

Telegraph Office at Devonport closes at 5 p.m.  
Telegraph Office open on course to 5 p.m. on race days.  
ROBT. WYNWARD,  
Secretary.

## WANGANUI JOCKEY CLUB STEEPLECHASE MEETING.

MONDAY AND TUESDAY, 24TH AND 25TH  
MAY, 1897.

President: Dr Earle. Vice-President: Mr H. N. Harrison. Judge: Dr Earle. Hon. Starter: Mr C. H. Chavannes. Handicapper: Mr J. O. Evett. Clerk of the Scales: Mr E. A. Campbell. Clerk of the Course: Mr Donald MacDonald. Time-keeper: Mr R. Higgie. Hon. Surgeon: Dr Connolly Hon. Vet. Surgeon: Mr J. A. Hawke, M.R.C.V.S. Stewards: Dr Connolly, Messrs E. E. Fletcher, Alex. Higgie, A. J. Parsons, Dr. Saunders, J. H. Nixon, R. Anderson. Secretary and Treasurer: Mr Freeman R. Jackson.

### PROGRAMME.

FIRST DAY—MONDAY, 24TH MAY, 1897  
(QUEEN'S BIRTHDAY).

Flying Stakes Handicap, on the flat, of 50 sovs; second horse to receive 5 sovs from the stake. Six furlongs. Nomination, 1 sov; acceptance, 1 sov.—To start at 12 noon.

Wanganui Steeplechase Handicap of 300 sovs; second horse to receive 30 sovs, and the third horse to receive 10 sovs from the stake. Over the Wanganui Steeplechase course. About three miles. Winner of any handicap steeplechase of the value of 100 sovs, after declaration of weights, to carry a penalty of 7lbs. Nomination, 2 sovs; acceptance, 5 sovs.—To start at 1 p.m.

First Hunters' Steeplechase Handicap of 50 sovs; second horse to receive 10 sovs from the stake. Open to all qualified hunters (vide Definition of Hunters). About three miles, over such course as the Stewards may direct. Gentleman riders. Lowest weight not under 11st. Nomination, 1 sov; acceptance, 1 sov.—To start at 2 p.m.

First Handicap Hurdle Race of 80 sovs; second horse to receive 10 sovs from the stake. About two miles and a distance, over eight flights of hurdles 3ft 6in in height. Nomination, 1 sov; acceptance, 2 sovs.—To start at 2.45 p.m.

First Hack Flat Handicap of 40 sovs; second horse to receive 10 sovs from the stake. One mile and a distance. Minimum weight, 7st 7lb. Nomination, 1 sov; acceptance, 10s. Vide definition of a hack.—To start at 3.30 p.m.

Suburban Steeplechase Handicap of 60 sovs; second horse to receive 10 sovs from the stake. About two miles and a half, over such course as the Stewards shall direct. Nomination, 1 sov; acceptance, 1 sov.—To start at 4.15 p.m.

SECOND DAY—TUESDAY, 25TH MAY, 1897.

Winter Oats Handicap (on the flat) of 80 sovs; second horse to receive 10 sovs from the stake. One mile and a half. Nomination, 1 sov; acceptance, 2 sovs.—To start at 12 noon.

Second Handicap Hurdle Race of 80 sovs; second horse to receive 10 sovs from the stake. About two miles, over seven flights of hurdles 3ft 6in in height. Nomination, 1 sov; acceptance, 2 sovs.—To start at 1 p.m.

Grandstand Steeplechase Handicap of 100 sovs; second horse to receive 15 sovs from the stake. About two miles and a half, over such course as the Stewards shall direct. Nomination, 1 sov; acceptance, 2 sovs.—To start at 2 p.m.

Second Hunters' Steeplechase Handicap of 50 sovs; second horse to receive 10 sovs from the stake. Open to all qualified hunters (vide Definition of Hunters). About two miles and a half, over such course as the Stewards shall direct. Gentleman riders. Lowest weight not under 11st. Nomination, 1 sov; acceptance, 1 sov.—To start at 2.45 p.m.

Second Hack Flat Handicap of 40 sovs; second horse to receive 10 sovs from the stake. One mile. Minimum weight, 7st 7lb. Nomination, 1 sov; acceptance, 10s. Vide definition of a hack.—To start at 3.30 p.m.

Final Steeplechase Handicap of 60 sovs; second horse to receive 10 sovs from the stake. About two miles. Nomination, 1 sov; acceptance, 1 sov. To be made half-an-hour before the race starts.—To start at 4.15 p.m.

QUALIFICATION FOR HUNTERS.—Open to all horses qualified during the year 1896, or that have ridden to the hounds twice in the present season, 1897, to the satisfaction of the Master of Hounds, but which have never won an advertised steeplechase or hurdle race (hack and hunter races excepted). Masters certificates to be produced to Clerk of the Scales.

DEFINITION OF A HACK.—A hack is a horse that has never won an advertised race (hack and hunter races excepted), and that is not at the time of starting, and has not been, during the three calendar months previous to the time of starting, nominated for any race (hack and hunter races excepted).

### DATES OF NOMINATIONS, WEIGHTS, AND ACCEPTANCES.

And amounts to be forwarded to the Secretary W.J.C. STEEPLECHASE MEETING, 24TH AND 25TH MAY.

MONDAY, April 24th, 1897, at 9 p.m.—NOMINATIONS for Flying Handicap, 1 sov; Winter Oats, 1 sov; Wanganui Steeplechase, 2 sovs; First Handicap Hurdles, 1 sov; Second Handicap Hurdles, 1 sov; Suburban Steeplechase, 1 sov; Grandstand Steeplechase, 1 sov.

FRIDAY, April 23rd, 1897, on or about.—WEIGHTS for Flying Handicap, Wanganui Steeplechase, First Hurdles, and Suburban Steeplechase.

TUESDAY, April 27th, 1897, at 9 p.m.—NOMINATIONS for First Hunters' Steeplechase, 1 sov; Second Hunters' Steeplechase, 1 sov; First Hack Flat, 1 sov; Second Hack Flat, 1 sov; Final Handicap Steeplechase, 1 sov. ACCEPTANCES for Flying Handicap, 1 sov; Wanganui Steeplechase, 6 sovs; First Hurdle Handicap, 2 sovs; Suburban Steeplechase, 1 sov.

TUESDAY, May 11th, 1897, on or about.—WEIGHTS for Hunters' Steeplechase and First Hack Flat.

TUESDAY, May 18th, 1897, at 9 p.m.—ACCEPTANCES for First Hunters' Steeplechase, 1 sov; First Hack Flat, 10s.

MONDAY, May 24th, 1897, at or about 8 p.m.—WEIGHTS for Winter Oats, Second Hurdles, Second Hunters' Steeplechase, Grandstand Steeplechase, and Second Hack Flat.

MONDAY, May 24th, 1897, at 10 p.m.—ACCEPTANCES for Winter Oats, 2 sovs; Second Hurdle Handicap, 2 sovs; Second Hunters' Steeplechase, 1 sov; Grandstand Steeplechase, 2 sovs; Second Hack Flat, 10s.

TUESDAY, May 25, 1897, on the course.—WEIGHTS for Final Steeplechase will be declared after the Second Hunters' Steeplechase, and ACCEPTANCES must be made half an hour before the race starts.

### RULES AND REGULATIONS.

To which the attention of persons entering horses is particularly directed.

All entries, nominations, etc., will close at the secretary's office, Wanganui, at 9 p.m., except when otherwise specified. All entries to be sealed and addressed to the Secretary, Wanganui Jockey Club, Wanganui, entrance money enclosed, with the name, age at the time of entry, name of owner, pedigree, colours of the rider, and in case of handicaps where horses have not previously started on the Wanganui Course, pedigree and performance of the horse. Entries by telegram must be confirmed in writing at the earliest possible opportunity. In all cases where penalties have to be carried for winning, it shall be the duty of the owner, trainer, or jockey to notify the same to the Secretary, when possible, the evening before the race, or in any case half an hour prior to the start. Any person neglecting to comply with this rule shall pay a fine, to be imposed by the stewards, not exceeding 5 sovs. All races to be run under the New Zealand rules of racing. No entry will

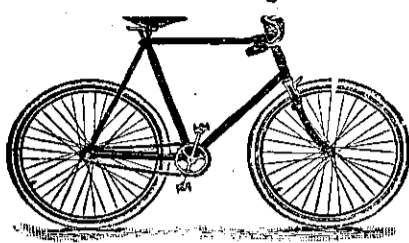
be received under any pretence whatever after the hour named.

ALL STAKES WILL BE PAID IN FULL.

N.B.—The stakes in the subjoined programme are subject to revision by the committee prior to closing, as to the dates of entry, acceptance, etc., amount of added money, and conditions. The committee also reserve to themselves the right of altering the date on which the handicaps appear, should they deem fit to do so.

FREEMAN R. JACKSON,  
Secretary.

# Rambler Bicycles



WON

4 FIRSTS  
1 SECOND  
4 THIRDS

at the A.A.C.C. Carnival, Saturday, November 14, 1896.

ALSO, LARGE STOCK LADIES & GENT'S ROADSTERS.

RAMBLER BICLORAMA.

DEXTER & CROZIER,

VICTORIA STREET, EAST.

Three doors from Queen Street

## DUNLOP TYRES.

FIRST IN 1888!

## DUNLOP TYRES

FOREMOST EVER SINCE!!

Beware of Imitations.  
GUARANTEED FOR TWELVE MONTHS

INSIST upon having DUNLOP WESTWOOD RIMS to your Machine.

### DUNLOP PNEUMATIC TYRE CO., LIMITED.

128, LICHFIELD STREET,  
CHRISTCHURCH.

J. CROOM WEBSTER & CO

SHAREBROKERS & COMMISSION AGENTS,  
CENTRAL CHAMBERS, 137 QUEEN ST., AUCKLAND

All Buying and Selling of Shares will be Solely on Clients' Behalf.

FOOTBALLERS!

BUY ONLY THE  
"REFEREE" AND "JUNIOR"  
FOOTBALLS,

Which are locally made, and so keep colonial money in the colony.

The "Referee"—Very best quality and shape. Every ball guaranteed. No. 5 Rugby, 13s 6d each; Association, 14s 6d each.

The "Junior"—Rugby No. 5, 11s 6d; No. 4, 9s 6d each. Made in all sizes.

Best grey or red rubber bladders; No. 5, 3s 9d each, 3 for 9s 9d, 6 for 17s 6d; No. 4, 3s each. Brass Inflators: 12in, 6d; 11in, 5s; 9in, 3s 9d each.

TERMS: Cash with Order. All Goods Carried Free.

Price Lists of Footballs, Shinguards, Bladder Repairing Materials, &c., with testimonials, sent Free to any address on application to

S. E. WOOD,

FOOTBALL MANUFACTURER, 5 BROWN STREET,  
PONSONBY, AUCKLAND.

BROOKES' CASH BOOT SHOP  
JERVOIS ROAD, PONSONBY  
NEAR BOWLING GREEN.

A Good Stock of Boots and Shoes of English and Colonial makers always on hand.

MEASURE A SPECIALITY.

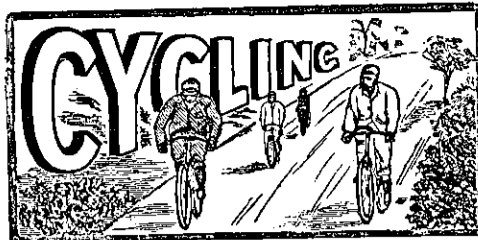
Note Address:

A. H. BROOKES, JERVOIS ROAD, PONSONBY

PONSONBY CLUB HOTEL  
THREE LAMPS, PONSONBY.

Splendid Accommodation for the TRAVELLING PUBLIC.

Busses and Trams pass the door every FIVE MINUTES.  
S. W. BUCK - PROPRIETOR.



[BY RIM.]

AUCKLAND, October 27th, 1896.

To the Proprietors, SPORTING REVIEW,  
Auckland.

DEAR SIRS,—I have pleasure in advising you that the SPORTING REVIEW has been appointed the Official Organ of the Auckland Cycle Club.

Yours faithfully,

J. P. HOWDEN,  
Sports Secretary.

A Southern writer says next season will be the busiest ever known in the annals of New Zealand cycling, so far as racing is concerned.

English and American cycling papers now devote considerable space to Australian wheeling items. In a recent issue the English *Cyclist* enlarges upon the merit of Richardson's trans-continental ride from Coolgardie to Adelaide. The ride is considered one of the most remarkable ever accomplished in Australia, and a Rover light roadster was ridden throughout without mishap. It would be suicidal for a man to undertake a journey of this description on an inferior mount.

Ken Lewis has temporarily retired from racing.

The New Zealand Cyclists Touring Club membership has reached close on 800.

In the Bordeaux to Paris race this year motor cars will be used for pacing purposes.

In 1895 there were only ninety professional bicycle racing men in the United States. Now there are 1973.

I hear that endeavours are being made by a visitor to Auckland with the local Cash Club for Lesna, the French rider, now in Sydney, to ride here. The idea would be to promote a meeting to be held in about three or four weeks time, with the above-named rider as the principal attraction.

The Auckland Amateur Athletic and Cycle Club, at a meeting held after we had gone to press last week, decided not to send Reynolds Home. This was partly due to the difficulty in Reynolds arranging his business satisfactorily during his absence, and the lateness of the hour, which, as I remarked some time ago, would be all too scant for a sound preparation.

Miss Harwood, the English professional cyclist has thrown out a challenge to race any other lady rider a distance of 25 miles. This has been accepted by the French wheelwoman, Miss Marced Vautro.

Tom Linton is back in Paris training on the winter track. Asked his opinion of young Champion, *la prodige Francais*, he remarked that the "little Frenchy" was a second Michael, and that he had arranged a match with him, wherein the hour record was likely to suffer. Tom is having five electric tandems built by the Gladiator people, and says he feels sure he can, with their assistance, put in 33 miles for the hour on the Catford track.

H. Thompson and A. Donn who were recently suspended by the New Zealand Cyclists Alliance for being paced by cash riders when attempting to lower records have been warned and the suspension removed.

The *Paris Velo* says:—"Three cyclists had a spin along the Nile, when one of them, who was in front, suddenly fell over an obstacle which lay across the road, and which turned out to be a crocodile. The cyclists at once jumped from their machines, one of which rolled against the animal, which, opening its enormous jaws, closed them over the back wheel. Suddenly a loud explosion was caused by the puncturing of the tyre, which so frightened the crocodile that it swiftly disappeared in the river, leaving three astonished cyclists and a punctured tyre behind it." Surely no one could doubt the accuracy of this?

Now that Reynolds is not going to England, the colonial competitors at the Glasgow (World's) Championships in July next will consist of C. H. Jones (New Zealand), W. L. Kerr (New South Wales), and B. Goodson (Queensland).

We have paid a visit to the new Show Rooms opened at 8, Wellesley Street East by Messrs Baker and Baker, as agents for the Collier Two-Speed Bicycles and the Hollis Bicycles, and must say we are much impressed with the appearance of both makes of machines. The great boom in the Two-Speed Gear should at once make them popular in the hilly district of Auckland, and to many riders who cannot afford to pay for this extra luxury, the Hollis Machines are the best and cheapest ever shown in the colony.

When the last American mail left John S. Johnson was laying so seriously ill at Minneapolis that he was not expected to live.

A week or two back an application was made to the Taranaki County Council for permission to run a motor car on the County roads, but the councillors feeling dubious about granting it have adjourned the matter.

Dr. George Herschell, an eminent specialist in diseases of the heart, gives it as his opinion, that a high gear with a proportionately long crank is less exhausting than a low gear and its consequent fast pedalling; the doctor is himself an ardent cyclist, therefore he is in a position to quote as an authority. This is rather a sticker to the theorists who assert that the increase in gear, so noticeable during the last twelve months, has been a great factor in producing heart disease, and it is now generally admitted amongst those who have tried high gears—that is, from 80 to 104—that under ordinary circumstances the high gear is less fatiguing in a speed contest than one from 70 to 76 would be. Next season, we are told, some of the English cracks intend to ride gears up to 120, but the fact must not be overlooked that to get the best results from these extra high gears there are two things absolutely necessary, the first is the length of crank required. Eighty to 84 should have not less than 7in, which should be increased as the gear rises. The second consideration to be looked to is weight of machine. It is hardly possible to get a feather weight racer, say 20lb or 21lb, rigid enough to stand the strain of a high gear, and the consequence is a loss of power. A machine with 80 gear is light enough at 23lb. As the gear increases so also should the weight of machine. Some of the world's best riders use racing machines up to 26lb weight.

Three British wheelmen, Messrs. Fraser, Lunn, and Lowe, who are riding round the world, were in India when the last mail left. These gentlemen are writing up their experiences for several leading English and American papers, and in the principal cities of India they delivered lectures. They have had some thrilling adventures. The *Madras Mail* of March 16 says: "From Calcutta they go probably to Burma, then to China, Japan, Australia, across America from San Francisco to New York, and then by steamer to Southampton for London. Mr. Fraser, the leader of the party, says: 'We had a rough and perilous journey from Teheran. In the first 300 miles the tracks were hard and cycleable, afterwards they were rocky. For long distances riding was impossible. We were frequently stoned. Food was scarce. The accommodation in Chapparkhanahs was horrible. On the mountains of Kolikush we were lost in the snow. We plodded on till we fell from faintness and abandoned our machines to look for the road. Wolves were about. We spent all the night among the snow. We reached Dehbid nearly dead, after being twenty hours without food. Another night we encountered bears. Persia is a hopeless and uninteresting land.'

A startling invention has just come to light in England. It is called the "Eureka" driving wheel for cycles and motor cars. The inventor explains that it is a cycle on rollers, with the earth as a plane, and that a mile a minute can be accomplished with this cycle. It is geared to 250in, but is propelled as easily as a 60in gear. The machine is frictionless, and the heavier the rider the faster it goes.

So popular has cycling become in Germany, that an enterprising individual has hit upon a plan for enabling cyclists to pursue wheeling on the ice. The front wheel of the bicycle is taken off, the front bars are lengthened, and a long sledge runner is fastened at the lower ends. The rear wheel is covered with a band, in which are fixed iron points to avoid slipping. On hard snow roads it is said that about the usual speed can be