occasions I enjoyed the healthy exercise of pushing the car three miles whilst wearing evening dress! One dark night, riding a motor-tricycle—which, by the way, I prefer to a motor-bicycle—I took a short cut along a narrow and badly made country road. I saw something dark in front of me and pulled up a few feet from it. The 'something' proved to be the open mouth of a quarry. My burners being out, I had once to wait three hours for want of a miscreant match to light them again. In France, on one occasion, running short of petrol, I had to walk twelve miles to get more. More exercise! Once, in winter time, wanting water, I was obliged to replenish my supply by thawing handfuls of snow into a funnel. Once, when, in travelling fast, my car came a tremendous bump, a friend of mine who was with me was thrown high in the air, and coming down again he, being a heavy passenger, went clean through the seat board on to the tools that were kept beneath it. On another occasion I had my head knocked in by a starting handle. Motoring on the Continent in winter time, I have had a passenger so cold that he tried to warm his feet over a candle. Once when, at an unearthly hour, we roused a sleepy porter at an hotel, he grumbled: 'You English are very inhuman.' He meant insane. In one Bordeaux-Biarritz contest we came in contact with two dogs, a goose, five chickens, and a sticking pig. Once, I regret to say, I upset an apple cart in the Strand. In the Paris-Berlin race our water-tank broke, fell on the axle, and got battered in. We spent five hours on the road, tinkering it up with grease, canvas, pieces of wood, wire and bootlaces. It still leaked terribly, and we had continually to be refilling it, several painfully at a time. At one place I shouted frantically, 'Wasser! Wasser!' and out came a smiling German with a wine-glassful of water for me to drink! However, we got to Berlin eighteenth out of 130 starters. That was a three days' race, and we kept falling asleep for three days after." For motor racing, running and cycling, Mr Rolls can show some fifty or sixty prizes. But some of these trophies are as many as ten prizes in one, for, instead of taking smaller articles, Mr Rolls has, in some cases, saved up his prizes, as we may say, and taken one big prize instead of a number of minor ones.