

VICTORIAN ROWING
REGISTER.
1878.

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THE
VICTORIAN ROWING REGISTER

AND

OARSMAN'S COMPANION

1878.

BY

M. S. GLYNN,

LATE MEMBER OF THE MELBOURNE REGATTA COMMITTEE.

Melbourne:

C. F. MAXWELL, 74 CHANCERY LANE.

1878.

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P R E F A C E .

I HAVE long entertained the idea of compiling a Register for the use of Rowing men, similar to those prepared for patrons of the Turf, Cricket, Football, and other outdoor amusements. I believe that as a work of reference it would prove interesting and valuable to the numerous devotees of aquatic sports in Melbourne. The task has, however, proved a somewhat tedious and laborious one, and the result is, I regret to say, not so perfect as I should wish it to be. All important Rowing Matches that have taken place at Melbourne will be found faithfully chronicled; but the information obtainable with respect to Regattas in the provinces has been meagre, and often unreliable. It has been found impossible to obtain the requisite data to produce a satisfactory register of the results at past Regattas in the neighbouring colonies in time for publication in this volume; but should the present venture meet with encouragement from the Rowing public, a new volume containing information on these, and many kindred subjects, will be published next year. In conclusion, I desire to offer my best thanks to Mr. Carter, of the Civil Service Rowing Club, for the valuable assistance which I have received from him in preparing this work.

M. S. GLYNN.

MELBOURNE, *April*, 1878.

THE
VICTORIAN ROWING REGISTER.

VICTORIAN ROWING ASSOCIATION.

RULES.

1. THAT a permanent body be established under the name of the VICTORIAN ROWING ASSOCIATION.

2. That the Victorian Rowing Association shall consist of the following Clubs :

Ballarat, Ballarat City, Banks, Barwon, Boroondara.
Albert, Albert Park.
Civil Service, Corio, Crown.
Footscray.
Hawthorn.
I Zingari.
Melbourne, Murray.
Richmond.
University.
Warehouse, Williamstown.
Yarra Yarra.

and such other Clubs as may be hereafter admitted, as hereinafter provided.

3. That the management of the affairs of the Victorian Rowing Association be entrusted to a Committee, which, in addition to the power given to it by these rules, shall also have all the rights, powers, and privileges formerly possessed by the Melbourne Regatta Committee. The Committee shall from out of its own Members elect a Secretary and a Treasurer.

4. That the members of the Committee shall be chosen in the following manner :

- (a) Subject to Rule 7 each Club belonging to the Victorian Rowing Association may nominate one Member, who shall hold office for one year, and shall be called the Representative Member.
- (b) Ten members shall be elected by a General Meeting of the Members of the Victorian Rowing Association, who shall be called the Elected Members, and shall hold office for five years, subject to Rule 5.

5. That the first ten Elected Members, instead of all holding office for five years, shall retire two annually, in alphabetical order, but shall be eligible for re-election, and their successors shall, on election, hold office for five years.

6. Each Member of the Committee shall only hold office till the last Saturday in September in the year his nomination or election may determine. Provided that not more than four Members of any one Club shall sit on the Committee at the one time as elected Members. And in the event of more than four Members of any one Club being elected, only the four receiving the most votes shall sit upon the Committee. In the event of an equality of votes, the Chairman shall have a casting vote.

7. That no Club shall nominate a Representative Member on the Committee unless there shall be given to the Treasurer of the Victorian Rowing Association, on behalf of the said Club, a promissory note for the sum of £10, payable one month after date, as security that the Representative of such Club will collect in each year the sum of £10 at least, in aid of the funds of the Victorian Rowing Association.

8. That any Member of the Committee absenting himself (without the leave of the Committee) from four consecutive Ordinary Meetings shall forfeit his seat. In the event of a Member's seat becoming vacant, save by the effluxion of time, the Committee may nominate a successor to hold office during the remainder of his term.

9. That the Committee may make, alter, or rescind any by-laws for the conduct of its business or the management of Regattas.

10. That the Committee may add any Clubs to the list in Rule 2, or may strike out any Clubs therefrom. Provided that no Club shall be added to or struck out from such list unless by the votes of at least two-thirds of the members of the whole Committee.

11. That every Club desirous of competing at any Regatta under the control of the Victorian Rowing Association must, on or before the 1st day of November in each year, furnish to the Secretary a list of all Members belonging to the Club, and must give notice from time to time to the Committee of any addition to the said list. No person shall be allowed to compete at any Regatta under the control of the Victorian Rowing Association, unless his name shall appear on some such Club list, or unless by the special permission of the Committee; and no addition to the said list shall enable any person to compete, unless such addition shall have first received the sanction of the Committee. In all cases where there is a dispute as to whether a person is or is not a Member of the Association, the above-mentioned lists and the sanctioned additions thereto shall be taken as conclusive and final evidence of such membership or non-membership.

12. That the Committee may at any time refuse to allow any person to compete at any Regatta, notwithstanding that his name

appears on any such list or addition thereto, as aforesaid. Provided no person shall be prevented from competing unless by a vote of at least two-thirds of the Members of the whole Committee.

13. That it shall be the duty of the Secretary of the Victorian Rowing Association to summon all General and Special Meetings of the Victorian Rowing Association and of the Committee.

14. That the General Meeting of the Victorian Rowing Association shall be held on the last Saturday in September in each year, or upon such other day as the Committee may appoint, for the purpose of receiving the Committee's annual Balance-sheet and Report, and electing Members of the Committee. Provided that no other business shall be transacted at such meetings unless one month's notice in writing shall have been given to the Secretary of the Victorian Rowing Association of such business. No Special Meeting of the Victorian Rowing Association shall be held unless after one month's notice in writing to the Secretary, unless two-thirds of the whole Committee shall otherwise order.

15. That from the decision of the Committee in all matters coming within its powers or referred to it there shall be no appeal.

16. That the Committee shall have power to expel from the Association or the Committee any person whose presence may be detrimental or obnoxious to the majority of the Committee; provided that no member be expelled except two-thirds of the whole Committee vote for such expulsion.

17. That all matters in which the Committee may not be unanimous shall, if required, be decided by ballot, the chairman having a casting vote only in case of equality of voting.

BY-LAWS.

1. That the Committee shall meet at 8 p.m. at Young and Jackson's Hotel, in Swanston-street, on the first Monday in each month, or at such other time and place as the Committee may direct.

2. Upon the requisition in writing of seven Members of the Committee, setting forth the objects for which they desire the meeting to be convened, the Secretary shall convene a special meeting of the Committee within one week, and not less than three days from the date of the receipt by him of such requisition.

3. The Committee may adjourn any meeting to a future day.

4. Notice of every meeting, whether ordinary or special, shall be given by post three clear days before such meeting to the last-known address of every Member; and, in the case of special meetings, the notice shall state the business to be brought forward at such meeting.

5. As soon after the hour of meeting as seven Members are present, they shall elect a Chairman and proceed to business.

6. If, after the expiration of a quarter of an hour, there be not seven Members present, the meeting shall lapse.

7. If it shall appear, on notice being taken, that seven Members be not present, the Chairman shall declare the meeting at an end.

8. In such case, the business under discussion, and any other business not disposed of, shall be inserted in the Notice Paper for the next meeting, and shall take precedence of all other notices of motion.

9. All the proceedings of the Committee shall be noted by the Secretary in the minute-book.

10. At the commencement of each meeting, the proceedings of the previous meeting shall be read for confirmation.

11. No Member shall bring forward a motion to make, alter, or rescind, any by-laws or regulations, except by giving one month's notice in writing to the Secretary.

12. A motion may be amended or withdrawn by the mover with the leave of the Committee.

13. Any motion or amendment not seconded shall not be discussed.

14. So soon as a debate upon a question shall be concluded, the Chairman shall put the question, and if the same be not heard, shall again state it, and the Chairman shall state whether it was carried or lost.

15. No question or amendment shall be proposed which in substance is the same as any question which, during the same meeting, has been resolved in the affirmative or negative.

16. Any Member proposing an amendment shall deliver the same in writing to the Chairman.

17. When amendments have been made, the main question, as amended, shall be put.

18. Every Member desiring to speak shall rise in his place and address himself to the Chairman. When two or more Members rise, the Chairman shall call upon the Member who first rose in his place to speak.

19. A Member may speak to any question before the Committee, or upon any proposed amendment, or upon a question or amendment to be proposed by himself, but not otherwise.

20. No Member may speak twice to a question before the meeting, except in explanation or reply; but a Member who has already spoken may be heard to explain himself in regard to some material part of his speech, but shall introduce no new matter.

21. A reply shall be allowed to a Member who has made a substantive motion, but not to the mover of an amendment.

22. Any Member using offensive, unbecoming, or objectionable words to any other Member of Committee, and not explaining or retracting the same or offering apologies for the use thereof, to the satisfaction of the Committee, upon being required to do so, will be censured or otherwise dealt with as the Committee shall think fit; and any Member called to order shall sit down unless permitted to explain.

23. The Chairman shall not speak to any question; but, if he desires to take part in a debate, he shall vacate the chair for the time, and another Chairman shall be appointed.

24. In case of an equality of voting, the Chairman shall have one casting vote only.

25. When any vacancy in the Committee shall become known, the Chairman will receive nominations to fill the vacant seat; but no election shall be held except at a meeting following the date appointed for the receipt of the nominations.

26. That the Committee may appoint Sub-Committees to carry out any matter for which such Sub-Committees may be appointed.

27. That the Secretary shall keep a book, to be called "The Members' List Book," and shall enter therein the names of all Members of the Association alphabetically, and the names of the Clubs to which they belong, such book to be open to inspection by the Secretaries of the Clubs belonging to the Association up to one month before the Regatta.

REGATTA PROGRAMME.

SENIOR RACES.

1. FOOTSCRAY CHALLENGE CUP, for all Eight-oared Boats, with Coxswains. Open to all Amateurs. Entrance £6.
2. GRAND CHALLENGE CUP, for all Four-oared Boats, with Coxswains. Open to all Amateurs. Entrance £3.
3. CHALLENGE PAIR-OARED RACE, for all Boats, open to all Amateurs. Entrance £1 10s.
4. CHALLENGE SCULLING RACE, in any Boat. Open to all Amateurs. Entrance £1.

JUNIOR RACES.

5. LEADER CHALLENGE CUP, for Clinker-built Eight-oared Boats. Open to Holders for time being and all Junior Oarsmen who have never won an Eight-oared Race. Entrance £5.
6. JUNIOR FOUR-OARED RACE, in Outriggers, with Coxswains. Open to all Amateurs who have never won any advertised race with oars, except the Races Nos. 8, 9, 10, and 5. Entrance £2 10s.
7. JUNIOR SCULLING RACE, in any Boat. Open to all Amateurs who have never won any advertised Sculling Race, except Races Nos. 11 and 12. Entrance £1.

MAIDEN RACES, ETC.

8. MAIDEN FOUR-OARED RACE, in Gigs, with Coxswains. Open to all Amateurs who have never won an advertised Race with oars, except Race No. 10. Entrance £2.
9. MAIDEN FOUR-OARED RACE, in Clinker Outriggers, with Coxswains. Open to all Amateurs eligible to compete for Race No. 8. Entrance £2.
10. MAIDEN PAIR-OARED RACE, in Clinker Outriggers, with Coxswains. Open to all Amateurs who have never won an advertised Race with oars, except Races Nos. 8 and 9. Entrance £1.
11. MAIDEN DOUBLE SCULLING RACE, in Outriggers. Open to all Amateurs who have never won any advertised Sculling Race. Entrance £2.
12. MAIDEN SCULLING RACE, in Clinker Outriggers. Open to all Amateurs eligible to compete for Race No. 11. Entrance £1.

REGATTA REGULATIONS.

1. The course for all races, except the eight-oared races, shall be from the first black dolphin below the Sugar Works on the Salt-water River, up stream to the Reserve; about one mile and a-half. The course for eight-oared races shall be from the red dolphin below Stony Creek, up stream to the Reserve; about two miles.

2. The stations will be numbered from the Sandridge side, and the positions of competitors will be settled by lot by the Committee.

3. The umpire shall follow each race, and may pass any boat he may consider out of the race.

4. No person will be allowed to compete for any race unless a member of some Club one month before the date of closing entries for the Regatta. No person will be allowed to compete for two or more Clubs at any Melbourne Regatta, and any person who is a member of two or more Clubs must declare, at least two months before the Regatta, with which Club he intends to row.

5. Every race will be started punctually at the advertised time. Any competitor not at the starting point five minutes before such time will be liable to disqualification, or fine not exceeding £2, at the discretion of the Committee.

6. The members of each crew to be dressed alike, and the weights and colours to be declared on entrance.

7. All coxswains shall be amateurs, and shall weigh not less than 6st. Should the actual weight of the coxswains be less, sufficient dead weight to make up 6st. shall be carried between coxswain's thwart and stroke's stretcher.

8. In the event of any member of a crew entered for the Regatta being prevented by illness or accident from competing, the Committee may allow a substitute, subject to Regulation 4.

9. The boats shall start by the bows and win by the bows.

10. Each boat shall keep its own water throughout the race, and any boat departing from its own water will do so at its peril. The umpire shall be the sole judge of a boat's true course during every part of the race.

11. It shall be considered a foul when, after the race is commenced, any competitor by his oar, boat or person, comes in contact with the oar, boat or person, of another competitor, unless in the opinion of the umpire such contact is so slight as not to influence the race.

12. In case of a foul, the umpire, when appealed to (but not before) shall decide a foul. The umpire shall have the power—

- (a) To place the boats [except the boat committing the foul, which is disqualified] in the order in which they come in.
- (b) To order the boats engaged in the race, other than the boat committing the foul, to row over again on the same or another day.
- (c) To restart the qualified boats from the starting post or the place where the foul was committed.

13. No race will be awarded to any competitor or crew unless he or they shall have rowed over the course.

14. Dead heats shall be rowed at such time as the committee or the judge may determine. Any boat refusing to row will be declared distanced.

15. The Challenge Sculls and Challenge Pairs are to be won three times in succession by the same men, and the Grand Challenge Cup, Footscray Challenge Cup, and Leader Challenge Cup three times in succession by the same Club, before finally becoming the property of the winners.

16. No protest for fouling will be entertained by the Committee unless given in writing to the judge within one hour after the disputed race.

17. The words "string-test gig" shall mean a boat pulling four oars, and shall agree with the following test:—viz., a string from the junction of the lower planks, to the top of every rowlock, must touch every streak in the boat.

18. A "clinker-built" boat shall have at least three streaks and riband.

19. The following at least will be disqualified: Anyone who has entered for a race advertised as for watermen; anyone who has rowed for a money prize in Victoria; anyone who had earned or partially earned his living by rowing, or has taken money, directly or indirectly, in recognition of his skill in rowing, at or since the

Melbourne Regatta, 1860; anyone who is or has been engaged in building, letting or tending boats; and on after the 1st Jan. 1879, anyone who is or has been a professional athlete, since the Melbourne Regatta, 1860. The Committee reserves the right of refusing any entry.

20. No boat shall be allowed to accompany any competing boat. The committee may declare any competing boat distanced that may derive any advantage thereby.

21. Any competitor disobeying the orders of the umpire or starter, or infringing any of the Regulations, will be liable to disqualification or a fine not exceeding £2, at the discretion of the Committee.

22. Every boat shall stand by its accidents.

23. The prizes will be delivered upon some day to be fixed by the Committee, and the winners of all challenge prizes shall, before receiving the same, sign a document in such form as the Committee may require, guaranteeing to keep and return the said prizes in good order.

24. The decisions of the Committee shall be final.

MELBOURNE REGATTA.

MAIDEN SCULLS.

Year.	Winners.	Club.	Where rowed.
1862*	A. Nichols	Ariel	Saltwater River.
1863*	J. Cullen	Leander	Saltwater River.
1864*	W. M. Orr	Melbourne	Saltwater River.
1866*	R. Willan	Melbourne	Saltwater River.
1867	R. Prest	No Club	Upper Yarra.
1868	B. C. Jones	Civil Service	Upper Yarra.
1869	G. N. Gair	Civil Service	Upper Yarra.
1870	C. Young	Warehousemen	Upper Yarra.
1871	B. C. Orr	Melbourne	Upper Yarra.
1872	T. H. Young	Melbourne	Upper Yarra.
1873	T. W. Gaggin	Ballarat	Upper Yarra.
1874	P. J. Steele	Yarra Yarra	Saltwater River.
1875	W. H. Watson	Banks	Saltwater River.
1876	W. H. Tuckett	Banks	Saltwater River.
1877	J. T. Pettett	Ballarat	Saltwater River.
1878	A. Gibbs... ..	Ballarat City	Saltwater River.

* Rowed in outriggers,

MAIDEN PAIR, WITH COXSWAINS.

Year.	Winning Crew.	Club.	Wherowed.
1866*	W. Wallan (bow), H. Hall (stroke)	Leander	Saltwater River.
1867*	D. Wilkie (bow), T. C. Hope (stroke)	University	Saltwater River.
1868*	D. Campbell (bow), T. Colles (stroke)	University	Upper Yarra.
1869*	J. P. Francis (bow), C. M ^c Cracken (stroke)	University	Upper Yarra.
1870*	W. H. Devine (bow), L. W. Bell (stroke)	Melbourne	Upper Yarra.
1871	B. Goldsmith (bow), P. I. Carter (stroke)	Civil Service	Upper Yarra.
1872	D. B. Davis (bow), A. Wheeler (stroke)	Warehousemen	Upper Yarra.
1873	R. Rooke (bow), J. Arthur (stroke)	Warehousemen	Upper Yarra.
1874	W. Watson (bow), J. Watson (stroke)	Grammar School	Saltwater River.
1875	W. G. Temple (bow), A. Purse (stroke)	Yarra Yarra	Saltwater River.
1876	C. Taylor (bow), W. M. Dalton (stroke)	Williamstown	Saltwater River.
1877	W. C. Bray (bow), C. Jenvey (stroke)	Warehousemen	Saltwater River.
1878	C. P. Bennett (bow), T. P. Jenkins (stroke)	Ballarat	Saltwater River.

* Rowed without coxswains.

JUNIOR SCULLS.

Year.	Winner.	Club.	Where rowed.
1867	Jno. Cazally ...	Ballarat ...	Saltwater River.
1868	H. Mitchell ...	Richmond ...	Upper Yarra.
1869	T. C. Colles ...	University ...	Upper Yarra.
1870	A. D. Michie ...	Civil Service ...	Upper Yarra.
1871	L. W. Bell ...	Melbourne ...	Upper Yarra.
1872	B. C. Orr ...	Melbourne ...	Upper Yarra.
1873	G. N. Gair ...	Civil Service ...	Upper Yarra.
1874	W. Stout ...	Ballarat ...	Saltwater River.
1875	J. F. Eddington ...	I Zingari ...	Saltwater River.
1876*	F. G. Duffy ...	Civil Service ...	Upper Yarra.
1876	W. Watson ...	Banks ...	Saltwater River.
1877	W. H. Tuckett ...	Banks ...	Saltwater River.
1878	F. G. Haymes ...	Banks ...	Saltwater River.

* There were some extra races on the Upper Yarra in 1876 under the auspices of the Melbourne Regatta Committee, when Mr. Duffy rowed and defeated Messrs. Cook and Gaggin.

MAIDEN GIG.

Year.	Winning Crew.	Club.	Where rowed.
1862	Massey (1), J. Cullen (2), Cowper (3), N. Cullen (stroke)	Leander	Saltwater River.
1863	M. H. Campbell (1), J. Mitchell (2), J. T. Butt (3), R. Mitchell (stroke)	Richmond	Saltwater River.
1864	W. Burke (1), W. Winter (2), D. Shawcross (3), W. Alexander (stroke)	Victoria	Saltwater River.
1866	J. H. Hood (1), J. Johnstone (2), J. Barker (3), T. C. Hope (stroke)	University	Saltwater River.
1867	R. H. Willan (1), R. Hinton (2), H. Walpole (3), J. H. Thompson (stroke)	Melbourne	Saltwater River.
1868	J. W. Colville (1), B. C. Jones (2), E. Carlile (3), O. Trickett (stroke)	Civil Service	Upper Yarra.
1869	G. Buchanan (1), F. Hovenden (2), T. J. Davey (3), J. Watson (stroke)	Warehousemen	Upper Yarra.
1870	R. Adams (1), R. W. Pennefather (2), J. Grice (3), G. W. G. Butler (stroke)	University	Upper Yarra.
1871	E. Neville (1), W. Kemp (2), B. Goldsmith (3), P. I. Carter (stroke)	Civil Service	Upper Yarra.
1872	R. Ward (1), J. Arthur (2), R. Rooke (3), P. F. Shier (stroke)	Warehousemen	Upper Yarra.
1873	P. O. Neil (1), J. S. Cooper (2), L. Kickem (3), R. Sharp (stroke)	Ballarat	Upper Yarra.
1874	W. Temple (1), A. Purse (2), W. Seigneur (3), P. J. Steele (stroke)	Yarra Yarra	Saltwater River.
1875	A. M'Phee (1), H. Ryan (2), D. Duncan (3), J. Booth (stroke)	Melbourne	Saltwater River.
1876	W. Sneddon (1), C. Stanlake (2), J. Campbell (3), S. Britt (stroke)	Footscray	Saltwater River.
1877	W. H. Cadyon (1), F. W. Maultby (2), A. Davis (3), M. J. Cummings	Murray	Saltwater River.
1878	F. J. Healy (1), J. W. Miller (2), J. Donald (3), W. Ogden (stroke)	Hawthorn	Saltwater River.

JUNIOR PAIR.

Year.	Winner.	Club.	Where rowed.
1860	M. Campbell, J. Carlyle (st.)	Oriel ...	Upper Yarra
1861	N. Cullen (bow) J. Cullen (st.)	Emerald Hill	Upper Yarra
1870	W. H. Devine, L. W. Bell (st.)	Melbourne	Upper Yarra
1871	B. Goldsmith, P. I. Carter (st.)	Civil Service	Upper Yarra
1872	E. N. Oakley, J. E. Bloxham (st.)	Oriel ...	Upper Yarra
1873	W. J. Watson, G. Whitelaw (st.)	Melbourne	Upper Yarra
1874	J. Davis, G. Knipe (stroke)	Oriel ...	Saltwater River
1875	E. P. Newenham, F. W. Needham (stroke)	Albert ...	Saltwater River

There was no such race from 1861 to 1870, and since 1875 the Regatta Committee have cut it out of the programme altogether.

JUNIOR FOUR, IN OUTRIGGERS, WITH COXSWAINS.

Year.	Winning Crew.	Club.	Where rowed.
1860*	E. Fielding (1), T. Niel (2), S. Bleasby (3), D. M'Callum (stroke)	Geelong	Upper Yarra.
1861*	M. Campbell (1), J. Carlile (2), A. Newell (3), A. Nichols (stroke)	Ariel	Upper Yarra.
1862*	Graham (1), Pride (2), Roach (3), Higgitt (stroke)	Geelong	Saltwater River.
1863*	J. Williams (1), H. Mitchell (2), R. Mitchell (3), H. B. Thompson (st.)	Richmond	Saltwater River.
1864	H. Sadler (1), M. Byrne (2), G. Clarke (3), H. A. Williams (st.)	Melbourne	Saltwater River.
1867	W. Brennan (1), P. Burke (2), F. J. Bewley (3), J. W. O'Grady (st.)	No Club	Saltwater River.
1871	E. J. Vickers (1), W. H. Devine (2), T. H. Young (3), L. W. Bell (st.)	Melbourne	Upper Yarra.
1872	G. N. Gair (1), P. J. Carter (2), W. Kemp (3), A. Greenwood (st.)	Civil Service	Upper Yarra.
1873	R. Ward (1), J. Arthur (2), R. Rooke (3), J. Watson (stroke)	Warehousemen	Upper Yarra.
1874	W. Williams (1), W. Watson (2), J. Raleigh (3), H. W. Henderson (st.)	Melbourne	Saltwater River.
1875	T. J. Clarke (1), C. Johnstone (2), J. Ewing (3), D. M. Cooke (st.)	Warehousemen	Saltwater River.
1876	H. Upton (1), J. M. Simson (2), E. Nicholls (3), J. Johnstone (st.)	Barwon	Saltwater River.
1877	C. E. Umphelby (1), H. Ryan (2), D. Duncan (3), A. R. Tunbridge (st.)	Melbourne	Saltwater River.
1878	G. G. Henderson (1), A. Loughnan (2), T. W. Gaggin (3), J. W. Colville (stroke)	Civil Service	Saltwater River.

* Rowed in gigs. There was no Regatta in 1865; no Junior Race in 1866, 68, 69, or 70; and in the years 1860 and 1862 the Junior Race was for youths under eighteen years of age, but since then a Junior Race is open only to those who have never won a senior prize (sculls excepted).

* THE VICTORIAN CHALLENGE OARS.

Year.	Winning Crew.	Club.	Where rowed.
1862	A. Nichols (bow), J. Mitchell (stroke)	Ariel	Saltwater River.
1863	A. Nichols (bow), J. Mitchell (stroke)	Ariel	Saltwater River.
1864	A. Nichols (bow), J. Mitchell (stroke)	Richmond	Saltwater River.

* This race is now discontinued.

JUNIOR EIGHT OR LEADER CHALLENGE CUP.

FOR ALL CLINKER-BUILT BOATS.

Year.	Winning Crew.	Club.	Where rowed.
1876	A. R. Tunbridge (bow), C. Umphelby (2), J. L. Irvine (3), G. Knipe (4), W. H. Tuckett (5), H. Ryan (6), D. Duncan (7), J. Booth (stroke)	Melbourne	Saltwater River.
1877	H. M. Strachan (1), W. Stevenson (2), H. Upton (3), C. E. Norman (4), C. A. Fletcher (5), J. M'Cormack (6), E. Nicholls (7), J. M. Simson (stroke)	Barwon	Saltwater River.
1878	W. A. Fettes (1), D. Richards (2), W. Raper (3), T. Quirk (4), C. Jobson (5), F. S. Whitehead (6), W. H. M. Hyslop (7), C. Jenvey (stroke)	Melbourne	Saltwater River.

DOUBLE SCULLS.

1878 W. Williams (bow), F. Beauchamp (stroke). W.O. Melbourne.

SENIOR SCULLS, FOR THE AMATEUR CHAMPIONSHIP AND AUSTRALASIAN CUP.

Year.	Winner.	Club.	Where rowed.
1860	M. H. Irving	Ariel	Upper Yarra.
1861	M. H. Irving	Ariel	Upper Yarra.
1862	J. W. M'Cutcheon, W.O.	Elswick	Saltwater River.
1863	A. Nichols	Ariel	Saltwater River.
1864	J. Cullen, W.O.	Leander	Saltwater River.
1866*	W. M. Orr	Melbourne	Saltwater River.
1867	W. M. Orr	Melbourne	Saltwater River.
1868	A. Nichols	Banks	Upper Yarra.
1869	B. C. Jones	Civil Service	Upper Yarra.
1870	A. Nichols	Banks	Upper Yarra.
1871	B. C. Jones	Civil Service	Upper Yarra.
1872	Jas. Cazally	Melbourne	Upper Yarra.
1873	L. W. Bell	Melbourne	Upper Yarra.
1874	P. I. Carter	Civil Service	Saltwater River.
1875	P. I. Carter	Civil Service	Saltwater River.
1876	J. M. Christie	I Zingari	Saltwater River.
1877	J. M. Christie	I Zingari	Saltwater River.
1878	W. H. Tuckett	Melbourne	Saltwater River.

* J. Cullen, of the Leander Club, came in first, but the committee disqualified him for fouling, and W. M. Orr afterwards won, beating R. Mitchell.

W.O. means walk-over,

* THE MAYOR'S PLATE, THE GIFT OF THE HON. E. COHEN, M. L. A.

Year.	Winning Crew.	Club.	Where rowed.
1862	A. W. Chomley (1), J. Bennett (2), F. Hickling (3), R. W. Wardill (stroke)	Melbourne	Saltwater River.
1863	H. F. Norton (1), F. Walsh (2), E. M. James (3), S. Smith (stroke)	Elswick	Saltwater River.

* This race is now discontinued.

CHALLENGE PAIR, FOR ALL BOATS.

Year.	Winning Crew.	Club.	Where rowed.
1860	S. Smith (bow), M. Barrass (stroke)	Elswick	Upper Yarra.
1861	— Pitt (bow), J. Ainslie (st.)	Ariel	Upper Yarra.
1862	A. Nichols (bow), J. Ainslie (stroke)	Ariel	Saltwater River.
1863	A. Nichols (bow), J. Ainslie (stroke)	Ariel	Saltwater River.
1864	E. Williams (bow), Jas. Cazally (stroke)	Ballarat	Saltwater River.
1866	E. Williams (bow), Jas. Cazally (stroke)	Ballarat	Saltwater River.
1867	A. Nichols (bow), J. Cullen (stroke)	Leander	Upper Yarra.
1868	D. Wilkie (bow), T. C. Hope (stroke)	University	Upper Yarra.
1869	D. Wilkie (bow), T. C. Hope (stroke)	University	Upper Yarra.
1870	D. Wilkie (bow), T. C. Hope (stroke)	University	Upper Yarra.
1871	O. Trickett (bow), A. Carmichael (stroke)	St. George	Upper Yarra.
1872	O. Trickett (bow), A. Carmichael (stroke)	St. George	Upper Yarra.
1873	E. J. Vickers (bow), T. H. Young (stroke)	Melbourne	Upper Yarra.
1874	E. J. Vickers (bow), T. H. Young (stroke)	Melbourne	Saltwater River.
1875	J. F. Eddington (bow), L. W. Bell (stroke)	I Zingari	Saltwater River.
1876	G. Knipe (bow), T. H. Young (stroke)	Melbourne	Saltwater River.
1877	W. Williams (bow), J. Booth (stroke)	Melbourne	Saltwater River.
1878*	C. E. Umphelby (bow), A. R. Tunbridge (stroke)	Melbourne	Saltwater River.

* Walk-over.

GRAND CHALLENGE CUP, FOR ALL BOATS.

Year.	Winning Crew.	Club.	Where rowed.
1860	S. Smith (1), M. Barrass (2), J. B. Thompson (3), T. Meyer (stroke)	Elswick	Upper Yarra.
1861	S. Smith (1), G. Coates (2), H. Woolnough (3), T. Meyer (stroke)	Elswick	Upper Yarra.
1862	S. Smith (1), G. Coates (2), H. Woolnough (3), J. W. M. Cutcheon (st.)	Elswick	Saltwater River.
1863	N. Cullen (1), J. Cullen (2), W. Cowper (3), J. Mitchell (stroke)	Leander	Saltwater River.
1864	F. Massey (1), J. Cullen (2), W. Cowper (3), N. Cullen (stroke)	Leander	Saltwater River.
1866	H. Saddler (1), M. Byrne (2), W. M. Orr (3), H. A. Williams (stroke)	Melbourne	Saltwater River.
1867	H. Saddler (1), R. H. Willan (2), W. M. Orr (3), J. Cullen (stroke)	Melbourne	Saltwater River.
1868	A. D. Michie (1), V. J. Saddler (2), H. Saddler (3), H. A. Williams (st.)	Melbourne	Upper Yarra.
1869	D. Wilkie (1), T. Colles (2), J. Johnstone (3), T. C. Hope (stroke)	University	Upper Yarra.
1870	J. H. Hood (1), H. Mitchell (2), R. Mitchell (3), J. Mitchell (stroke)	Richmond	Upper Yarra.
1871	J. H. Hood (1), H. Mitchell (2), R. Mitchell (3), J. Mitchell (stroke)	Richmond	Upper Yarra.
1872	D. Wilkie (1), G. W. G. Butler (2), J. Grice (3), T. Colles (stroke)	University	Upper Yarra.
1873	D. Wilkie (1), G. W. G. Butler (2), J. Grice (3), T. Colles (stroke)	University	Upper Yarra.
1874	A. D. Michie (1), O. Trickett (2), B. Goldsmith (3), P. I. Carter (st.)	Civil Service	Saltwater River.
1875	R. Ward (1), J. Arthur (2), John Cazally (3), Jas. Cazally (stroke)	Warehousemen	Saltwater River.
1876	A. D. Michie (1), O. Trickett (2), J. Cullen (3), P. I. Carter (stroke)	Civil Service	Saltwater River.
1877	R. Ward (1), J. Raleigh (2), T. H. Young (3), G. Fairbairn (stroke)	Melbourne	Saltwater River.
1878	A. D. Michie (1), H. C. Crofts (2), J. Cullen (3), P. I. Carter (stroke)	Civil Service	Saltwater River.

C. EDWARDS', Esq., CUPS.

1870. R. Ward (1), J. Arthur (2), R. Rook (3), P. F. Shier (stroke).

Won three times by the Warehousemen's Club.

MAIDEN FOURS (IN CLINKER OUTRIGGERS).

1878. A. Morris (1), Ray Johnson (2), Robt. Johnson (3),
T. Wood (stroke). Footscray.

* SENIOR GIG AND GARDINER CUP.

Year.	Winning Crew.	Club.	Where rowed.
1861	J. T. Smith (1), Pitt (2), M. H. Irving (3), J. Ainslie (stroke)	Ariel	Upper Yarra.
1862	J. Cullen (1), J. Mitchell (2), — Cowper (3), J. Ainslie (stroke)	Combination	Saltwater River.
1863	M. H. Campbell (1), J. Mitchell (2), J. T. Butt (3), R. Mitchell (st.)	Richmond	Saltwater River.
1864	O. Cazally (1), Jno. Cazally (2), E. Williams (3), Jas. Cazally (stroke)	Ballarat	Saltwater River.
1866	Jno. Cazally (1), J. Wallace (2), E. Williams (3), Jas. Cazally (st.)	Ballarat	Saltwater River.
1867	A. L. Blackson (1), Jno. Cazally (2), E. Williams (3), Jas. Cazally (st.)	Ballarat	Saltwater River.
1868	A. D. Michie (1), V. J. Saddler (2), H. Saddler (3), H. A. Williams (st.)	Melbourne	Upper Yarra.
1869*	J. H. Hood (1), H. Mitchell (2), R. Mitchell (3), J. Mitchell (stroke)	Richmond	Upper Yarra.
1870*	J. H. Hood (1), H. Mitchell (2), R. Mitchell (3), J. Mitchell (stroke)	Richmond	Upper Yarra.
1871*	A. Nichols (1), Jno. Cazally (2), J. W. Hilliard (3), Jas. Cazally (st.)	Melbourne	Upper Yarra.
1872*	Jno. Cazally (1), L. W. Bell (2), W. M. Orr (3), Jas. Cazally (st.)	Melbourne	Upper Yarra.
1873*	H. Pascoe (1), J. F. Eddington (2), W. Kickem (3), E. Williams (st.)	Ballarat	Upper Yarra.
1874	R. Ward (1), J. Arthur (2), R. Rooke (3), Jas. Cazally (stroke)	Warehousemen	Saltwater River.
1875	Jno. Stout (1), A. Gibbs (2), W. Crampton (3), Z. Giles (stroke)	Ballarat City	Saltwater River.

Gardiner Cup. This race is now discontinued.

† Senior Gig, 1873. Walk-over for Melbourne crew, who won the Cup.

FOOTSCRAY CHALLENGE EIGHT, FOR ALL BOATS.

Year.	Winning Crew.	Club.	Where rowed.
1875	A. D. Michie (1), O. Trickett (2), B. Goldsmith (3), C. H. Wheatland (4), H. C. Crofts (5), D. J. McIntosh (6), J. Forrester (7), P. I. Carter (st.)	Civil Service	Saltwater River.
1876	R. Ward (1), J. Booth (2), J. L. Irvine (3), Chas. Young (4), V. J. Saddler (5), J. Raleigh (6), T. H. Young (7), Jno. Stout (stroke)	Melbourne	Saltwater River.
1877 W.O.	A. Nichols (1), J. Booth (2), R. Ward (3), J. L. Irvine (4), W. H. Tuckett (5), J. Raleigh (6), T. H. Young (7), G. Fairbairn (stroke)	Melbourne	Saltwater River.
1878	R. Ward (1), A. R. Tunbridge (2), J. Irvine (3), C. Young (4), D. Duncan (5), J. Booth (6), W. H. Tuckett (7), A. Nichols (stroke).	Melbourne	Saltwater River.

AUSTRALIAN CHAMPION SCULLS.

OPEN TO ALL THE COLONIES.

1873. P. I. Carter, Civil Service Club.

Won easily.

INTERCOLONIAL GIG RACE.

Year.	Winning Crew.	Club.	Where rowed.
1863	Mason (1), Freeman (2), G. H. Fitzhardinge (3), M. A. H. Fitzhardinge (stroke).	Sydney	Sydney
1872	C. B. Deolite (1), G. H. Fitzhardinge (2), R. A. Clark (3), M. A. H. Fitzhardinge (stroke)	Sydney	Hobart Town
1872	C. B. Deolite (1), G. H. Fitzhardinge (2), R. A. Clarke (3), M. A. H. Fitzhardinge (stroke)	Sydney	Sydney
1873	T. Colles (1), J. Arthur (2), W. M. Orr (3), Jas. Cazally (stroke)	Combination	Melbourne

1873 was the last of Intercolonial contests, and six crews competed, including Hobart Town and Sydney, and came in in the following order:—Melbourne, 1; Ballarat City, 2; Sydney, 3; Ballarat, 4; Geelong, 5; Hobart Town, 6.

ON COACHING.

BY "CHUMP."

THE duties of a Rowing Coach are of such an important nature that "A Chump" may perhaps be pardoned for venturing a few modest criticisms on the present style of teaching the young idea how to row, and one or two suggestions to the estimable gentlemen with whom rests the tutelage of the coming generation of rowing men. The time is not so very long past when this position was looked forward to as the fair reward of distinguished performances on the river, but these notions have become somewhat old-fashioned, and now-adays we are to believe that a "Coach," like a poet, is born and not made. This idea is doing serious harm on the river, and it would be well of the Club authorities set themselves seriously to the work of obtaining efficient coxswains for practice crews, and crews in training for club-races, instead of entrusting them to the tender mercies of any tyro too lazy to row himself, and whose only recommendations are a loud voice and a power of standing up in the stern sheets of a boat without upsetting her. It is not only the inefficient and often radically incorrect teaching that is to be deprecated, but the system begets a spirit of disrespect and inattention to orders that is likely to prove a vital impediment to success, even where a more effective coach is in command.

The habit of coaching crews from the coxswain's seat, which is generally in force on the Yarra, is not desirable in any but pair-oar boats. In fours, and more especially in eights, a great part of the crew is hidden from the coach, and he must confine his attention to the oars, and entirely neglect the bodies and arms that wield them. The necessary consequence is that his men fall into all the ordinary faults of screwing, bent backs, crooked arms, &c., and even exaggerate them in their eagerness to attend to time in the catch, and finish the only points which the coxswain can criticise and control. The stroke of our late Intercolonial Eight (Mr. Fairbairn's) was fully alive to this difficulty, and lost no time in adopting with his crew a system which he had seen practised at the English universities. He would constantly take them out two at a time in a pair-oared tub outrigger, and sometimes racing some times rowing, but always keeping his attention fixed on one

particular fault, which he wished to remedy, would by sheer perseverance succeed in eradicating it. This method may be successfully adopted to remedy any peculiarity in an otherwise desirable man, and even to instil all the characteristics of scientific rowing, but to secure a finished style and swing in a crew, long and constant practice together is absolutely necessary; and here it is that the difficulty of keeping a careful watch on the men arises. Not only is the coxswain's seat a bad position for the purpose of coaching, but it is always injurious to the dash of the crew, and nearly always to their racing boat to be burdened with a heavy weight in the stern. The best place for a coach is the stern sheets of another boat, if a crew can be obtained fast enough for the purpose. Lacking this, a ride on horseback, or, *faute de mieux*, a run along the river bank by the side of the crew, should be resorted to. It is true that the Upper Yarra presents difficulties not easily surmounted by pedestrians or horsemen, but I believe a good view might be obtained of a racing craft from horseback over the two-mile course between the Melbourne Sheds and the Church-street bridge, and for a shorter distance effective coaching may easily be done by a pedestrian.

And now for one or two suggestions for the benefit of amateur coaches:—

In the first place, never bully your crew, and avoid reproving a man too often or when he is endeavouring to amend. Silence is nowhere more golden than here, for if the crew once understand that the coach finds fault to show his own penetration, or in order to hear himself talk, or for any other unworthy motive, he may bid a long farewell to his influence and authority. Above all, shun the odious habit of finding fault with the junior members of a crew, and sparing the men with more reputation; once in a boat, all individuality should be extinguished, and the veteran at the stroke or seven oar should be reprimanded for his misdeeds as roundly as the tyro in the bow. This may seem too self-evident a proposition to be insisted on, but it is as true as it is unfair that nearly all amateur coaches give in their adherence to this heterodoxy:—

“That in the captain is but a choleric word,
Which in the private is flat blasphemy.”

When “slanging” a man in public has lost its force by constant repetition, it will often be found a good plan to abandon frequent reprimands in the boat, and instead to take the delinquent quietly aside after the row and point out his fault and the mode of correcting it. Any instruction is much more easily comprehended when given thus at leisure than in the excitement of rowing. Besides, the tempers of the different men must be studied, and it will be found that many dispositions take more kindly to a private lesson of this kind than to a showing up before the whole of the crew. Be careful that your men are comfortably seated in their boat; this is a matter that meets too little attention, though it is of the first importance, and its neglect is the fruitful source of faults in rowing. No man can row effectively unless he is seated squarely before his work, and at a

comfortable distance from his stretcher, and, unfortunately, few men are quick at finding out what is the exact cause of their discomfort. It used to be said, years ago, that Nat. Cullen could not only row a good oar, but could fix every man's work in the boat as well as Dick Fuller himself; but mechanical genius is rare on the river, and when difficulties of this kind present themselves, it is well to call in the assistance of a professional boat-builder.

Set your face against spurting and all violent rowing in the earlier stages of training. It begets a wild style of performance, and often injures the men. Racing with other boats should be avoided on the same account, and for the further reason that it induces slovenly and inattentive rowing when the excitement of a contest is taken away. It should be permitted only in two contingencies—1st. When the men are depressed (a very common occurrence in training), a spurt with a somewhat inferior crew may be allowed, to put them in heart with their own performance, and bring them back to the sheds in a good temper. 2nd. When a crew is strung up to racing pitch, a trial may be had for the purpose of testing pace and endurance; but a coach who is anxious to keep a spirit of good temper and unanimity in his crew will always take care to avoid the demoralisation of a bad beating in any such trial.

Finally, insist on strict attention to style and swing, even while paddling. The advantages to be gained by adherence to this rule are almost incalculable, and nothing tends so much to produce the machine-like precision which makes the principal merit of a racing crew. There are always some unquiet spirits to be found, who rebel against this discipline, but they should be made in all cases to understand that they must submit or leave the boat. A good man who is incorrigible in this respect is well exchanged for an inferior one with more pronounced habits of obedience.

THE FIRST INTERCOLONIAL EIGHT-OAR RACE.

1878.

Position.	Rower.	Weight.	Club.	Station.
		st. lb.		
Bow	R. Ward ...	10 1	Melbourne	} No. 2.
2	J. Booth ...	11 2	Melbourne	
3	W. C. Bray ...	11 8	Warehousemen	
4	J. L. Irvine ...	11 0	Melbourne	
5	W. H. Tuckett	11 13	Melbourne	
6	J. M. Simson ...	11 4	Barwon	
7	T. H. Young ...	12 11	Melbourne	
Stroke	G. Fairbairn ...	12 2	Melbourne	
Cox.	F. Edwards ...	5 7		
Bow	W. R. Benson	10 1	Mercantile	} No. 1.
2	J. T. Arthur ...	11 2	Sydney	
3	J. M'Kenzie ...	11 1	Mercantile	
4	W. Brett ...	11 11	Mercantile	
5	J. Wilkinson ...	11 12	Mercantile	
6	T. F. Strange ...	12 8	Mercantile	
7	W. Dind ...	11 5	Mercantile	
Stroke	C. Medcalf ...	10 2	Mercantile	
Cox.	J. Thomas ...	5 6		

THE RACE.

The above crews, representing New South Wales and Victoria, rowed the first Intercolonial Eight-oar Race in Australia, on Wednesday afternoon, the 6th March, on the Lower Yarra. The course was from opposite Stony Creek to the Metropolitan Gasworks, a distance of as nearly as possible four miles. Several steamers crowded with passengers witnessed the start, and but little more, for the crews when started left them far behind; the umpire's boat also managing to stick fast on a mud flat. The home practice of starting boat races from moored boats was tried here on this occasion for the first time, and gave satisfaction to both crews. The race was rowed under the new English rules of boat racing. Punctually to time the Victorian eight, in dark-blue, arrived at their station and waited a considerable time for the Sydney crew. The latter crew wore light-blue colours. The representatives of both colonies were heartily cheered by the spectators. The Sydney crew having won the toss elected to take the Sandridge side, and the two "eights" at once dropped into position. The question, "Are you ready?" having been asked without response, the starter gave the word, and both crews dashed off.

As soon as the men had settled down it was seen that the Sydney men were rowing forty strokes per minute, the Victorians a trifle faster, which they still increased until forty-three were reached. Passing the umpire's steamer about a quarter of a mile from the start, the Victorians had placed themselves half-a-length in front and were rowing with great precision and power; the Sydney men were not rowing so evenly, but with great strength. When the Yarraville Sugarworks were reached the Melbourne men had increased their lead until nearly a length of daylight was between the boats. This distance was being also gradually added to. As was arranged, in the Victorian boat the coxswain kept his own water—a longer course and against the stream—leaving the inner berth and slack water to his opponents. The advantage thus thrown away soon made itself apparent, for as soon as the Sydney boat came into the slack water the crew began to make good headway; rounding the inside turn the Sydney crew came up to the Victorians like a race-horse, and looked like going by. The Melbourne crew, however, rowing their utmost, stalled off the rush, and both eights rowed oar and oar for fully half-a-mile. Approaching the two-mile reach for home the Victorians, rowing splendidly together, began to come away, the exertions made in the Sydney boat beginning to tell a tale. The rowing done here was at the rate of about thirty-eight strokes a minute, which was dropped by the Victorians until thirty-six was being rowed. At the lesser rate of stroke the Victorians more than held their own, and it was evident that, bar accidents, the Melbourne crew would win. The banks of the river on both sides from here to winning post were thronged with spectators, who enthusiastically cheered the crews as they went by. About half-a-mile from the winning post the "stroke" of the Sydney boat called on his men, but with little more effect than slightly lessening the lead. The game exertions to collar the Victorian crew made in the Sydney boat had a marked effect on their rowing towards the end of the course, several of the men showing great distress, whilst the rowing of their opponents was markedly good, each stroke being taken together with great precision, and the swing of the bodies was uniform and determined. The judge was passed by the Victorians with a clear length to the good amidst great excitement, the cheering for both crews being tremendous. With the exception of about a mile from the start, the umpire was unable to see the race from the cause mentioned before, but happily his services were not needed. Mr. T. Colles acted as starter, Mr. A. Nichols as umpire, and Mr. Hall, of the Mercantile Club, Sydney, as judge. No official or reliable time of the race was taken. In the evening a dinner was given by the Victorian Rowing Association to the Sydney crew and visitors, at which about seventy gentlemen sat down, His Worship the Mayor in the chair. Many old rowers and supporters of rowing were present. Very fine gold Maltese crosses were presented to the winners on the occasion. The toasts of the losing crew and the winners were drunk amidst great applause.

THE RIVER YARRA.

A FEW words on the subject of Regatta courses will not be out of place in this work, for though well known to the oarsmen of two generations, the Upper, and more especially the Lower Yarra, with its tributary, the Saltwater River, are not so familiar to the general public as the dusty roadways of their widespreading city. The Upper Yarra claims our first attention, as being the earliest home of aquatic sports, and a place, with all its faults, which late and early manhood can look to with fond remembrances of a holiday spent on its placid bosom, or of many a hard and well contested race. Commencing at Prince's Bridge, we see the boat sheds, presided over by men who came from the Thames to acquire greater independence of mind and pocket in a new country, and which are the quarters of the Amateur Clubs of Melbourne. Between this bridge and the Botanical bridge, and a chain or two short of either, is the old Regatta course of a mile and a quarter, with a waterway only wide enough to admit of two boats racing abreast, and a direction so far removed from a straight line as to make it one of the most difficult courses in the world. Seventeen years ago, when the sport was in its infancy, spectators had a fair chance of keeping competing boats under their eye from start to finish, if disposed to run along the banks; but of late years, from the efforts of Nature and the learned Baron Von Mueller, the scene is to a great extent shut out by a thick growth of indigenous timber and willows, which persistently assert their right to a share of the water. In the interest of the oarsman, engaged perhaps in a struggle with another of equal merit, it may be safely acknowledged that the bends or curves on this course, buoyed too, as it must be, along its centre, make it an undesirable place for settling pretensions to superiority in form or speed. What chance of success, for instance, can a sculler, say from Geelong or Ballarat, have against a local man? the one fouls the bank every few minutes, while the other sails along past every danger without interruption. The same argument may be used of the coxswain, when he is a strange lad who cannot possibly steer a good course on a river which he never saw before. After many trials, many mishaps, and to better accommodate the ever increasing number of Club members, a change was made to the lower river, where the annual Regattas are now held. Indeed, this step was absolutely necessary, because, with the old system of rowing in heats, it would take a week to get

through the present programme of the Victorian Rowing Association. Scratch and trial fours, and general practice, still remain the attractive features of the mile between bridges.

Now turning to the Lower Yarra we come on a stretch of water lying between low banks that certainly have no special charm to recommend them, but, what is of more importance to aspirants for fame, that water is broad enough to admit of seven or eight boats starting together. One year there was quite a rush of maiden pullers—no less than twelve gigs facing the starter—but that number tested the river beyond its capacity, and now when the number of entries for any one race exceeds half a dozen they are sent away in two divisions. The course for every class of boats except eights begins a quarter of a mile below the sugar works. Proceeding up stream, which by the way, is subject to tidal influences, and is therefore a great strain on a coxswain's efficiency, we reach the junction with the Saltwater River, a spot well open to view from the village of Footscray, where the winning post is reached after what generally proves a hard spin of a mile and a quarter. The river narrows considerably in the last few hundred yards, yet collisions occur rarely, if ever, because the tailing off commences before that point of vantage is reached, and the run for first place is left to one or two boats, which have their followers on *terra firma* by the thousand.

For races in eight-oared boats under the auspices of the Association, the course is a full two miles—junior and senior oarsmen being treated to that distance alike. The highest eminence which can be attained by any club is to place its eight at the head of the river, and the dearest object of an oarsman's ambition is satisfied when he can say that he held a seat in the winning boat. The point of starting is below Stony Creek, far removed from the eyes of any crowd but that which assembles on board the umpire's steamer.

To describe the Intercolonial course a very few words will suffice. Along its whole length—a nominal four miles—the rowers keep to the Lower Yarra from a little above Stony Creek to the Melbourne Gasworks, passing bone mills, and soap and fellmongering establishments by the dozen. Odours innumerable here greet the nostrils of rowing men, and they, as the parties most concerned, will be free to admit that pulling on straight reaches of water is not at all times an unmixed benefit. The Victorian Association cannot, unfortunately, make regatta courses like those which our sister colonies can boast of, still we may go on hoping that the art of true and scientific rowing will never be lost to a metropolis where its votaries muster so largely, and are so enthusiastic in their devotion to this manly sport.

DISTANCES.

The following list of distances will prove useful to rowing men; they have been compiled with considerable care from one of the Government maps. In the main they are correct, though rather

under than over the mark, the winding nature of the river rendering it a very difficult task to measure properly on a plan. Prince's Bridge has been chosen as the starting point, being the most convenient for that purpose.

From Princes Bridge to—

Brander's Ferry	—	53 chains.
Baths Corner	1 mile	8 chains.
Botanical Bridge	1 mile	29 chains.
Punt Road	1 mile	54 chains.
Brighton Railway Bridge	2 miles	6 chains.
Church Street Bridge	2 miles	21 chains.
Rifle Butts	2 miles	61 chains.
Como	2 miles	74 chains.
Survey Paddock	3 miles	21 chains.
Government Boat House	3 miles	42 chains.
Pearson's Stage	4 miles	21 chains.
Yarra Street Tannery	4 miles	79 chains.
Hawthorn Railway Bridge	5 miles	13 chains.
Hawthorn Bridge	5 miles	48 chains.
Johnston Street Bridge	10 miles	28 chains.
Dight's Falls	10 miles	77 chains.

It would be as well to mention that all boats should keep the south side or right bank of the Yarra going up the river, and the north side or left bank coming down. This rule is necessarily adopted to prevent accidents on so narrow a stream.

BANKS' REGATTA.

HELD ON THE UPPER YARRA, 1869.

PRESIDENT'S CUP (IN GIGS).

E. Shaw (1), W. W. Birkmyre (2), H. G. Turner (3), B. Driffin (stroke). Australasian Bank.

LADIES' PLATE (CLINKER SCULLS).

J. White.

COMMITTEE'S CUP (SCULLS).

A. Nichols.

CLUB CUP (PAIR OAR).

A. Nichols (bow), J. Chapman (stroke).

PUBLIC SERVICE CHALLENGE CUP.

Year.	Winning Crew.	Department.	Where rowed.
1874	W. W. Gaggin (1), H. C. Crofts (2), T. W. Gaggin (3), W. Kemp (st.)	Treasury	Saltwater River.
1875	G. Henderson (1), H. C. Crofts (2), T. W. Gaggin (3), C. H. Wheat- land (stroke)	Treasury	Saltwater River.
1876	T. V. Foote (1), F. J. Smart (2), D. C. Newham (3), J. Cullen (stroke)	Education	Saltwater River.
1877	G. Henderson (1), H. C. Crofts (2), T. W. Gaggin (3), W. Kemp (st.)	Treasury	Saltwater River.

The Treasury won the Cup three times, therefore are the holders.

THE BANKS' CHALLENGE CUP.

Year.	Crew.	Bank.	Course.
1873	L. Willis (1), H. Norman (2), W. H. Hannaford (3), V. J. Saddler (st.)	New South Wales	Saltwater River.
1874	J. A. Brady (1), J. Booth (2), T. C. Russell (3), A. Nichols (stroke)	Commercial	Saltwater River.
1875	H. Norman (1), W. Watson (2), H. E. Best (3), V. J. Saddler (stroke)	New South Wales	Saltwater River.
1876	J. H. Atkinson (1), J. Booth (2), W. H. Tuckett (3), A. Nichols (st.)	Commercial	Saltwater River.
1877	J. H. Atkinson (1), J. Booth (2), W. H. Tuckett (3), A. Nichols (st.)	Commercial	Walk over.

THE BALLARAT BANKS' CHALLENGE CUP.

Open to Town and Country Banks.

Year.	Winning Crew.	Bank.	Where rowed.
1875	J. H. Atkinson (1), J. Booth (2), W. H. Tuckett (3), A. Nichols (stroke)	Commercial	Lake Wen- douree.
1876	J. H. Atkinson (1), J. Booth (2), W. H. Tuckett (3), A. Nichols (stroke)	Commercial	Saltwater River.
1877	J. M'Cormack (1), W. Stevenson (2), C. A. Fletcher (3), J. M. Simson (stroke)	Geelong Bank	Saltwater River.

THE WAREHOUSEMEN'S PRESIDENT'S CUP.

THE GIFT OF GEORGE STEVENSON, ESQ. For all Boats.

Year.	Winning Crew.	Warehouse.	Where rowed.
1869	J. W. Marshall (1), J. Watson (2), R. Greenlees (3), F. Hovendon (stroke)	M'Naughton, Love & Co.	Upper Yarra.
1870	T. Clarke (1), R. Ward (2), A. Wheeler (3), P. F. Shier (stroke)	Paterson, Ray, Palmer & Co.	Upper Yarra.
1871	T. Clarke (1), R. Ward (2), A. Wheeler (3), P. F. Shier (stroke)	Paterson, Ray, Palmer & Co.	Upper Yarra.
1872	W. Stillwell (1), C. Seymour (2), G. Martin (3), J. Watson (stroke)	M'Naughton, Love & Co.	Upper Yarra.
1873	E. J. Omblor (1), D. Barker (2), W. Ewing (3), C. Young (stroke)	M'Arthur, Sherrard & Copeland	Saltwater River.
1874	W. Gallagher (1), J. E. Clarke (2), Jas. Cazally (3), Jno. Cazally (stroke)	W. Watson & Sons	Saltwater River.
1875	F. Jupp (1), H. A. Timbury (2), W. C. Bray (3), C. Jenvey (stroke)	King & Parsons	Saltwater River.
1876	F. Jupp (1), J. W. Legge, (2), W. C. Bray (3), C. Jenvey (stroke)	King & Parsons	Upper Yarra.
1877*	J. Irvine (1), C. D. Dixson (2), J. S. Ferguson (3), A. R. Tunbridge (stroke)	L. Stevenson & Sons	Upper Yarra.

* Rowed in Outriggers.

FOOTSCRAY REGATTA.

FEBRUARY 28, 1873 (OPENING DAY OF THE NEW BRIDGE).

FOUR OARED RACE, ALL BOATS (OUTRIGGERS EXCLUDED).

A. Nichols (1), M. Byrne (2), J. Mitchell (3), J. Ainslie (stroke).
Ariel Club.

MAIDEN GIG RACE.

F. Windsor (1), H. F. Norton (2), F. Walsh (3), J. Chapman (stroke).
Elswick Club.

SENIOR PAIR OAR RACE.

A. W. Chomley (bow), M. H. Irving (stroke).
Melbourne Club.

PROLOGUE.

On the 18th May, 1877, an Amateur Concert in aid of the funds of University Rowing Club was given in the Melbourne Athenæum. The following Prologue, written for the occasion by Mr. W. J. Wall, was delivered by Mr. W. Barker :—

In days of yore an ancient sage renowned
 Extolled "a sound mind in a body sound"
 Above all gifts that Fortune could bestow
 On hapless errant mortals here below;
 Above all worldly pomp, all learned lore,
 Fame's laurel wreath, or Plutus' golden store.
 Had Rome, when mistress of a conquered world,
 Observed this precept, she had ne'er been hurled
 From that proud eminence by barbarian hordes,
 Whose rugged valour, mightier than their swords,
 Bore down her effete legions in their ire,
 Like stubble field before devouring fire,
 And left her trophied monuments a prey
 To ruin, desolation, and decay.

More blest our Mother-land, wherein abound
 Robust and manly sports. The football ground,
 The cricket field, the river—these the schools
 In which she inculcates those wholesome rules,
 By which were builded the athletic frames
 That erstwhile triumphed at the Isthmian games—
 These the academies in which her sons
 Acquire the mettle that no danger shuns;
 The nerve to brave the realms of Polar night,
 That wastes of "thick-ribb'd ice" cannot affright;
 The stubborn courage that can die, not yield,
 The arbiter of many a hard-fought field;
 The sinewy vigour that, o'er trackless plains,
 The bold explorer's dauntless step sustains—
 With lavish hands endowments such as those,
 Health's bright-eyed sister, Exercise, bestows.

And we who've hither come to bid arise
 A new-born realm beneath the Austral skies,
 Shall we degenerate from that goodly stock
 From which our sires have sprung, and be the mock
 Of senile antipodean censors?—No.
 We'll prove we can at least do more than "blow;"
 For see where England's veteran oarsman quails
 Before the stalwart son of New South Wales;
 And mark her chosen Eleven, across the main,
 With shorn laurels speeding home again.

* Of the Anthony Trollope school.

One moment more, kind friends, and I have done,
 Though much I fear your patience I've outrun.
 We've met together in this Hall to-night,
 To aid a pastime that affords delight
 To all who love to chase with flying keel
 The dancing sunbeams up the stream, and feel
 Th' exultant life-blood coursing through the veins
 Swift as the steeds of Trôs o'er Phrygian plains;
 Or, with the nimble oar no longer plied,
 Adown the current lazily to glide.

Come, let us to a boat race—note each crew,
 Straining like greyhounds when the prey's in view;
 The sheeny blades begemmed with crystal spray
 Amid the dimpling eddies cleave their way;
 The boats as though instinct with emulous pride,
 At every stroke plunge onward through the tide;
 On either bank an eager shouting crowd
 Cheer on the crews with acclamations loud.
 Stern-visaged silence reigns in every boat,
 Save where the watchful coxswain's warning note
 Rings out at intervals, now high now low,
 To curb the ardent or incite the slow—
 "Eyes in the boat, bow." "Three, not quite so deep."
 "Come, liven up there two, you're going to sleep."
 The measured cadence of the gleaming oars
 Awakes the slumbering echoes of the shores;
 At last the turn is reached, the goal appears,
 Redoubled efforts win approving cheers.
 "Now, altogether, lads, and keep it long."
 "Well over your toes, and catch the water strong."
 "More weight there, bow—get quicker forward, two."
 "Now feel your stretchers all, and rip it through."
 Now comes the tug, the crisis now is come
 In which the strong exult, the weak succumb—
 A few more moments pass of keen suspense,
 That seem like years—th' excitement grows intense;
 Each pulse throbs wildly as the end draws nigh,
 Determination lights up every eye.
 Now, *valadis incumbite remis*, three strokes more—
 Huzza! the goal is reached, the struggle's o'er.
 'Mid waving handkerchiefs and cheering loud
 And gratulations from the surging crowd
 And radiant glances from fair ladies' eyes,
 The breathless victors are adjudged the prize.

Such is the pastime, such the healthful sport,
 That claims to-night your generous support.
 But I've trespassed too long, I'll get me hence,
 And let the business of the play commence.

HOBSON'S BAY REGATTA.

1861, 1862, 1868.

WATERMEN'S SKIFF RACE, THE HON. — NICHOLSON'S PRIZE.

1861. Tempest. Sandridge Boatmen.

1862. Tom de Wardt. Williamstown.

WHALEBOAT RACE FOR WATERMEN.

1861. H. Sparrow (1), S. Wogan (2), R. Blackether (3), A. Elliott
(stroke).

AMATEUR GIG RACE—PRIZE, SILVER CUPS.

1861. S. Smith (1), G. Coates (2), Woolnough (3), Meyer (stroke).
Elswick Club.1862. S. Smith (1), Woolnough (2), G. Coates (3), J. W. M'Cutcheon
(stroke). Elswick Club.

1868. J. Cullen (1), W. M. Orr (2), R. Mitchell (3), Bennett (stroke).

PAIR OAR RACE.

1861. R. Dale (bow), J. Ward (stroke).

SCULLER'S RACE IN SKIFFS.

1861. — Cormack, 1.

JUNIOR GIG.

1862. N. Cullen (1), J. Cullen (2), C. Wilson (3), C. Hargreaves
(stroke). Leander Club.

WATERMEN'S PAIR OAR RACE.

1862. Jas. Punch (bow), T. M'Grath (stroke).

WATERMEN'S GIG RACE.

1862. G. Nicholls (1), J. Ward (2), Jas. Punch (3), T. M'Grath
(stroke).

PAIR OAR RACE (WITH COXSWAINS).

1868. A. Nichols (bow), J. Cullen (stroke).

APRIL 1, 1876.

MAIDEN GIG RACE.

1876. O'Keefe (1), Pullen (2), W. C. Bray (3), C. Jenvey (stroke).
Warehousemen's Rowing Club.

MAIDEN PAIR.

1876. C. Taylor (bow), W. M. Dalton (stroke.)
Williamstown Rowing Club.

YOUTHS' RACE, UNDER 16 YEARS OF AGE.

1876. Edwards (bow), Murdoch (stroke).

The other rowing races on the programme fell through, owing to some mismanagement on the part of the committee.

ALBERT PARK REGATTA,

HELD ON THE LAGOON APRIL 28, 1877.

The following are the Winners of the Rowing Races :—

MAIDEN GIG RACE.

G. Page (1), J. M'Queen (2), J. M'Kie (3), D. Richards (stroke).
Melbourne Rowing Club.

JUNIOR FOUR OAR GIG RACE.

R. Bailey (1), J. Upward (2), H. Spencer (3), Geo. Upward (stroke).
Corio Bay Rowing Club.

MAIDEN SCULLS.

W. Handley, Albert Park Rowing Club.

This will be a most popular place for aquatic sports, as the public can see all the races without any inconvenience.

BALLARAT REGATTA.

MAIDEN GIG RACE.

Year.	Crew.	Club.	Where rowed.
1870	G. N. Gair (1), A. Gomm (2), F. H. Burford (3), A. Greenwood (st.)	Civil Service	Lake Wendouree.
1872	— Bennett (1), — Buchanan (2), — T. W. Gaggin (3), D. Madden (st.)	Ballarat	Lake Wendouree.
1875	H. Oxlade (1), J. Boyad (2), J. Murray (3), C. Brown (stroke)	Ballarat	Lake Wendouree.

JUNIOR SCULLS.

Year.	Winner.	Club.	Where rowed.
1870	L. W. Bell	Melbourne ...	Lake Wendouree.
1872	J. Eddington	Ballarat... ..	Lake Wendouree.
1875	Jno. Stout	Ballarat City ...	Lake Wendouree.

SENIOR SCULLS.

Year.	Winner.	Club.	Where rowed.
1864	E. Williams	Ballarat... ..	Lake Learmonth.
1870	W. M. Orr	Melbourne ..	Lake Wendouree.
1872	E. Williams	Ballarat... ..	Lake Wendouree.
1875	L. W. Bell	I Zingari ...	Lake Wendouree.

SENIOR GIG RACE.

Year.	Crew	Club.	Where rowed.
1872	J. Eddington (1), Golightly (2), E. Williams (3), Jas. Cazally (stroke)	Ballarat	Lake Wendouree.

JUNIOR FOUR.

1870	R. H. Adams (1), R. W. Penefather (2), G. W. G. Butler (3), C. M'Cracken (st.)	University	Lake Wendouree.
1872	T. Mann (1), W. Stout (2), Gledhill (3), Jno. Stout (stroke)	Ballarat City	Lake.

JUNIOR PAIR.

Year.	Crew.	Club.	Where rowed.
1872	T. Mann (1), Gledhill (stroke)	Ballarat City	

SENIOR PAIR.

1863	J. Cullen (1), W. Cowper (stroke) ...	Leander	Lake Learmonth.
1870	D. Wilkie (1), T. C. Hope (stroke) ...	University	Lake Wendouree.
1872	J. Eddington (1), Jas. Cazally (stroke)	Ballarat	
1875	Jno. Stout (1), Z. Giles (stroke)	Ballarat City	

SENIOR FOUR.

1870	J. Eddington (1), H. Golightly (2), E. Williams (3), Jas. Cazally (st.)	Ballarat	Lake Wendouree.
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SENIOR EIGHT.

1875	W. Stout (1), F. Hughes (2), J. Hewitt (3), A. Gibbs (4), J. Stout (5), D. Lessells (6), W. Crampton (7), Z. Giles (stroke).	Ballarat City Rowing Club	
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WATERMEN'S SCULLING RACE.

1862	R. M'Laren	Lake Burrumbeet.
1863	R. M'Laren	Lake Burrumbeet.
1863	R. M'Laren	Lake Learmonth.

AMATEUR PAIR.

1862	Golightly (1), E. Williams (stroke) ...	Lake Burrumbeet.
1863	Golightly (1), E. Williams (stroke) ..	Lake Burrumbeet.

CHAMPION SCULLS.

1863	H. Golightly	Ballarat	Lake Learmonth.
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MAIDEN SCULLS.

1864	Jno. Perry	Ballarat	Lake Learmonth.
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DOUBLE SCULLS.

1863	O. Cazally (bow), E. Williams (st.)	Ballarat	Lake Learmonth.
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WATERMEN'S PAIR.

1863	J. Edwards (bow), C. M'Laren (st.)	Melbourne	Lake Learmonth.
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GEELONG REGATTA.

MAIDEN SCULLS.

Year.	Winner.	Club.	Where rowed.
1874	C. M'Phillimy ...	Ballarat	Corio Bay.
1875	John Stout ...	Ballarat City ..	Corio Bay.
1876	Geo. Upward ...	Corio Rowing Club	Barwon River.
1877	J. T. Pettett ...	Ballarat	Barwon River.

JUNIOR SCULLS.

1878	F. G. Haymes ...	Banks	Barwon River.
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SENIOR SCULLS.

Year.	Winner.	Club.	Where rowed.
1876	P. J. Steele ...	Yarra Yarra ...	Barwon River.
1877	J. M. Christie ...	I Zingari	Barwon River.
1878	W. H. Tuckett ..	Melbourne . ..	Barwon River.

BARWON PLATE, OR SENIOR EIGHT.

Year.	Winning Crew.	Club.	Where rowed
1876	A. D. Michie (1), W. Smart (2), O. Trickett (3), H. C. Crofts (4), D. J. M'Intosh (5), J. Cullen (6), J. Forrester (7), P. J. Carter (st.)	Civil Service	Barwon River.
1877	A. Nichols (1), J. Booth (2), R. Ward (3), J. L. Irvine (4), W. H. Tuckett (5), J. Raleigh (6), T. H. Young (7), G. Fairbairn (st.)	Melbourne	Barwon.

JUNIOR EIGHT, IN CLINKER BOATS.

Year.	Winning Crew.	Club.	Where rowed.
1877	H. M. Strachan (1), W. Stevenson (2), H. Upton (3), C. E. Norman (4), C. A. Fletcher (5), J. M' Cormack (6), E. Nicholls (7), J. M. Simson (stroke)	Barwon R. C.	Barwon River.
1878	E. Britter (1), J. Upward (2), J. Summers (3), H. Carr (4), J. Forbes (5), J. Evans (6), — Hodges (7), G. E. Upward (stroke)	Corio Club.	Barwon River.

JUNIOR FOUR, IN OUTRIGGERS.

Year.	Winning Crew.	Club.	Where rowed.
1876	H. Upton (1), J. Johnstone (2), E. Nicholls (3), J. M. Simson (st.)	Barwon	Barwon River.
1877	C. E. Umphelby (1), H. Ryan (2), D. Duncan (3), A. R. Tunbridge (stroke)	Melbourne	Barwon River.
1878	W. Raper (1), D. Richards (2), W. H. M. Hyslop (3), C. Jenvy (stroke)	Melbourne	Barwon River.

SENIOR GIG.*

Year.	Winning Crew.	Club.	Where rowed.
1865	Jno. Cazally (1), J. Wallace (2), E. Williams (3), Jas. Cazally (stroke)	Ballarat	Corio Bay.
1867	Jno. Cazally (1), H. Pasco (2), E. Williams (3), Jas. Cazally (stroke)	Ballarat	Corio Bay.
1871	J. Arthur (1), Shannon (2), Strachan (3), J. Cullen (stroke)	Barwon R.C.	Corio Bay.
1873	Kickern (1), Jno. Cazally (2), Jas. Cazally (3), E. Williams (stroke)	Ballarat	Corio Bay.
1874	Jno. Cazally (1), J. Pearce (2), W. Crampton (3), Z. Giles (stroke)	Ballarat City	Corio Bay.
1875	Jno. Stout (1), A. Gibbs (2), W. Crampton (3), Z. Giles (stroke)	Ballarat City	Corio Bay.
1876	A. S. Brown (1), J. Fitzgerald (2), W. Crampton (3), A. Gibbs (stroke)	Ballarat City	Barwon River.

* This race is now discontinued.

BARWON CHALLENGE CUP, FOR ALL FOUR-OARED BOATS.

Year.	Winning Crew.	Club.	Where rowed.
1876	A. S. Brown (1), J. Fitzgerald (2), W. Crampton (3), A. Gibbs (st.)	Ballarat City	Barwon.
1877	R. Ward (1), J. Raleigh (2), T. H. Young (3), G. Fairbairn (stroke)	Melbourne	Barwon.
1878	W. Dawson (1), F. Tregaskis (2), J. Fitzgerald (3), A. S. Gibbs (stroke)	Ballarat City	Barwon.

MAIDEN GIG.

Year.	Winning Crew.	Club.	Where rowed.
1862	— Robins (1), J. Haworth (2), — Nicholls (3), — Green (stroke)	Amateurs	Corio Bay.
1867	A. Dungey (1), T. Whitelaw (2), H. Bennett (3), R. Mitchell (st.)	Ballarat	Corio Bay.
1869	E. Vickers (1), J. Hillard (2), T. H. Young (3), F. A. Moody (stroke)	Melbourne	Corio Bay.
1871	W. Stout (1), W. Gledhill (2), J. Stout (3), T. Mann (stroke)	Ballarat City	Corio Bay.
1874	F. Hughes (1), J. Pearce (2), W. Crampton (3), J. Boyd (stroke)	Ballarat City	Corio Bay.
1875	H. Upton (1), J. M. Simson (2), J. Johnstone (3), E. Nicholls (stroke)	Barwon	Corio Bay.
1876	R. Buchanan (1), L. J. Bracken (2), M. Reardon (3), W. H. Hall (str.)	Albert Park	Barwon.
1877	W. Carlyon (1), F. W. Maultby (2), A. Davis (3), M. J. Cummings (stroke)	Murray	Barwon.
1878	W. P. Forlonge (1), H. Hopkins (2), R. T. Thompson (3), J. Lang (st.)	University	Barwon.

CONSOLATION GIG RACE.

1875. C. A. M'Indoe (1), J. Upward (2), J. Curnow (3), G. E.
Upward (stroke).

PAIR-OAR RACE.

1861. J. Edwards (bow), G. Nicholls (stroke).
1862. Higgett (bow), Graham (stroke).
1865. E. Williams (bow), Jas. Cazally (stroke).
1870* J. Garnowrty (1), W. Picken (st.) Williamstown —

* The Gig Race fell through, Williamstown declining to start.

FOUR OAR GIG RACE (OPEN TO ALL THE COLONIES).

1861. W. Ryan (1), T. Ryan (2), A. Allen (3), J. M'Kinnon (stroke).

JUNIOR GIG.

1861. J. Woods (1), W. Kew (2), D. M. Callum (3), G. Robins
(stroke). Geelong.

MAIDEN CLINKER FOURS.

Year.	Winning Crew.	Club.	Where rowed.
1878	W. Upton (1), J. Kemp (2), J. W. Gillespie (3), A. Christie (stroke)	Barwon.	Barwon.

In 1866 there was a Regatta at Geelong, but there is no report of the names of the winning crews, only—Melbourne Club, Senior Gig; Alabama Club, Maiden Gig; Ballarat Club, Pair-oar Race.

UPPER YARRA REGATTA.

24TH MAY, 1863.

PRIZES THE GIFT OF THE CITY CORPORATION.

MAIDEN GIG RACE.

H. F. Norton (1), W. Palmer (2), F. Walsh (3), E. M. James (stroke).
Elswick Club.

FOUR OAR GIG RACE.

M. Byrne (1), J. Bennett (2), F. Hickling (3), R. W. Wardell
(stroke). Melbourne Club.

OUTRIGGER FOUR.

F. Massey (1), J. Cullen (2), W. Cowper (3), N. Cullen (stroke).
Leander Club.

WATERMEN'S GIG RACE.

W. Maxwell (1), M. Kemp (2), C. M'Laren (3), B. Oxlade (stroke).

RICHMOND AND SOUTH YARRA REGATTA.

AMATEUR PAIR OAR.

1860. W. Prescott (bow), J. Mitchell (stroke).
 1863. H. Hall (bow), J. Buchanan (stroke). Walk-over.
 1864. A. Nichols (bow), J. Mitchell (stroke).

FOUR OAR GIG.

- F. Massey (1), J. Cullen (2), W. Cowper (3), N. Cullen (stroke).
 Leander Club.

WATERMEN'S GIG RACE.

1860. J. Buckley (1), W. Dunbar (2), F. Ritchie (3), J. Barrow
 (stroke).
 1863. H. Nelson (1), T. Groves (2), J. Barrow (3), J. Nicholson
 (stroke).
 1864. J. Barrow (1), T. Ward (2), D. Hardiman (3), T. Groves
 (stroke).
 1865. W. Gass (1), J. Brown (2), J. Barrow (3), T. Groves (stroke).

WATERMEN'S PAIR OAR.

1860. W. Dunbar (bow), F. Ritchie (stroke).
 1863. J. Barrow (bow), H. Beckwith (stroke).
 1864. J. Barrow (bow), H. Lawrence (stroke).
 1865. Tom Bryant (bow), J. Barrow (stroke).

WATERMEN'S SCULLS.

1860. G. Nicholls.
 1863. J. Nicholson.
 1864. H. Beckwith.
 1865. Tom Bryant.

AMATEUR SCULLS.

1860. W. Prescott.

JUNIOR GIG.

1864. G. Smith (1), W. Winters (2), J. Shean (3), F. Hodgkinson
 (stroke).

MOAMA REGATTA.

RIVER MURRAY, N.S.W. JANUARY 1, 1875.

MAIDEN PAIR.

A. Davis (bow), M. Cummings (stroke).
Murray Club.

CHAMPION SCULLS.

M. J. Cummings.* Murray Club.

CHAMPION FOUR (Walk-over).†

A. D. Michie (1), O. Trickett (2), B. Goldsmith (3), P. I. Carter
(stroke). Civil Service Club.

CHAMPION PAIR.‡

A. Davis (bow), C. Josephs (stroke).
Murray Club.

* Mr. Carter protested for foul; Committee took no action.

† Two other crews entered, but when they saw the Service boat they would not start; the Committee would not acknowledge the walk-over.

‡ Great dissatisfaction was expressed by the inhabitants, both of Moama and Echuca, at the manifestly one-sided mode of action adopted by the Committee, who played ducks and drakes with their rules to suit local competitors. In the Champion Pair they started two boats only, immediately after alleging that unless three started there could be no prize awarded.—*Australasian*, 9th January, 1875.

AVON REGATTA, SALE.

THE CHALLENGE CUP OF 50 GUINEAS.

1866. H. M. Smith (1), J. Collins (2), W. Lyon (3), T. Thiw
(stroke).

INTER-UNIVERSITY—SYDNEY V. MELBOURNE.

FOUR OAR GIG RACE.

Year.	Winning Crew.	University.	Where rowed
1871	D. Wilkie (1), Colles (2), J. Grice (3), T. C. Hope (stroke)	Melbourne	Melbourne
1872	J. Johnstone (1), P. I. Carter (2), J. Barker (3), T. Colles (stroke)	Melbourne	Sydney.

PUBLIC SCHOOLS FOUR-OAR RACE.

Year.	Winning Crew.	School.	Where rowed.
1868	A. Wilson (1), A. Smith (2), J. C. Field (3), J. Brady (stroke)	Scotch College	Upper Yarra.
1869	— M'Arthur (1), — Oliver (2), — M'Donald (3), — Catto (st.)	Scotch College	Upper Yarra.
1870	J. Hamilton (1), — Smith (2), — Armytage (3), — Seward (st.)	Grammar School	Upper Yarra.
1871	J. Ritchie (1), E. Vieusseux (2), J. Burton (3), J. Hamilton (st.)	Grammar School	Upper Yarra.
1872	M. Moore (1), R. M'Pherson (2), — Duncan (3), M. M'Leod (st.)	Scotch College	Upper Yarra.
1873	A. Rattery (1), J. M'Keller (2), R. Thompson (3), A. Winter (st.)	Scotch College	Upper Yarra.
1874	E. Rowe (1), F. Osborne (2), H. Rowe (3), E. G. Ochiltree (st.)	Wesley College	Upper Yarra.
1875	J. Affleck (1), T. G. P. Evans (2), S. C. Lamrock (3), E. Pender (st.)	Scotch College	Upper Yarra.
1876	R. Baillie (1), R. Simson (2), S. C. Lamrock (3), T. G. Evans (st.)	Scotch College	Upper Yarra.
1877	H. Smith (1), F. Mackay (2), S. Stephen (3), F. Stephen (st.)	Grammar School	Upper Yarra.

BALMAIN REGATTA.

SYDNEY GARDINER CUP AND INTERCOLONIAL GIG RACE.

Year.	Winning Crew.	Club.	Whererowed.
1870	Q. L. Deloite (1), H. Freeman (2), G. H. Fitzhardinge (3), C. de B. Deloite (stroke)	Sydney	Balmain.
1871	J. G. Blaxland (1), R. B. Hayes (2), F. Blaxland (3), E. N. Barton (st.)	Parramatta	„
1872	C. de B. Deloite (1), G. H. Fitz- hardinge (2), R. A. Clark (3), M. A. H. Fitzhardinge (stroke)	Sydney	„
1873	T. W. Smith (1), W. C. B. Tilley (2), R. A. Clark (3), P. J. Clark (st.)	Sydney	„
1874	C. N. Oliver (1), G. K. Clark (2), R. A. Clark (3), P. J. Clark (st.)	Sydney	„
1875	F. H. Williams (1), G. K. Clark (2), R. A. Clark (3), P. J. Clark (st.)	Sydney	„
1876	W. Bull (1), W. Dend (2), T. F. Strange (3), F. B. Hall (stroke)	Mercantile R. C.	„
1877	— Lord (1), — Anderson (2), — Finlayson (3), P. J. Clark (st.)	Sydney R. C.	„

SYDNEY ANNIVERSARY REGATTA.

SENIOR GIG RACE.

Year.	Winning Crew.	Club.	Whererowed
1872	W. H. Chard (1), H. Abbott (2), T. E. Wills (3), H. T. Robey (stroke)	—	Balmain.
1873	T. Hall (1), H. Cope (2), J. Myers (3), M. H. Fitzhardinge (stroke)	Sydney R. C.	„
1876	W. Bull (1), J. H. Wilkinson (2), T. F. Strange (3), F. B. Hall (stroke)	Mercantile	„
1877	C. Medcalfe (1), J. H. Wilkinson (2), T. F. Strange (3), W. Dind (str.)	Mercantile	„

JUNIOR GIG RACE.

Year.	Winning Crew,	Club.	Where rowed.
1876	W. R. Benson (1), J. A. Boyd (2), A. Finlayson (3), C. Medcalfe (st.)	Mercantile	Balmain.
1877	H. Mears (1), J. C. Gibbons (2), J. M'Kenzie (3), R. Palmer (stroke)	Mercantile	„

WINNERS OF THE UNIVERSITY BOAT RACE.

Year.	Date.	Winner.	Course.	How won.
1829	June 10	Oxford ...	Henley	Easily.
1836	„ 17	Cambridge	W. to P.	1 min.
1839	April 3	Cambridge	W. to P.	1 min. 45 sec.
1840	„ 15	Cambridge	W. to P.	$\frac{3}{4}$ length.
1841	„ 14	Cambridge	W. to P.	1 min. 4 sec.
1842	June 11	Oxford ...	W. to P.	13 sec.
1845	March 15	Cambridge	P. to M.	30 sec.
1846	April 3	Cambridge	P. to M.	2 lengths.
1849	March 29	Cambridge	P. to M.	Easily.
1849	Dec. 15	Oxford ...	P. to M.	Foul.
1852	April 3	Oxford ...	P. to M.	27 sec.
1854	„ 8	Oxford ...	P. to M.	11 strokes.
1856	March 15	Cambridge	M. to P.	$\frac{1}{2}$ -length.
1857	April 4	Oxford ...	P. to M.	35 sec.
1858	March 27	Cambridge	P. to M.	22 sec.
1859	April 15	Oxford ...	P. to M.	Cam. sank.
1860	March 31	Cambridge	P. to M.	1 length.
1861	„ 23	Oxford ...	P. to M.	48 sec.
1862	April 12	Oxford ...	P. to M.	30 sec.
1863	March 28	Oxford ...	M. to P.	43 sec.
1864	„ 19	Oxford ...	P. to M.	26 sec.
1865	April 8	Oxford ...	P. to M.	4 lengths.
1866	March 24	Oxford ...	P. to M.	15 sec.
1867	April 13	Oxford ...	P. to M.	$\frac{1}{2}$ -length.
1868	„ 4	Oxford ...	P. to M.	6 lengths.
1869	March 17	Oxford ...	P. to M.	3 lengths.
1870	April 6	Cambridge	P. to M.	1 $\frac{1}{4}$ lengths.
1871	„ 1	Cambridge	P. to M.	1 length.
1872	March 22	Cambridge	P. to M.	2 lengths.
1873	„ 29	Cambridge	P. to M.	3 lengths.
1874	„ 28	Cambridge	P. to M.	3 $\frac{3}{4}$ lengths.
1875	„ 20	Oxford ...	P. to M.	26 sec.
1876	„ 20	Cambridge	P. to M.	8 lengths.
1877	April	Dead Heat	P. to M.	—

W. to P., means Westminster to Putney; P. to M., Putney to Mortlake; M. to P., Mortlake to Putney.

CHAMPIONS OF THE WORLD.

Year.	Champion.	Course.	Time.
			M. S.
1831	Chas. Campbell, Westminster	W. to H.	No time.
1838	Chas. Campbell, Westminster	W. to P.	No time.
1846	Robt. Coombes, Millbank ...	P. to M.	26 15.
1847	Robt. Coombes, Millbank ...	P. to M.	23 46.
1851	Robt. Coombes, Millbank ...	P. to M.	27 30.
1852	Thos. White, Chelsea ...	P. to M.	25 15.
1853	Thos. White, Chelsea ...	P. to M.	23 35.
1854	Jas. A. Messenger, Teddington	P. to M.	24 45.
1857	Henry Kelly, Fulham ...	P. to M.	24 30.
1859	Robt. Chambers, Newcastle ...	P. to M.	25 25.
1860	Robt. Chambers, Newcastle ...	P. to M.	23 25.
1862	Robt. Chambers, Newcastle ...	P. to M.	25 27.
1863	Robt. Chambers, Newcastle ...	P. to M.	25 35.
1865	Henry Kelly, Fulham ...	P. to M.	23 32.
1866	Robt. Chambers, Newcastle ...	P. to M.	25 9.
1867	Harry Kelly, Fulham ...	On the Tyne	31 15.
1868	James Renforth ...	P. to M.	23 15.
1874	J. H. Sadler, Putney ...	P. to M.	24 15.
1875	Edward Trickett, Australia ...	P. to M.	23 24.

REGISTERED CLUBS.

Club.	Secretary.	Address.
Albert ...	D. Best ...	Brunswick-street, Fitzroy.
Albert Park ...	F. G. Lewis ...	Emerald Hill.
Ballarat ...	D. Thompson ...	Ballarat.
Ballarat City ...	M. L. Mathews ...	Ballarat.
Banks ...	W. H. Tuckett ...	Commercial Bank.
Barwon ...	H. M. Strachan ...	Geelong.
Boroondara ...	—	—
Civil Service ...	J. A. Levey ...	Crown Lands Office.
Corio Bay ...	C. Brown ...	Geelong.
Footscray ...	Chas. Batson ...	Napier-street, Footscray.
Hawthorn ...	J. Miller ...	St. Kilda Road.
I Zingari ...	J. M. Christie ...	European Hotel, Melbourne.
Melbourne ...	C. E. Umphelby ...	Collins-street, Melbourne.
Murray ...	J. M. Cummings	Echuca.
Richmond ...	—	—
University ...	F. D. Bird ...	—
Williamstown ...	F. G. Singleton ...	Electra-street, Williamstown.
Warehousemen ...	J. Galloway ...	Flinders-lane, Melbourne.
Yarra Yarra ...	A. Kortlang ...	119 Bourke-street E.

ROWING.

BY "ARGONAUT."

CARE should be exercised in getting into a racing craft. The oarsman should step into the boat with his face to the coxswain, remembering always to place both feet in turn, lengthways, on the "backbone" of the boat, and then gently let himself down on his thwart, supporting himself while so doing by means of his hands, which should grasp the "gunwale" firmly on either side. The feet should next be inserted underneath the strap, and placed firmly against the stretcher, which should be assisted in the "rack" so as to accommodate the oarsman's length of leg.

He should then take hold of the oar, which ought previously to have been placed with the blade flat on the water or the stage, according to the side on which it happens to be, and draw the handle under the string into the rowlock until the button reaches its proper place. The oar should now be firmly grasped by the handle with both hands, which should not be more than two to five inches apart, both thumbs being underneath; and especial care should be taken that the outside hand does not overlap or "cap" the end of the oar. The oarsman should sit fair and square in the boat, with back straight, head well-up, chest out, stomach well in—as much as possible between the legs—arms perfectly straight, and eyes front. In this attitude you are ready for the stroke, which should be commenced by shooting the arms straight out from the body until the hands are well over the stretcher, and at the same time raising the wrists, so as to bring the blade of the oar at right angles to the water directly the arms reach their farthest tension. At this moment—not an instant earlier or later—the oar should be struck down into the water, so as to catch the surface at a right angle, or even at an acute angle, and covering the whole blade instantaneously. The moment the oar reaches the proper depth, the hands should be raised sharply, and the whole power of body, shoulders, and legs brought to bear simultaneously upon the beginning of the stroke. It is this simultaneous and uniform action which constitutes "catch at the beginning"—the great secret of good rowing. Immediately the first grip of the water is felt the arms should come into operation, and the elbows be brought back in a straight line to the sitter, so as to get a perfectly horizontal pull

through the water, and finish the stroke with the knuckle right against the chest, just below the breast-bone, taking care at the same time not to get too far back, which is a fault fatal to a quick recovery. Directly the handle of the oar comes to the body the wrists should be dropped, and both body and arms again shoot out without the slightest pause, so as to lose as little time in the air as possible. The movement of the body should be regular and uniform—a straight fore-and-aft swing from the hip-joint without the slightest tendency to jerking or irregularity, otherwise the whole effect of the stroke is ruined.

Two or three points should be particularly borne in mind. First, that when the hands are raised at the commencement of the stroke, and the oar struck down below the surface, the whole of the power should be brought to bear at the moment of the oar's contact with the water, so as to create the greatest effect in the first or vital part of the stroke—one of the most important and too often broken laws of rowing; secondly, that the pull home to the chest should be in a perfectly straight line, thus causing a horizontal stroke through the water, which is another law frequently disregarded; thirdly, that the finish of the stroke should be as quiet and easy as it is possible to make it, but without lessening the force applied, which naturally diminishes, because at the first part of the stroke, before the rowlocks, the oar is at an acute angle to the boat, and after that at an obtuse angle. Here it is that one so often sees the stroke wind up with a jerk, as if to make use of some little strength remaining in the human frame; though flirted out of the water, the elbows dug sharply back in an awkward and unsightly manner, and the body harshly and suddenly jolted forward.

According to some eminent authorities, the laws of rowing are sinned against when the rower

1. Does not straighten both arms before him.
2. Keeps two convex wrists instead of the outside wrist bent.
3. Contrives to put his hands forward by a subsequent motion, after the shoulders have attained their full reach, which is getting the body forward without the arms.
4. Extends the arms without a corresponding bend on the part of the shoulders, which is getting the arms forward without the body.
5. Catches the water with unstraightened arm or arms, and a slackened tension is the consequence; thus time may be kept, but not stroke; keeping stroke always implies uniformity of work.
6. Hangs before dipping downwards to begin the stroke.
7. Does not cover the blade up to the shoulder.
8. Rows round and deep in the middle, with hands high and blades still sunken after the first contact.
9. Curves his back forward or aft.
10. Keeps one shoulder higher than another.
11. Rocks.
12. Doubles forward and bends over the oar at the feather, bringing the body up to the handle and not the handle up to the body.

13. Strikes the water at an obtuse angle.

14. Cuts short the end, prematurely slackening the arms.

15. Shivers at the feather, commencing it too soon and bringing the blade into a plane with the water while work may yet be done: thus, the oar may leave the water in perfect time, but stroke is not kept. This and No. 5 are the most subtle faults in rowing, and involve the science of shirking.

16. Rolls backward with an inclination towards the inside of the boat.

17. Turns his elbows at the feather instead of bringing them sharply past the flanks.

18. Keeps the head depressed between the shoulders instead of erect.

19. Looks out of the boat instead of straight before him; this almost inevitably rolls the boat.

20. Throws up the water instead of throwing it well aft at the lower angle of the blade; a wave thus created is extremely annoying to the oar farther aft: there should be no wave travelling astern, but an eddy containing two small circling swirls.

From the foregoing remarks it will be seen that the attainment of "good form" ought to be the great object of the young oarsman's ambition.



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