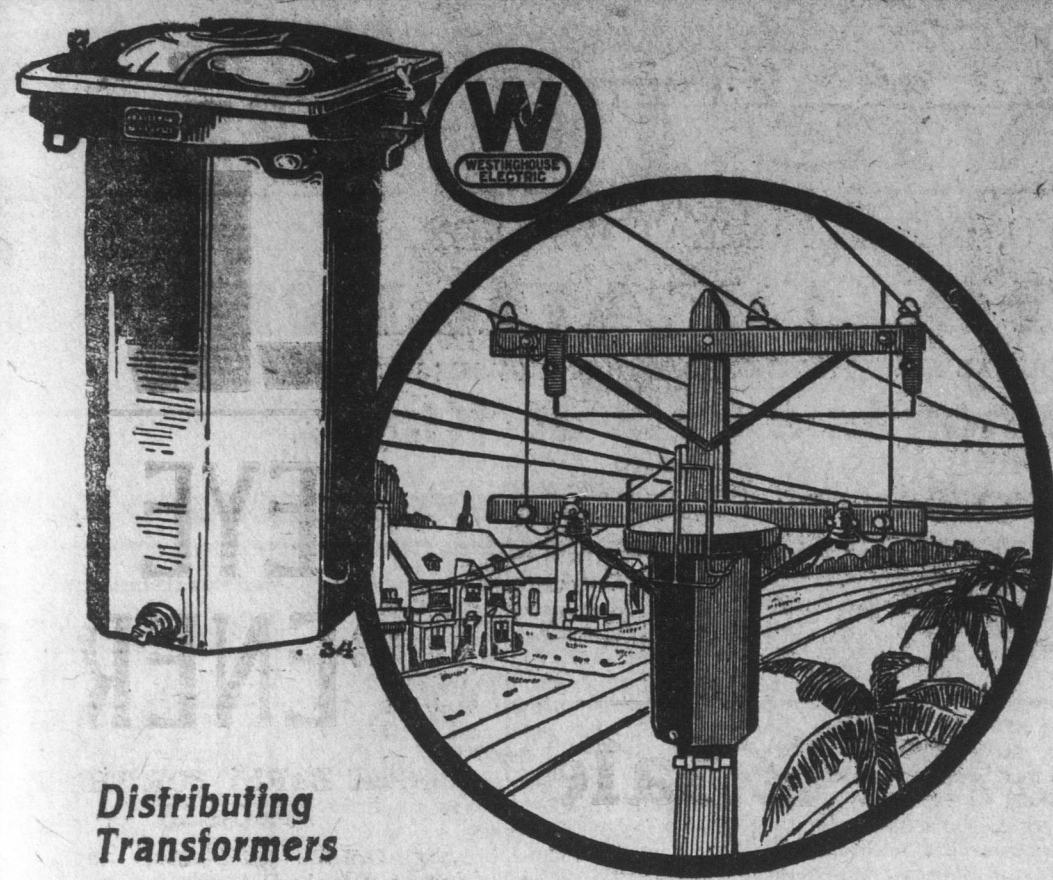




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Oxford-Cambridge Boat Race.

ANNUAL HISTORICAL EVENT ON THE THAMES.

LONDON, Mar. 18. — (Canadian Press)—The University Boat Race, the "Derby of Boats", in which crews representing Oxford and Cambridge have struggled for supremacy for nearly a century, will take place next Saturday at 4.30 p.m. over the historic four-and-a-quarter-mile course from Putney to Mortlake. This year's will be the seventy-fifth inter-University contest, of which Oxford has won 39, Cambridge 34, with one tie, the race of 1877. Since the early days of the Boat Race the contest has become especially dear to the heart of a sport-loving nation, and no sporting event of the year is so essentially typical of the best traditions of the country. There has been romance and tragedy associated with the race since the first was at Henley in 1829. The first race was from Hammersmith Lock to Putney Bridge, a distance of over a mile against a summer stream won by Oxford. Of the winning crew one member later became Bishop of St. Andrew's, another Dean of Ripon, and a third the Dean of Lincoln, while the Cambridge crew contained G. A. Selwyn, afterwards Bishop of New Zealand. During the next seven years there was no contest, but in 1836 Cambridge won over the Westminster-to-Putney course. In 1845 the race was rowed for the first time over the Putney to Mortlake course, Cambridge winning by thirty seconds. It was a memorable race, with twelve degrees of frost, and ice floating in the Thames. In 1866 the race at Putney became a recognized annual fixture for the first time.

A SENSATIONAL INCIDENT.

The official announcement of the 1880 race: "Oxford won in 34 minutes, 20 seconds and Cambridge sank" gives a little idea of one of the most sensational incidents on the whole series of races. Putney Reach on the day was a veritable sea and Cambridge, shipping water all the way, went down beneath the waves on passing Barnes Bridge. Oxford paddled home in a sinking state. In 1872 the race was rowed in a snow-storm. Four years later, sliding seats were used by both crews, while in 1877 the race resulted in the famous dead-heat that was the cause of much discussion for years afterwards. For nine consecutive years, 1861-69 inclusive, Oxford furnished the winning crew and duplicated this feat during the years 1880 to 1888, inclusive. The Cambridge crew that in 1870 broke the Dark Blue's string of victories, was stroked by J. H. D. Goldie and nearly thirty years later, after a similar period of depression, the Light Blues turned the tide in their favor, with C. V. D. Goldie, a son of the most famous of Cambridge's strokes, a member of the crew. Cambridge has met with more success than Oxford in recent years, winning eleven of the eighteen races since 1900. Oxford's seven victories during this time were won prior to the five year interruption in the series due to the War. Since the resumption of the race in 1920 Cambridge has been undefeated. In last year's race, excepting for the first half dozen strokes, the Light Blue was in the lead from start to finish. Oxford was handicapped by the change in their crew two days before the race and lost their strength and cohesion long before the race was completed.

CAMBRIDGE BEGAN EARLY.

Cambridge was the first to make a serious start with preparations for the forthcoming boat race, thirteen men having been ordered by the Boat Club president to be in readiness for practice on January 1. Included in these were E. G. Ivory, P. D. A. Collet and K. N. Craig, who rowed for the Light Blue last year. Oxford began training a week later. G. O. Nickalls, the Oxford president, had a lot of promising material to begin his task with, as six members of last year's crew were available this year.

Whether there is any real advantage in an early start in training is open to question. There is always the danger of going stale, as the rowing programme at both Oxford and Cambridge is a heavy one. This year, however, things are rather different as the boat race will be rowed on almost the earliest possible date, owing to Easter Sunday falling on April 1, whereas last year it was a fortnight later.

ITINERARY OF CREW.

Cambridge finished its training on the Cam on February 8 and on the following day rowed their boat down to Ely, a distance of eighteen miles,

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where they went through the second stage of their training, remaining there until the end of the month. At the start of their practices the Light Blue eight was anything but impressive, but during the ten days previous to going to Ely they made extraordinary strides and at that stage of their training were quite the equal of any crew to leave the Cam. Early this month the Light Blues left Ely for Marlow, where they remained ten days, leaving for Putney for the final stages of their training. The selection of the Oxford eight was more difficult than usual this year. In the Trial Eight at Moulford much promising material was uncovered, and critics were strongly impressed

with the physique of the two crews, either of which in this respect was superior to last year's eight. Physique, these critics pointed out, was the most important factor in building up a crew and with these available it only required intelligence on the part of the captain and good coaching. Dr. G. C. Bourne, who did the early coaching of the Dark Blues, gave them a good deal of strong work, with long and short courses alternating. Oxford went into strict training on February 14 and on the following day the crew was decided upon. Eight days later the Dark Blues left the home water for Henley, to undergo the next stage of their preparations.

THE ROWERS.

The crews and weights are as follows:—

OXFORD.	
Row, sp. C. Mallan (Lancaster and Queens)	st. 1b.
2, P. B. Wace (Canterbury and Brasenose)	11 10
3, A. C. Irvine (Shrewsbury and Merton)	11 12
4, P. K. Kane (Harvard, U. S. A. and Balliol)	12 8
5, J. G. Mower White (Rugby and Brasenose)	13 9
6, J. E. Padder (Shrewsbury and Worcester)	13 8½
7, H. O. Nickalls (Eton and Magdalen)	13 1
8, W. P. Mellan (U.S.A. and Brasenose)	13 4½
Cox, G. D. Clapperton (Magdalen)	10 10½

Calen College School and Magdalen) 7 9

CAMBRIDGE.

Row, W. F. Smith (Shrewsbury and First Trinity)	11 11
2, F. W. Law (St. Paul's and Lady Margaret)	12 10½
3, H. N. Craig (Cheltenham and Pembroke)	12 9½
4, S. H. Heap (Eton and Jesus)	13 8
5, H. G. Ivory (Dedale and Pembroke)	13 8
6, P. D. A. Collet (Oundle and Pembroke)	12 6
7, R. E. Morrison (Eton and Third Trinity)	12 0
8, Stroke, T. R. B. Saunders (Eton and Third Trinity)	11 11½
Cox, R. A. L. Balfour (Eton and Third Trinity)	8 13
2—Rowed in last year's race.	

Municipal Council

The regular meeting of the Council was held yesterday afternoon. Mayor Cook presided and Councillors Martin, Outerbridge, Winnicombe, Ryan and Dowden were present.

The meeting was a short one, routine matters only occupying the attention of the Board. After the preliminary business was disposed of, the following received consideration. A communication was tabled from the Longshoremen's Protective Union, stating that as a result of sewer trouble, they had been put to the expense of \$98.40 in endeavouring to locate same, which, they stated, was found to be the result of a cave-in in the City Sewer. The Engineer was asked to report on the matter for the next meeting.

W. J. Browne, Solicitor, on behalf of Mr. K. Noah, suggested the advisability of Council acquiring the property of his client, situated near the bottom of Casey Street, for town improvements. Mr. Browne is to be asked what price is required.

Communications were read from A. Mercer, McKay Street, T. B. Chitt, Le Marchant Road, in reference to the opening up of surface drains. These matters were referred to the Engineer, as was also the claim of Mr. P. J. Butler for damages caused by surface water flowing into his dwelling Duckworth Street.

Applications for permission to repair and alter buildings were received from J. J. Ryan, Holdsworth St., and Messrs. Walter Clouston and Sons, Water Street. The Engineer was asked to report on same for next meeting.

L. Bennett's application for permission to erect signboard over shop, Water Street, was also referred to the City Engineer. W. Simmonds applied for position as Impounder. He is to be informed there is no vacancy.

The Health Officer reported four new cases of Scarlet Fever and one of Diphtheria in the city for the past week. Reports of the City Engineer and various officers were tabled and discussed, after which the meeting adjourned.

When stuffing tomatoes try substituting finely chopped nuts for the ground meat.



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