

[By MURTEL.]

Edward Trickett, the veteran ex-champion sculler of the world, has been transferred from Moama to Sydney by the Customs Department, in which he is engaged, and on the occasion of his departure he was presented with a purse of sovereigns by his friends in the Murray town. Trickett's faculty for making friends must be a happy one, for it seems whenever he changes his location he carries with him a substantial souvenir of the esteem of his old associates.

The final set of races in connection with the North Shore Sailing Club were sailed on Saturday. Very little interest was taken in the two events set down, which were for third-class boats and Patikis. Zinita (first-class) and Rogue (second-class) had already scored sufficient points to win their trophies, so it was decided not to hold races for these classes. The flat-bottomed boat Freak easily won the third-class event, and Rambler had no difficulty in winning the Patiki race.

The final cruise in company of the Auckland Yacht Club was held on Saturday, and there was a good muster of boats, from the Volunteer and Thelma downwards.

From Sydney files to hand yacht racing is still in full swing over there. The Auckland-built 30-footer, Meteor, was racing in a handicap event on Saturday of last week, and she won from the 13min mark, finishing 9min 19sec ahead of the

Oxford crew did a good spin over the four miles and a quarter course, and became favorites at 6 to 1 on. Then the Cantabs, with this record trial, again established themselves in the public fancy. My experience of the time test in rowing is that it is of absolutely no use. The trials are very nearly always rowed on the flood, and at this time of year there is a very strong tide in the Putney reaches. I have known both crews to beat record time, and in the actual contest row the race in anything from 22min to 24min. from what I have received of the two eights this year's contest ought to be a good one. The Cantabs have been losers for a very long time, and a change in their luck would give the Light Blues confidence for the future. They want it, for the best oarsmen from the public schools go to Oxford, as they think they have more chance of rowing in a victorious Varsity crew.

On Saturday afternoon the Auckland Swimming Club holds its Championship Meeting in the Auckland Graving Dock. The chief race of the day will be the 100yds Championship of New Zealand, for which the entries are—G. A. Tyler, V. Lindberg, R. Bell, and H. Hoey. Tyler, the present holder of the title, will have to swim up to his best form to beat Lindberg, who has benefited by his experience in the Old Country. Hazarding an anticipation of the result, I shall select Tyler 1, Lindberg 2, Bell 3. The race is sure to be a good one, and the finish between Tyler and Lindberg will well be worth witnessing.

The Plunge Championship of Auckland ought to be won by Jack Russell, though Wilson and Cooke have been doing very well in practice lately.

Numerous entries have been received for the various handicaps, including a large contingent of visiting swimmers from Wanganui, Patea, Whangarei, and Waikato. The St. George's Swimming Club, of Wanganui, are sending a polo

Champion Race, very wisely decided on a time limit. If the three miles are not left behind in 5min 40sec or under, only half the first money goes to the winner, and a like reduction is made with the place prizes. It is evident that this system will have to be extended to all weight-for-age races of distances ranging from a mile and a quarter upwards if the hardy stayer who advertises the country and delights the true sportsman is to be encouraged. Under ten furlongs the rule is not necessary for the pace is usually quite sound enough up to that stage, whether it be at weight-for-age or in handicap class. With the Champion Race regulations applied more generally, we could hope for something better than the last Essendon Stakes. All the rules in the world and the reductions would not, perhaps, entirely do away with these farcical races, but a move in the direction referred to would at least tend to improve matters. A go-ahead body like the V.R.C. management will scrupulously be living up to its reputation if the present unsatisfactory state of affairs is allowed to exist. The weight-for-age horse is always well provided for at Flemington, and he should be made to earn the money allotted for his benefit. Five hundred pounds is rather too much to give for the sake of seeing a field canter leisurely to the turn and then burst home pell-mell. We get quite enough of "scrambles" through the year, and we naturally expect something of better class when we turn to Flemington big meetings. By all means give the weight-for-age a show, but, at the same time, ask him to act up to his pretensions.

At the Woolthorpe races last month a jockey named James Moran was so badly injured through a fall in a jumping race that he died on February 25. The unfortunate young fellow was a son of Mr W. Moran, a well-known Flemington trainer.

quiring into. He was not at all sure but that they should first refer all the evidence to Ashburton, and ask the club there to deal with the matter as concerning Virgil. He was sure that Henry was connected with Onawai. What they had to decide was whether Henry was connected with Ethel when she ran in Masterton. The evidence of his connection with the animal that had been secured by the stewards ended on Wellington wharf. In his opinion the wisest course to pursue was not to come to a decision in the "Ethel" case, but to call upon the Ashburton Club to take the matter up as regards Virgil, and do their duty, as the evidence was so strong. When the Ashburton Club had come to a decision as regards Virgil, the Masterton stewards could then decide what to do with Henry in his relation to Ethel.

Mr F. Hill thought that Mr Pownall was wrong in saying that Henry's connection with Ethel ended on the Wellington wharf, as he backed both Ethel and Sleeper in Auckland. Henry said that when in Timaru he heard rumors that Virgil had been rung in at Ashburton, yet he shipped her to Wellington.

Mr Macara thought that the matter should be referred to the Ashburton Club.

Mr Pownall was of the opinion that they had better ask the chairman of the Racing Conference or the Metropolitan Club if they should refer the matter to the Ashburton Club or deal with it themselves. If they could get Henry convicted by the Ashburton Club, it would be much better, as the evidence of that affair was so much stronger.

Mr Hill then withdrew his motion and Mr Pownall moved, seconded by Mr Macara, and carried, "That the chairman of the Racing Conference be asked to advise this club as to whether:—Assuming that this club is of opinion that the mare "Ethel" (really Cupid) was "rung in" at Ashburton as Virgil, and that Mr R. S. Henry was connected with such ringing in, ought this club deal with the matter or ought it to be referred to the Ashburton Club to deal with, and all evidence forwarded to them; and that, in the meantime, until the answer of the chairman is obtained; this club's decision in the matter of the "Ethel" case and Henry's connection with it, be suspended."

Mr Pownall then referred to the lad Cundy, who was cautioned as to his connection with the case. Mr Pownall thought that after the evidence of the jockey Reed, it was shown that Cundy had more to do with the matter than was at first supposed, as Cundy gave Reed his instructions how to ride "Ethel," and also told him to keep in the jockeys' room until wanted. He thought Cundy's case should be considered again.

Mr Cave thought that Cundy had been dealt with too leniently, and that he should now be disqualified.

Mr Pownall said he was not prepared to move at that meeting that Cundy should be disqualified, but it was irritating to know that Cundy was training Donald's horses, and also running them in his own name. The horses Voltaire, Whario, and Valkyrie, it was said, Cundy has taken over under a bailment. It was hard to say whether Cundy was not only a tool of Donald's.

Mr Ewart thought that the caution given Cundy was quite sufficient.

It was decided to leave the matter open for the present.

[It will be seen from our Turf Topics that Sir George Clifford has advised the Masterton Club to deal with Henry's case.—Ed. S.R.]

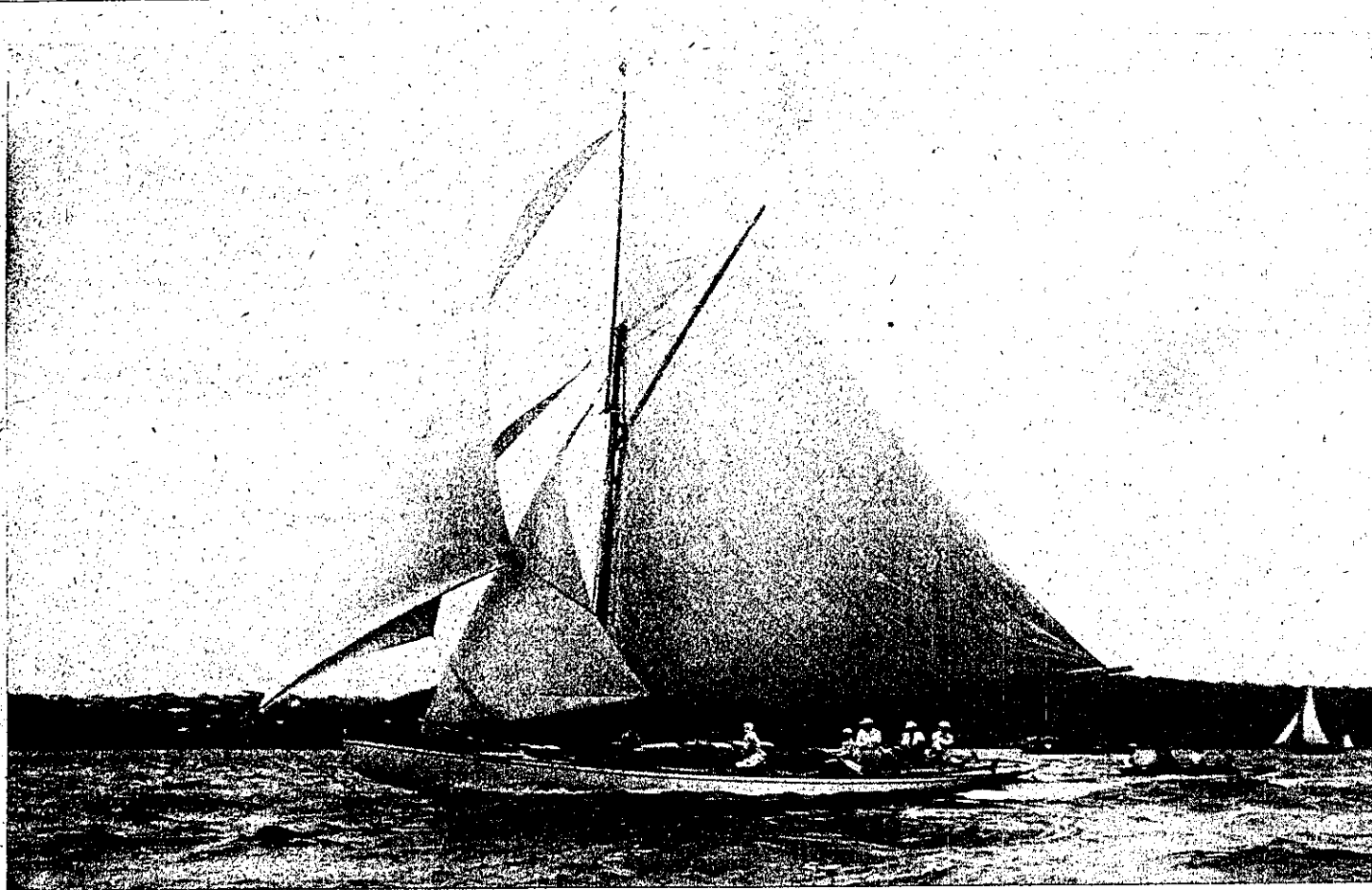


Photo by Swain and Co., Sydney.

THE SYDNEY YACHT, WHITE WING, OWNED BY S. HORDERN, Esq.

scratch boat, Isea. The wind for all the races was very light and unsteady, but Meteor is said to have shown better form than she has done since her memorable matches against Bronzewing last season. On the same day Mercis was competing in a handicap for small raters, but the light fluky weather evidently did not suit her, as she finished last, 8min behind Waimea, who won from the limit. Mercis was giving the winner 11min. The other Auckland 1-rater, Laurel, was also racing, but in a different event. The handicaps are not given, but Ena (14 footer) won by 10min from Foston (20-footer), Laurel being a fairly close third.

From an American paper I gather that the new boat to defend the America Cup will not be a fin-keeler, but an improved Defender. Her displacement, however, will be much less than the old boat, and she will carry about fifteen tons less lead on her keel, which will be shorter and much more bulbous. Captain Hank Haff will sail the new Defender, and Barr will handle the old boat in the trial races, afterwards joining Haff as second in command. English papers state that Shamrock will be built of manganese bronze plating on steel frames.

West End Rowing Club had quite a day out at the Ngaruawahia Regatta last Friday. Crews representing this club won the Senior event, North Shore being second, St. George's third; the open Junior race, North Shore second; the Heavy-weight Maidens; and pulled a dead heat with Auckland in the Light weight Juniors. Auckland R.C. won the Light-weight Maidens, West End second, St. George's third.

For the University boat race Cambridge is quoted at 6 to 4 on. The cable informs us that this crew put up a great performance the other day over the Thames course. They did the distance in 18min 55sec, which is a record for a trial. It is curious how a time trial affects the betting on the Varsity boat race. Three weeks ago the Light Blues were warm favorites. The

team to represent the province against Auckland in the Water Polo Championship of New Zealand. The Wanganui boys have an unbeaten record, so the Auckland team will have to be at its best to beat them.

A. Hargreaves has returned to Auckland after his lengthy trip to foreign parts, and will compete in several of the handicaps on Saturday.

WANTED A TIME LIMIT.

Weight-for-age races are frequently ruined by the way they are run (writes the Melbourne Herald). Take the Essendon Stakes recently. That was a time affair indeed. Any little sprint on the outside courses would have served just as much enthusiasm. From the onlookers' point of view it was really a farce. What was intended to be a test of merit over a mile and a half was reduced to a five furlongs dash after a canter. Of course, if a solid rate of going had been set all the way, Wait-a-Bit might have won just the same. But that is not the question. We maintain that the race, as a race, went dangerously close to being a failure. It was intended as a proof of stamina, but that quality got no show at all. The contest dwindled down to a trial of speed absolutely. This will be better understood when it is pointed out that the first part of the journey occupied considerably over "even time," while the last five furlongs were run in 1min 3sec! What possible chance could a stayer of the "stonewall" type have with the Strathroys and the Wait-a-Bits in such an engagement? Five hundred sovereigns were expended over the Essendon Stakes, and it must be said that the V.R.C. and its supporters, the public, got a very poor return for such a liberal outlay. The same thing is bound to happen again and again if something is not done to guard against it. The V.R.C. authorities some years ago, in order to preserve the prestige attached to the time-honored

THE "ETHEL" ENQUIRY.

The adjourned meeting of the Masterton Racing Club to consider the evidence taken in connection with the "Ethel" enquiry was held on March 8 at the Club Hotel. The Wairarapa Star reports as follows:—Present—Messrs F. Hill, C. Vallance, W. Wardell, J. Macara, A. A. Elkins, W. Irons, J. Cruickshank, A. W. Cave, C. A. Pownall, J. Ewart, H. Yates, W. Watson, and D. McLachlan.

Mr A. W. Cave was in the chair, and asked that the stewards should not be biased in their opinion by the evidence they had heard, but to give fair and impartial consideration to all the facts.

Mr Thomas Duncan, secretary, then gave a carefully compiled resume of all the evidence taken and detailed the facts in an able manner.

Mr Cave thought that the secretary should enquire further into the nomination of Onawai and who was R. Henry who nominated her. He did not think the evidence was sufficient to connect R. S. Henry with the nomination. He would not be one to convict Henry on the evidence given. He would like further evidence, although he was satisfied that Henry was connected with the ringing in.

Mr Hill was of the opinion that Henry was at the bottom of the whole thing. He would move "that Richard Samara Henry should be disqualified for life."

Mr J. Ewart: I second that; I think he deserves it.

Mr Pownall agreed in a sense with Mr Hill's proposition. He did not think he was called upon to move an amendment. The opinion he had formed during the enquiry was that "Ethel" had been rung in at Ashburton as Virgil, and that Henry was connected with the conspiracy. But the question was, was he concerned in the Masterton "ringing in" which they were en-

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