



RACING.



RACING CALENDAR.

SEASON 1907.

FIXTURES.

Dec. 26, 28, January 1, 2—Auckland Racing Club
 Jan. 10 and 11, 1908—Whangarei R.C.
 Jan. 15—Waikato Trotting Club.
 Jan. 25, 29, Feb. 1—Takapuna J.C. Summer
 Feb. 6 and 7—Gisborne R.C. Summer
 Feb. 13 and 14—Poverty Bay T.C.
 March 5 and 7—Wanganui J.C.

NOMINATIONS.

Jan. 3—Takapuna J.C. general entries
 Jan. 7—Gisborne R.C. Summer
 Jan. 11—Poverty Bay T.C.
 January 24—Wanganui J.C.

WEIGHTS ARE DUE.

Jan. 2, 1908—Whangarei R.C.—First Day
 Jan. 3—Takapuna Cup and Steeplechase
 Jan. 7—Waikato Trotting Club.
 Jan. 10, 1908—Whangarei R.C.—Second Day
 Jan. 10—Takapuna J.C.
 Jan. 18—Gisborne R.C. Summer
 Feb. 7—Poverty Bay T.C.
 February 15—Wanganui J.C. (special events)
 February 22—Wanganui J.C.

ACCEPTANCES.

Jan. 7, 1908—Whangarei R.C.—First Day
 Jan. 10, 1908—Whangarei R.C.—Second Day
 Jan. 11—Waikato Trotting Club.
 Jan. 17—Takapuna J.C.
 Jan. 28—Gisborne R.C. Summer
 Feb. 8—Poverty Bay T.C.
 February 28—Wanganui J.C.

FURTHER AND FINAL PAYMENTS.
 Jan. 1, 1908—A.R.C. Auckland Plate (2sovs)
 Jan. 2, 1908—A.R.C. Royal Stakes (sub.), 5sovs.

THE BOOKMAKERS AT ELLERSLIE.

The A.R.C.'s Summer Meeting saw the metallicians once more operating at Ellerslie, a fact which the majority of patrons appeared to keenly appreciate, judging by the volume of business done. Twenty-eight were calling the odds on Boxing Day and on Saturday. It was specially evident that the facilities for betting granted them by the club were sadly lacking. When an immense fee of £20 per day is charged it is only reasonable to suppose that all those who pay this will be given a position where customers can bet with them. This was not the case at Ellerslie where less than half of the bookmakers could not be reached at all by would-be patrons in the grandstand enclosure. This seems manifestly unjust. A visitor from South Africa, who was present on Cup day, told the writer that, while admiring the course and enclosure, and many of the arrangements, he was simply amazed at the way the bookmakers were treated. In Johannesburg the knights of the pencil stand on a platform with a rail round it from which they are readily accessible to clients. The antiquated method of keeping them behind iron bars as adopted here would not be tolerated for a moment. The idea is worth the consideration of the A.R.C. Committee for the present arrangement is unworthy of the club, and has given much dissatisfaction to the bookmakers and the public alike.

GOING TO ELLERSLIE.

The sights and humours of the road have always been a fertile subject with turf writers. Who, if one has once seen it, can forget the road to Epsom on Derby Day, or better still the drive to Ascot. In Melbourne an immense number of people go to Flemington on Cup Day, but the bulk of them proceed by train, where the arrangements are almost perfection. In Sydney the crowds, who attend Randwick, are for the most part conveyed to the course by a fine tram service, which leaves little to cavill at. In Auckland we are not so fortunate, although we possess both train and tram. On Cup Day a crowd of some fifteen thousand people visited Ellerslie, of which it is quite safe to assume that two-thirds experienced the maximum of discomfort in reaching the course. Those fortunate few who could afford the luxury of a cab were all right, but those who could not were

given the choice of two methods—rail or tram. Now, if the former had been adequate, matters would not have been so bad, but with a single line and a shortage of carriages, the railway service could not hope to be effective. Once again passengers were crowded into open cattle trucks to endure the horrors of the tunnel. The writer had one experience of the kind which is quite sufficient to do away with any thought of ever going to Ellerslie by train again. This is the reason the bulk of the people now patronise the trams. Very foolishly the tramway executive ordained that there should be only a single line on the Remuera section, the result, of course, being that the race traffic cannot be properly handled. The service on Thursday was as good as could be hoped for under the circumstances, but three times the number of cars would have been filled. The scene about eleven o'clock at the Custom-street terminus was of a nature one cannot enthuse over. As the cars arrived they were boarded long before they had stopped by a struggling mass of humanity, women and men fighting their way in to get a seat. This sort of thing went on with the arrival of every car for upwards of an hour, by which time the pressure was relieved. Similar scenes were enacted at the commencement of the return journey, as indeed they invariably are on any of the big days at Ellerslie. Under the circumstances it is not astonishing that so many people stay away from our leading race-course owing to the excessively unpleasant hour to be spent in reaching the ground, and the still worse time coming away. The powers that be might do worse than hold a conference to see whether more efficient and up-to-date transport facilities cannot be provided.

THE AUCKLAND RACING CLUB'S SUMMER MEETING.

FIRST DAY.

ORMOND'S BIG DOUBLE.

It is becoming something of a proverb the luck of the A.R.C. in the matter of weather. Five days of showery weather and a soaking wet Christmas was followed by a fine Boxing Day. The result was that people poured out to Ellerslie in thousands, and by the time the horses went to the post for the Cup the attendance must have topped all previous records. The stands and enclosure were thronged, the flat was fairly alive with people, while under the trees were countless picnic groups. All that was wanted to brighten the scene was a little sunshine, but all day old Sol sulked behind a veil of clouds. The fair sex were in very strong force, the many coloured dresses helping to make up a charming picture. The rain had freshened up things wonderfully, and it is rarely one sees such emerald green grass at midsummer, while the flower beds were quite a sight. Among the spectators were Lord and Lady Plunket, Admiral Sir Wilmot and Lady Fawkes, Sir Joseph Ward, the Hons. J. G. Findlay and J. A. Millar, Sir George Clifford, the Hon. J. D. Ormond, the Hon. Hugh Mosman, Mr. G. G. Stead, Mr. J. Coates, Mr. A. M. Myers, and many other sportsmen from the South and Australia.

Betting was brisk all day, twenty-eight bookmakers calling the odds, and that they were welcome was shown by the large volume of business done. The sum of £21,214 was put through the totalisator, a decrease of £5033 as compared with last year. Mr. Lusk as usual gave entire satisfaction in the judging box, but Mr. O'Connor was not quite so successful as usual at the starting barrier. That Mr. Hartland's arrangements for the meeting was quite successful was proved by the programme going without a hitch.

Proceedings commenced with the Trial Handicap, 7 furlongs, for which half-a-dozen turned out. Kirsty made the running to the home turn, when Lochbuhie caught her. At the distance Tui Cakobau and Le Beau joined issue, and in a ding dong finish the

queer named one won by half-a-head, with Le Beau two lengths off third.

The Great Northern Foal Stakes, six furlongs, proved unusually interesting, owing to the presence in the race of a representative from each of the leading stables in the Dominion. Armet was there to do battle on behalf of Yaldhurst, a fact which punters did not forget, as she was made favourite. Sir George Clifford had Fleetfoot, a striking chestnut filly, to represent him, while the Hawke's Bay sportsmen, the Hon. J. D. Ormond, Messrs. Watt and Lowry, started St. Aidan, Aborigine and Chanteuse respectively. General Soult was considered the only one of the local brigade capable of extending the southern contingent, but the soft going was not in his favour. He got the inside position and an excellent start, but had not gone far before Armet was in front with St. Aidan at the other end of the field. Racing for the home bend, Fleetfoot ran into second place with Chanteuse third. With heads turned for home Armet was still in front, but inch by inch Fleetfoot drew up, and at the distance had the measure of the Yaldhurst representative. Finishing in good style, Fleetfoot came on and won by two lengths with Chanteuse half-a-length off third, and Aborigine, who had a bad run, fourth.

Next came the big event of the day, and everyone being anxious to see the Cup candidates, each one held a levee. Apa, although not a wonder to look at, seemed the most fancied, but Bonny Glen, Uranium, and Master Delaval all had admirers. Not a few were found to be admiring Zimmerman, the beau ideal of a thoroughbred, who looked fit to run the race of his life. When they lined up at the barrier it was seen that Downfall had the inside berth with Zimmerman next. A great crowd assembled to see Mr. O'Connor's dispatch, which was delayed owing to Mahuta's fractiousness. The start was not too good, Fashionable being left four lengths and Mahuta six. Directly they settled down Uranium shot away and she led from Paritutu and Bonny Glen. Uranium showed the way into the straight with Uhlander close up, and at the stand these two were leading from Fashionable in bunch, Master Delaval and Mahuta last. At the back the two U's were still in front with Bonny Glen almost alongside, but at the home bend Uranium commenced to tire. Master Delaval, who had worked up into fifth place, came down giving Julian a nasty fall over the rails. At the turn for home Gray brought up Waipuna, the Soult gelding following Bonny Glen into the straight, and these two commenced a desperate battle. At the distance it seemed that the Auckland would prevail, but here Zimmerman came with a wet sail on the outside and fairly revelling in the task set him, the son of Birkenhead ran home a length winner from Waipuna, who beat Bonny Glen by half-a-length. Fashionable was fourth, Apa fifth, Paritutu sixth, Mahuta seventh, Downfall eighth, Uhlander ninth, with Uranium, who was eased up, last. Bonny Glen pulled up lame.

The Grafton Hurdle Race, two miles, was a particularly uninteresting exhibition. There were five runners, and before they had gone far Omati was right out in front of Hautapu, with nothing else within coo-ee. So the race was run. Omati cantering home eight lengths ahead of Creusot, who beat Hautapu from the home turn by half-a-dozen lengths.

There were nine runners in the Railway Handicap, six furlongs, the popular picks being Bobrikoff and Miss Winnie. The latter, who had inside position, jumped out very smartly and led from Dawn to the straight, when she stopped to nothing and finished last. Dawn was in the lead all the way up the straight, and although Veronica challenged resolutely the Soult mare could not reach the son of Birkenhead, who won by half-a-length. Bobrikoff, who had a bad run, finished very fast in third place, with Celerity fourth.

After the dual success of the Hon. J. D. Ormond's stable punters were very

sweet on Diamond Star in the Nursery Handicap, 5 furlongs, for which eleven carried silk. He got away with the start and led to the home bend with Master Soult hanging on to him. At the distance the pair were still fighting it out, but here Santa Rosa came with a well judged run, and beat the favourite by half-a-length, with Master Soult two lengths off third.

Sir George Clifford had another win in the Robinson Handicap, 7 furlongs, which went to the Clanranald colt Red Rain, who beat Mr. Lowry's filly Clochette and First Gun by a length, Mr. Lusk being unable to separate the other two.

There was another dead heat in the Christmas Handicap, one mile. There were eight runners. Maheno making the early running when Rauparaha, Certainty and Pohutu came to the front. A great battle occurred to the winning post, Pohutu and Certainty being bracketed, with Rauparaha a neck off third, and Clanchattan fourth, this proving the most interesting race of the day.

SECOND DAY.

Another fine day, more pleasant indeed than the first, was experienced at the continuation of the A.R.C. meeting on Saturday. The attendance naturally showed a considerable falling off as compared with the holiday, but was still good, while the racing was more interesting. The Governor was again present, having motored out to the course. The totalisator figures ran out to £19,883½, being an increase of £625 on the corresponding figures for last year. This makes £41,438 for the opening days of the fixture. Twenty-seven bookmakers were operating, and appeared to find plenty of business.

Racing was resumed with the Bowen Handicap, six furlongs, for which eight faced the starter. There was some delay at the start owing to Loongana and Wharekura being unwilling to face the barrier. When the tapes flew up Wauchope and Carmania were first away, while Red Rain was last to begin. The same pair led to the straight, where Wauchope was half-a-length in front of Carmania, with Loongana and Wharekura handy. At the distance Loongana had caught the leaders and getting an opening between them came through and won by two lengths from Wauchope, who was a length in front of Carmania, with Red Rain a bad fourth, and Stylish fifth.

Seven was the main in the Ponsonby Hurdles, 1¼ miles, and they gave a good exhibition of hurdling. Hautapu was soon out in front, and he made play from Lady Clements, Cachuca and Claremont. Passing the stand Omati had moved up into second place, otherwise the positions were the same. At the back Cachuca went up next the leader, while Claremont improved his position. Hautapu was still in advance as they turned into the straight, and although Cachuca chased him home he could not bring the son of Mitiora to the whip, the gelding winning by two lengths, with Claremont four lengths off third. Sol was fourth, Omati fifth, Swagsman sixth, and Lady Clements last.

The Visitors Handicap, four furlongs, gave rise to one of those curious reversals of form which one sometimes sees. There were a dozen runners, and half of that number were well backed. After some delay at the post Mr. O'Connor let them away to a fair start, Miss Winnie being first out followed by Guidwife, Cambrian and Celerity, with Waihoihoi last. Miss Winnie showed the way into the straight, where Finery went up to the leading bunch. There was a good race home, Miss Winnie winning by a length, without the whip, from Cambrian, who defeated Guidwife by half-a-length. Kirsty was fourth, Black and Gold fifth, Celerity sixth, Finery seventh, and Moriarty last. The winner ran absolutely last in the Railway Handicap on the first day, Cambrian being last but one.

Next came the most important event of the day, the Summer Cup, 1¼ mile. For this a field of eleven went to the post, Te Aroha being the only withdrawal. Uranium and Sir Tristram