

servicing them unfaithfully in the saddle, but they prefer doing without him to having to contend against his "putters," when it comes to backing their horses. In his particular case the fault, as far as we know, is being a jockey in his own right. We have never heard the lad accused of mixing with these professional backers who have ruined so many jockeys. Once a vain youngster, not well supplied with brains, gets into the clutches of these gentry, the end of his career as a jockey is in his hand. Professional users use him as long as he is in the ascendant, but in a very short time the jockey's intimacy with the undesirable becomes known, and owners begin to regard him with doubt. He may be as straight as a George Fordham or a T. Hales, but let a hot favourite run unaccountably badly with him, and the owner, in searching for an explanation, naturally recalls the jockey's undesirable associates and becomes suspicious. Jockeys who want to last should studiously avoid the professional backer, and be as close as an oyster with regard to information they possess concerning their master's horses. An owner's lot is hard enough without his having to contend against his own jockey. We have never heard there is an annual licensing day, at which a jockey's conduct for the year may be reviewed. They may have some through the year without having had to face an inquiry, but when it comes to getting a renewal of their license they find that the officials had had their eye upon them, and that some little things they may have forgotten must be explained away before they are again approved. The cause of the downfall of a crack jockey in England is also to be traced to his intimacy with a notorious character. The stewards of the Jockey Club did not think it proper that a man upon whose honesty so much depended should keep bad company, and they refused his license to give him a chance to reflect. The history of racing shows that the jockeys who have had a long career of success are those who have enjoyed the double reputation of riding straight and not parting with information to outsiders regarding the horses of their masters.

In the "Town and Country Journal" of a recent date the following article, which has considerable interest for breeders in New Zealand, owing to the relationship of many horses in the colony to celebrities mentioned, appears: Glancing at the pedigree of Aed Patrick the other day, I was directed how it is that people have not more generally recognised as yet the remarkable eminence of his dam, Morgannette. We hear any amount about bygone celebrities such as Pouchabuntas, Queen Mary, etc., whose names are mentioned in the present dispute, but which of them produced two Derby winners, as Morgannette has already done? So far as I can call to mind, very few nines have ever attained to this distinction. The one I remember is the name of Miss Penelope, but there were Elyse, dam of Ribdanantibus and Daedalus; Horatia, dam of Archduke and Paris; Arethusa, dam of Williamson's Ditto and Pua; Emma, dam of Mungid and Colchester; and in these latter days we have seen Peat, H. H., the dam of Persimmon and Diamond Jubilee. Morgannette takes rank with these, and among the host of them, too, with her sons Galtee More and Aed Patrick; and her other son, Blainville, has already done so well as to prove that the reputation of the family will be well maintained in the second generation. Of course, there have been nines who have come very near to pulling off the double event with which we are dealing. Thus, Princess of Wales only just missed it with Albert Victor and George Frederick; Paradigm did it in effect with Lord Lyon and Achievement, for the latter beat the Derby winner in the Leger; Vista was about the neck with Sir Visto and Vesta; and Mowbray with Donovon and Raeburn. Then, again, there have been such nines as Quiver, dam of Memoir and La Fleche, while also there are distinguished "might have-beens," like Blunk Bonny who produced only three foals—Borealis, Blair Athol, and Bredalbane—and then died, as the result of no one being there when she foaled the last-named. Blunk Bonny was then only eight years old. What would she not do for a dam who lived to the age of 29, like her dam, Queen Mary, who produced no fewer than 19 foals, the last one (Bonnie Doon) coming when she was 27? That the great vitality and constitution of the old mare had not even then been dulled by the success of this particular line of her

blood, for Bonnie Gal, daughter of Bonnie Doon, is probably the most valuable brood mare in America. Blunk Bonny, but for her untimely end, would probably have been as prolific as her dam, for she had three foals in three successive seasons, and thus did a feat possible in the time.

Queen Mary, despite her very numerous offspring, had time to be barren in 1855, the year after she had given birth to Blunk Bonny. She had well earned that year's rest. Then, after Iberia, by Young Melbourne, had been produced in 1856, it appeared that the dam of the latter was played out for she was barren in '57, '58, and '59, but nevertheless the end had not come, for, as already stated, she proved fruitful in 1860, and Bonnie Doon was the result. This was the year when the Chaplin male at a hand gallop down Hambleton Hill and through Thirk market place to catch a train, among the sapient inhabitants of that bibulous little town to lounge that he was a criminal escaping from justice. It is a mistake to think that he was a line and cry, and pursued him a full mile to the railway station. It seems strange now, on looking up the records, to note that Queen Mary in 1851 produced a bay colt, by the half-bred colt, Mr. Aspin, who has latterly bred only in name, like Clarence or New-haven; but on that point I am not clear. Certainly, a great change for the better was made that year, for Queen Mary was mated with Melbourne for the first time, and in 1852 produced the famous Heatzer, a really good mare, who ran second to Marchioness (also by Melbourne) for the Oaks, and might have won but for slipping up as she was being led through London. Her merits were sufficient for her to be sent her to soul Queen Mary back to Melbourne in 1853, her foal of that year being Bonnie Scotland (by Lago), who later on did very well at the stud in America, especially as the sire of brood mares, and of the great race, Lady Luckham, which latterly sent her to Melbourne without himself going to see the horse, decided to have a look at Blunk Bonny's sire before making up his mind what to do with Queen Mary in 1855. It is found Melbourne was a very bad rearer, in 1852 produced the famous Heatzer, he may have been on the turf, and being unkindly prejudiced on the subject, concluded not to use him again, which decision is much to be regretted, for an alliance between the two would probably have produced Blunk Bonny in 1856, and that at the Bowster in 1857, the latter constituting the worst Queen Mary line even to this day. Stockwell and Antipian did much better later on by being, respectively, Broomfield and Blunk Bonny's brood sires, and nothing ever touched the form of Blunk Bonny.

Looking back through the long vista of years, we see notable brood mares like Queen Mary or Pouchabuntas, as yet wonderful individuals, but during their actual lives they were not thought more of than Perdita II. and I should add here, Morgannette, both of whom have produced two Derby winners within the last decade. Morgannette's sons, Galtee More and Aed Patrick, are not only Derby winners, but high-class Derby winners at that. The latter of them is, I am glad to hear, quite sound again, and his health is certainly of his being able to stand such a long time, as will enable him to reproduce his Derby form in the coming season. His last race may pass unnoted, or, if not noted at all, it should be estimated concurrently with the display of Sweet Sounds at the same meeting. Both horses had been "chickies," and they were put in work simultaneously—Sweet Sounds to lead the Derby winner in a makeshift preparation for his Newmarket engagement. However short this was from getting them to their best, the defeat of Sweet Sounds in a selling race demonstrated, especially when later on he came out in vastly different colours, I think, therefore, we may quite disregard the running of Aed Patrick when he had to lift on his long Glass, and when fully wound up he is pretty sure to again assert his supremacy. The line of blood is an absolutely first-rate branch of the No. 5 family, counting as it does through the Oaks winner, Miami, the dam of Heatzer, Melrose, etc., and an equally great name as a brood mare.

Miami's two daughters by C-w 1 (2) were Morgan la Faye and Catawba, and each did well at the stud, especially the former with such daughters as Marie Stuart, and Lady Morgan, the latter by Thormanby (4). Marie Stuart, generally described as a stud failure, is, all the same, the grand-dam of Merry Gal. Lady Morgan was from the first a success. Impera was her brood mare, but Alway was also a good horse, and Lady Morgan, Morgania, Miss Morgan, and Morgannette all succeeded as brood mares, the last-named, of course, being facile puerperae. I need hardly mention that she is by Springfield 12, and here it is worthy of note that tracing the female line right back to Magnolia, by Marske 8, who was foaled in 1771, we find only one mare sired by a horse of other than winning or sire family, and that is Harriet (1799), by Volunteer 9. To show clearly what I mean, I will run the mare back as follows:—Morgannette, by Springfield 12, daughter of Lady Morgan, by Thormanby (2), daughter of Morgan la Faye, by Cow 1 (2), daughter of Miami, by Venison 11, daughter of Diversion, by Devereux (5), daughter of Polly, by Abolition (4), daughter of Little Filly, by Highlight Fling 12, daughter of Harriet, by Volunteer 9, daughter of mare by Alfred (12), daughter of Magnolia, by Marske 8. Thus the whole line of female descent is straight, and, as there is no wonder that such a brood mare as Morgannette has resulted from it, and there is every reason for having great confidence in the stud careers of her famous sons.

THE FRUZE-RIBBONWOOD TROTTING MATCH.

(By Telegraph.—Special to "Graphic.")

CHRISTCHURCH, Saturday.

The intercolonial trotting match attracted a large attendance. At one o'clock the entrants and the flag were back with a swarming mass of humanity, who hung along the rails like flies to a fly paper, eager to catch a first glimpse of the contestants. First to get in an appearance, and the blue and gold stripes were heartily cheered as the New South Wales champion, calm and even tempered, apparently up to the proverbial hilt, trotted out upon the track. Blunk Bonny, also in charge of his owner, was not long in following. His gear at once attracted the attention of the onlookers, whose wealth of smile sorted out for him the appellation of "a full sized ship." With his craft banded every route, he held for competition when he might not unreasonably have insisted that it should be wrested from him on his own ground. Satisfaction was freely expressed when it was known that Ribbonwood had secured the advantage of the inside berth in the first of the alternate heats. The preliminaries were quickly settled, and after several false starts, owing to the impetuosity and over eagerness of Ribbonwood's driver, the two sped off on their first mile, the little mare securing just the advantage of the start. There was a yell from hundreds of voices as he drew clear of the trotter, who ran wide at the furlong turn, but closed up the gap running for the stand the first time. As they sped past the stand, experts quickly gauged the race, and the match was over, for the little horse was clearly holding his opponent comfortably. The judgment proved correct, for holding the champion all the way round, the pace came within a furlong from home, and was easily by half a dozen lengths, in time which he could have improved considerably. The victory was received with every token of satisfaction, but it was generally said that "this hot-

loot was pricked," and that the match was all over her very pronounced shooting that was to come. The second heat was a repetition of the first, trotting away at the six furlong mark, the favourite trotter to lead him, hanging to his wheel until "running for the pole," when he let the little pacer go, and again won comfortably. The third heat derived its interest from the fact that it was a "stay" against time, in the sense of the existing record of 2min 31.25 secs. Amid frantic applause, Ribbonwood at once shot out, the New South Wales champion being hopelessly outpaced. Pacing easily and faultlessly, the little horse ran home in an average pace of 2min 50 secs, with 2min 42 in the second mile. The score that followed at once begarred description. The crowd swarmed on the course from all directions, cheering and cursing around both horses, and it would have taken very little to dismount to have them carry horses, riders, and sulks back to the paddock. The hero of the demonstration took it all quite casually, wearing his customary air of tired philosophy, and ambling home in a lame old gallop. Cheers were given for both horses and both riders, as they returned, and these were renewed when the horses returned to the paddock.

CHRISTCHURCH Monday.

An offer was made on Saturday night of £1500 for Ribbonwood, and was refused. It is Mr Price's intention to take him to Melbourne, where 12,000 people witnessed Saturday's match.

ENGLISH SPORTING REMINISCENCES.

One would have thought (says Mr John Corbett in the "Sporting Times") that all the jockeys who rode in the Derby in 1857 would by this time be long since numbered with the things that are, and it was only two or two ago that we were called upon to write an obituary notice of Mr W. S. Martin, who "looked after" Plenipotentiary when he won the Derby of 1854; and John Kent, who met the Derby of 1859, in a gallop in Goodwood Park, is still alive. Compared with these, W. Abadie, whose death took place recently, was scarcely a veteran. We cannot call to mind Abadie as a jockey, though we must have seen him as we well recollect Skirmisher, whom he rode, running for the Derby in 1857. On turning to an account of that race, we find that Abadie was fined £10 for disobedience at the post. Not only did he last on until last week, but he was with us as John Osborne, F. Bates, and Wm. Day. It was, indeed, not long after this that Fred Yates, who was a witness of a thing at the time, astonished the delighted Sam Rogers by telling him to hold his horse while he got off and gave the starter a hiding. We do not think that Abadie was ever regarded as a great jockey, and probably his riding of Skirmisher in the Derby did not altogether give satisfaction, as he did not ride him again. Looking at the success of the latter line, it is remarkable that he never got a winner of the Derby, Oaks, or St. Leger. Buckstone ran well for him in the Derby, and we thought ought to have won the St. Leger. He won the Assot. Cup, Skirmisher, who was by Voltigeur, also won the Assot. Cup. His two-year-old career was not particularly brilliant, as out of ten races he only won two, and they were very small stakes. His earlier three-year-old career was, however, very similar to that of St. Albans, three years later. He ran second in a big field for the Northamptonshire Stakes, in which one of the unpaired horses was the celebrated Adams, who afterwards won the City and Salisbury, and was only a neck behind in the Derby. He ran second for the second time for a race, he had to carry a penalty afterwards, which was cruel, seeing what a taunting place second is. For being second in the two miles Northamptonshire Stakes Skirmisher carried 50 lbs extra against Great Northern Handicap at York, which was also two miles, and this he won readily, the great Northampton Plate winner, Underland, and Old Trick, who afterwards won the Cumberlandshire, being in the field. The York Memorial also fell to

THE A. & A. LINE

Fastest Line to Great Britain, and is recognised by the New Zealand public as possessing the largest Trans-Pacific Steamers 6,000 tons, twin screws, and classed A1 at British Lloyd's.

CARRYING FIRST, SECOND AND THIRD CLASS PASSENGERS.

NEW ZEALAND — T O — ENGLAND 27 DAYS

6 Days is the longest time at sea between ports. 17 Days completes the entire sea trip.

YOSEMITE VALLEY, GRAND CANYON OF COLORADO, YELLOWSTONE PARK make the Overland Trip one of delightful and constant variety.

NIAGARA FALLS IS VIEWED FROM THE RAILWAY CARRIAGE WINDOWS.

A & A. LINE ROUND-THE-WORLD PASSENGERS have choice of any line across the Atlantic, also of any line homeward via Buez or Cape routes.

Fares: £16 to £180.

HENDERSON & MACFARLANE,

Apply for all information to GENERAL AGENTS FOR NEW ZEALAND, Fort St., Auckland.

CANADIAN-AUSTRALIAN LINE OF ROYAL MAIL STEAMSHIPS.

UNDER THE BRITISH FLAG.

In connection with the CANADIAN-PACIFIC RAILWAY,

The most substantially and perfectly built Railway on the American Continent.

TO LONDON THROUGH AMERICA.

THE SCENIC ROUTE THROUGH CANADA TO UNITED STATES AND EUROPE. Choice of Mail Services from Montreal, New York or other Ports.

MOST INTERESTING SCENERY EVER VIEWED.

ROUND THE WORLD TOURS AT LOWEST RATES.

EUROPE AND BACK WITHOUT TRAVELLING BEATEN TRACKS.

From Sydney.	Etahpaee.	Rava.
April 23	April 23	April 28
May 19	May 19	May 24
June 18	June 18	June 23

And every Twenty-eight Days thereafter.

Passengers from New Zealand have the option of joining the Mail Steamer at Sydney, or proceeding from Auckland to Rava and embarking there for AORANGI, MOANA, MIOWA, &c.

FARES from Auckland to Sydney £10 to £12, to Liverpool £18 to £20, to London £26 to £30. Return fares, 10% to £17 to £20.

SPECIAL EXCURSIONS TO HAUTE, in Rocky Mountains, in July, August, &c; subject to Return Fare from Auckland; £46 including all expenses.

For Information, Folders, Guide Books, etc., apply UNION STEAMSHIP CO. OF N.Z., LTD.