

Advertiser

ADDELAIDE, MONDAY, DECEMBER 23, 1889.

THE INTER-UNIVERSITY BOAT-RACE.

VICTORY FOR SOUTH AUSTRALIA.

WON BY SIX LENGTHS.

The eight-oar race between crews of the Universities of Melbourne and Adelaide was rowed on the Port River on Saturday afternoon, and resulted in a decisive win for the local team, who came in some half dozen lengths ahead of their opponents. The first Inter-University race was rowed on the Yarra on October 6 of last year between crews chosen from the universities of Melbourne, Adelaide, and Sydney. The Victorians won by about four lengths, the Adelaides coming next and being separated by about the same distance from the Sydney men, who finished last. It was intended that the race thus instituted should become an annual event, rowed alternately on Melbourne, Sydney, and Adelaide waters. This year the race should properly have taken place on the Parramatta, but at the last moment the Sydney 'Varsity men found themselves unable to get an eight-oar crew together, and had to retire from the contest, which was thus left to Adelaide and Melbourne. The race was fairly and honestly rowed from first to last, and in a manner to give satisfaction to all lovers of the manly sport. That the best crew won there can be no doubt, and this is heartily acknowledged by our friendly rivals from across the border. The start was deferred until just about the turn of the tide in the river, and consequently did not take place until a few minutes after 5 in the afternoon. Both crews got away to an excellent start, and for the first few hundred yards the result hung in the balance, but by the time the torpedo station was passed the Adelaides were three quarters of a length ahead. The low banks of the Port river afford no shelter from the wind, so that every puff tells upon its surface, but the water was fairly calm, and very different from what it was on the occasion of the first eight-oar race between Adelaide and Port crews when one craft was nearly swamped by the waves which came on board. Soon after the start on Saturday a slight squall, with rain, struck the river, but did not last long. In spite of their gallant efforts it was soon evident that the Melbourneites were rowing a lost race, and after passing the torpedo station the blue uniforms fell further and further into the rear. Not a man, however, relaxed his efforts on that account, and the race was rowed out gallantly until the South Australian crew rounded the judge's boat several lengths to the fore amid the enthusiastic cheers of the crowds assembled along the wharfs and on the various ships in port. The steady swing with which both crews rowed did credit to their training, and aroused admiration among the spectators. The South Australians had decidedly the advantage in the matter of weight, and a glance at their boat showed they were a heavier set of men than their antagonists. The weather was delightfully cold and bracing. The large steam launch *Defiance* carried the umpire, starter, and press. From the bridge of the launch his Excellency the Earl of Kintore, the Chancellor and Vice-Chancellor of the University, and a number of invited guests watched the race. The students and their friends made merry on board the launch *Ethel*, which carried at her bow the striped white-and-black flag of the Adelaide University. The

three Railway Commissioners had a small steam launch nearly all to themselves, and had to endure some chaff from those assembled on the wharfs. Captain Inglis, the harbormaster, had the task of keeping the course clear in the launch Promise, and had with him the Commissioner of Police. It is to be hoped that next year the rowing colony par excellence will be able to get up a University team and meet the other colonies on the Paramatta.

THE RACE.

It was notified that the umpire's launch would leave the ferry steps at 4 o'clock, but it was considerably after that time before a start was made. On ascertaining the *raison d'être* of the delay we were informed that in the morning the coach of the Melbourne eight (Mr. Upward) held a conference with Mr. Blackmore as to the desirability of altering the course by allowing the race to be rowed down stream instead of as has been the custom on all other occasions up stream, on the plea that the tide would be running out, and to row against it would be greatly detrimental to the visitors and against wind. As a matter of fact the course was arranged with a view to the race being rowed with the tide, and the nautical authorities at the Port had notified that it would be slack water at 5.30, long before which time the race would have been rowed, while as regards the wind that of course is an element which is subservient to no man, therefore the infeasibility of Mr. Upward's request can be seen at once. Independent of this, to have reversed the course, which for years past has been recognised by all four or eight oar crews competing, would have been injudicious, as there was no *modus operandi* open indicating this to the public on a Saturday afternoon. In any case it is felt that had arrangements been upset there would have been immense dissatisfaction. Cheering went up on all sides as both crews wended their way slowly down the river, the local men in their neat black and white jerseys coming in for a lot of comment, as their physique was much admired. The official launch, containing his Excellency the Governor, the Chancellor and Vice Chancellor of the University, the Bishop of Adelaide, Mr. W. F. Stock, M.P., the umpire (Mr. Blackmore), the starter (Mr. J. Playfair), Mr. Halcomb, the coach of the local eight, Mr. Upward, the coach of the Victorian eight, and the representatives of the press steamed down slowly after them, followed by the tug Adelaide, with a large number of sightseers on board, the launch Promise with the harbormaster (Captain Inglis), Commissioner of Police, and several other gentlemen on board, and the Ethel with the students of the University and their friends on board. The undergraduates were in high glee all the afternoon, indulging in cheering lustily the competitors and singing. A strong breeze was blowing down the river in the teeth of the boats, which, coupled with the flood tide, made the water exceedingly lumpy, and white-crested waves were dancing about the river in all parts. The day was certainly against the Victorians more than the Adelaide Varsity boys, as the latter are possessed of a boat whose sea-going qualities are sufficient to test her stability in the very roughest of seas. Rain began to slowly drizzle down, and for the nonce tranquil water prevailed. Both crews drew up at No. 4 beacon, and after reconnoitring on shore for a short period and getting their boats in readiness they took up their respective positions in their frail craft. As soon as the boats got into line Mr. Playfair put the question "Are you ready?—go," and at 5.5 precisely the oars of both crews took the water

simultaneously, and the first intercolonial University eight oar race thus began on the Port River. Cruickshank had the mortification to lose the toss, and consequently had to take the outside position, while the visitors had the cosy inside position. Both crews started at 36 strokes to the minute, but it was not long before Cruickshank had his boat forged in front, and by the time No. 3 beacon had been reached his crew were quite a half a length ahead of their opponents. This showed the power and the dash which the Adelaide men infused into their work. At this juncture it was observed that the visitors were closing somewhat upon their opponents, but it only proved to be just a flash in the pan, as Cruickshank was on the alert and increased his lead. After 100 yards had been traversed by the crews the visitors again spurted, but the black and-whites regained ground, and rowing at a good 30-stroke they placed themselves at an interval of about a length and a half of "daylight." A most critical stage was reached as the Adelaides erroneously took the Melbournes' water. This struck the onlookers as being a rather hazardous experiment for the local men to adopt, for had the Melbourne boys spurted and reached them Mr. Blackmore must have awarded the race to them. Any such danger was happily averted, and after this Adelaide's 'Varsity boys forged further ahead of their opponents. From this to the finish it was merely a "stern chase." The Adelaide crew decreased their pace to 27 strokes, while the blue and blacks were rowing a strong 28. Before the entrance to the False Arm the former crew must have been quite two clear lengths ahead. The Melbournes stuck doggedly to their work, and the magnificent way in which their No. 4 (Hopkins) rowed elicited applause. Having got into smooth water at Snowden's Beach the Adelaides increased their gap, and then passed over to the lee shore at Bluff Point. Closing upon No. 1 Quay and Commercial wharf Cruickshank called upon his men for a final spurt, to which they well responded, and they rowed past the post opposite Maclaren wharf at a splendid pull, being quite five lengths ahead of their opponents. The time occupied by the race was 18 min 6½ sec. The crowds of spectators on the wharf loudly cheered the 'Varsity men. The Adelaides gave three hearty cheers for the Melbournes, who reciprocated with three for the Adelaides.

As for the rowing of the two crews, that of the Adelaides was conspicuous for many excellent features. They appeared to be quite *au fait* with every point that is requisite to effect the clear cutting of the water by a boat. Their length and swing was simply perfect, while their forward reach and quick catch were fairly good. The stroke of the Melbourne crew is evidently a high class oarsman, while No. 4 made himself most conspicuous, not only for his length and swing, but for the honest work he performed right through the race. Taking the crew collectively there certainly was not that length and swing which are characteristics of the home crew, and which are so essential in eight oar rowing, but they deserve credit for the plucky race they rowed throughout.

A BANQUET

was given by the University Boat Club to the visitors in the evening in Beach's Rooms, Hindley street. Mr. Halcomb, as captain of the University Boat Club, occupied the chair, having on his right the Vice-Chancellor

(Archdeacon Farr) and Mr. Upward (coach of the Melbourne team), and on the left Mr. Chomley (stroke of the Melbourne men) and the Bishop of Adelaide (Dr. Kennion).

After the loyal toasts had been honored,

Dr. KNENION, who was warmly received, proposed the toast of "the Oxford and Cambridge University Boat Race." It was one which an old Oxford man always had the greatest pleasure in proposing. (Cheers.) He had not had the honor of rowing in the great race himself, but every Oxford man took the deepest interest in it. He considered as a spectator of that day's race that both crews showed uncommon pluck during the storm which came over the river, and acquitted themselves well. Rowing was an excellent school for self-control, and few things could more strengthen the character than rowing in a race one is certain to lose. (Hear, hear.) There never was a better oar in his day than old Bishop Selwyn—(cheers)—and it was a story told of him that he rowed in one of the Eton boats where there was a very heavy and clumsy oar. Other men shirked that unpleasant oar, but Selwyn chose it every day, just in order to show how much he wished to encourage the others to do their best. (Cheers, and laughter.) An oarsman must also learn that whatever was going on around he must have his eyes in the boat, and that was an excellent lesson for anyone. (Cheers.) He would not like to sit down without complimenting the coxswain of their own boat on the straight course he rowed that day—(cheers)—and he only hoped all their courses through life might be as straight as that had been. (Cheers.)

Mr. CRUICKSHANK (stroke of the Adelaide boat) proposed the health of the Melbourne crew. He was sure everyone would drink that toast with enthusiasm. (Cheers.) They could learn a lot from the pretty way the Melbourne crew had rowed that day, excellently coached as they had been. The way they rowed showed they were not only men, but men who could row a stern race without looking out of their boat. (Cheers.) They had to row on a strange river after only about a week's practice, and the Adelaide men had to thank the visitors for the way in which they had accepted the invitation to be present on the Port River that day, after it had been found impossible to get up a race on the Parramatta. (Cheers.)

The toast was received with musical honors.

Mr. CHOMLEY thanked them for the way in which the toast had been received, and expressed the gratitude of the visitors for the kindness which had been shown them during their stay in Adelaide. The only unkindness they had experienced was that afternoon, when the Adelaide crew insisted on keeping a boat length or two ahead of them on the course. (Laughter.) He proposed the health of the Adelaide University crew. (Cheers.)

Mr. UPWARD also acknowledged the toast, and said he had never felt more interest in any crew than he felt in the Melbourne crew. There were some defeats that were equal to victories, and the defeat of that day was one of these. (Cheers.)

Mr. K. OLDHAM, secretary of the Adelaide University Boat Club, returned thanks on their behalf.

Mr. UPWARD, in proposing the toast of "Umpire, starter, and judge," complimented these gentlemen on the excellent manner in which they had performed their duties. The start was a very fair one.

Mr. BLACKMORE, the umpire, responded, and said no two crews could have behaved better at the start than the inter-University crews did that afternoon. The judge's task had been an easy one on this occasion, and he only hoped that on the next it might be as difficult as that of Jack Phelps in 1881, when he had to declare a dead heat at Mortlake. (Cheers.) Mr. BLACKMORE then gave the toast "The coaches" in complimentary terms. Victorians knew Mr. Upward as one of the greatest exponents of rowing and were aware of the success which had so often crowned his efforts. They knew, however, that a particular success was not so much the question with Mr. Upward as the maintaining of a high standard of rowing. (Cheers.) His (Mr. Blackmore's) friendship with Mr. Halcomb was of 25 years' standing, and he had always benefited by his advice in rowing matters. Mr. Halcomb, the coach of the Adelaide team was, he might tell them, the man who for three years rowed behind the most brilliant stroke that the University of Oxford ever turned out, and his name stood inscribed in the roll of fame as one of the winners of the University pairs; he also taught to row Mr. Wm. Robertson, of Colac, who rowed in one of Oxford's most famous eights. Such facts as this would show them that Mr. Halcomb was one of the most competent teachers of the science and practice of rowing south of the line. (Cheers.)

Mr. UPWARD, in replying to the toast, said he hoped the lines on which inter-university racing was carried on in Australia would be the same as those adopted in the great contests between Oxford and Cambridge. He had made some suggestions as to how races of this sort should be conducted, but he did not wish to say a word that would lead anyone to imagine that he doubted that the best crew had won that day. (Hear, hear.) Still he was thoroughly satisfied with the performance of the Melbourne crew. (Hear, hear.) He considered the race had been carried out in an entirely satisfactory manner, as a race for honor only should be carried out between the representatives of two universities. (Cheers.)

Mr. HALCOMB also replied briefly.

A number of lively songs rendered by members of the two Universities helped to make the evening a very pleasant and convivial one. The bishop and the Vice Chancellor left the board at a very early hour, and were heartily cheered as they withdrew.

THE CREWS.

On testing their weight on Saturday morning the Melbourne crew found that they were on an average $6\frac{1}{2}$ lb. per man lighter, in weight than their opponents. The following are the names, weights, and positions of the respective crews:—

S. A. Crew.—W. R. Wooldridge (bow), 9 st. 9 lb.; J. E. H. Winnall (2), 10 st. 2 lb.; R. H. Henning (3), 11 st. 1 lb.; R. V. Oldham (4), 11 st. 8 lb.; O. B. Cox (5), 12 st. 11 lb.; A. P. Cox (6), 11 st. 6 lb.; W. R. Bayly (7), 11 st. 3 lb.; R. Cruickshank (stroke), 11 st. 2 lb.; F. Chapple (coxswain), 8 st.; average weight, 11 st. $1\frac{3}{4}$ lb.; colors, black and white.

Victorian Crew.—R. Lewis (bow), 9 st. 6 lb.; A. V. Wattenhall (2), 10 st. 7 lb.; F. A'Beckett (3), 11 st. 9 lb.; W. F. Hopkins (4), 10 st. 10 lb.; W. H. Rigby (5), 10 st. 10 lb.; J. G. McKay (6), 10 st. 11 lb.; E. Champion (7), 11 st. 10 lb.; C. H. Chomley (stroke), 10 st. 4 lb.; R. J. Gribble (coxswain), 8 st.; average weight of crew, 10 st. $9\frac{1}{2}$ lb.; colors, blue and black.

The stroke of the Adelaide crew (Mr. R. Cruickshank) has a string of victories to his name which probably have not been equalled in the colony by any other individual oarsman. He has held for a considerable time the much-coveted honor of being champion sculler of the colony. He has likewise pulled in many four and eight-oar races. In 1883 he stroked the winning Maiden Four crew in connection with the periodical races rowed at Port Adelaide, and in the following year's regatta he occupied a similar position in the winning crew for the Champion Race, which was rowed in the quick time of 24 min. 24 sec. In the same year he was rowing in his old position of stroke in the Adelaide Autumn regatta, when the crew of four won the City Grand Challenge Cup. During the 1885 season he again stroked the champion four, whose magnificent performance of breaking the record elicited loud comment. The race was rowed in the quick time of 22 min. 30 sec. On the same day he won the Pair-oar Race with W. Lewis, and during the year stroked the boats which won the City Cup Fours and the Ladies' Shield Fours. At the association Spring regatta he won the contest for Senior Sculls, and in the Port regatta held the following year he was stroke of the champion four for the third time in succession, and later on stroked the winners of the City Cup fours at the Adelaide Autumn regatta. At the Association Challenge regatta he was successful in stroking the winners of the Secretary's Cup. In 1886 he pulled at the Association Spring regatta when his crew won the race for the Secretary's Cup. During 1887 he rowed in the Autumn regatta, when his four carried off the City Cup, the time occupied by the race lowering the record. In 1888 he occupied the position of stroke of the Port eight who defeated the Adelaides with so much facility on the Port River. At the last Port regatta he stroked the redoubtable champion four, easily conquering the Adelaides. W. R. Bayly (No. 7) is computed to be one of the finest oarsmen in the boat. He rows a pretty stroke, but he has not had much experience as yet in eight-oar rowing. He won the Maiden Pairs in the Torrens regatta in 1888. He was one of the Adelaide University eight-oar crew which went to Melbourne last year, and were defeated by the University men of that colony. A. P. Cox (No. 6) was one of the crew representing Whinham's College in the Public Schools Race in the May regatta on the Torrens, and won. In 1886 he rowed No. 3 in the Public Schools Race for St. Peter's College, and won again. C. B. Cox (No. 5) rowed in the eight which beat the Ports in 1887. In the December regatta on the Torrens in 1886 he took the position of No. 3 and won the Secretary's Cup. This year he stroked the junior fours at the Torrens regatta, winning the race. He was elected captain of the Adelaide University crew which competed against the Victorians last year. No. 4 (R. V. Oldham) won the Ladies' Challenge Shield on the Torrens in the University fours in 1885. He rowed in the City eight which beat the Ports in 1887. He rowed No. 2 in the race for the Secretary's Cup in 1886, and in the following year at the March regatta he occupied a similar position in the boat in the race for the City Grand Challenge Cup. He also accompanied last year the University crew to Melbourne. No. 3 (R. Heming) won the Maiden Pairs in 1888, and the Maiden Fours in 1889. He also took part in the last University race. No. 2 (J. Winnall) rowed No. 2 in the A. M. B. C. this

year and won. W. R. Woolridge (bow) won in the Oinker Fours, in 1885 at the Port regatta, and in the following year succeeded in carrying off the the Pair oared Race, and other aquatic events in the river.

Mr. Chomley, the stroke of the Melbourne eight, has no record, only competing in one race this year for Trinity College against Ormond College, and was unsuccessful. E. Champion (No. 7) won in a maiden eight in 1889, and in 1886 he won for Trinity College. J. G. McKay (No. 6) has won twice for Ormond College in an eight-oar race between the various colleges in Victoria in 1888 and 1889. W. Rigby (No. 5) is an entirely new man, and Saturday was the first time he competed in a race. Hopkins (No. 4) is an Adelaidean, and has rowed in his native town several times. He had never up to the present time rowed in a race or regatta in or for Victoria. A'Beckett (No. 3) rowed in a losing maiden eight and also for Trinity College against Ormond College unsuccessfully. A. V. Wettenhall (No. 2) has no records whatever. R. Lewis (bow) stroked Ormond College crew successfully this year. Nos. 5 and 2 have only been coached within the last two months by Mr. Upward.

THE MELBOURNE COACH INTERVIEWED.

One of our representatives waited upon Mr. Upward, the crack Victorian coach, and coach of the visiting University eight, and elicited from him the following statement immediately after the race:—"Since our arrival here we have found that the prevailing winds are those which blow down the river, and we have also noticed that the tide runs very strong with the tidal wind, and of course where that is the case it is a very difficult matter for the visiting crew to ascertain, on account of the very short time they spend in the colony, the correct way to steer their craft. A hundred different opinions are vouchsafed, so that it is quite perplexing to know really what to do. You see this afternoon the tide was against us and I endeavored to have the course altered so that we could row down stream instead of up. Every race should if possible be rowed with the tide and not against it. In the other colonies this is done. We found when, in 1885, the great intercolonial race took place on the Parramatta between crews representing New South Wales, Queensland, Victoria, and Tasmania that in consequence of the very heavy tide which was running down in the centre of the river two crews had to row on one side of the river and two on the other. The difficulty of steering in that race was made so manifest to those concerned in the event that after a consultation there was no trouble in coming to a decision that all races shall be rowed with the tide. Since that time all races have been rowed with the tide in Victoria, and to give some idea of the advantage in adopting this course 3 miles and 330 yards, which was the length of the course in the race I have mentioned, was completed in 1 minute's less time than to-day's race, which was only about 2½ miles. The great object is to get the crews to row down the centre of the stream, and not to be hankering near shore. In future any races which the Victorian Rowing Association may arrange with South Australian oarsmen we shall try and get that condition stipulated, viz., that the race should be rowed with the tide. And as the prevailing winds here are invariably blowing down the river it would be well to arrange to have them rowed down

stream, and a longer distance if desired. If we had gone down stream to-day we should have seen better rowing. Not that I mean to infer that our men could have won, as I believe the best team were victorious. I was agreeably surprised at the very excellent way in which the Melbourne crew pulled without going through the course of preparation usual for such a race. They did exceedingly well under the circumstances. The Adelaide men rowed long and powerful stroke, and their experience and strength won the race for them. It was a thoroughly straightforward and well contested race. I have been working with the object of bringing about an interchange of visits between representative oarsmen of this colony and Victoria, and my wish is to have races rowed in such a manner as to avoid all unpleasantness, and have everything done in a manner mutually agreeable to all parties concerned. I hope at some future period we shall pay another visit to your colony."

The Register.

ADELAIDE: MONDAY, DEC. 23, 1889.

THE INTERCOLONIAL UNIVERSITY BOAT RACE.

There is no reason why the inter-colonial University boat race should not take the same place in importance and popularity amongst athletics in Australia as the Oxford and Cambridge boat race does in England. At all events it should be, as we believe it is destined to be, the race *par excellence* of aquatic events. To quote the alternative title of Sir Walter Scott's first novel, "'Tis Sixty Years since" the two Universities rowed their first race, from Hambledon Lock to Henley Bridge. But it was not till 1856 that the race became the annual event which it has continued ever since. The Australian Universities' boat race only dates from 1888, when crews from Melbourne, Adelaide, and Sydney rowed on the Yarra River. On that occasion the youngest University divided her elder sisters, a very creditable position to occupy considering the small number of oarsmen from which an Adelaide crew is selected. Owing to examinations, and other causes, the University of Sydney was unable to put in a crew for the second event, but the result was that the scene of the race was transferred from the Parramatta to the Port River. The Port River, like the Parramatta, is, after all, but an inlet of the sea, and at times, between the combined influences, sometimes between the antagonistic influences, of wind and tide, is not in the best condition for an exhibition of perfect form in outriggered boats. But on Saturday, if not as calm as the proverbial mill-pond, the water was far smoother than on most practice nights, and infinitely calmer and with less wind than when the previous eight-oar races were rowed in 1886, 1887, and 1888. Both crews may congratulate themselves that they rowed

under far more favourable conditions of wind and water than those who row in the great race from Putney to Mortlake have often to contend against. Everything was done on Saturday to lend prestige to the race. The Governor, the Chancellor and Vice-Chancellor of the University, Bishop Kennion, and other leading personages witnessed the race from the Umpire's launch. The University members had a launch to themselves, and a tug conveyed the general public. The course was kept by the Marine Board authorities, and we trust that on the next occasion, if the Umpire's launch being at times so far astern of the race was due to orders, the powers that be will see that it occupies its proper position, close enough to the boats to judge a foul if anything so unfortunate should ever occur.

Referring to the race itself, it is a matter of general congratulation that the public were not called upon to witness a repetition of the races of 1887 and 1888. Till the unfortunate accident occurred the race of 1886 was far more exciting than that of Saturday, as in 1886 neither boat was ever clear of the other. But every competent judge will admit that in the late race there was an exhibition of rowing in the final spurt of the home crew which recalled memories