

ment in France at £500 a year, and £40 for every race, with £60 added every time he wins. Zimmerman, however, is a prince besides these if reports do not lie, for they say he draws £4,000 a year, for riding the Nimrod-Zimmie wheels, and gets an extra thousand a year from the Dunlop Tire Company for using their tires. No wonder our 'cute Premier cycles.

CRICKET.

The Association championship fixtures were continued on Saturday afternoon under most favourable circumstances as regards weather, and the wickets were in excellent order. A great struggle was looked for between Auckland and Gordon, but the latter were all dismissed for 87, and the Aucklanders have compiled 198 for a loss of 2 wickets only, which makes the match read the best of good things for the Aucklanders. Parnell are on a fair way to victory in their contest with United, though this was not by any means unexpected. United won the toss, and batting first were disposed of for 92, and Parnell have responded with 114 for a loss of five wickets. If the results pan out as anticipated, and I see nothing to prevent such result, then Parnell, Gordon, and Auckland will all be on a level footing with four wins and three losses each, and matters will become very interesting.

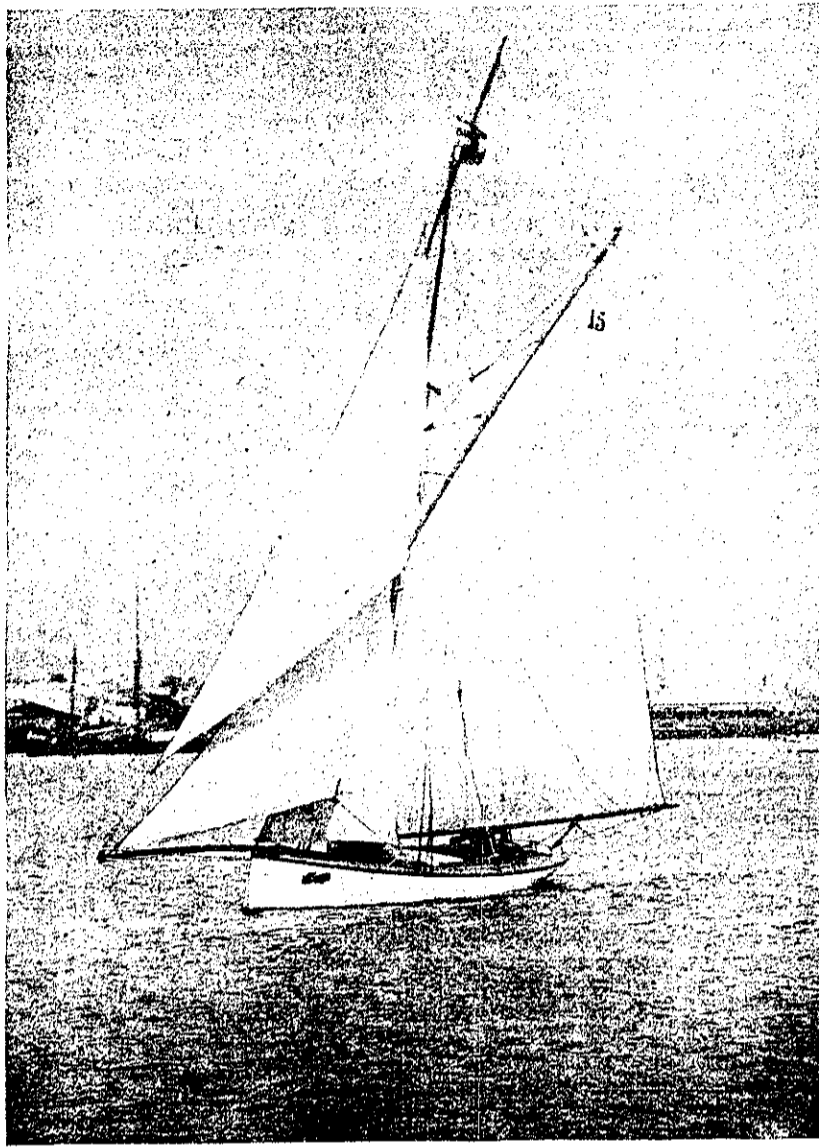
The Sydney Cricket Ground receipts for the year ending September 30th, 1895, amounted to £10,139 10s, of which £3,652 8s 6d comes from the ground members' subscriptions, £1,307 16s 2d from sports, and £955 for the sale of bar rights.

Followers of cricket in Canterbury (says a Christchurch writer) will be sorry to learn that A. M. Labatt, who has proved so useful in representative matches for some time past, left Christchurch for Auckland lately. His departure will be a severe loss to the Lancaster Park Club, as he was undoubtedly their best all-round man.

YACHTING.

The Judge's Bay people could not have wished for a better day than last Saturday, when their annual regatta was held. It is very difficult to get weather suitable for both sailing and rowing, but this day it was so. A good south-west breeze was blowing, which, although a bit puffy and unsteady at times, left nothing to grumble at. The s.s. Fiona was flagship, and a good number of on-lookers was on board, and the small boats—rowing and sailing—were very much in evidence. The arrangements, with perhaps one exception, were well carried out, and everyone appeared to enjoy themselves. The exception to which I refer was the starting for the sailing events. The starting was by gunfire, but the reports were so mixed up that I guess it required the brain of a Philadelphia lawyer to know "which gun was which." To the uninitiated it sounded like a warship firing a royal salute. The races which excited most interest were the 5-rater and 2½-rater events. The former, however, was spoilt by a chapter of accidents. In the first place Ladye Wilma broke her crossrees and did not start; then Aorere, who got away badly, carried away something when only a few minutes on her journey and retired; Moana was the next unlucky one, the clip hook at the throat parting, which cost her about fifteen minutes loss of time and, I am confident, the race; Ida's turn came next, she also having an accident to her throat in the second round but at the time Thetis was a good bit ahead and would have beaten her if the accident had not occurred. With the exception of Aorere, all got well away, Ida and Thetis having slightly the best of it. The latter rounded the Rangitoto mark first, the former second, but a bad board across the tide lost Ida her advantage, and she was third round the Bastion mark, Thetis first, Moana second, the latter boat overhauling the steal boat rapidly, and sailing from close under her lee was a good length ahead when down came her mainsail, and she was out of it. In the second round Thetis was still ahead at the Rangitoto mark, Ida about two minutes away astern. Out in the Channel Ida's throat went, and Thetis had an easy win by about eight minutes from Ida, Moana a minute away third, Halcyon fourth, Rangatira last. The latter boat did not appear to be sailing up to her usual form, and was last all the

A WINNER AT JUDGE'S BAY REGATTA.



MR W. HOLDER'S CENTRE-BOARD YACHT MANOLA.

Hansen, Photo

Auckland.

way. Thetis has never sailed better, the reaching, of which there was plenty, just suiting her. She was well handled by her owner, Mr R. Masefield. In the 2½-rater race Mahaki, Rarere, Zinita, Daisy, and Mabel started, and finished in that order. Mahaki won easily by five minutes, Rarere a minute ahead of Zinita, but the latter boat takes second place on time allowance. The winner was well handled by Mr J. Logan. Rarere is the fastest of the two off the

wind, but when close-hauled there is no comparison, Mahaki being much ahead of her larger rival. Daisy was very disappointing. Mabel leading her the greater part of the way. The race for cruisers was an interesting contest, Corinna being first, Undine second, Rogue third. Four started for the centre-board race, viz., Manola, Helen, Venice, Kotiro. Manola crossed the winning line eight minutes ahead of Helen, thus upholding her reputation of

being the fastest boat of her class in Auckland. Cooco won the fishing boat race, beating Dolphin by over fifteen minutes, Lottie, the only other starter, being nowhere.

The annual regatta of the Port Nicholson Yacht Club, which was held at Wellington on Wednesday, 22nd inst., did not create so much interest as usual, owing to the fact that competitors did not include any foreign boats. The hoavy sea running in the harbour gave the smaller craft a rough time of it. Waitangi won the first-class yacht race, beating Maritana by 55min. Ngairu, the only other competitor, gave up. Isca carried off the second-class event, Rona second. Waiwetn, Mapu, and Mahina did not finish. The Jennie Reid won the third-class race.

HORSES AS MONEY SPINNERS.

No matter what may be said against horse racing, there are facts and figures in connection with the sport which are seductive enough to defy a legion of leaguers that may be set to work to put an end to it.

Close upon three-quarters of a million pounds is given annually as stakes to the fortunate owners of winning horses, entirely independent of all betting transactions which they may privately indulge in.

In the last four racing seasons £282,197 was won in stakes and prizes by half a dozen prominent owners alone. Of these, Colonel North came first with £56,006, and the Duke of Portland followed closely at his heels with £53,276. The Duke of Westminster was a happy third with £47,519, and Sir J. Blundell Maple £45,127, with Baron de Hirsch £44,650, and H. McCalmount, with £35,629, came up in a comfortable manner at the rear.

Orme, besides carrying off the Eclipse Stakes of £10,000—which is equal to an income upon £200,000 at 5 per cent.—two years in succession, brought to his owner, the Duke of Westminster, £12,526 in stakes won in three year's running. Ormonde, Orme's sire, put £28,465 into the Duke's pocket for three year's running. Thus, by two horses alone, father and son, the Duke netted the fortune of £60,991.

Isinglass carried off £40,000 for his fortunate owner, Mr H. McCalmount, in two years; and the Duke of Portland's Donovan, running in 1888 and 1889, won stakes to the amount of £55,154.

The progeny of Isonomy, St. Simon, Galopin and Merry Hampton have between them won the enormous sum of £615,103 in seven years.

The high prices first-class racers fetch is by no means the least remarkable or interesting fact in this connection. Ormonde, having changed from one stable to another many times, was finally sold for £30,000. St. Blaise, winner of the Derby of 1883, was bought for £20,000. Matchlock, who cannot be ranked among the best winners, fetched £18,000. The Duke of Westminster paid £14,000 for Doncaster; and Sir J. Blundell Maple, after paying £15,000 for Common, the winner of the Derby of the year 1891, refused the offer of £30,000 that was made for him, and has since declared that the horse was worth £10,000 a year to him.—*Cassell's Saturday Journal.*

THE CHAMPION PROFESSIONAL WALKER OF NEW ZEALAND.



T. W. LESLIE GOING AT TOP IN A TRIAL.

Photo by R. J. Hardie Shaw.

Plates by N.Z. Photo-Process Co

SPORTING REVIEW COUPON.

The following coupons were received up to Monday evening, 27th inst., for the SPORTING REVIEW £50 prize, which will be divided amongst the successful tipsters of the Newmarket Handicap, Australian Cup, and Wanganui Cup winners:—

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- 80 T.H.V.—Cravat—Fort—Lorelei
- 81 T.H.V.—Cravat—Havoc—Lorelei
- 82 W.J.B.—Cravat—Havoc—Mahaki
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- 90 G.W.B.—Whakawatea—Wallace—Waiuku
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- 99 K.C.W.—Cravat—Quiver—The Possible
- 100 K.C.W.—Cravat—Havoc—The Possible
- 101 L.B.W.—The Parisienne—The Admiral—The Shrew
- 102 L.B.W.—Hova—Havoc—St. Hippo
- 103 L.B.W.—Hova—Patron—The Possible
- 104 L.B.W.—Eiswick—Patron—Mahaki
- 105 L.B.W.—The Parisienne—Quiver—The Possible
- 106 A.E.G.—Vanitas—Nada—Pegasus
- 107 T.F.—Lord Charles Scott—Waterfall—Rangipuhi
- 108 T.F.—Lord Charles Scott—Waterfall—Lady Zetland
- 109 J.R.M.—Hova—Wallace—The Artist
- 110 J.R.M.—Mahee—Quiver—Mahaki
- 111 C.M.—Hova—Wallace—Rangipuhi
- 112 A.E.V.—Eureka—Preston—The Artist
- 113 M.S.—Muskatoon—Fort—Waiuku
- 114 M.S.—Eureka—Trentside—Anita
- 115 A.C.—Ascot Vale—The Admiral—St. Hippo
- 116 T.F.J.S.—Trentina—The Admiral—Bossie McCarthy
- 117 D.R.J.—Coolita—Nada—Anita
- 118 D.R.J.—Idolator—Chesterman—Pegasus
- 119 D.R.—Vanitas—Wallace—Fabulist
- 120 J.B.—Monard—Mahee—St. Hippo
- 121 J.B.—Mahee—Preston—Pegasus
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- 123 J.S.—Delos—Fort—The Artist
- 124 A.S.—Lord Richmond—Strahan, Artileur
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- 126 W.St.G.—Courallie—Quiver—St. Hippo
- 127 B.B.—Vanitas—Waterfall—The Possible
- 128 S.B.—Lord Richmond—Acmena—St. Hippo