

VICTORIA AND THE P. C. L. SITUATION

Stronger Control and Big Financial Support Are Needed.

Victoria is through the Pacific Coast Association Football League with the last place on the list, and some regrets at what might have been. The Victoria team has played the season under great difficulties against poor public support. Enthusiasm rose when the team was successful and faded away when the eleven returned from Vancouver, having been defeated in a match played in thick fog and under conditions which brought the element of luck into the game to the advantage of the mainland players.

Victoria sporting supporters are few, that is the complaint of all sporting organizations here have against the public. The baseball club last year went through the season triumphantly and with a grandstand full of supporters till they were beaten by the champions of the Northwestern league. Then the crowd fell away and the necessary gate receipts fell with them. With soccer it is the same. When Victoria beat Nanaimo at Oak Bay by a whirlwind finish, the two hundred supporters who turned out on the Saturday afternoon went home over the top of the Victoria team. On the Monday when Vancouver came over there was a crowd of perhaps four hundred people. Victoria beat Vancouver and the whole city was with them. Immediately on the next day, however, the interest flagged and the support vanished, with the result that the league were soon against a hard proposition to find funds to carry out their engagements. Then came the game with Nanaimo, for which local merchants subscribed the necessary money to send the team away. They were beaten and that was the final spurt. A meeting was called of the executive of the league at which two members only were present. No effort was made to have the city meet its obligations with Seattle, and the executive is now under the Pacific Coast League constitution liable to a fine of \$50. The collection of this fine, should it be imposed by the authorities, however, is a difficult matter as the league is out of funds. The two members of the local executive, Messrs. Seane and Lockley, who were present at the meeting, attempted to get a team to go to Seattle on Saturday without success. Seattle claims the points due for the game and announces that it will stand out of the Pacific Coast League next year if Victoria is admitted to it.

The fault apparently may be looked for in two directions. One is the management of the local league and the other is the poor support rendered the teams by the local public. With the approach of the election of officers for the next season those who are most interested in the success of Victoria football for next year will have to look round and secure a strong and active ruling body to take charge next season. They will have to devise some plan by which support of the game can be assured other than by contributions. A system of season tickets admitting the holder to all matches, has been suggested, the price to be a sum of \$2.00 for the season. It is thought that two hundred supporters could thus be obtained for the support of local soccer, which would add to the game being put on a firmer and safer basis. A band of hustlers could fill the membership list within a week, and bring the executive a substantial sum for the commencement of the season.

PACIFIC COAST RUGBY UNION IS SUGGESTED

Early Games Next Year to Decide Team to Play Stanford.

A proposal to form a Pacific Coast Rugby union has been made in Vancouver, and will have further consideration at a later date. A second proposal that a series of games between Victoria and Vancouver be arranged early next fall to decide who shall play the Stanford team for the Cooper-Kelch cup is also made. Both matters came up at a recent meeting held in the Terminal city, a report of which is given:

"A Pacific Coast Rugby Union, embracing all the clubs both Canadian and American on this coast, will probably be launched in the near future. An informal meeting of the representatives of the Vancouver and Stanford clubs was held in Vancouver, and J. Cooper Kelch, donor of the challenge cup, which has been carried away by the Southerners, suggested that a Coast governing body be organized, which could have absolute control over all Rugby clubs playing on the Pacific Coast. Mr. Kelch further suggested that the conditions under which the cup competition is played should be revised to permit the champions of different districts challenging. At present the champions of British Columbia will be eligible to play for the cup next season, but Mr. Kelch expressed the opinion that the rules should be so framed as to enable the best team in British Columbia next fall to compete for the trophy. For instance, Vancouver may win the McKeech cup this season, but next fall Victoria might have a team in the field that would be able to defeat Vancouver. If fifteen, although the locals would still hold the championship. He proposed that next fall the British Columbia Union should arrange a series of test matches between the Vancouver and Victoria teams and that the winners of the series should be the only ones eligible to play for the silverware. While no definite action was taken along these lines by those present, it is something it was decided to leave the matter in abeyance for the time being. Secretary Bull of the Vancouver Union, submitted a report of the proceedings at a meeting of the Union, but many of the members opposed the idea of test matches. The question was discussed at length and it was eventually decided to consult with J. E. Miller, president of the British Columbia Rugby Union, before acting on the suggestion."

RAILWAY CONSTRUCTION

Large Quantities of Ballast Arriving for B. C. Electric Company's Chilliwack Line.

New Westminster, Jan. 6.—Large quantities of ballast, being brought down from Agassiz by the G. P. R. to be used in the fill for the new line to accommodate the B. C. Electric Railway Chilliwack line along the water-front.

Heavy shipments of ballast for the Eburne-New Westminster electric line are arriving daily and work is proceeding rapidly along the North Arm road.

On the south side of the river, opposite the city, the G. N. Railway work trains appear to be very actively engaged in hauling ballast and construction material to the incomplete sections of the new short line to the boundary.

COMPARISON BETWEEN LONGBOAT AND SHRUBB

Contrast in Physique and Methods of Rival Runners.

The race between Longboat and Shrubbs at Madison Square Gardens, New York, January 26th, will be between two of the most dissimilar men that ever toed the mark. Shrubbs is an Anglo-Saxon, while Longboat is of pure Indian blood. It will be a race between youth and age. Longboat is 22 years old, while Shrubbs is more than 30. The Englishman is a short, chunky fellow standing only 5 feet 2 inches. He weighs 136 pounds in his best condition. Longboat is 5 feet 11 inches, tall and weighs about 143 pounds.

The Indian is one of the cleanest built athletes that ever donned a shoe. He has an ideal build for a distance runner. Framed like a racehorse, long, lean, with a big, roomy chest, giving plenty of lung space, and tapering down to limbs that are slender and gracefully sinewy from head to toe, no man was ever better equipped by nature for a foot racing trial of speed and endurance than the speedy son of the forest. Shrubbs has little weight to carry about his waist, but he is a big, roomy chest, but is small-boned, and carries little flesh on his frame-work. Below the waist line Shrubbs beats a pair of drivers that, while they are not as pretty and do not race in the graceful racehorse lines of Longboat's limbs, are fully as muscular and sinewy.

Longboat has the long lops of the forest runner. His stride is frictionless, and in action he appears to be drifting along on the wings of the wind. He does not bound off the ground in his strides. He lands soft and catlike, with just enough spring to carry him forward in another stride without waste of energy. He glides smoothly over the trail. The Indian, however, does not have nearly as long a stride as most persons have been led to believe. It is longer than that of the average athlete, but much shorter than many runners. Longboat does not "reach," and there is not a movement to his action below the waist-line.

Shrubbs also has a stride that is the personification of ease. His stride perhaps is a trifle more springy than the Indian's, but it is just as smooth and frictionless. His movement is perfect in the expert's eye, but to the ordinary spectator who enjoys the so-called "pretty form," it is not as pleasing. Shrubbs possesses ability to do something that few athletes can master. That is to punctuate his contests with a series of heart-breaking sprints. All his races are marked by these sudden race sprints. He will go along under wraps for a few laps, and suddenly will cut loose a burst of speed. He ceases his sprints just as suddenly as he started them. In a ten-minute race Shrubbs will cut loose no fewer than nine or ten whirlwind bursts of from 100 to 200 yards.

It is on these heart-breaking sprints that the Indian's great advantage lies. It is his power to win a victory over Longboat. They say that his early sprints will give him a lead over the Indian that Longboat will not be able to overcome. Tom Fordham, however, says the great Indian will never get a stiff pace that Shrubbs will be run into the ground. The race will be one of the biggest betting propositions that foot-racing ever furnished.

Among the present-day jockeys O. Madden has won the leading honor four times. W. Higgs has had the honor on two different occasions, and Danny Maher, the leader of the last year, has made an enviable record during his nine years on the English turf. The following table shows the three leading jockeys, with the number of winners they rode each year from 1900 to 1908 inclusive:

1900—O. Madden, 130; D. Maher, 94; J. Reiff, 124.
1901—O. Madden, 130; D. Maher, 94; J. Reiff, 124.
1902—W. Lane, 170; W. Halsey, 115; D. Maher, 106.
1903—O. Madden, 154; W. Lane, 149; W. Halsey, 106.
1904—O. Madden, 161; W. Lane, 124; D. Maher, 115.
1905—E. Whalley, 134; O. Madden, 119; W. Higgs, 107.
1906—W. Higgs, 149; O. Madden, 104; D. Maher, 103.
1907—W. Higgs, 145; D. Maher, 174; W. Halsey, 110.
1908—D. Maher, 139; F. Woodton, 129; W. Higgs, 124.

ACCIDENTALLY CUTS ARTERY.

Vancouver, Jan. 6.—In some way or another a young man named Sinclair, who resides on Carl avenue, cut one of the arteries in his arm, while out skating on Trout lake yesterday afternoon. He sank on the ice almost unconscious and some other skaters who saw his plight hastened to his assistance. They noticed that he had lost a great deal of blood, and some one went in search of Dr. H. R. Storrs, who lives at Cedar Cottage. Dr. Storrs, who reported by Mr. Bennett to be exceptionally rich. So far the prospecting has been confined to surface work and outcrops, large bodies of copper having been marked out. Systematic prospecting is planned for next summer.

OPIMUM SMUGGLING CHARGE.

Seattle, Wash., Jan. 5.—Charged in an indictment with having clandestinely imported into the United States 55 cans of unstamped opium prepared for smoking purposes, S. B. Stevens, said to be one of the greatest smugglers on the Pacific Coast, is on trial in the federal court here today. The alleged smuggling took place on September 25th, 1908. Stevens was arrested in company with George Berger and Mrs. Stevens in Seattle. Berger was carrying a large grip which, when opened by the officials was found to contain 55 cans of contraband opium. Berger and Mrs. Stevens were charged jointly in the indictment of Stevens. Mr. and Mrs. Stevens also Berger were released on a bond of \$1,200. A year ago Berger was tried and acquitted. Stevens and his wife and their bail were forfeited. Stevens was arrested and his trial begun this morning.

—The Columbia Sunday school Christmas tree and entertainment will be held on Friday at 8 p.m. A good programme

RECEIVES DONATIONS FOR NEW BOAT

Rev. John Antle Visits Old Country in Interest of Mission.

Vancouver, Jan. 7.—Rev. John Antle has just returned from his trip to the Old Country, where he has been during the last two months in the interests of the Columbia Coast Mission. The special object of his visit to England was to secure a larger steamer for use in the mission's work. He states that he had inspected a large number of vessels, both in England and Scotland, and that moreover he had found one which is exactly suited for his purposes. Its length, being 140 feet, beam 20 feet, and capable of running at the speed of ten knots an hour, it will require very little alteration in order to make it a most serviceable steamer for the duties of this mission. The price is \$18,000, and the cost of bringing it round by sea he estimates at \$4,000.

His visit fortunate enough to obtain a donation towards this cost of \$500 from Lord Strathcona, who expressed himself as being deeply interested in the undertaking; a grant of \$300 from the G. T. P., and with half a dozen of his countrymen, lately arrived from Sweden, proceeded to work it. A shack was built on the hillside, which, owing to the slope, left the front door several feet above the ground, and when completed Johnson sent for his wife to do the cooking.

THE TURP.

In looking over the records of the leading jockeys on the English turf for the last forty-nine years some interesting and remarkable figures have been disclosed. During that long period of English racing the honor of leading the riders for the different seasons has been won by only nineteen different jockeys.

In 1860 G. Fordham, known as "the little demon," captured the leading honors with 146 wins, and repeated this success in 1861, 1862, 1863, 1867, 1868, 1869, and 1871. Fordham rode over 1,600 winners during his career on the turf, and while he rode only one winner of the Derby, had the honor of piloting four Oaks winners besides the winners of many other valuable stakes. Fordham ranks next to the phenomenal Archer in the jockey history of the English turf. F. Archer's record that appears in the list of winning jockeys is 1873, while he was second with 101 wins. The following year Archer for the first time finished at the top of the jockey list, and then held that coveted position for twelve years, his record being 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, and 1891. 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