

of that length, swing, and drive which were such conspicuous features in the rowing of the Williamstown eight. Hitherto rowing has not here taken such a hold on popular sympathy and support, nor attracted such candidates for honours as in Victoria and New South Wales. We believe there is hardly a rowing club on the Torrens which has a smaller field of selection than the University. In fact, we understand it is not a case of selection at all, but rather of getting eight men to row in the boat, and trusting to their perseverance under good coaching to have any show at all in the race. Another disadvantage is the distance from the only piece of water whereon it is possible to perfect an eight-oar crew. Any one who has the least pretension to understand the dynamics of rowing will admit the impossibility of ever achieving perfect form, or anything approaching it, on the Torrens. The little river is fast approaching the condition of the Cam before it was cleansed and deepened. And the condition of the Cam was one of the most potent causes in giving Oxford her long succession of victories in the sixties, and reducing Cambridge rowing to that faulty and vicious style which was only conquered by the deepening of the river and the teaching of George Morrison, the Oxford coach, who went over to help them. A crew which has to meet oarsmen from Victoria and New South Wales is compelled to take up residence at the Port in order to get the only water available and suitable for training. This is a serious handicap to men attending lectures, possibly reading for examinations, or, if graduates, engaged in the business of life. We are, therefore, far more disposed to congratulate the Adelaide University crew on the difficulties which they faced and surmounted, and on the good condition and rowing they exhibited, than on the mere fact of winning their race. They are fortunate in having as captain of their club a gentleman who, as the Umpire told them at the dinner, graduated with very high rowing honours at Oxford, at a time when Oxford rowing was characterized by

a brilliancy which has never been surpassed. The men had evidently been well taught, and had profited by the teaching.

Falling a dead heat, which in the case of a University race would not be rowed off, one must lose, and it fell to the lot of the Melbourne eight to finish last. But no one will deny them the credit of having rowed what, after the first few strokes, was a hopelessly stern chase with that dogged pluck which is such a characteristic of Englishmen, who, according to Napoleon, never know when they are beaten. It would be out of place here to criticise their style too closely. It is sufficient to say that while some of the canons of rowing were conspicuous by their non-observance there were points in it which were worthy of imitation, and should not be lost sight of by every rowing man who noted their work. If their coach was unable to ingraft into them that form which he has succeeded in imparting to other Victorian eights he has every reason to be satisfied with the manner in which they kept together under the demoralizing influence of a hopeless stern chase, and more than once momentarily lessened the gap between the boats. It was only towards the end of the race that they showed symptoms of getting abroad. There was not so much difference between the weights on the day of the race as was generally anticipated. The form of the winning crew was decidedly superior to that of the losers, but it is capable of improvement, and is by no means as yet ideal. The race was rowed from start to finish on its merits, and the best crew won.

Register December 23rd 1889.

UNIVERSITY BOAT RACE.

CONTEST ON THE PORT RIVER.

VICTORY FOR ADELAIDE.

The second inter-University eight-oared contest in Australasia was rowed on Saturday afternoon, December 21, on the Port Adelaide River. The University rowing clubs represented were those of Melbourne and Adelaide, the race after a smart struggle resulting in a victory for the home crew. Considerable interest was centred in the event. During the week, ever since the Melbourne men came over, the crews were eagerly watched by the Port and Adelaide folk, while on the day of the race the interest was intense, the crowds of people that gathered to witness the contest far outnumbering those on the occasion of any previous rowing match in South Australia. Trains from the metropolis were literally packed with citizens, and long before they were timed to leave the wharves the passenger steamers were crowded. On the Umpire's steamlaunch *Defiance* were His Excellency the Governor, and suite, the Chancellor, Vice-Chancellor, Bishop Kennion, several members of the Council of the University, and a great many others connected with the University, as well as Mr. F. Halcomb, M.A. (Captain of the Adelaide University Boating Club, and coach of the Adelaide crew), Mr. G. E. Upward (the well-known oarsman and coach of the Melbourne crew), the Press, officers of the race, and a large number of ladies and gentlemen. The boats in addition chartered to follow the race were the launch *Ethel* conveying graduates, under-graduates of the University and their friends, and the tug *Adelaide* crowded with rowing men, a large percentage of ladies and others. The launch *Promise* having on board the Harbourmaster, and members of the Marine Board, controlled the river traffic. The Railway Commissioners had a boat set apart purposely for them, and several yachts added to the lively scene on the river. Snowden's Beach up to the Birkenhead ferrysteps on the north side of the river, and the wharves from No. 1 Quay to Maclaren Wharf on the opposite side, were lined with spectators, while many vessels in the river were also used as vantage points. The strong south-westerly wind which blew all day gave a somewhat cheerless aspect to the afternoon's event, especially when at 4 o'clock the gale was accompanied by misty rain. The water, however, which as a rule is rough late in the afternoon, was not so choppy as was expected, still it was a great deal rougher than the crews and those who went to see the crews desired. Mr. Upward wanted the race rowed

down the river with the wind and tide, but Mr. Halcomb and his men objected, and the course as originally fixed, viz., from below the North Arm to abreast of the entrance to the New Dock, two miles and a half, had to be taken. The crews were heartily cheered throughout, and the utmost good feeling prevailed, the visiting team being as enthusiastically cheered at the finish as their victorious opponents. There was not a great deal of betting before Saturday, but immediately before the race and at the start the betting was generally 3 to 1 on the Adelaides. Mr. E. G. Blackmore, M.A., was Umpire; Mr. J. Playfair, Starter; and Mr. Butler acted as Judge.

THE RACE.

The crews, with their positions and weights, were as follows:—

ADELAIDE UNIVERSITY CREW.

	st.	lb.
W. R. Wooldridge, bow	9	9
J. E. H. Winnall, 2	10	2
R. H. Henning, 3	11	1
R. V. Oldham, 4...	11	8
C. B. Cox, 5	12	11
A. P. Cox, 6	11	6
W. R. Bayly, 7	11	3
R. Cruickshank, stroke	11	2
Total weight, 89 st.; average,	11 st. 1½ lb.	
F. Chapple, cox...	8	0

MELBOURNE UNIVERSITY CREW.

	st.	lb.
R. Lewis, bow	9	2
A. V. Wettenhall, 2	10	7
F. A'Beckett, 3	11	9
W. F. Hopkins, 4	10	10
W. H. Rigby, 5	10	10
J. G. MacKay, 6...	10	11
E. Champion, 7	11	10
C. H. Chomley, stroke	10	4
Total weight, 85 st. 7 lb.; average,	10 st. 9½ lb.	
Emergency, S. Balmer.		
R. J. Gribble, cox.	8	0

At 4 o'clock both crews—the Adelaide Universities costumed in black and white, and the Melbourne Varsities clad in their dark blue guernseys—left the ferry steps for their shed at Birkenhead, on the other side of the river, being lustily cheered as they were pulled across by the ferrymen. The Adelaides were the first to leave the shed and row down the river, the visitors following at twenty minutes to 5, a quarter of an hour later. The official boat steamed off from the ferry steps soon after. The Melbourne representatives had not long to wait before the crews were ordered into line to prepare for the battle. Winning the toss, the blue-and-blacks took the inside position, and after some little delay in bringing the boats level, Mr. Playfair, stationed on the bow of the umpire's launch, got the crews away at five minutes past 5 on a very fair start from the powder buoy below the No. 3 beacon. The crews hit the water about the same time, but the Adelaide men at once shot ahead, and were well in advance of their lighter weight brethren before they had rowed a quarter of a mile. Very little difference was noticed in the stroke at the beginning, both crews going thirty-eight to the minute. The inside crew, who had a slight advantage owing to the smoother water, crept up to the leading boat just before reaching the Torpedo Station, but passing this point Cruickshank's crew must have been at least a length ahead

of their opponents, as nearly as could be calculated from the official boat. Against a gusty wind and rain and also against the tide the crews had a hard task before them, but nothing daunting they rowed manfully on. Managing to take the smooth water for a time the Adelaides dashed away at a tremendous speed, gaining so much as to be a length and a quarter to the good when opposite the Hulk in the False Arm. But the official boat was so far in the rear that it was impossible to tell the exact distance between the boats, or the faults, if any, of the crews. From the start to the finish the Umpire's launch, crowded with people who contributed their five shillings for tickets, was never once in its proper place as an official boat, and if anything went wrong with the crews the chances were that the umpire owing to his being so far behind would have been unable to tell the cause. Surely those who had the management of the launch could have steamed closer up to the boats, at any rate, if an official launch could not get nearer than the Defiance did on Saturday, such a boat might as well be done without. People will be unwilling to pay to see merely a part of a race. At one time the Adelaide crew were so near the shore and apparently in the course of their opponents' boat that nothing but straight steering on the part of their coxswain young Chapple saved them from too close quarters with the Melbourne craft, and the visitors getting the benefit thereof as affecting the result of the race. Having worked their way further out in the stream the Adelaides, maintaining their long steady stroke had a lead of a length and a half on passing No. 2 Beacon. Approaching Snowden's Beach the black-and-whites made for Bluff Point across the river, followed by the blue-and-blacks, the Melbournes rowing 32 and the Adelaides 30, rain still falling. After a while Chomley's men put on a heavy spurt, but they were carefully watched by Cruickshank, whose boat was two lengths ahead of the other abreast of Bluff Point, and his men having a far better swing. The Melbourneites were, however, rowing very pluckily after the leading boat, but they were never able to shorten the distance. The course abreast of Coalshed Creek Wharf was traversed with but slight alteration. Opposite to No. 1 Quay the Adelaide University men were some four lengths to the good. The rain had cleared, and the water here was not so lumpy. The efforts of the stroke and No. 4 in the Melbourne boat were the subject of much commendation, although the whole crew were doing their best and working like Trojans. Chomley put on another spurt before reaching Commercial Wharf, but the Adelaides quickened up, and with a stroke of thirty-seven finished at the Judge's boat with their opponents three boat lengths in the rear. It might have been more, but so far as those on the official boat could see that was about the distance between the boats when the crews stopped. The Judge, whose duty it was, should have declared the result from his boat, and thus avoided any difference of opinion that might have arisen. The official time taken by the winning crew was 18 min. 6½ sec.—a very slow record, notwithstanding the wind hard against them. Loud cheers from the people on the wharfs and on the steamer were given for the crews as they

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The boat used by the Melbourne crew, built by Fuller for the New South Wales eight of 1886, and until it was brought to Adelaide a week ago had been hung up, so that it was in good order. Changing the outriggers from one side to the other strengthened the craft, and made her more suitable for the carriage of a light crew. To accommodate her to the rough water of the Port washboards were put on her. The boat in which the Adelaides rowed to victory is the same boat as that built for the Port Adelaide Club a year ago by Messrs. Playfair and MacFarlane, the special feature of the boat being that she carries a crew well in rough water. There was not very much water in either of the boats on Saturday. The Adelaide 'Varsity representatives, who were together about seven weeks, spent half or more of that time practising in fours on the Torrens Lake, as the old Association eight formerly used for practice was destroyed by the floods. The last three weeks' training was spent on the Port River, under the tuition of the well-known coach (Mr. Halcomb). As to the relative merits of the crews, it will suffice to say that the winning crew rowed a powerful stroke, swinging out exceedingly well, and getting their weight well on with their bodies. They had, however, no easy task to beat their opponents, who, although not so strong and so regular in their body swing, were very vigorous in their movements, and left the impression that although they were defeated they were honourably defeated. No men ever rowed more pluckily than they did, and they deserved all the cheering they got.

REMARKS.

The first inter-University race in the colonies was rowed on the Lower Yarra on October 6, 1888, the course being 2½ miles, about the same as that rowed over on Saturday. Crews from the boating clubs of the Universities of Melbourne, Adelaide, and Sydney competed and finished in that order. Mr. Halcomb coached the Adelaide University crew and took them to Melbourne, but, Parliamentary duties preventing his remaining, Mr. Snadden, so well known in connection with the Williamstown crew, completed the coaching. Mr. E. W. Hawker (then M.P.) steered the boat, A. P. Cox being stroke. Mr. Robson coached the Melbourne eight, who won by about 4 lengths in 13 min. 5 sec., the Sydney crew being 6 lengths behind the Adelaides. This year's race was due to be rowed in Sydney, but Sydney University not being able to make up a crew, the race was arranged to come off in South Australia. The contest will now be an annual event in Sydney, Melbourne, and Adelaide waters in succession. At present no rules have been fixed deciding what limit of age and standing shall be imposed on the competing oarsmen, but it is probable something of the kind will be agreed upon before the next race, which is likely to be much earlier in the year so as not to clash with the University examinations.

DINNER AFTER THE RACE.

At Beach's Rooms, Hindley-street, in the evening the Melbourne crew and their Coach (Mr. Upward) were entertained at dinner by the members of the Adelaide University Boating Club, and others connected with the University. Mr. Halcomb, as captain of the club, presided, and among the large attendance were Bishop Kennion

and the Vice-Chancellor of the University (Archdeacon Farr). After the loyal toasts had been honoured the CHAIRMAN asked the Bishop to propose—"The Oxford and Cambridge boat race." There had been a strong connection between the Church and rowing. In the first two crews in the Oxford and Cambridge race sixty years ago were two Bishops and three Deans. (Laughter and cheers.) Bishop KENNION, received with vociferous cheering as he was similarly greeted on entering the room, proposed the toast with the greatest pleasure, especially as he himself was an old Oxford man. He could not claim to have had the honour of rowing in the Oxford and Cambridge race, still every Oxford man manifested the greatest interest in it. He congratulated the crews who rowed that day on the Port River. They both rowed with uncommon pluck against the wind and tide, the rowing in the Adelaide boat being uncommonly good, while in the Melbourne boat it was certainly not far behind. (Cheers.) Rowing was a great discipline for character. Nothing tried the temper more, and he knew of nothing that required more self-control and drew out more steadiness of character than rowing in a race in which a crew knew that it had to do its best to win. Compatible with rowing was a great deal of self-denial, and no oarsman was more possessed of that spirit in his day than old Bishop Selwyn. An oarsman should never think of shuffling his work and throwing up a lot of water, to make people believe that he was really exerting himself. And further, an oarsman should always have his eyes in the boat. The man who did his duty in the boat was the more proper one to trust when there were difficulties to go through in other ways. In concluding, he complimented the coxswain in the winning crew upon steering such an admirably straight course, and he could only wish that the course of all oarsmen in life was as straight as the course which the coxswain of the winning boat steered that day. (Loud cheers.) Mr. E. W. Oldham sang, to his own accompaniment on the piano, "The Eton Boat Song," and afterwards Mr. R. CRUICKSHANK proposed "The health of the Melbourne crew, coupled with the names of Messrs. Chomley and Upward." The winning crew had learnt a lot from the way in which their opponents rowed since they had been over here. Their pretty style of rowing had been much admired. That, of course, reflected upon the men themselves, but more so upon the coach of coaches, Mr. Upward. The race was a good one throughout, and he specially congratulated the stroke whose exhibition of rowing was one of the best he had ever seen in Australia. With a strange river to row upon and with only a week's practice on it, the crew did exceedingly well, and the Adelaide University Boating Club were delighted that they had accepted their invitation to come here after the Sydney folk backed out. (Cheers.) The toast was drunk with enthusiasm. Mr. CHOMLEY acknowledged the compliment on behalf of the crew, and thanked all their rowing friends for their hospitality during their week's stay in the city and Port. Their defeat had been made very easy and pleasant to them when they remembered the agreeable and jolly company in which they submitted to it. Mr. UPWARD