

**WAITEMATA**

**THE BEER  
EVERYBODY  
WANTS!**

On Draught at the following

**HOTELS****THISTLE**

Queen St., AUCKLAND

**CENTRAL**

Victoria St., AUCKLAND

**ROYAL**

Victoria St., AUCKLAND

**COMMERCIAL**

Shortland St., AUCKLAND

**SHAKESPEARE**

Albert St., AUCKLAND

**PRINCE ARTHUR**

Wellesley St., AUCKLAND

**AURORA**

Victoria St., AUCKLAND

**MARKET**

Grey's Avenue, AUCKLAND

**FREEMANS**

Freeman's Bay, AUCKLAND

**MASONIC**

DEVONPORT

**PRINCE ALBERT**

ONEHUNGA

**FORRESTER'S ARMS**

RIVERHEAD

**PANMURE**

PANMURE

**GLOBE**

PAPAKURA

**HUNTLY**

HUNTLY

**WAIKATO**

HAMILTON

**HAMILTON**

HAMILTON

**FRANKTON**

FRANKTON JUNCTION

**DELTA**

NGARUAWAHIA

**CRITERION**

NEW PLYMOUTH

**NEW TAIHAPE**

TAIHAPE

**C.J.C. MEETING****Nineteen Remain In  
The Cup****SIR CRUSOE OUT OF  
STEWARDS'**

The final payment for the New Zealand Cup and acceptances for the remaining events on Saturday's card at Riccarton taken this evening, make an excellent programme to open the Canterbury Jockey Club's metropolitan meeting.

Defections from the Cup were Siegmund, Sparkle, Doubleack and Don Quex, leaving 19, all of whom are likely starters.

Seven dropped out of the Stewards' Handicap, comprising Sleeveless, Sir Crusoe, Nigger Boy, Bronwen, Rakahanga, Hearth, and Retrogression. Sir Crusoe's withdrawal came as a surprise, as since the Wellington meeting he has been in keen demand, and L. J. Ellis was last week engaged to ride him.

Sleeveless and Nigger Boy were also taken out of the Riccarton Handicap, so evidently their proposed trip has been cancelled.

Contrary to expectations, Belle Cane was left in the big sprint, probably on the off chance of her stablemate, Sir Beau, not being able to fulfil his engagement. She is still in the Spring Plate, in which her presence no doubt is accounted for the extensive thinning out of the field.

The only one out of the Welcome Stakes is Soutane, who, with Talenta, Don Quex, Last Acre, and Fly-by-Night, have been withdrawn from all engagements at the meeting.

Arrivals over last week and the week-end included Spanish Lad, Desert Maid, Poutatau, Harina, Blandisher, Rakahanga, Varuna, Sir Beau, Belle Cane, Globe Trotter, Sly Fox, Gayest Son, Airline, Leighnor, Passaform, Dash O'Dublin, Confidant, Kilometre, Foreign Coin, Endorsement, Beau Leon, and Arabic.

Some riding engagements made for the New Zealand Cup and Stewards' Handicap are:—C. Wilson, Dietate and Spanish Lad; P. Spratt, Capricious and Density; B. H. Morris, The Buzzer and Sir Beau; H. Wiggins, Te Kawiti and Not Out; W. Ellis, The Raker and Don't Forget; and A. Messervy, Wardress and Doria. Others for the Cup alone include:—L. Clutterbuck, Swordstick; M. Caddy, Passaform; W. Muddford, Taurangi; M. Billington, Second Innings.

**RACING FIXTURES.**

Nov. 9, 11—Avondale T.C.  
Nov. 9—Napier Park R.C.  
Nov. 9, 11, 13, 16—Canterbury J.C.  
Nov. 16—Napier Park R.C.  
Nov. 16, 18—Waikato R.C.  
Nov. 23, 25—Levin R.C.  
Nov. 23, 25—Auckland R.C.  
Nov. 25—Southland R.C.  
Nov. 30—Ashburton C.R.C.  
Nov. 30, Dec. 2—Feilding J.C.  
Dec. 6, 7—Whangarei R.C.  
Dec. 7, 9—Woodville D.R.C.  
Dec. 14—Otaki Maori R.C.

**TROTTING FIXTURES.**

Nov. 12, 14, 15—N.Z. Metropolitan T.C.  
Nov. 23, 25—Forbury Park T.C.  
Nov. 30, Dec. 7—Waikato T.C.  
Dec. 7—New Brighton T.C.  
Dec. 21—Reefton T.C.  
Dec. 26—Ashburton T.C.  
Dec. 26—Gore T.C.  
Dec. 26, 27—Westport T.C.  
Dec. 27, 28, 31—Auckland T.C.  
Dec. 28—Winton T.C.  
Jan. 1—Canterbury Park T.C.

**THE ACCEPTANCES**

**SPRING HURDLES HANDICAP, of £300.**  
About one mile and three-quarters.  
Recollection .. 11 6 Dorado .. 10 2  
Dividend .. 11 2 Milford .. 9 12  
Jewish Lad .. 10 12 Donadea .. 9 0  
Master Dingle .. 10 4

**SPRING HACK PLATE, of £350.**  
Special weights. One mile.  
Boloyna .. 8 2 Great Night .. 7 11  
Gayest Son .. 8 2 Schoolgirl .. 7 11  
Gay Fox .. 8 2 Kentucky .. 7 2  
Happy Night .. 8 2 Poutatau .. 7 2  
Royal Lancer .. 8 2 Wild Coon .. 7 2  
Spearthrust .. 8 2 Belle Cane .. 7 2

**LINWOOD HANDICAP, of £300.** Seven furlongs.  
Nightglass .. 8 11 Sham Boy .. 7 12  
All Night .. 8 9 Gay Lancer .. 7 10  
Race Away .. 8 8 Blue Coat .. 7 8  
King's Toast .. 8 6 Lord Midas .. 7 8  
Augment .. 8 6 Greenbank .. 7 7  
Grey Night .. 8 6 Phyto .. 7 7  
Blandisher .. 8 3 Pleading .. 7 7  
Synthetic .. 8 1 Eulogist .. 7 7  
Retrogression .. 8 0 Royal Refrain .. 7 7

**NEW ZEALAND CUP, of £2000.** Two miles.  
Royal Chief .. 9 6 Second .. 7 3  
Taurangi .. 8 8 Innings .. 7 3  
The Buzzer .. 8 6 Wardress .. 7 1  
Sly Fox .. 8 0 Little Robin .. 7 1  
Te Kawiti .. 7 10 Settlement .. 7 0  
Capricious .. 7 9 The Raker .. 7 0  
Passaform .. 7 8 Serenata .. 7 0  
Swordstick .. 7 5 Pearl of Asia .. 7 0  
The Ring .. 7 4 Kilometre .. 7 0  
Dictate .. 7 3 Auto Sweep .. 7 0

**WELCOME STAKES, of £750.** For two-year-olds. Five furlongs.  
Corn Prince .. 8 5 Varuna .. 8 5  
Dash o' .. 8 5 Willow Wood .. 8 5  
Dublin .. 8 0 Desert Maid .. 8 0  
Drake's Drum .. 8 5 Flying Spray .. 8 0  
Foreign Coin .. 8 5 Miss Jessica .. 8 0  
Monetary .. 8 0 Pay Roll .. 8 0  
Palfrey .. 8 5 Salutation .. 8 5  
Par Avion .. 8 5 Silver Lily .. 8 0

**APPRENTICES' HANDICAP, of £300.** One mile.  
Cymric .. 9 0 Twenty Grand .. 7 9  
Sir Amyas .. 8 9 Rye Town .. 7 8  
Tissue .. 8 7 Oregon .. 7 7  
Ferriby .. 8 6 Nightshift .. 7 7  
Stabilize .. 8 5 Alias .. 7 7  
Arabic .. 8 2 Rue .. 7 7  
Stylist .. 7 11

**STEWARDS' HANDICAP, of £800.** Six furlongs.  
Density .. 8 11 Endorsement .. 7 9  
Rebel Mate .. 8 6 Not Out .. 7 8  
Spanish Lad .. 8 5 Belle Cane .. 7 7  
Doria .. 8 5 Don't Forget .. 7 5  
Bronwen .. 8 5 Gold Flight .. 7 2  
St. Cloud .. 8 4 Kentucky .. 7 1  
Sir Beau .. 8 3 Gay Parade .. 7 0  
Enrich .. 7 13

**RICCARTON HANDICAP, of £350.** Nine furlongs.  
Sovereign .. 8 11 Night Dress .. 7 13  
Lady .. 9 3 Lockit .. 7 13  
Beau Leon .. 8 12 Hanlon .. 7 9  
Globe Trotter .. 8 7 Chirp .. 7 8  
Lambourn .. 8 7 Glenora Boy .. 7 7  
Sir Cameron .. 8 6 Cape Gabo .. 7 7  
Petersham .. 8 6 Prudent .. 7 7  
Trench Fight .. 8 5 Prince .. 7 7  
Night Pal .. 8 5 Siglow .. 7 7  
Wild Career .. 8 5

**N.Z. TROOPS IN EGYPT****Long Period Of Watching  
And Waiting****SPECIAL DUTY SECTIONS**

(N.Z.E.F. Official News Service.)

EGYPT, October 4.

Traditions are already in the making in the everyday lives of the New Zealand troops who are stationed in this vast potential field of battle. With the First Contingent almost wholly "in the field," more and more New Zealanders have been brought a long step closer to the realities—and the unrealities—of a war which rests in a phase not unlike that of the early days of watching and waiting on France's Western Front.

As in France then, so here today, in the heat and dust of the desert and along the vivid blue and white Mediterranean coast, "watching and waiting" becomes the broad theme of the daily round of the New Zealanders and their fellow-Britishers in arms. Yet routine loses much of its weariness in the wishful thought that tomorrow something big may happen. Nor is it the lot of every part of the contingent passively to watch and wait; for sections engaged on special duties, helping to keep a vast military machine smoothly idling, the 24 hours of each day are crowded with purposeful activity.

Far more easily than in the ordered surroundings of a training camp, a regiment or unit takes on individuality

and character when it enters active service. Incidents that seem small in themselves—each a bare "something to write home about" from a battlefield in which all but a chosen few must play a role of patience—records of jobs well done, anecdotes and personal experience, blend into a colourful whole, and become the start of tradition.

Typical of such incidents and experiences are those which have been met during many weeks in the field by a New Zealand detachment occupying the desert camp from which this message is written. Its living quarters, in a hollow alongside the sea, have all the characteristics of a comfortably-settled community. In any one of the cluster of sand-bagged tents one may find beds fashioned from scrim or canvas stretched over wooden frames, tables and shelves built of odds and ends of timber, and the floor swept clean and hardened with water. Often there is a larder well stocked, on the basis of share and share alike, with the contents of parcels from home. The domestic picture was made perfect one day recently by the spectacle of a soldier who stood outside his tent and bewailed the damage done to his promising garden patch of watermelons, onions and potatoes by a neighbouring Bedouin's donkey.

House names, too, help to create the domestic scene. Almost every tent has been humorously christened. The men take their meals not merely at the cookhouse, but at "Joe's Joint"—Joe being one of the cooks. Vehicles are often named after anything from First Contingent troopships to distant sweethearts.

**Captured Italian Pilot.**

While the war remains a comparatively distant affair, these men have gained in varying degrees a first-hand conception of aerial bombing raids. Two of them, accompanying a senior officer, enjoyed one day the adventure of handing over to the authorities an Italian pilot captured by English troops in a forward area. The party, on a tour of inspection at the time, arrived on the scene just after the pilot had brought his machine to earth near another which had been shot down. He gave himself up to a band of soldiers.

"His supply of ammunition and hand grenades seemed intact," one of the New Zealanders recalls, "but he put up no resistance. He was so peaceful that he disappointed us a little." They remember him vividly for his "perfect Balbo beard." He accepted cigarettes and chocolate which they offered him on the journey to an encampment.

Arduous work that by now seems second nature to them is carried out by drivers and motor-cyclists in the desert. The vehicles have covered thousands of miles on tar-sealed highways and confused desert tracks. If a dispatch rider has nothing more to guide him than a line of telegraph poles or a heavily rutted strip of soft dust across the stony desert, he considers the job hardly worthy of mention. Night riding, necessary in urgent cases, would be inconceivably difficult to the inexperienced; without a moon, there is no illumination beyond the dull glow of the stars, and vehicle lights are rarely permissible. Yet somehow, with the aid of a combination of instinct, powers of observation, and perhaps a little luck, the destination is always reached.

Motor-cyclists, in truth, seem conscious only of the humour of their difficulties. One was heard to explain, "Following a bitumen road at night, the idea is to keep one foot dragging on the ground. If you bring it up and find it covered with dust, that's the time to begin to wonder which side of what border you are on."

These men, most of whom are extremely young, will have a voluminous history of their own by the time the war is over. A story typical of them is told of a rider whose machine broke down on a night run. He borrowed a "push-bike" and completed his journey through three air-raid alarms! Another in similar vein is that of a motor-cyclist who roared through a coastal town at the very hour of a bombing attack. Asked later what the raid had been like, he answered with a surprised query: "What air raid?"

Such is the stuff of which the traditions of the new N.Z.E.F. are being made.