

In the hurdle events at Woodville, the usual excellent work at these meetings was maintained. Lawrence's representative is sure to start a bit favourably.

Mr. A. A. McLeod's pair, Avelon and Florida, will be starters at the Manawatu meeting on December 10th, 11th, and 12th. Both are showing fair form, but should improve by the time the meeting comes round.

Aberystroch, who has not sported since he won the Penitentiary Handicap at the C.J.C. meeting in November, 1908, is amongst the horses wanted for the Manawatu Hurdle Club's meeting. It is doubtful whether the son of Laganua and Minister will stand the preparation.

December will be a regular carnival month, as far as racing in Wairarapa is concerned. Woodville, Masterton, Takapuna, Carterton and Waikanae Racing Clubs holding their meetings within a few days of each other.

TAKAPUNA SPRING MEETING.

THE OPENING DAY.

The opening day's racing in connection with the Takapuna Jockey Club's Spring Meeting took place at the North Auckland on Wednesday. The heavy rain in the morning looked like causing a postponement, but just before midday the weather cleared and a cleared and afternoon followed.

The track was a trifle good, but improved as the racing advanced. The attendance was exceptionally large for an off day. Mr. W. J. Happa acted as judge, Mr. S. C. Spectator, and Mr. C. O'Connor as starter. The latter gentleman's work was hardly up to his usual standard, several of the despatches being a bit ragged.

The management of the day's racing by the various officials, under the secretary, Mr. H. Wynyard, and under the steward, Mr. J. G. Gallagher, was excellent.

THE TOTALISATORS.

Speculation was brisk and during the afternoon the staff of Messrs W. Blomfield and Co. handled the sum of £12,500 10s., as against £3878 last year, when the opening day was on Saturday, and £262 10s. was received in bookmakers' fees.

TRIAL HANDICAP of 100sovs; second horse to receive 10sovs and third horse 5sovs out of stake. Distance, one mile.

Mr. W. C. Ring's b m Taketumu, 5yrs, 7.3 (Whittaker) 1
Mr. E. W. Allison's ch m Tiresome, 4yrs, 7.1 (P. Brown) 2
Mr. B. H. Duder's m La Reina, 5yrs, 7.3 (W. Percival) 3
Scratched: Leafie and Malka.

BOROUGH HANDICAP of 100sovs; second horse to receive 10sovs and third horse 5sovs out of stake. Distance, five furlongs and a-half.

Mr. J. H. Walters' ch g Goldsize, 3yrs, 7.3 (Stockey) 1
Mr. W. J. Handley's br c Worcester, 3yrs, 6.13 (Horton) 2
Messrs T. and H. Auckman's br m Lady Dot, aged, 6.13 (Conquest) 3
Goldsize was first to move, but when they reached the course Moreyko and Urekehu were in the lead, but they were soon displaced by Mighty Atom and Goldsize, the latter taking charge after a couple of furlongs, the nearest attendant being Mighty Atom, Urekehu, and Peggy Fryde, with the rest of the field bunching. Goldsize drew out crossing the top, and had a couple of lengths' advantage as they turned for home, when the field were all together. In the run to the post Worcester and Lady Dot set sail after the leader, but Lady Dot kept them at bay, running comfortably for a length and a-half, with a neck between second and third. Urekehu was fourth, and then came Miss Livonia and Peggy Fryde, with Mighty Atom last. Time, 1.11 8.5. Goldsize was favourite.

JUNIL MAIDEN HURDLES of 100sovs; second horse 5sovs. Distance, about a mile and a-half.

H. Weal's ch g Blue Mountain, 0.3 (Julian) 1
T. Cunningham's ch g Matarere, 0.5 (Hickton) 2
F. Hindon's gr g Captain Paul, 0.10 (McFlynn) 3
Also started: Blue Mount 0.13, Sabine 0.4, Don Cyr 0.4, Master Head 0.4, Loyds 0.4, Blunden 0.2, Arty 0.2, Nagpape 0.1, Milkha 0.0, Hobartown 0.0, Kalua 0.0.

After several breaks away they were let us to an uneven dispatch, Katala leading past the home, but being easily kept there by the nearest attendant, but when the first hurdle was reached Captain Paul was in charge, and passing the stand the second hurdle had three lengths' advantage of Sabine, after which came Blue Mountain and Matarere, all close up, the rest of the field being straggled out. Going along the back the last time, Captain Paul began to rise, and crossing the top stretch Blue Mountain

and Matarere were almost on terms, and the trio came to the last fence in close company. Once over, Blue Mountain drew out, and, pushing strongly, won by a length and a-half from Matarere, which was a length in front of Captain Paul. Loyds was fourth, then came Sabine, Arty, and Matarere, with Master Head last. Time, 2.20 4.0. Captain Paul was favourite.

T. ANDRREW HANDICAP of 25sovs; second horse 5sovs. Distance, one mile and a-quarter.

C. Dawson's ch m Sphinx, 6yrs, by Bluebird and Tower, 1.0 (Duke) 1
T. A. Williams' ch g Sir Arctegal, 6yrs, 6.11 (Brown) 2
Foss Bros' br h Master Jack, 7.6 (Conquest) 3
Also started: Sublime 8.5, Flying Bolt 8.3, The Olga 8.2, Fusa 7.1, Spectre 7.1, and Caedmon 8.1A.

The barrier lifted to a straggling start, Sir Arctegal losing a lot of ground, Sphinx, Fusa, and Wee Olga being first to move. When the race was reached Fusa and Sphinx were being together in the lead with Sir Arctegal, which made up his lost ground very fast, lying third, just in front of Wee Olga, and then came Master Jack, Flying Bolt, Caedmon, Spectre, and Sublime. Racing along the back Fusa and Sphinx were still together in the lead, but clear of Sir Arctegal, and Master Jack, with Wee Olga at the head of the others. These positions were maintained across the top and into the straight. At the distance Fusa fell away beaten, and Sir Arctegal was left to fight for first, but Wee Olga all came at the leader, and a desperate race resulted, Sphinx getting the verdict by three parts of a length from Sir Arctegal, which was a length in front of Master Jack. Flying Bolt and Fusa were in front of Wee Olga, the last to finish being Sublime. Time, 2.14 4.5. Sir Arctegal was favourite.

CAMBRIA HANDICAP, of 100sovs. Four furlongs.

W. L. Thomson's d m Monoline, 2yrs, by Monomorph-Delania (Deeley) Sat., 1 H. D. de Latour's b c Lannacost, 2yrs, 7.5 (Hall) 2
A. Bach's br f Lady Gladstone, 2yrs, 7.9 (C. Brown) 3
Also started: Bismarck 7.5, Wairiki 7.8, Indulgence 7.8, Geneva 7.9, Allworth 7.0, Kery Oge 7.1, Moonwalk 7.1, Salvania 7.0.

Lady Gladstone caused a lot of delay at the post through a disquieting rider, but the tape lifted to a fairly even start. Eventually Monoline was quickest to begin, and when they settled down was showing the way to Geneva and Lady Gladstone, with Lannacost at the head of the others. They crossed the top when they turned for home, and easily stalling of a strong challenge by Lannacost, which came fast in the straight, won by two lengths. Lady Gladstone was half a length in front of the last followed by Geneva, the last to finish being Allworth and Lady Wairiki. Time, 1.2a. Monoline was favourite.

MELROSE HANDICAP of 100sovs. Five furlongs and a-half.

Yvonne Bro's g Tipperary, 4yrs, by Spalpeen-Success, 8.2 (C. Brown) 1
F. F. Hull's ch g Muskewal, 4yrs, by Musketry-Obnewal, 8.2 (Deeley) 2
W. C. Ring's b m Taketumu, 5yrs, 8.1 (Luc. The pen.) 3
Also started: Lannacost 9.0, Sir Walter 8.8, Maulina 8.3, Cloudy Dawn 8.2, Gibson Girl 8.2, Makura 8.2, Belle Crispin 8.2, Sultide 8.2, Avalon 8.2, Blue Thread 8.2, Lepelia 8.2, Clemens 8.2, Glad Hear 8.2, Lady Thorn 8.2, Maria Regina 8.2, Miss Jewel 8.2.

The big field was dispatched on fairly even terms, Muskewal and Maulina being quickest to begin, the pair leading to the course proper. When they came into the straight they showed the way along the back, followed by Maulina, Muskewal, and Taketumu, with Tipperary at the head of the others. Sir Walter still had charge when they turned for home, but Muskewal, with Tipperary and Muskewal, with Tipperary close up. When they straightened for the run to the post Sir Walter was done with, and Tipperary and Muskewal dashed into the lead, the pair fighting out a desperate finish, the judge declaring a dead heat. Taketumu was a length and a-half away, third, and then followed in order Marie Regins, Avalon, Blue Thread, and Makura, the last to finish being Clemens. Time, 1.12 1.5. Taketumu was favourite.

TIRI HANDICAP HURDLE RACE, of 100sovs. Over seven flights of hurdles. One mile and three-quarters.

H. Wilson's ch g Don Quex, aged, by Carlisle-Jessamine, 1.0 (McFlynn) 1
T. Standley's b g Master William, aged, 0.1 (Hickton) 2
J. Harris' b g Presently, 6yrs, 8.9 (A. Julian) 3
Also started: Black Northern 10.7, Seldom 9.0.

Don Quex was quickest to begin, but passing the stand Black Northern was the leader, the order of the others being Don Quex, Seldom, Presently, and Master William. Black Northern still had charge as they came past the second time, a length clear of Don Quex, with Presently, which was running out at his fences, third, and Seldom last. Going along the back Don Quex went to the front and joined by Presently the pair raced across the top and to the last fence together. Don Quex made the better jump and shook Presently off, but had to be ridden to stall off a long run by Master William, which just failed to close up. Don Quex winning by three parts of a length, with a similar distance between second and third. Seldom was last. Time, 3.23 4.5. Presently was favourite.

CHELTENHAM HANDICAP, of 125sovs. Seven furlongs.

J. H. Walters' ch g 3yrs, by Golden-Gold Web, 7.12, including 7lb penalty (G. Buchanan) 1
A. H. Tapper's br m Zinnia, 7.9 (J. Conquest) 2
T. Cunningham's ch g 3yrs, by Golden-Gold Web, 7.9, including 5lb allowance (Henderson) 3
Also started: Sir Arctegal 8.0, Flying Bolt

The Turkish Navy.

COLLECTION OF OBSOLETE VESSELS.

NEVER A NAVAL POWER.

(COMMANDER E. HAMILTON CURREY, R.N., in the Pall Mall Gazette.)

When last year the Ottoman Empire purchased from their disinterested friends in Germany the two obsolete battleships Kurfirst Friedrich Wilhelm and Weissenburg, these vessels were rechristened Kheyred-Din Barbarossa and Dragut Reis. It is to be imagined that the Committee of Union and Progress do not number many naval experts among its members; for, had such been the case, the money of the Empire would hardly have been thrown away in so wanton a fashion, as there is probably at the present time nothing that can be bought which is so absolutely valueless as a battleship that is declared. There are probably no more magnificent fighters in the world than are the Turks, but their genius in this direction has not run in the line of naval achievement, and, in spite of the fact that so much of their Empire impinges on the sea at many points, the Turkish fighting man has never been at home on this element.

Those naval heroes after whom the second-hand German battleships were named, although servants of the Padiashah, were not really Turks. In the days of Soliman the Magnificent, when Charles V. was "The Emperor" when Henry VIII. sat on the throne of England and Francis I. on that of France, there was great lack of naval ability at the Golden Horn. There sailed the Mediterranean Sea at this epoch, however, one Moslem who was the terror of all who dwelt upon its littoral, Kheyred-Din Barbarossa, King of Algiers and Tunis, the greatest pirate of his own or any other time. Ibrahim, Grand Vizier to Soliman, that great statesman who was murdered by the Sultana Roxalana, out of sheer jealousy, told his master that they must lay their hands on some "veritable man of the sea" to contend with that Admiral who was the scourge of the Porte, the Genoese seaman, Andrea Doria, than in the service of "The Emperor." The story of the arrival of Kheyred-Din at the Golden Horn reads like some page from the Arabian Nights. The pirate Admiral received carte blanche from the Padiashah, and all the resources of Constantinople were placed at his disposal. At Prevesa, which has lately come into prominence in our newspapers, in September, 1539, the hosts of the Moslems and the Christians came into contact exactly 1609 years after the battle in the same place between Antony and Octavian, known as the battle of Actium. The action between Doria and Barbarossa was in reality indecisive, though the Moslems had the better of the struggle and claimed the victory; the honours of the day really resting with Alessandro Condalmero, who fought "the Galleano of Venice," the Dreadnought of her day, till she was battered almost to matchwood.

Dragut Reis, after whom the second of the German battleships was named, is more easily identified, perhaps, by English readers than Kheyred-Din, as his name is so intimately associated with the siege of Malta. Every one who enters the harbour of Malta passes Point Dragut, where the great corsair established his batteries from which he scourged those gallant knights who were defending Saint Elmo, all of whom perished at their posts, shortly after Dragut himself had been killed by a splinter of granite struck from a wall by a cannon shot.

Even as Dragut succeeded to Kheyred-Din, so Ali Basha, or Occhiali, an Italian renegade, succeeded to Dragut. The Seigneur de Brantome, that delightful gossip of the period, says that he has often heard mariners and captains debate as to which was the better seaman of these two, the arguments ending as a

rule indecisively, although those who were contending for Dragut admitted of Ali Basha that "il est belle action" at Lepanto.

In that memorable defeat of the Turkish forces by Don John of Austria, Ali Basha, the pirate Admiral, was the only one among the Moslems who kept his squadron intact, and who sailed out of the bloodiest battle that ever was fought upon the sea in good order with credit to himself. Those, however, who sailed from out the Golden Horn to fight for God, the Prophet, and his lineal descendant, the Padiashah, were as a rule soldiers embarked on board ship; of "veritable men of the sea," as they were called by Ibrahim, the Grand Turk had to look to those pirates who hailed from the northern coasts of Africa, Tripoli and Jerba, or Djerba, as the newspapers are now spelling it, being specially favoured lurking places for those who pursued their piratical career beneath the Crescent Flag of Islam.

Although the Young Turk party inaugurated a Committee of Union and Progress, that progress does not seem to have included much on the naval side; and slipshod, go-as-you-please methods of government are not favourable to the growth of a modern fleet.

It is only to be imagined that it is the purely imitative faculty, which is as strongly developed in men as in monkeys, that causes Turkey to waste money on ships of war. If we look back ten years we shall find that the most important unit in the Turkish fleet at that date was the Measudiyeh, of 10,000 tons, which was built at Blackwall in the year 1874. She was subsequently reconstructed in Ansaldo's yards at Genoa in 1901-2; she still remains on the list of the navy, second only to the German purchases, having practically represented almost the entire might of Turkey on the sea for a period of thirty-five years, exclusive of some small craft, destroyers, and torpedo-boats of no fighting value.

There are now on the list a venerable cruiser, the Feth-i-Bulend, of 2,800 tons, that was built in 1870 and reconstructed by Ansaldo in 1904-7. The Avnillah, of 2,400 tons, is even more ancient, having been built at Blackwall in 1869, and reconstructed by the same Italian firm, Teh Mein-Zaffer is her sister ship, and has undergone the same treatment. The Assar-I-Tewak, of 5000 tons, was built at La Seyne in 1867 and reconstructed at Krupp's Germania yard in 1903-7. It will be observed that in the matter of reconstruction no indecent haste was manifested. The Hamidieh (ex Abdul Hamid) and the Medjidieh are protected cruisers of some 3,000 tons, built at Elswick and by the American firm of Cramp, respectively, in 1903. There are in addition to the ships mentioned a number of small gunboats of no fighting value whatever; also eight modern destroyers, four built at the Schichau yard in Germany and four at the Chantiers de la Loire, at Bordeaux. These should all be efficient vessels. There are also fourteen torpedo-boats.

From the foregoing it will be seen that Turkey is in no case to contend for the mastery of the Eastern Mediterranean with Italy; her fleet, if sent to sea, would be immediately sunk.

What strikes the observer principally with regard to such ships as are possessed by the Ottoman Porte is that they are emphatically a job lot. England, France, Germany, the United States, and Italy have all had a hand in the building and arming of this collection of venerable relics; and those responsible for the provision of ammunition must spend a bewildering time in sorting out the requisite shells and cartridges for guns from Elswick, Vickers, Krupp, Schneider-Canet, Schichau, Bordeaux, Marseilles, and so on.

It is said that Turkey has two ships of the all-big-gun type projected, of 17,000 tons, to be built at Palmer's yards at Jarrow; even here we are faced with the fact that the artillery, consisting of eight 12in., ten 8in., and ten 4.7in. guns, is to be provided by the Bethlehem firm in the United States of America!

Recently Turkey has attempted to set her house in order, as far as her naval forces are concerned, by the borrowing of English naval officers to attempt the task. Rear-Admiral Douglas Gamble was the first officer to be lent, and, upon his having to resign the post owing to ill-health, Vice-Admiral Sir P. Williams succeeded him as Commander-in-Chief. War has come suddenly and found the Turkish navy in such a state of unpreparedness that it has had to take shelter in the Dardanelles, from which it is to be presumed that it will not emerge until hostilities are over.

7.8, Miss Livonia 7.9, Elegance 7.4, Aristocrat 7.1, Scotch 6.9.

When they reached the stand, Goldsize was the leader, followed by Miss Livonia and Zinnia, and then came Admiral Scott, Flying Smit, and Aristocrat. Goldsize plied the field along the back, Miss Livonia and Zinnia being his nearest attendants, Admiral Scott falling back. Turning for home, Goldsize still had his advantage, and holding his own in the run to the post finished as a winner by a length from Zinnia, which beat the fast finishing Admiral Scott by a neck for second honours. Aristocrat was fourth and Elegance last. Time, 1.30. Sir Arctegal was favourite.