

George Fordham only won the English Derby once, and that was on Sir Beveys (in 1879), who died just recently.

Marino, in charge of R. Derrett, left Christchurch last week for the North. Derrett will ride the Roman-nose one in his engagements.

Mr H. O. Caulton, proprietor of the Pacific Hotel, Hastings, and owner of The Quilt filly, Sheet Lightning, who (with Mrs Caulton) has been spending a holiday of a few weeks in Auckland, returned to Hastings, via Napier, by the Burrumbeet on Tuesday.

The other day (says the Hawera Star) our sporting contributor, "Sentinel," wondered what had come of the Egmont Hunt Club. This, it is pleasing to hear, is by no means languishing, and will come out this season stronger and better equipped than it did last year. Since Mr Nelson McRae, the late master, left the district (he is in Palmerston North studying dentistry) little has been heard of the Club. A meeting will be held shortly to elect a master, and we hear that a proposal will be made to locate the kennels at Hawera, as being the most central place, and the hounds would occasionally visit Waverly, Patea, Inglewood, and New Plymouth, and it is needless to say that the hunting enthusiasts in these places would look forward with pleasure to the runs.

The practice of "tightening up girths," after competitors for a race have done their preliminaries and are in the straight running, says "Terlinga," is becoming very prevalent again. It was particularly noticeable at Mentone the other day. That there is no legitimate excuse for this final girth-tightening is proved by the fact that you never see the trainers of horses which are always known to be trying rushing out to look to the tackle at the last moment. In nine cases out of ten it may be taken for granted that the practice is resorted to simply with the object of letting the jockey know whether the commission has been satisfactorily worked or not. In Sydney, the A.J.C. some time ago set its face against the practice, but on Saturday the rider of a starter in the Hurdle Race infringed the rule bearing on the subject. He was called before the stewards, and received six months' suspension. Something of the sort is also wanted in New Zealand. The clerk of the course should have instructions for everyone (bar himself of course) to be off the track after the first horse makes his appearance.

There is a general idea that to be "in the know" on the Turf is almost to ensure a fortune (says an English writer). A greater fallacy never was known; and, paradoxical as it may seem, the man who knows the least is the man who knows the most. A great trainer, who has over and over again won great races on which hundreds of thousands of pounds were betted, might be supposed to be well "in the know." I cannot, however, call to mind a single instance of a trainer who was a rich man, as the term "rich man" is understood. The greatest of all the trainers was John Scott, whose will did not add much to the Exchequer. There are a few instances of trainers who died worth twenty or thirty thousand pounds, but that is a mere flea-bite looking at the money that passed through their hands every year, and the savings represented less than £1000 per annum. No trainer ever died what I call a rich man. John Day died worth nothing, and he had for years one of the greatest stables in the kingdom. Joseph Dawson, who had a big stable full of horses, left about £30,000 behind him, £20,000 of which was laid out on Bedford Lodge, which produces an annual rental of nearly £2000. The late Alec Taylor, who trained a Derby winner as long ago as 1861, and was for a time believed to be abnormally rich, accumulated only about £30,000. What men who are still living are worth it would be impertinent on my part to speculate upon, but I put only two or three over £30,000.

"Delaware," in Sydney Truth, tells the following good story about J. E. Brewer's father and Robert the Devil, sire of Mr Gollan's horse Ebor:—"When I was young and fresh I used to travel about the country backing horses with men of genial temperament, and the same occupation, who, when broke, 'mixed it' to some extent—that is, if they couldn't find a winner they found a watch, or something of value before it was lost. A name in the old betting-book reminds me of an incident that occurred at an up-country meeting many years ago. Mr J. Brewer, senior, owned a good colt, named Robert the Devil, by Maribyrnong from Cremorne. He was nominated for the principal handicaps at Cobar, and a well-known bookmaker had backed him for a hundred or two. The day of the acceptances arrived, but 'the Devil' or his owner had not. As the secretary was making out a list of the acceptors the bookmaker strolled into the room, and noticing that Robert the Devil was not among them, paid the 2 sovs acceptance, though it was just half an hour after closing time. I suppose it cost him a couple more to square the acting-official. When the little piece of business was over the bookmaker got a good 'pitch' in Toy's bar, and calmly waited, with the rest of the inhabitants, the advent of the acceptances. When they were posted it was seen that Robert the Devil was among them, and there were plenty anxious to back him. Our friend accommodated them, but had hardly finished betting several hundreds over his book, when up rode Brewer's envoy to accept for the horse. He had been detained, and imagine his delight at learning that some kind friend had accepted for the horse. And imagine the bookmaker's feelings when hearing that Robert was a sure starter. He tried to get his money back, but failed, and Robert, ridden by tiny Jack Brewer, the now celebrated steeplechase rider, won the double. After he had completed the second leg, the bookmaker 'blew the gaff,' and then there was a rumpus, and from that day to this neither stakes nor bets have been paid.

Before Mr Filgate joined the Fishers, he raced on his own account, and owned a horse named The Barber. This horse was shipped per s.s. Admilla from Adelaide to Melbourne, where he was engaged in the first Champion Race, which was eventually won by the late W. C. Yuille's Flying Buck. Mr Filgate missed his passage by that boat, and was compelled to wait for the next. The Admilla was wrecked, and The Barber swam thirteen miles to the shore. Mr Hurtle Fisher, his brother, and a friend, Mr Rochford, were passengers, and they hung on to the ship's rigging for about a week before they were rescued. Mr Fisher's brother was swept away, as were many others, and drowned. Mr Rochford held Mr Fisher up for nearly twenty-four hours before succour came, and the terrible experience almost killed the popular squatter, and he was compelled to go to England for a year to recover. The Barber swam ashore all right, and recovered sufficiently to run in the Champion Race, and was heavily backed by the weak-minded of the day. They looked upon his escape as miraculous, as it was, and it was argued that it was the hand of Providence that did it in order that he might win the Champion for an honest man, and so castigate the cunning "guns." Even clergymen came their quid on him, but disappointment was their lot, as the horse ran last; and then the fact dawned on his backers that Providence had no hand in saving the horse, but that it was the old gee's courage and swimming powers that did the trick.—"Delaware."

Dave Gideon is getting a taste of his own medicine. When Phil Dwyer said certain things of Mr Gideon, that gentleman felt so aggrieved that he sued Dwyer for a very large amount of money for damages sustained for alleged defamation of character (says The Horseman). Now Jockey Scherrer is suing Gideon for £4,000 for the self-same reason. At New Orleans Gideon backed Campania for a large amount, and the filly, with Scherrer up, finished nowhere. Then Gideon tempted fortune again, backing Billy McKenzie, who finished third, Scherrer again up. Gideon then openly charged that Scherrer had pulled his mounts, and Scherrer has entered suit to recover the amount stated. It is to be regretted that there are none too many honest jockeys on the American turf, and it is much more to be regretted that American conditions favour the putting of horses in races simply for work; but it is far too fashionable for betting-men when they lose their money to charge jockeys with dishonesty, and a wholesome lesson administered in the shape of large damages by a court and jury would go far towards checking this evil. It would be far better if a bettor, having lost his money through what he believes to be a fraudulent ride, would go to work and discover the actual facts in the case, instead of delivering himself of sugacious utterances reflecting upon the character of the rider. Then, if he finds that the horse was actually pulled, let him present all the evidence to the judges or stewards and have the boy set down for good, thus ridding the Turf of one undesirable character. It is easier, however, to assuage ruffled and lacerated feelings by a free use of the English language, and the jockeys, in most cases, have to stand and take it.



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Five per cent. will be deducted from the above stakes, to go towards the expenses of the course.

Hack means a horse that has never won a race and is not nominated at time of start for any race (Hack and Hunter Races excepted).

NOMINATION (1 sov) to close on SATURDAY, 23rd May, 1896.

FIRST ACCEPTANCE (1 sov) to close on SATURDAY, 2nd January, 1897.

FINAL PAYMENT (1 sov) to be made on SATURDAY, 4th December, 1897.

ROBT. G. BAUCHOPE,
Hon. Secretary.
New Plymouth, February, 1896.

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"YE OLDEN TIMES."

It is difficult for owners and trainers of the present day, when a valuable horse, trained to the hour, can be sent anywhere to meet an engagement within twenty-four hours, to appreciate the difficulties felt by their predecessors before railways were introduced. In those days horses were marched over the country at the rate of ten miles a day, and a winner of the Oaks in 1836, was dispatched once from Epsom to take part in the Newcastle Plate, with a full month spent on the journey. Lord George Bentinck's enterprise devised a plan by which racehorses were placed in a van, a sort of travelling stable, and taken by post-horses all over the kingdom. The first occasion on which this new machine was employed was in order to send Elis from Goodwood to take part in the St Leger, in 1886, the horse having been left temporarily in charge of John Kent's father. His success at Goodwood and Lewes had induced Lord George to back him heavily for the Leger; but just before the race he found that some parties were helping themselves largely on his horse, and he made it known that unless his commissioner was accommodated with a bet of £12,000 to £1,000 he would not start him. The bet was laid, as John Kent suggests, because it was believed at that period to be impossible to get Elis to Doncaster in time for the race. However, Lord George's newly-invented van was brought into requisition, and, on the Friday before the race was started, laden with Elis and his schoolmaster, the Drummer. The distance of 250 miles was divided into three sections of about eighty miles each, and on the Sunday morning the two horses were galloped on the Lichfield racecourse. On the Monday evening Elis was safely stabled in Doncaster, the cost of the journey having been about £100. On the Wednesday he won the Leger, and Lord George was well repaid for this expenditure. When he finally joined the Goodwood stable, Lord George had six such vans employed by John Kent and his father, and doubtless this invention had much to do with the success of his stable.



AN examination of the sample of "WAHOO" or DIGESTIVE SYRUP, prepared by A. M. LOASBY, Chemist, Dunedin, shows it to be free from Mineral Drugs of any description, and to be a very highly-concentrated Medicinal Vegetable Extract.
(Signed) **A. J. BICKERTON,**
Colonial Analyst and Professor of Chemistry,
Canterbury College.
Christchurch, January 6th, 1896.

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BARON HIRSCH.

Baron Maurice de Hirsch first saw the light of day at Munich in the year 1831. After receiving a first-class education in Belgium, and graduating in the banking business, he gave himself up entirely to railway enterprise, undertaking the reconstruction of numerous lines in Germany, Belgium, Holland, Russia, and other countries, finally becoming the projector of the railway in European Turkey. To this latter enterprise has been attributed the great wealth of Baron de Hirsch. At the conclusion of the Franco-German war, the baron took up his residence in Paris. A good linguist, Baron de Hirsch quickly mastered the English language, and became familiar with the customs of London society. A keen sportsman and a good shot, he was made a welcome guest at many country houses; and when a few years ago the baron took to horse-racing, and gave the extraordinary price for the peerless La Fleche, with which grand mare he won the One Thousand Guineas, Oaks, and St. Leger, to say nothing of other races, he became an Englishman indeed. Baron de Hirsch was best known to Englishmen for what he had done for hospitals and other charitable institutions, by devoting his winnings on the turf to their support. But he has done something more than this. In the year 1891 the baron won £7,000, and in the following year £35,000, these sums being devoted by him to various metropolitan and provincial charities, without any deduction. In the racing season of 1893 his colours were not so successful, and the sum won by them in public stakes was £7,500. This seemed to Baron de Hirsch a falling away, by which he determined the charities should not suffer, so he doubled the £7,500 and handed to his almoner a cheque for £15,000. Baron Hirsch paid a visit to New Zealand some years ago, and was engaged in business on the Thames for a while.

TROTTING.

OFFICIAL CALENDAR.

NORTH ISLAND TROTTING ASSOCIATION OF N.Z.

PALMERSTON NORTH, March 24th, 1896.
To the Editor SPORTING REVIEW.
Auckland.

DEAR SIR,—I beg to inform you that your paper has been appointed the OFFICIAL CALENDAR for the North Island Trotting Association of New Zealand.

Yours faithfully,
C. C. MILES,
Secretary N.I.T.A. of N.Z.

TROTTING CALENDAR.

May 8—Hawera Trotting Club's Winter Meeting.
May 14—Stratford.
May 21 and 25—Canterbury Trotting Club's May Meeting.
May 22—Tahuna Park Trotting Club's Winter Meeting.
May 25—Nelson.

TROTTING RECORDS.

NEW ZEALAND.

- 1 mile—Saddle, Yum Yum, 2min 27³/₄sec, Canterbury T.C., May, 1894; harness, Rita, 2min 30sec, Lancaster Park, April, 1895.
- 1¹/₂ miles—Saddle, Commotion, 3min 57sec, Timaru, September, 1895.
- 2 miles—Saddle, Rita, 4min 58³/₄sec, Lancaster Park, November, 1895; harness, Rita, 5min 7sec, Tahuna Park, February, 1895.
- 2¹/₂ miles—Wizard, 6min 36³/₄sec, Maniototo, February, 1895; harness, Berlin Abdallah, 6min 37sec, Tahuna Park, February, 1895.
- 3 miles—Saddle, Spider, 7min 59sec, Maniototo, February, 1895; harness, Specification, 7min 35³/₄sec, Canterbury T.C., May, 1894.
- 4 miles—Harness, Specification, 10min 47sec, Lancaster Park, July, 1894.

AUSTRALIAN.

- 1 mile—Harness, Fritz, 2min 14⁴/₅sec, March 4, Moonee Valley, in Inter-Colonial Free-for-all Trot.
- 2 miles—Harness, Mystery, 4min 56³/₄sec, in match against Osterley.
- 3 miles—Harness, Osterley, 7min 30³/₄sec.

AMERICAN (IN HARNESS).

- 1 mile—Alix, 2min 3³/₄sec, September 19, 1891.
- 2 miles—Greenlander, 4min 32sec, October, 1893.
- 3 miles—Nightingale, 6min 53³/₄sec, October, 1893.

AMERICAN PACING.

- 1 mile—John R. Gentry, 2min 3³/₄sec.
- 2 miles—Dofiance, 4min 47³/₄sec, September, 1872.
- 3 miles—Joe Jefferson, 7min 33³/₄sec, November, 1891.

NOTES.

By FRITZ.

The winter meeting which the Hawkes Bay Trotting Club anticipated holding has been abandoned. I believe the difficulty re the totalisator permit was the cause of it falling through.

Boston Girl was sold by auction in Christchurch to J. Jardin for £21 10s, and at the same sale Eos was bought by W. Kerr for £47 10s.