

Chapter 3: 1903 to 1915: The Early Years at St. Catharines

Preparations at St. Catharines 1903

Although the Canadian Association of Amateur Oarsmen had tentatively approved the selection of the old Welland Canal site at Port Dalhousie for its Annual Regattas, there were some hurdles to overcome.

The two biggest issues were the fact that St. Catharines had no rowing club to host the Regatta, and there were no facilities necessary for holding a Regatta, other than “probably the best [course] to be obtained anywhere in Canada.” [The *Toronto Daily Star*, November 3, 1902, p.8]

There were several canoe liveries around the pond, which meant that water sport was popular, and there were some local men like A. Courtney Kingstone who had played football for the Argonauts, plus a few enthusiasts, but that was not enough to get the project going.

What was needed was money - a lot of money.

The CAAO had expensive plans. They wanted to place booms along the outside of the course as was done at the Henley Royal Regatta. They also wanted to build a grandstand at the finish which could seat 2,000 spectators. Another construction project was a clubhouse for housing the shells of visiting oarsmen at Regattas, which could be used by the young men of St. Catharines at other times. That clubhouse would “have what is called a club house enclosure, and will be up to date in every respect.” [The *Toronto Globe*, March 19, 1903, p.11] That “club house enclosure” was probably a wharf surrounding the boathouse. Note that there is no mention of a rowing club. The CAAO was primarily interested in facilities for the Regatta.

To outline their plans and to secure funds, Claude Macdonell and Captain R.K. Barker made a presentation to the St. Catharines Board of Trade on March 19.

This presentation had far-reaching consequences, and it gives us an insight into the thinking of the CAAO - what qualities the proposed course had which appealed to the Association, and what improvements they had in mind - so, here is the bulk of the article from the St. Catharines *Daily Standard*. Note that the word “HENLEY” in the headline is the earliest use of it in association with the Regatta at St. Catharines. In this context it is a generic term for a big, important regatta, not the name of the proposed regatta.

A CANADIAN HENLEY

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What It Is proposed to Make of
St. Catharines.

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Sub-Committee of the Canadian Association of Amateur Oarsmen Confer With the City Board of Trade—Plans to Hold Big Regatta Here Annually.

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St. Catharines by her natural advantages has an opportunity to secure one of the greatest events which should make the Garden City a Mecca for the followers of one of the best sports in the world to-day, that of rowing. As has briefly referred to before, the C.A.A.O. has had eyes on the lower level of the old canal as a course for the holding of the annual regatta.

The matter has so far progressed that Messrs. A.C. Macdonald [sic] and Capt. R.K. Baker [sic] of Toronto, were invited by the St. Catharines Board of Trade to visit the city and explain to the Board just what is required to establish the course on the proposed level, and have the big affair held annually.

Both men, who are members of the sub-committee of the executive of the Canadian Association of Amateur Oarsmen, were in the city Thursday night, attended the meeting of the Board of Trade, and placed the question fairly before the Board, which endorsed the proposition, and promised to aid in having the proposition made a reality.

Mr. Macdonald [sic] explained that the Association is a thoroughly amateur affair, and holds a regatta annually, which is attended by crews of oarsmen and their followers from as far west as Vancouver and from the United States. The Association is similar to the N.A.A.O. of the United States and also the big English Association which has its annual regatta at Henley, which town has been made famous all over the world by the holding of the regatta.

"These Associations are all affiliated, we attend their's [sic] and they attend ours, and take part in the contests," said Mr. Macdonald [sic], and in continuing explained that the C.A.A.O. has been perambulating for 25 [sic] years, but wished to get a permanent course. The Association's object is to keep rowing clean. The Association has a large collection of plate in its possession, and is thoroughly amateur.

The St. Catharines course, Mr. Macdonald [sic] said, can be made an ideal one, and the best on the continent, for it could be made a straight away course. The Association has applied to the Government to have the level cleared, dredged, and all piles, etc., removed. Then St. Catharines has good hotel accommodation. It is close to the border, and convenient for American visitors. More crews from the United States should attend the regatta at St. Catharines than at any other place, for it is convenient, and they would be sure of still water at all times.

The suggestion made by the Association is that sufficient money be raised to erect grand stand and club house along the course. A local club could be formed to have the use of the house only [?] [*I think the reporter meant to type "at all times except"*] during the time of the regatta, when the Association would require it.

The American Association has also held migratory meets every year, but they have at last settled on a permanent course, and are preparing one on the Schuylkil [sic], at Philadelphia. "Their course has not the advantages of the proposed St. Catharines course," said Mr. Macdonald [sic]. "There is no doubt about it."

An estimate of what will be required to build the stands and club house was made at \$7,000. After that is raised the Association will assume all expense and will run the regatta without taking any assistance on the part of the city. St. Catharines is a natural summer resort anyway, and the crowds which should attend here should be much larger than even at Toronto, Brockville, or other points, and after the course becomes permanent it will be much easier to draw larger crowds to attend the meet. Superintendent Weller of the Welland Canal, is preparing plans for the improvements, and an estimate of the cost. The Association has hunted for years for a favorable site for a course, and at last one has been found that is most suitable. It

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is well situated for view by the spectators, and 99 days out of 100 the water will be still, and the events will not have to be postponed on account of rough water.

Capt. Barker also addressed the meeting, and said that the St. Catharines course would be a much better one than that at Philadelphia. This city has good transportation facilities—close to the United States, good railroad facilities, and has the advantage of being approached by water as well as rail.

Capt. Barker, who captained the Argonauts which made such an excellent showing at Henley last year, has been in Henley on several occasions. He stated to the meeting that Henley is not as big as St. Catharines, but during the regatta it is almost impossible to secure accommodation, and during the time of the regatta eyes are on Henley from all over the world. Capt. Barker said that [with the aid of] private parties and the village of Port Dalhousie part of the required amount might be raised. In addition to the stands and club house there would be a club lawn which will be enclosed, where refreshments could be procured and an admission charged. A grand-stand to hold at least 2,000 or 3,000 people should be constructed. In concluding, Capt. Barker said he felt sure that after the regatta became thoroughly established in St. Catharines it would mean an influx of 5,000 or 10,000 people for from three to four days each year. The regattas are generally held late in July or early in August. He thought that the canoe men would also hold their meet in St. Catharines if the course were once established.

Mr. Macdonald [sic] said that in addition to the crowds of people that will be here just for the regatta, the crews will be here several days in advance training. Early action must be taken as it was necessary to start to advertise the regatta very soon. [The St. Catharines *Daily Standard*, March 20, 1903, pp.1 and 5]

Macdonell and Barker knew their audience; they were politicians and businessmen, which explains why the CAAO representatives appealed to their civic pride and stressed the economic benefits of hosting the Regatta. The emphasis on being amateur was probably to assuage any fears of attracting the unsavoury types who went to professional races.

Action was swift. The Board of Trade voted to give the proposal its support. The motion was moved by M.Y. Keating and seconded by G.W. Hodgetts. It was then immediately given to the Board's tournaments and sports committee which had Mayor William B. Burgoyne as Chairman and A. Courtney Kingstone as Secretary.

The following day, March 20, the tournaments and sports committee presented the proposition to the committee of the whole of the city council. That group contained some familiar names: A. Courtney Kingstone, M.Y. Keating, G.W. Hodgetts, A.L. Malcolmson, Alex McLaren, W.N. Warburton, John Grey and W.W. Cox. Some of the men involved in promoting the scheme wore more than one hat.

The CAAO Executive Committee met on Friday, March 27 at the Queen's Hotel in Toronto, and confirmed the location of the permanent course, "provided the necessary buildings were erected." [The Toronto *Daily Star*, March 28, 1903, p.6] It was thought that the course would be ready by August 1st. It was also announced that Claude Macdonell and Capt. R.K. Barker were going to St. Catharines to help organize a rowing and canoe club.

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When the Port Dalhousie Village Council was approached for a financial contribution to the project, they held off committing funds until the St. Catharines City Council had “decided on its line of action.” [The Toronto *Globe*, March 31, 1903, p.11] That would not happen for another nine days.

Meanwhile, on Thursday, April 2, roughly 100 men attended a meeting at the Standard hall and the St. Catharines Rowing and Canoe Club was formed. The CAAO now had a club to host the Annual Regatta. Its first officers were some of the same men who had spearheaded the movement to make St. Catharines the permanent home of the CAAO Regatta: President - G.W. Hodgetts; Vice-President - W.H. Merritt; Secretary-Treasurer - A. Courtney Kingstone; Committee - G.B. Burson, A.W. Bate, Dr. Jory and J.T. Groves; Captain - R.B. Hamilton.

Having a canoe section was not unusual. Many rowing clubs, including the Argonauts, had a canoe section. Moreover, the fledgling Club needed members, and since canoeing was popular, the hope was that some of those recreational canoeists might join the new Club. Moreover, it was felt that the national canoeing championships might be held on the new course if there was a local canoe club to host them.

There was a lot of spirit-building at the founding meeting. Secretary Kingstone recited a litany of cities that were sending competitors to the Regatta. They included: Winnipeg, Philadelphia, New York, Detroit, Toronto, Brockville, Ottawa and Montreal. The men who had paid their \$2.00 membership fee must have thought that they had joined something very big and very important.

President Hodgetts asked “that everyone present be a missionary in aid of the project.” [The St. Catharines *Daily Standard*, April 3, 1903, p.1] The men were not joining the Club to compete at the 1903 Regatta. They had no equipment, although the Argonauts would donate two used work boat fours to start a fleet. Their interest in competitive rowing may have be long term, or perhaps they were interested in recreational rowing. Most were probably interested in the social side of membership. Rowing clubs of the day were social clubs. Whatever their reason for joining, membership required that they promote the CAAO Regatta and help to raise money to build the facilities.

On Monday, April 6, St. Catharines City Council met. “A deputation from the rowing club and the Board of Trade tournament committee sat in the council chamber.” [The St. Catharines *Weekly Standard*, April 9, 1903, p.1]

ST. KITTS' COUNCIL VOTES SUM OF \$2,500

—

Nearly Twice as Much Has to be Raised
by Public Subscription for C.A.
A.O. Permanent Course.

St. Catharines, April 7.—At a meeting of the City Council last evening a resolution was passed granting the sum of \$2,500 to the Canadian Association of Amateur Oarsmen towards

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the erection of a club house and other buildings on the proposed course here, on condition that an additional amount of \$4,500 be raised by public subscription.

The committee who have the latter part of the work in hand are meeting with good success, and no doubt is felt of a successful issue, and the establishment of a permanent course on the old canal between St. Catharines and Port Dalhousie.

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Capt. R.K. Barker of the Argonauts stated to-day that on the first fine day C.A.A.O. officials would visit St. Catharines for the purpose of locating the stands and club house on the new course. [The Toronto *Daily Star*, April 7, 1903, p.8]

A week after the St. Catharines City Council declared its conditional support of the permanent course project, the Village of Port Dalhousie had still not contributed to the building fund, so the fundraisers resorted to extortion:

The St. Catharines Rowing Club and the Amusement Committee of the Board of Trade have decided that if Port Dalhousie will contribute a liberal grant for the regatta course the grand stand will be constructed in the village limits; if not Port Dalhousie will see no grand stand. [The Toronto *Globe*, April 15, 1903, p.12]

A week later, to persuade the Village of Port Dalhousie to contribute a “liberal grant,” a large delegation of influential men from St. Catharines and the CAAO met with some politicians and businessmen in Port Dalhousie. The St. Catharines *Daily Standard* covered the meeting in minute detail from which we can get a sense that the permanent course proponents were desperate for a donation from the Village, so desperate that the truth was shamelessly stretched and grandiose pictures - more fantasy than reality - were painted. Port Dalhousie was promised everything from world fame to increased population to new industry if they contributed to the support of the course proposal. How could the Village Council of Port Dalhousie not support it? All that was required to make Port Dalhousie the centre of the North American rowing universe, was a contribution of \$1,000. For that, the grandstand would be built in the village and fame and fortune would follow. Several men promised their personal support and “R.F. Foote, chairman, William Hutchinson, John Berry, John Harrigan and Geo. Cox were appointed a committee to lay the matter before the village council.” [The St. Catharines *Daily Standard*, April 22, 1903, p.6] [The article can be found in its entirety in the Appendix at the end of Chapter 3.]

The article gives us some figures worth noting: \$1,200 had already been subscribed, although given that the group played free and loose with the truth, that number is suspect. They planned to build the grandstand for \$3,000.

Although it wasn't exactly the “liberal grant” the delegation was hoping for, the Port Dalhousie Village Council donated \$500. [The Toronto *News*, quoted in The St. Catharines *Daily Standard*, July 3, 1903, p.2] Since it is difficult to imagine where the grandstand might have been built if it had not been built in Port Dalhousie, the grant from the Village probably had no bearing on the site selected.

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Fund raising was going well because at a special general meeting of the CAAO held at the Queen's Hotel on April 29, the Regatta committee made up of Claude Macdonell, Capt. Barker and Fred Thompson, reported that \$5,700 had been raised which was \$2,000 more than they had a week earlier, but still \$1,300 short of their goal.

Also at that meeting, the dates for the 1903 Regatta were announced: Saturday, August 1, and Monday, August 3. Since that Monday was the civic holiday for both St. Catharines and Toronto, good crowds were assured.

It seems that turning races were still in the plans, but the committee "recommended that for the straightaway races the Henley distance of 1,550 yards [sic] [*It should read, "one mile, 550 yards."*] be adopted, as it is not likely that a straight course of 1½ miles can be laid." [The Toronto *Globe*, April 30, 1903, p.12]

The committee also had some good news about the condition of the course: "Captain Barker pointed out that the course would require but little alteration, and the expense for putting it in shape would be inconsiderable." [The Toronto *Globe*, April 30, 1903, p.12]

The CAAO realized that they were entering a new era: "It was decided to apply for incorporation under the societies act. . . ." [The Toronto *Globe*, April 30, 1903, p.12] This would give the Association some legal power.

The importance of this meeting is demonstrated not only by the decisions made, but by the number and geographical spread of the men in attendance:

A. Claude Macdonell - President

S.P. Grant - Secretary

Alex Boyd - Treasurer

Fred H. Thompson, Capt. Barker, Oliver Heron and D. Oliver - Argonaut R.C.

W.B.P. Graham and C.J. Levey - Don R.C.

C.W. McLean and S.F. Scott - Grand Trunk B.C.

E.H. Ker and C. de Fallot - Ottawa R.C.

Arthur R. Stell - Toronto R.C.

E.W. Hamber and W.D.P. Hardisty - Winnipeg R.C.

Lost in the drive to raise money, pressure city and town councils, establish rowing clubs, and make decisions regarding the Regatta is the fact that neither St. Catharines nor Port Dalhousie had jurisdiction over the body of water on which the CAAO was planning to hold its Twenty-Fourth Regatta. Although the Welland Canal no longer followed that course, it was still under the control of the Federal Government, which had the final say on what could and could not be done on that pond. Therefore, this announcement was extremely important:

C.A.A.O. PERMANENT COURSE

The C.A.A.O. officials were notified today by W.M. German, M.P., that the Dominion Government had granted permission to use the old Welland Canal for a permanent course for the annual regatta, to make necessary improvements, and to lease the banks for use during the regatta. [The Toronto *Daily Star*, May 11, 1903, p.8]

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For reasons not explained in the press, at a meeting of the Executive Committee at the King Edward Hotel on May 28, the dates for the Regatta were changed to Friday, August 7 and Saturday, August 8.

A. Courtney Kingstone, Dr. Merritt and Dr. Jory of St. Catharines were at the meeting, and the plans of the grand stand and clubhouse, which it is proposed to build near the course, were submitted. The clubhouse, which will be a three-storey structure, will cost \$4,500, while \$1,500 will be expended on the erection of the stand. It will seat in the neighbourhood of a thousand people. Work on the course will be commenced at once. [The Toronto *Daily Star*, May 29, 1903, p.8]

It had become obvious that one and one half mile straightaway races could not be held on the new course, so, in an odd move - a primitive version of teleconferencing - "the Toronto members of the Executive Committee recommended the Henley distance and telegraphed the outside members of their views." [The Toronto *Daily Star*, June 27, 1903, p.6] Support for the decision was received by return telegraph from George F. Galt, Winnipeg R.C., D'Arcy Scott, Ottawa R.C., and William S. Buell, Brockville R.C..

The English Henley distance of a mile and 550 yards straight away has been adopted as the official distance at the Canadian Henley at St. Catharines.

....

The course, therefore, will be the Henley distance in all races, straight-away, and the objections so frequently expressed by oarsmen to rowing turning races on account of the unfair test will, it is hoped, be quite done away with. [The Toronto *Daily Star*, June 27, 1903, p.6]

The press were adopting the name "Canadian Henley" for the CAAO Regatta. Initially, the phrase meant "a Canadian version of the Henley Regatta." It gave the Regatta on the new course instant status.

The Executive Committee of the St. Catharines Rowing and Canoe Club met in the Niagara, St. Catharines & Toronto Railway office on June 29. On the agenda was the formation of a civic reception committee, and a discussion about building plans which had been approved by the CAAO a month before. No reason is given for the delay.

Plans of the club house were submitted and discussed and minor changes suggested and instructions forwarded to complete the specifications for both club house and grand stand, that tenders might be asked for immediately. The grand stand will be rushed to an early completion.

....

Secretary Seixas, of the executive committee of the rowing club, has issued a circular letter to every railway company in the country advising them of the regatta which is to be held here Aug. 7th and 8th. He is also having prepared a comprehensive map showing the exact location of the course, which will be published in every city in the United States and Canada. It is expected that the specifications for the grand stand will be in Mr. Seixas' hands Thursday morning, [July 2] when those desiring to tender on same will be able to get a copy. The club house specifications will possibly be in his hands by Saturday [July 4]. Work has been

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commenced on the clearing of the course and will be strenuously pushed until finished. [The St. Catharines *Daily Standard*, June 30, 1903, p.2]

In late June or early July, the promotion being done by Secretary Edward Seixas bore fruit in the form of a visit by a reporter from the *Toronto News* to St. Catharines and the site of the Regatta. He was given a tour by Mr. Seixas. His observations were reproduced in the St. Catharines *Daily Standard* over two days, July 3 and 4. Here are some of his comments:

The disadvantages of holding the events which decided the championships of Canada at a place which afforded the best financial inducement regardless of their aquatic facilities appealed strongly to the Executive Committee of the C.A.A.O., and caused them during the past year to go into the matter of establishing in Canada a permanent regatta course founded on the lines of the well-known Henley regatta. . . . [The *Toronto News*, quoted in The St. Catharines *Daily Standard*, July 3, 1903, p.2]

After listing the criteria for the permanent course - a sheltered stretch of water at least a mile and a half long; easy access for Canadian and American crews; proximity to a town with hotel accommodations for visiting oarsmen; good visibility of the course; nearness to the major rowing clubs of Canada, i.e. Toronto - he concludes with "[a]fter deliberating carefully over the advantages offered by many favorable locations . . ." [The *Toronto News*, quoted in The St. Catharines *Daily Standard*, July 3, 1903, p.2] the old Welland Canal site was chosen. Where those "many favorable locations" were, he does not say.

He then states, categorically, "The sheet of water . . . will henceforth be known as "The Canadian Henley" [The *Toronto News*, quoted in The St. Catharines *Daily Standard*, July 3, 1903, p.2]

Regarding the improvements required to the course, he writes:

To make a straight course of a mile-550 yards—the Henley distance—the only obstacle to be removed are the few piles that Father time have [sic] left still standing. At the St. Catharines end will be situated the splendid new club house of the St. Catharines Rowing Club, and at the Port Dalhousie end the grandstand of the Association. [The *Toronto News*, quoted in The St. Catharines *Daily Standard*, July 3, 1903, p.2]

After going into great detail about the superb rail service for competitors, spectators and equipment - we must remember that his guide was the Manager of the Niagara, St. Catharines & Toronto Railway - the *Toronto News* reporter offers a description of one of the new buildings, not yet under construction, the clubhouse at the south end of the course:

Here the visitors will find a splendidly situated club-house, in every way comparable to the average country club. The building, which will be of selected pine and brick will cost about \$4,000, and will be capable of being added to. It is the idea to have at some time in the near

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future, bedrooms and dining room, in order that members of the club residing in St. Catharines may be able to spend the entire summer therein. As there will be a number of members who will not go in for rowing, it is possible that golf links will be added. The land adjoining the course is said to be admirably adapted for use by the golfers. [The *Toronto News*, quoted in The St. Catharines *Daily Standard*, July 3, 1903, p.2]

It was a grand plan - probably inspired by the Argonaut clubhouse - but when it was finished in 1904, the clubhouse was a much more modest structure.

The *Toronto News* reporter, probably prodded by Edward Seixas, describes a fanciful way to watch the races; from observation trolley cars running along existing rails near the course. Sadly nothing came of the scheme. [The *Toronto News*, quoted in The St. Catharines *Daily Standard*, July 4, 1903, p.5]

He also describes how the piles on the course, remnants of a tow path from the old Welland Canal, were to be removed:

This will be done by means of a circular saw on the end of a perpendicular shaft. The scow containing the apparatus will be moored alongside the pile; the shaft shoved down alongside the pile, and in a few moments the pile will have been sawed through, and will appear on the surface. [The *Toronto News*, quoted in The St. Catharines *Daily Standard*, July 4, 1903, p.5]

Although the canal for which the tow path was constructed no longer existed, and although it had all but disappeared, the remaining piles which had supported the tow path were still under the jurisdiction of the Federal Government, so its permission had to be obtained before they could be cut. Accordingly, Members of Parliament William Manly German and E.A. Lancaster obtained that permission from Hon. A.G. Blair, the Minister of Railways and Canals.

In an article with the heading "CANADIAN HENLEY," the *Toronto Daily Star* reported on a meeting of the Regatta Committee at the King Edward Hotel on July 10:

It was decided to mark out the course with several hundred buoys, and to put in several stationary starting stations, so that each boat will be assured of absolute alignment.

....

The committee on the course reported that all the piles had been removed, that the grand stand with seating capacity of 1,500 was under construction, and that the club house would be finished sufficiently to house all the boats of the competitors.

Arrangements are also under way by the St. Catharines citizens to decorate the city and to provide amusements and concerts for the visitors. [The *Toronto Daily Star*, July 11, 1903, p.9]

In an article devoted mostly to the St. Catharines Rowing and Canoe Club, Club President G.W. Hodgetts gives a brief update regarding preparations at the course: "The contract has been let for the grandstand, and that for the club house will follow. The latter will not be fully completed for this year's regatta, but good progress will be made." [The St. Catharines *Daily Standard*, July 16, 1903, p.9]

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The following day, the *Toronto Globe* provides the latest information regarding “[t]he programme of events for the Canadian Henley regatta at St. Catharines . . .” [The *Toronto Globe*, July 17, 1903, p.10] Later in that same article, the Regatta is called “the twenty-fourth annual regatta of the C.A.A.O. . . .” In this article at least, the names were used interchangeably. It also mentions a practice which may have been new regarding announcing the results: “Results will be announced in a supplementary circular immediately.” That probably meant that the results were going to be posted, perhaps at the grandstand and the clubhouse. A practice regarding the challenge cups which was not new is also spelled out: “Clubs winning challenge cups of the Association will be required to give satisfactory bonds for safe return of same in good order and condition.” The article seems to have as its theme the idea that even though the 1903 Regatta was going to be held at its new, permanent site, all the old regulations of the Association were still in effect.

The next day, the *Toronto Globe* had more details. New technology was to be employed during the races and newly-designed shields were going to be awarded to the winning clubs, and new medals to the winners:

Spectators in the grand stand will have the crews in plain sight all the way, but in order that they may keep informed as to which are which telephone stations will be rigged up along the course, and the positions of the crews at each point telephoned to a point in front of the grandstand. Here on a rack colored balls representing the different crews will be suspended and moved along with the crews.

A new pattern silver shield in the form of a maple leaf mounted on a weathered oak shield is to become the property of the victorious clubs. The successful contestants themselves will receive handsome gold medals. These are in the form of medallions. In raised letters on the edge are the words, “Canadian Amateur Association of Oarsmen.” [sic] In the middle in relief is a maple leaf with two crossed oars surmounted by a beaver. Underneath is a scroll for the name of the event. The medal is suspended from a ribbon attached to a curved cross bar. [The *Toronto Globe*, July 18, 1903, p.27]

As had been revealed the week before by St. Catharines Rowing and Canoe Club President G.W. Hodgetts, in spite of high expectations, the clubhouse was not as close to completion as had been hoped for:

President Claude Macdonald [sic], O. Heron of the Regatta Committee, and Architect Beckett are at the course to-day arranging temporary locker and rack accommodation. This is necessary owing to the non-completion of the club-house. A landing stage will also be put in. [The *Toronto Daily Star*, July 23, 1903, p.10]

Those “temporary locker and rack accommodations” were being handled by the contractor building the grandstand:

Contractor E.C. Nicholson expects to complete the grandstand for the regatta on Saturday next. The stand is well elevated and commands an excellent view of the mile and a half

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[sic] course, which abounds in varied beauty of landscape and water courses from starting point to finish. One of the buildings belonging to the government gate yard is to be utilized to store the racing craft and accessories. Additional improvements will be made by Contractor Nicholson shortly. [The St. Catharines *Daily Standard*, July 28, 1903, p.3]

The “government gate yard” was a complex of several buildings in Port Dalhousie which comprised the maintenance yard for the third (1887) Welland Canal. The largest building in the group was called the gate works building, or, more commonly, the gate-yard building. It was where lock gates were assembled and repaired. Although that building was put into service at the last minute in 1903, it would have a long association with the Regatta. It would be used at almost every Regatta to shelter equipment for the next 30+ years. In 1936, it would become the home of the St. Catharines Rowing Club.

[Those readers whose eyes paused when they saw the name of the grandstand contractor, “E.C. Nicholson,” may be interested to learn that he was the grandfather of George and Jack Nicholson who rowed for the St. Catharines R.C. in the 1950s. Jack became a successful coach of St. Catharines R.C., Ridley Graduate B.C., and Canadian national crews and scullers.]

The name “Henley” was not originally associated with the Regatta, but the newspapers began making the connection, so it became common usage. The word “Royal” did not appear in print until July 27. It is a term that cannot be used except with Royal permission, but such permission is not reported in the press. If it had been used simply as the name of the Regatta in a news article, we could discount it as a fanciful editorial mistake. However, it is used when describing an inscription, so it seems that the CAAO had simply co-opted the name without Royal permission.

The design for the shields was completed to-day. The silver figure on the wooden mounting will be a maple leaf, with a pair of oars entwined, and a scroll underneath. In enamel will appear the letters “C.A.A.O.,” and across the maple leaf will be the inscription, “Royal Canadian Henley Regatta.” On the scroll will appear the names of the event and the winning crew.” [The Toronto *Daily Star*, July 27, 1903, p.9]

From that date on, the phrase “Royal Canadian Henley Regatta” begins to appear regularly in the press.

In addition to news articles, the phrase appears several times in a series of advertisements before the Regatta. Below are samples of two advertisements:

Royal Canadian Henley Regatta, St. Catharines, August 7th and 8th, 1903. Arrangements have been made with the Grand Trunk for a special rate, fare and one-third, in connection with this regatta.

The Toronto *Globe*, July 31, 1903. p.11

Strs. Garden City & Lakeside

The direct route to the
Royal Canadian Henley Regatta,
On the **Welland Canal,**
AUGUST 7th and 8th.

Tickets 85c return, good going Aug. 6th, 7th and 8th; good to return Aug. 10th.

Steamers leave daily (except Sunday) at 8 a.m., 11 a.m., 2 p.m. and 5 p.m., making connections at Port Dalhousie with the Electric Railway for **St. Catharines, Niagara Falls, Buffalo.**

For full information apply to **H. G. LUKE,** Agent, Yonge St. Wharf.

The Toronto *Globe*, August 4, 1903, p.7

Most newspaper articles reporting the results at the Regatta use the phrase. It is a testament to the persuasiveness of the press of the time that without Royal permission, the Twenty-Fourth Regatta of the Canadian Association of Amateur Oarsmen was both the First Canadian Henley Regatta and the the First Royal Canadian Henley Regatta. It obviously caught the fancy of the press, the public and the CAAO. It would be 80 years before the legality of using the word "Royal" was settled.

In 1983, the Canadian Amateur Rowing Association - the name adopted by the CAAO in 1977 - sought confirmation from the Canadian government that they had permission to use the word "Royal." After a search of government archives, no record was found of permission having ever been granted, but an invitation was extended to apply for permission. On March 21, 1984, Queen Elizabeth II approved the continued use of the word "Royal." After 81 years of use, it was finally legal.

On the eve of the 1903 Regatta, in an article which lists the arrivals of competitors from Winnipeg, Toronto, Ottawa, Brockville, New York and Philadelphia, we are told of

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an excursion, and of some of the preparations and some additional information about the boat trips advertised above:

A special excursion will run from Buffalo to the course, returning same day.

....

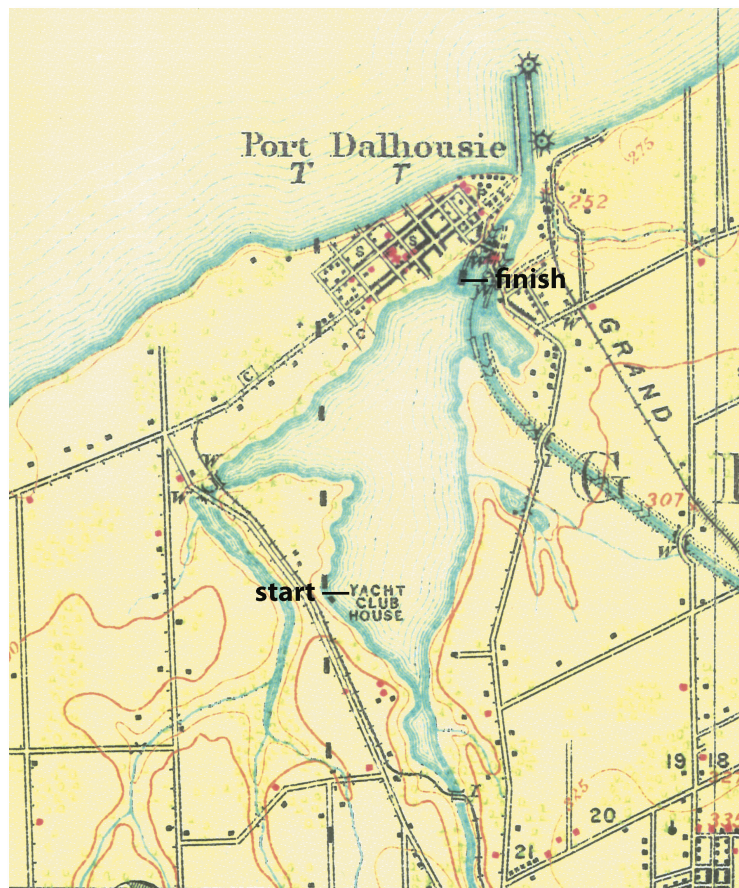
The people of St. Catharines are making great preparations to illuminate their houses and grounds.

There will be a band concert each afternoon and each evening of the regatta by the celebrated 17th Regt. band.

Toronto boats leave at 8, 11, 2 and 5 for Port Dalhousie, and arrive two and a half hours later. Grand stand is close to boat landing. [The Toronto *Globe*, August 5, 1903, p.10]

That same article mentions that the Winnipeg oarsmen were pleased with the conditions of the course.

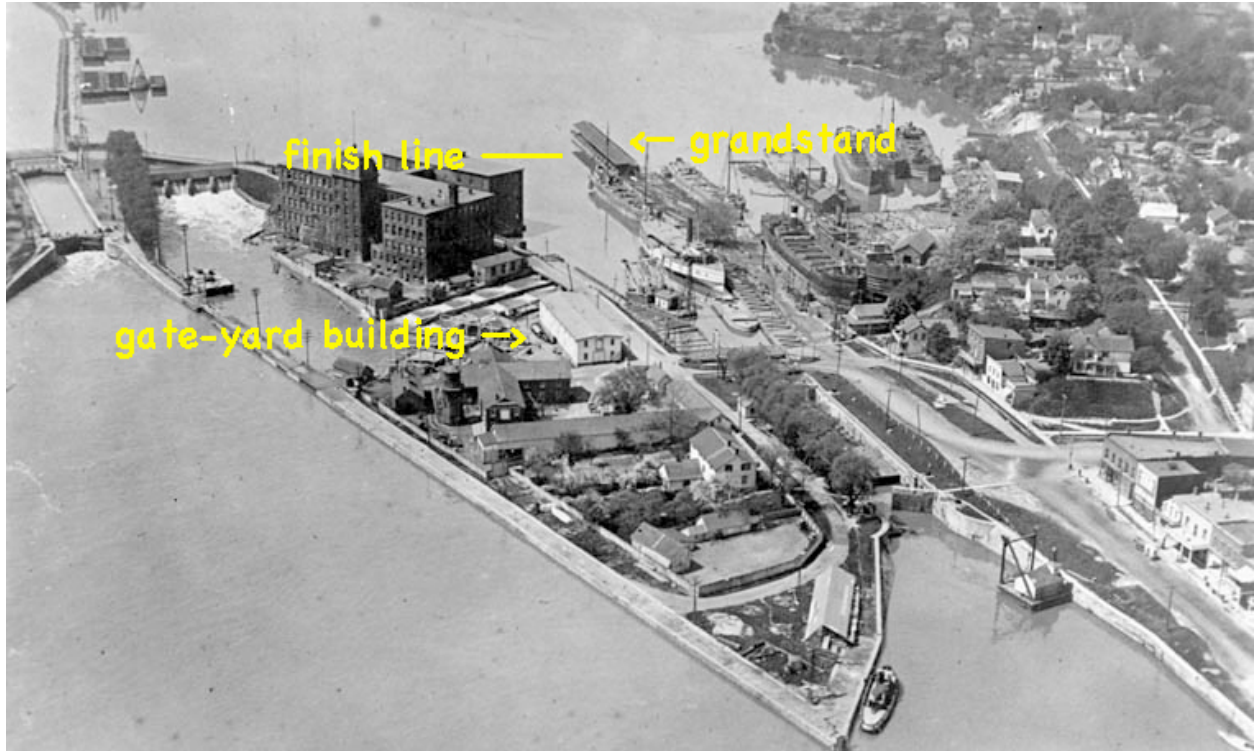
The survey for the map below was done in 1904. The “YACHT CLUB HOUSE” is, of course, the clubhouse of the St. Catharines Rowing and Canoe Club. The large bulge to the north of the clubhouse should be an island: Read’s Island, later renamed Henley Island.



Department of Militia and Defence. Niagara Sheet, Number 3 [map]. Scale 1:63,360. Canada, 1 inch to 1 mile. [Ottawa:] Department of Militia and Defence, 1920.

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Although the aerial photo below was taken in 1920, it shows the two buildings which were of great importance in 1903: the grandstand, and the gate-yard building where the equipment of the competitors was stored.



Canadian Post Card Co. / Library and Archives Canada. MIKAN no. 3260061

The Toronto *Daily Star* provides this survey of the facilities three days before the Regatta:

The stand, which is near the steamboat landing at Port Dalhousie, is finished and will accommodate 1,200 persons. It is covered and made to last. Around the stand is erected a fence enclosing a small lawn where spectators may stroll, and where a band will enliven proceedings between the races. Refreshments will also be procurable on the lawn, and also in a large marquee [tent] to be placed near the starting line up at the St. Kitts' end of the course.

This latter arrangement has been made for the accommodation of the guests of the committee. At the start, a permanent wharf has been placed, against which the crews and scullers will back up for the start, and this end of the course is being connected by 'phone with the finish line near the grandstand, so that there should be no delays in getting competitors up to the start in time for each event.

The boats will be stored in a large warehouse near the finish line and close to the water, and a very commodious float has been erected for the launching of the racing craft. A splendid view of the races can be had, not only from the stand, but all along the east bank. The course will be marked out all the distance on both sides, and crews going up to the start will be

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required to keep outside of these course-buoys. There is plenty of water for fast going, the average depth being nearly ten feet, and the few weeds that marred the course have been thoroughly cleared away.

. . . .

Band concerts have been arranged at the grandstand enclosure each afternoon, and each evening the band will play at St. Catharines, and the city will be decorated and illuminated. [The *Toronto Daily Star*, August 4, 1903, p.3]

The fact that a tent had to be erected near the start for the guests of the committee implies that the clubhouse was not complete but that the wharf on which it was to sit was.

“The wooden stand was painted green and was five rows of seats in height and a length of approximately 120 to 140 feet.” [The *St. Catharines Standard*, July 23, 1952, p. 17]

The course was clear of piles. It was four lanes wide, with lanes numbering from the grandstand. As had been the practice since 1880, the competitors were distinguished by colours: lane 1 - red, lane 2 - white, lane 3 - blue, and lane 4 yellow. [The *Royal Canadian Henley Regatta, Official Programme 1904*] “Secretary [James G.] Merrick . . . has secured colored caps for the competing crews so that they may easily be distinguishable to the spectators by a reference to the programme. [The *Toronto Daily Star*, August 4, 1903, p.3]

The newspapers do not mention races being followed by streetcars; telephone links from locations along the course to the grandstand; balls on wires showing the race progress to the spectators in the grandstand; or official results being posted. Nevertheless, it was a great improvement over any other facilities on which the CAAO had held its Annual Regattas.

The course met with the approval of every competitor, and one prominent spectator, Ned Hanlan, “said the course was the finest he ever saw.” [The *St. Catharines Daily Standard*, August 8, 1903, p.1]

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The Twenty-Fourth Regatta of the Canadian Association of Amateur Oarsmen The First Royal Canadian Henley Regatta August 7 & 8, 1903

Although the new course was the focus of attention, the 1903 Regatta had the potential of living up to the superlatives used by the press. Fifteen Canadian and American clubs submitted entries, more than double the number that had attended the 1902 Regatta. There was to be a Senior Eights race between two Canadian crews; the west, represented by the Winnipeg R.C. against the east, represented by the Argonaut R.C.. And six of the premier amateur scullers in North America were entered in the Senior Singles. Added to that, there were two new events: the Intermediate Doubles and the Intermediate Eights. Plus, the Senior Pair Oars made a return to the programme after a year's absence. The programme had grown to 12 events. All that was needed was favourable weather and spectators, both of which materialized.

To this point in its history, the races at the Annual Regatta had been scheduled to be run at half hour intervals, a schedule that was rarely kept. In 1903, trusting in the shelter afforded by the high banks of the course, and the lack of a current, the races were scheduled at 20 minute intervals.

On Friday, August 7, there was a slight breeze from the north-west, but it died as the afternoon passed. The only delay in the races occurred near the end of the afternoon and was caused by problems with the Judges' yacht. "The races were witnessed by several thousand people, who occupied the grand stand and dotted the bank for half the course." [The Toronto *Daily Star*, August 8, 1903, p.6] Between races, the spectators near the finish were entertained by band music.

For those readers interested in trivia, the first winners at the first Royal Canadian Henley Regatta held on the new permanent course in St. Catharines were the Argonaut R.C. senior four made up of J.N. Mackenzie, stroke, W.D.P. Hardisty, three-seat, E.W. Hamber, two-seat, and A.H.E. Kent, bow. Their time of 7:51 into a slight cross headwind was respectable.

At right is the medal won by Eric Hamber.
The inscription on the reverse reads:

*St. Catharines
1903
WON BY
E.W. Hamber
No.2*

Hamber won a second medal in the Senior Eights race.

All the 1903 medals were made by Toronto jewellers Ryrie Bros.. They were stamped "solid



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gold,” probably 14 karat.

This medal was found at a garage sale in British Columbia by Windsor Buchanan who gave it to Justin Fryer who was then President of Rowing Canada Aviron. He accepted it on behalf of the Association and sent it to Carol Purcer who had it framed. She passed it on to the St. Catharines Public Library. It is on permanent display at the Central Branch of the St. Catharines Public Library.

Below is a reproduction of the Toronto *Daily Star*'s coverage of the first day of the First Royal Canadian Henley Regatta. Note the etchings which illustrate the grandstand and finish area, a view of the course from near the start, and the gate-yard building and launching wharf. Also of note is the photo of the Toronto R.C.'s Lou Scholes who was entered in the Senior Singles event on Saturday.

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The photo below shows the huge crowd at the First Royal Canadian Henley Regatta. It is not dated, but since we know that on Saturday “[a] strong wind blew directly down the course, making the water somewhat rough for the first three events,” [The *Toronto Globe*, August 10, 1903, p.10] and since the pennant on the far end of the grandstand is pointing towards the north, the photo was probably taken on Saturday, August 8, when an estimated 10,000 spectators watched the races. To give that number some perspective, the population of St. Catharines in the 1901 census was 9,946 and the population of Port Dalhousie was roughly 1,000. The crowd on Friday was an estimated 5,000, still a respectable number.



Since the Intermediate Eight results for 1903 do not appear in the CAAO records, here they are: Argonaut R.C. beat Don R.C. by three lengths. The time was 7:06. Although the newspaper accounts do not say so, it is highly likely that the Dons crew was rowing in a shell bought from the Argonauts. Eights were in short supply in 1903.

Similarly, the 1903 Intermediate Double results are not in the CAAO records. They are: Argonaut R.C. beat Brockville R.C. by three lengths, and they in turn beat Hamilton R.C. by two lengths. Detroit B.C. was fourth. The winning time was 7:37.

All the winners and times for the 1903 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

Chapter 3: 1903 to 1915: The Early Years at St. Catharines

All the results from all the races in all the Regattas from 1903 to 1915 are available in an appendix at the end of Chapter 3.

The only blemish on the First Royal Canadian Henley Regatta involved Constance S. Titus, the Senior Singles sculler from the Atalanta B.C. in New York City. Titus had won the U.S. Association Senior Single Sculls in 1901, and the U.S. Championship Single Sculls in 1902, and in 1903 a great deal of printers' ink was used to set up the race between Lou Scholes and Titus at the Canadian Henley. His movements from New York to the Suspension Bridge over the Niagara River to Port Dalhousie and St. Catharines were covered in the newspapers. Even the arrival of his single by rail in Port Dalhousie was news.

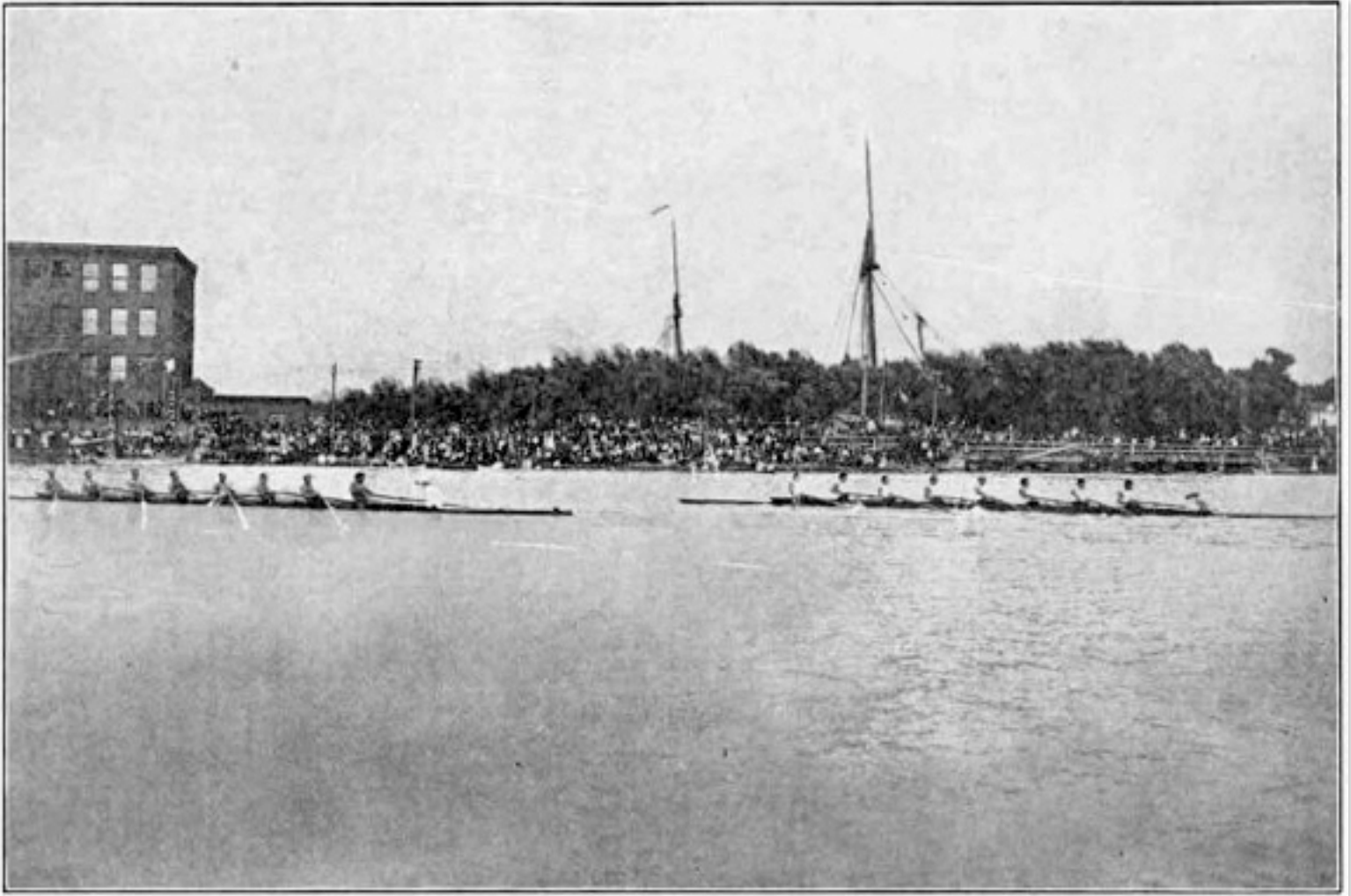
The Senior Singles race was promoted in the newspapers for weeks, so when Titus declined to compete, the spectators were shocked and disappointed. The Toronto *Globe* reporter did not mince his words:

The great crowd was greatly disappointed by the nonappearance of Titus in the senior singles on the plea that the water was too rough, while as a matter of fact at the time of that event—4.40—the canal had scarcely a ripple on it. It is generally regarded here among oarsmen that the New Yorker quit cold, and did not care to meet Scholes. His excuse was wholly without foundation, and whatever might be said as to the roughness of the course earlier in the day, there was absolutely no reason for refusing to row at the time of the senior singles. The water was not only not rough at that time, but it was almost ideal at the call for that event. The other three contestants were kept waiting at the starting-point fully fifteen minutes while an effort was being made to coax Titus to come out. He showed the white feather and could not be induced to come out and take a beating. It was a clear case of funk, and all present were perfectly satisfied that his well-defined yellow streak asserted itself at the last moment. [The Toronto *Globe*, August 10, 1903, p.8]

Lou Scholes won, beating Frank Vesely from the Bohemian B.C. in New York City, and Scholes' Toronto R.C. club mate, Frank Smith. The winning time of 8:03.2 was not great, but conditions were dead. Scholes and Smith combined to win the Senior Doubles 40 minutes later.

The race which did live up to its hype was the Senior Eights. It was a close race from start to finish. Although the Toronto *Globe* reporter writes that the Argonaut crew beat the Winnipeg crew "by half an open length," [The Toronto *Globe*, August 10, 1903, p.8] the photo below, from the 1904 programme, shows that the margin was much closer.

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Galbraith photo. The Royal Canadian Henley Regatta, Official Programme 1904

The collapse of the Argonaut bow-man, C.C. Reiffenstein, after the race was understandable. He had won the Junior Double two hours earlier, and the Intermediate Double only one hour earlier.

The winning time for the Senior Eight was a blistering 6:33.6. The Toronto *Globe* says that they beat "the record for the distance, 6.36, established by themselves at Philadelphia." [The Toronto *Globe*, August 10, 1903, p.8] It's an apples/oranges comparison. The record alluded to was 7:30.2, set over one mile and a half at the People's Regatta in Philadelphia on July 4. Someone at the Regatta in St. Catharines did some calculations factoring in the strong current on the Schuylkill River that day and then further converted that time from the U.S. standard one mile and a half to the distance at St. Catharines, one mile, 550 yards. *Et voila!* A new record.

The St. Catharines *Daily Standard* has a different version of what kind - world, not North American - and how the record was calculated. This version is not so much an apples/oranges comparison as a tangerines/oranges comparison:

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When the judges announced the time as “6.33 3-5; world’s record,” a tremendous cheer went up, for never was there a harder finish between two crews.

....

The time was reckoned as the worlds [sic] record in this way. The old record was made at Henley, England, on which course there is a current. Deducting the speed of the current of the English course where the record was made from the time made brings the record made at Henley to 6.33 4-5, which is just 1-5 of a second slower than the speed which Winnipeg forced the Argos to go Saturday. [The St. Catharines *Daily Standard*, August 10, 1903, p.1]

The St. Catharines *Daily Standard* even published an extra edition late Saturday afternoon with the bold heading: “A WORLD’S RECORD MADE!” [The St. Catharines *Daily Standard*, August 8, 1903, p.1]

Unquestionably, it was a fast time, and calling it a record certainly helped to illustrate the quality of racing at the Royal Canadian Henley Regatta and to promote it as a first-rate event. The time would stand as the course record until 1914, when another Argonaut R.C. crew would do the mile, 550 yards in 6:19.4.

What makes this time, and all the times of the 1903 Regatta unique is that the course was, in fact, longer than one mile, 550 yards. When it was measured on the ice in the winter of 1903-04, it was discovered that the course rowed at the First Royal Canadian Henley Regatta was actually one mile, 551 yards. [The Toronto *Globe*, March 12, 1904, p.24]

The newspapers are full of praise from competitors and visitors for the new course and the Regatta. However, what did the hometown folks think of all the hoopla?

St. Catharines has had a slight introduction to a regatta, and it has already been a pleasant one. Rowing is a new game to the public here, but interest is growing rapidly.[The St. Catharines *Daily Standard*, August 8, 1903, p.1]

Below is a list of the participating clubs at the 1903 Royal Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. The biggest club was the Argonaut R.C. with 11 entries. They were also the most successful club, winning six of the 12 events.

Argonaut R.C.	(11/6)	Toronto, Ontario
Brockville R.C.	(2/0)	Brockville, Ontario
Don R.C.	(6/0)	Toronto, Ontario
Hamilton R.C.	(3/1)	Hamilton, Ontario
Ottawa R.C.	(3/0)	Ottawa, Ontario
Toronto R.C.	(8/3)	Toronto, Ontario
Winnipeg R.C.	(3/1)	Winnipeg, Manitoba

American entries came from:

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Atalanta B.C.	(1/0)	New York, New York
Crescent B.C.	(1/0)	Philadelphia, Pennsylvania
Detroit B.C.	(5/1)	Detroit, Michigan
First Bohemian B.C.	(1/0)	New York, New York
Harlem B.C.	(1/0)	New York, New York
Malta B.C.	(1/0)	Philadelphia, Pennsylvania
Mutual R.C.	(1/0)	Buffalo, New York
West Philadelphia B.C.	(2/0)	Philadelphia, Pennsylvania

Some time between the beginning of November, 1902 and the end of April, 1903, William A. Littlejohn left his post as President of the CAAO, and Claude Macdonell took over. That necessitated a shuffle which resulted in a vacancy on the Executive Committee.

The Officers at the 1903 Regatta were:

President: A. Claude Macdonell, Argonaut R.C.

1st Vice-President: George Frederick Galt, Winnipeg R.C.

2nd Vice-President: William S. Buell, Brockville R.C.

Secretary: S.P. Grant, Toronto R.C.

Treasurer: Alex Boyd, Don R.C.

The Executive Committee, with one exception, remained that same as the one elected at the 1902 Regatta:

W.W. Osborne, Leander R.C., Fred H. Thompson, Argonaut R.C. and Freemont B. Cossitt, Brockville R.C. were in their first year.

Frank Lloyd, Don R.C. and Arthur R. Stell, Toronto R.C. were in their second year. William S. Buell, Brockville R.C. was not replaced when he became 2nd Vice-President.

D'Arcy Scott, Ottawa R.C., J.H. Hunter, Lachine Boating and Canoeing Club and Capt. R.K. Barker, Argonaut R.C.. were in their third year.

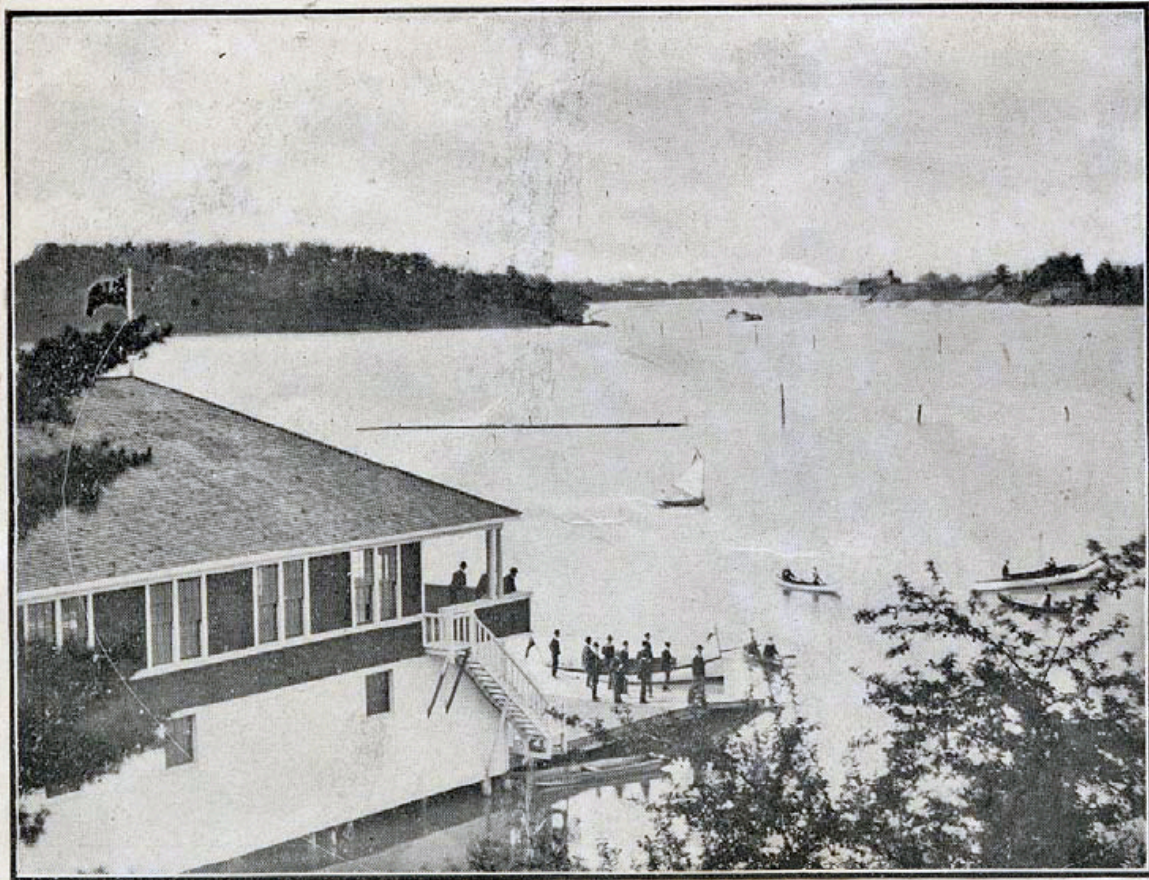
1903

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The Second Royal Canadian Henley Regatta The Twenty-Fifth Regatta of the Canadian Association of Amateur Oarsmen August 5 & 6, 1904

The CAAO started 1904 by taking care of some unfinished business:

At a meeting of the Canadian Henley Committee of the C.A.A.O., held yesterday afternoon, it was decided to proceed at once with the erection of the clubhouse for which sufficient money has now been subscribed to cover all building expenses. The structure will be built immediately on a line with the starting point, and a beautiful view of the course will be afforded from the club balcony. [The Toronto *Globe*, March 23, 1904, p.10]



LOOKING DOWN THE COURSE FROM THE CLUB HOUSE.

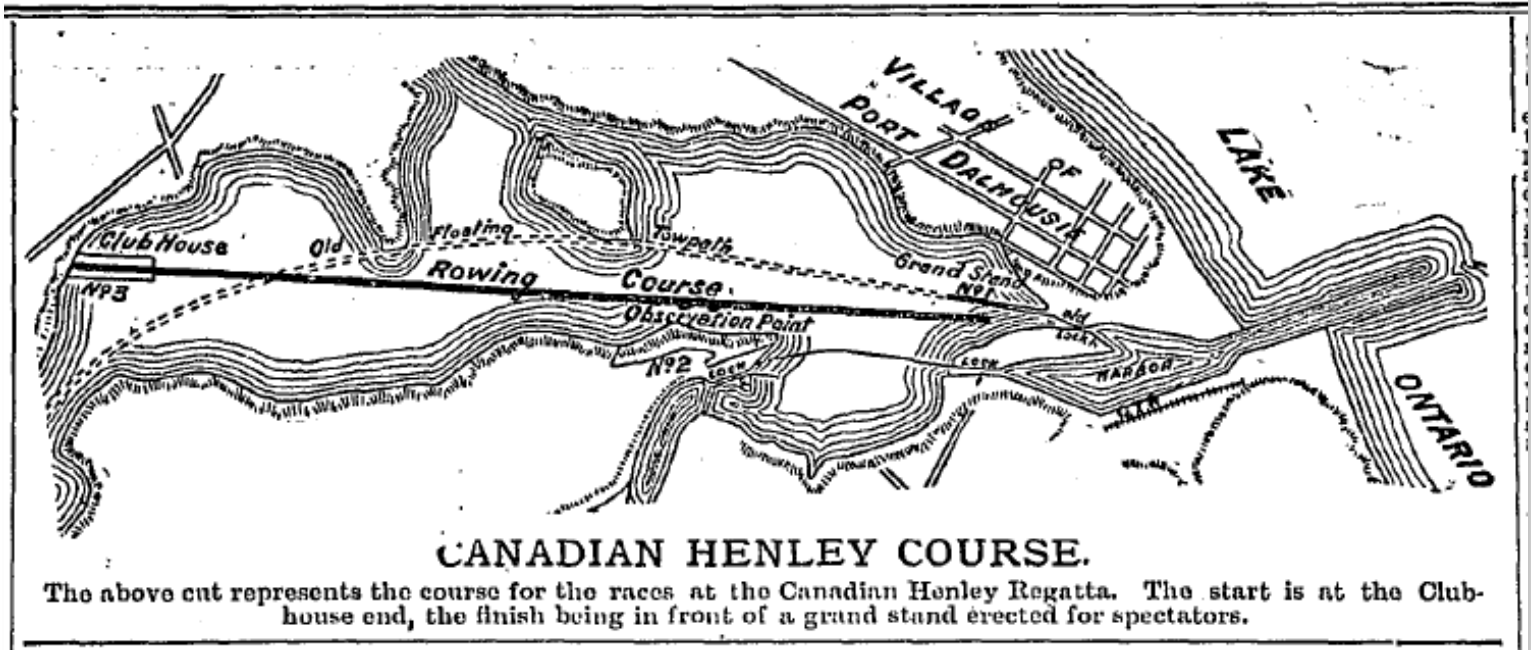
The Royal Canadian Henley Regatta, Official Programme, 1905

It was indeed a beautiful view. However, the often-reproduced photo above is the result of some 1904 darkroom manipulation. The thin horizontal structure in the water is

Chapter 3: 1903 to 1915: The Early Years at St. Catharines

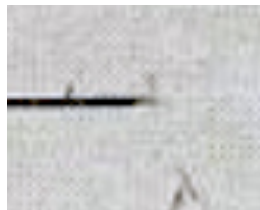
the starting wharf, but it's not long enough to accommodate four crews. Moreover, starting there would mean that crews had to negotiate through and around pilings part way down the course, but they had been removed in 1903. The map below shows us that the start was, indeed, near the wharf of the clubhouse, so something is wrong with the photo above.

. THE GLOBE, TORONTO, SATURDAY, AUGUST 6, 1904.



"CANADIAN HENLEY COURSE." *The Globe* (1844-1936), Aug 06, 1904, pp. 20. ProQuest, <http://search.proquest.com.ezproxy.torontopubliclibrary.ca/docview/1353965096?accountid=14369>.

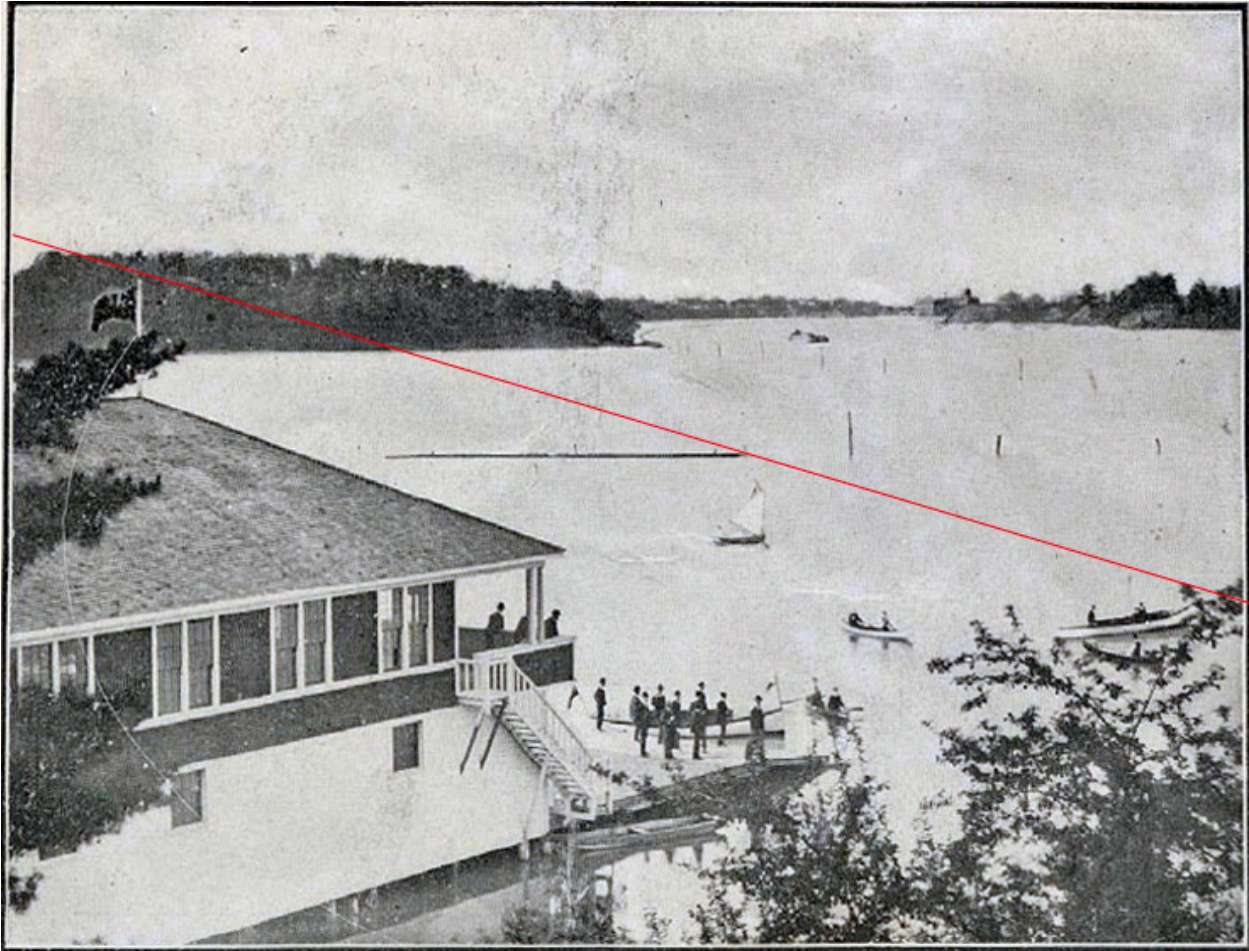
There is one important detail in the top photo, and that is the blurry end of the starting wharf:



That's a clear indication that the top photo is a composite of two photos: above that point and towards the right corner, a photo from 1903 was used, taken before the pilings and towpath remnants were removed. Below that point and towards the bottom left, the photo is from 1904, after the clubhouse was completed.

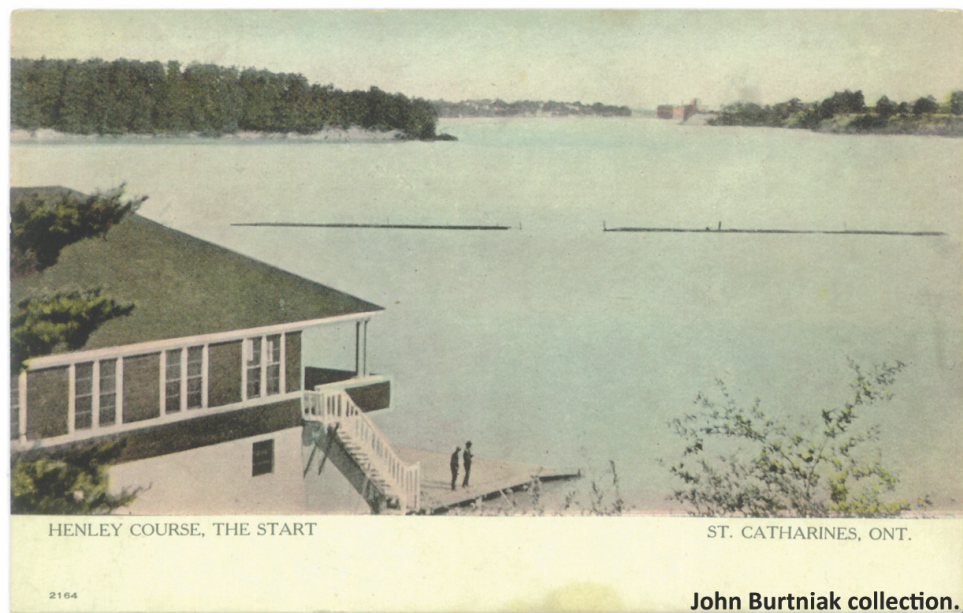
Here it is again:

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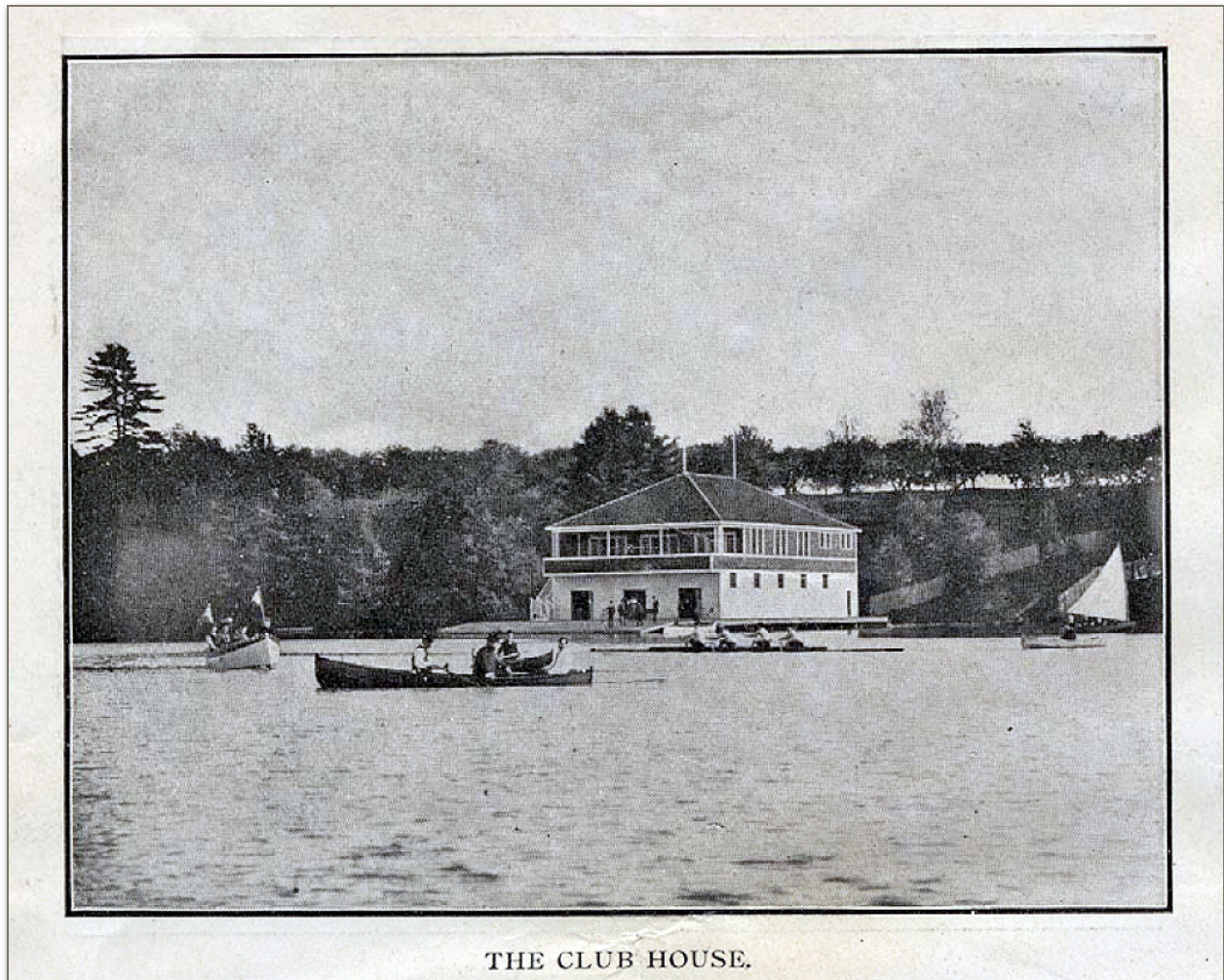


It's impossible to speculate on why the photographer chose to do this. The Appendix to Chapter 3 contains another example of photo manipulation.

At right is a more accurate view. The gap in the starting wharf may be a missing piece, or perhaps the two sections had not yet been butted together. [See the photo of the entire wharf on page 36.]



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The Royal Canadian Henley Regatta, Official Programme, 1905

The clubhouse was all but completed only days before the Regatta and was an instant hit with competitors: "When the visitors arrived at their quarters in the new large boat house which was built for them, nothing but words of praise and approval could be heard . . . [The *Boston Herald*, quoted in the *Toronto Daily Star*, August 6, 1904, p.6]

While the clubhouse housed the shells, the competitors and their supporters were housed in St. Catharines:

ROWING.

THE OARSMEN AT ST. KITTS.

St. Catharines, Aug. 3.—(Special.)—The hotels here expect a larger crowd this week at the C.A.A.O. regatta than last year. The Welland has arranged for about 300 oarsmen and their followers. The Winnipeg, Ottawa and Buffalo Mutual clubs are booked for that hotel together with the officials of the C.A.A.O. and N.A.A.O. of the United States. The Argonauts, Detroit, Brockville and Toronto Clubs will be distributed among the New Murray, Russell and Grand Central. At many private houses accommodations have also been contracted for.

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....
The Argonaut headquarters will be the new [sic] Murray House, which Mr. Barnett, late of the Toronto Board of Trade, now takes care of, so that the "two-blues" should be well looked after. [The Toronto *Globe*, August 4, 1904, p.4.]

Regatta promoter, E.F. Seixas, took advantage of the large crowds and excitement, to invite two other organizations for a tour:

Through the influence of the management of the N.St.C.&T. Railway and the Welland House, the officers of the Lake Skiff Association and the Canoe Association are to be brought to the city, lunched and shown over the course, with a view of securing the regattas of these associations here annually. [The Toronto *Globe*, August 4, 1904, p.4.]

This bit of promotion paid off, because in 1906, a canoe regatta was held in conjunction with the Henley.

The *Garden City* and *Lakeside* were again promoting excursions from Toronto to the Regatta:

STEAMERS

GARDEN CITY AND LAKESIDE

Leave Yonge St. wharf daily (except Sunday), at 8 a.m., 11 a.m., 2 p.m. and 5 p.m., making connections at Port Dalhousie with the Electric Railway for St. Catharines, Niagara Falls, Buffalo. Special Rates going Saturday and returning Monday.

50c Return On 2 p.m. trip Wednesday and Saturdays.

Canadian Henley Regatta

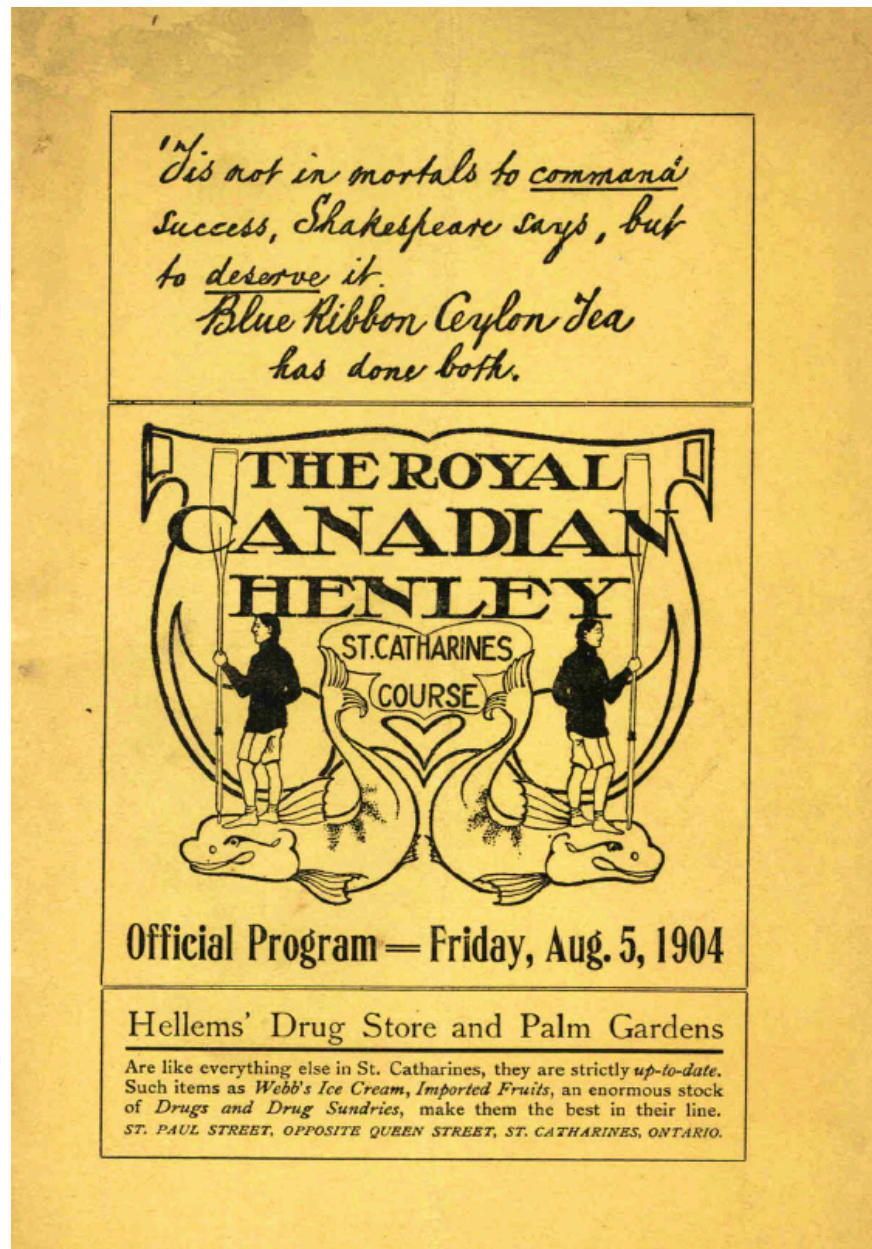
St. Catharines, Aug. 5th and 6th. Port Dalhousie, 75c return; St. Catharines, 85c return. Good going Aug. 5th and 6th. Good to return Aug. 8th.

Phone Main 2532 d H. G. LUKE, Agent.

"Display Ad 20 -- no Title." *The Globe* (1844-1936), Aug 04, 1904, pp. 7. ProQuest, <http://search.proquest.com.ezproxy.torontopubliclibrary.ca/docview/1354919503?accountid=14369>.

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The style of programme cover pictured below was used, with modifications, until the 1940s.



On Friday, C.S. Richards of the Winnipeg R.C. was the victim of a CAAO rule. The rule states: "An Intermediate or Junior Oarsman or Sculler shall be qualified to row as an intermediate or junior until *he wins a final heat.*" [The italics are in the rule.] [The Royal Canadian Henley Regatta, Official Programme, 1905, p.19] Richards won his heat in the Junior Singles, then bowed the Junior Double that won the final. According to the CAAO rule, because he had won a Junior final, he was ineligible to compete as a Junior, i.e. in the Junior Singles final in which he had qualified. He received a great deal of sympathy,

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but the rule was not bent. Although there was some discussion about changing it at a later date, no action was taken at the annual meeting the following day.

Had Richards been allowed to compete in the Junior Singles final, he would have faced the winner of the other heat, Ephraim McGee. McGee, of the Toronto R.C., was 25 years old, 190 cm tall and weighed 86 kg. He was the champion heavyweight boxer of Canada. Because of Richards' disqualification, and because only the winners of the heats advanced to the final, McGee won in a row-over.

The Toronto *Globe* reporter had both positive and negative things to say about the Regatta:

There were many features about the Canadian Henley at St. Catharines during the past two days which would seem to give it a long lease of life. One, perhaps was the prevalence of the old sports. [former oarsmen] [*There was a large contingent of NAAO officials on hand to inspect the course with an eye to holding the U.S. Championship Regatta there at some future date.*]

....

There were some other features *not* as pleasant. The transportation between St. Catharines and the course was bad. "Execrable" was the word applied by some, and it was not too strong. Better things are promised for another year. The course itself could not be excelled, and the management was faultless. Those who had experience declared that St. Kitts was far ahead of either St. Louis or Worcester. Another objectionable feature, for which, however, the association was not responsible, was the gambling at Port Dalhousie. One of the officers of the association made a strong protest to the town officials, but was informed that the gamblers had paid \$15 a day for their privilege, and could not be interfered with. An appeal was made to the St. Catharines Council, but it was out of their jurisdiction.

The arrangements for the press could hardly have been worse. The launch assigned to them was so slow that it could not get farther than half way up the course and be within sight of the finish. [The Toronto *Globe*, August 8, 1904, p.10]

The Toronto *Star's* reporter found nothing to complain about:

St. Catharines, Aug. 6.—The second Canadian Henley will pass into history as the most successful rowing regatta ever held by the Canadian Association of Amateur Oarsmen in the twenty-five years of its existence. There was an enormous crowd in attendance to-day, the grand stand being packed and the banks lined with spectators, while the sides of the course were fairly covered with small boats. The course was kept free from craft and the races were pulled off without any hitch or disagreeable incident. There was a strong wind blowing, and on any other course rowing would be impossible, but the land-locked Canadian Henley was almost like a millpond, and the oarsmen were not affected a particle. [The Toronto *Daily Star*, August 8, 1904, p.10]

The St. Catharines *Daily Standard* puts a number to the "enormous crowd" mentioned above. "The crowd which attended [on Saturday] was double that of the previous day. . . . It is estimated that 15,000 people watched the race[s]." [The St. Catharines *Daily Standard*, August 8, 1904, p.1]

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The *Daily Standard* also has an explanation for the “execrable” transportation between St. Catharines and Port Dalhousie:

There was an unprecedented rush for cars in the city from the noon hour onward, and some of the cars carried record crowds. They were very well handled. The people were evidently not fully alive to the fact that a train of steam cars were to leave Geneva street [the terminal] at 1.30 and 2.30 o’clock. These cars could have carried even more passengers, but the crowd preferred to jam aboard the trolleys. [The St. Catharines *Daily Standard*, August 8, 1904, p.1]

In addition to the local spectators, many came from out of town. “The boats from Toronto were loaded with crowds to attend the races, while a special Grand Trunk train brought a load from Buffalo.” [The St. Catharines *Daily Standard*, August 8, 1904, p.2]

After several paragraphs of glowing praise for everything and everybody associated with the Regatta, the *Daily Standard’s* coverage inexplicably ends with: “Thugs and pickpockets worked with considerable success at Port Dalhousie Saturday in the rush for the cars.” [The St. Catharines *Daily Standard*, August 8, 1904, p.2]

Noticeably absent in the Senior Singles was Lou Scholes of the Toronto R.C.. He had won the Diamond Sculls at the Henley Royal Regatta in July, and had become a huge celebrity in Canada. Not only was there a full page photo of him in the 1904 Henley programme, but he had used his fame to promote a Toronto tailor:

The Royal Canadian Henley Regatta,
Official Programme, 1904

Lou. Scholes Wore a “Crawford” Suit



WATCHING THE REGATTA

We had the honor and pleasure of supplying Canada's hero, the World's Champion, Lou Scholes, with the suit he wore

At the Great Henley Regatta

in England. He is now wearing another of our suits since he returned. We supply many of the best sporting and business men of Canada. Price, quality and style explains why. Best facilities in Canada.

Our \$9.75 Suits equal other \$14.00 Suits.
Our \$13.50 Suits equal other \$18.00 Suits.
Our \$18.00 Suits equal other \$24.00 Suits.

Style, fit and finish guaranteed. Wide range of materials to select from. Mail orders satisfactorily filled.

Crawford Bros., Limited Tailors

Corner Yonge and Shuter Streets Toronto

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Although he did not compete in the Senior Singles - he claimed that he had not had time to properly train since returning from England - he did put on an exhibition sprint in front of the grandstand for the spectators. He also sculled with his regular partner, Frank Smith, in the Senior Doubles, and Ned Hanlan, who was then the coach of the Toronto R.C.'s Junior Eight, put Scholes in stroke-seat and Smith in two-seat. Although they were Senior scullers, they were Junior sweep oarsmen. They won the Double in a row-over, but placed third in the Eight. The Junior Eight was a new event. It had replaced the Intermediate Eight in the programme, the thinking being that a Junior event would attract more crews than an Intermediate event.

During the Regatta, there was some verbal sparring between Scholes' supporters and those of Frank H. Greer from the East Boston A.A.C.. The topic of debate was: who was Amateur Champion of the World? Scholes' backers claimed that his Diamond Sculls win made him the World Champion. Greer's backers challenged that on the grounds that the Henley Royal Regatta was not open to all-comers - including Greer, who earned his living doing manual labour on the Boston docks - while the U.S. National Regatta, at which Greer had won, was open to all. Greer had hoped to race Scholes at the Canadian Henley and settle the question, but that did not happen.

The Toronto Argonaut R.C. Junior Four had a busy Saturday afternoon. They won the Junior event, then 80 minutes later they won the Intermediate event and after a 20 minute rest, they placed second to the Argonaut Senior Four in that event.

Below is a list of the participating clubs at the 1904 Royal Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. As they had been in 1903, the biggest club was the Argonaut R.C. with 14 entries. They were also the most successful club, winning six of the 12 events, again. Proportionately, Toronto R.C.'s three wins from seven entries equalled the Argonauts, however, two of those wins, the Junior Single and Senior Double were row-overs.

Argonaut R.C.	(14/6)	Toronto, Ontario
Brockville R.C.	(1/0)	Brockville, Ontario
Don R.C.	(1/0)	Toronto, Ontario
Hamilton R.C.	(3/0)	Hamilton, Ontario
Ottawa R.C.	(3/0)	Ottawa, Ontario
Toronto R.C.	(7/3)	Toronto, Ontario
Winnipeg R.C.	(8/1)	Winnipeg, Manitoba

American entries came from:

Arlington B.C.	(2/1)	Arlington, Massachusetts
Atalanta B.C.	(2/0)	New York, New York
East Boston A.A.C.	(1/1)	Boston, Massachusetts
First Bohemian B.C.	(1/0)	New York, New York

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Harlem B.C.	(1/0)	New York, New York
Hartford B.C.	(1/0)	Hartford, Connecticut
Mutual R.C.	(4/0)	Buffalo, New York
Pennsylvania Barge Club		
	(1/0)	Philadelphia, Pennsylvania
Wachusett B.C.	(1/0)	Worcester, Massachusetts

One German, Adolf Moller, the first non-North American to compete at the Canadian Henley, came from:

Berlin R.C.	(2/0)	Berlin, Germany
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One club not listed above, because, although they had indicated their intention to compete at the Canadian Henley, they had not submitted their entries, was Rat Portage R.C. from Kenora, Ontario. A smallpox epidemic in that town prevented them from leaving it.

In the evening the prizes were presented to the winners at the Stephenson House. Ald. Ben. Burson called the gathering to order, A.C. Macdonell, the President made a little speech, and Mrs. Weller distributed the honors. Then the annual dance wound up an exceptionally successful meeting. [The *Toronto Globe*, August 8, 1904, p.10]

That “annual dance” was the first social function put on by the St. Catharines Rowing and Canoe Club. “At least 200 couples must have attended during the evening.” [The St. Catharines *Daily Standard*, August 8, 1904, p.2]

All the winners and times for the 1904 Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results for all the races in all the Regattas from 1903 to 1915 are available in an appendix at the end of Chapter 3.

The annual CAAO meeting was held on the morning of Saturday, August 6. The \$600 bank balance reported by Treasurer Boyd was the lowest in many years. This was probably the result of expenses incurred in setting up the Regatta in St. Catharines.

The 1904 Officers were:

President: A. Claude Macdonell, Argonaut R.C.

1st Vice-President: George Frederick Galt, Winnipeg R.C.

2nd Vice-President: William S. Buell, Brockville R.C.

Secretary: Capt. R.K. Barker, Argonaut R.C.

Treasurer: Alex Boyd, Don R.C.

The Executive Committee elected at the 1904 Regatta:

In their third year, retiring in 1905: W.W. Osborne, Leander R.C., S.F. Scott, Montreal, Fred H. Thompson, Argonaut R.C. (replaced by Oliver Heron when Thompson left Toronto)

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In their second year, retiring in 1906: W.A. Cameron, Ottawa R.C., J.H. Hunter, Lachine Boating and Canoeing Club, Joseph Wright, Argonaut R.C. (who replaced R.K. Barker who had become Secretary)

In their first year, retiring in 1907: F.B. Steacy, Brockville R.C., Arthur R. Stell, Toronto R.C., George Ewart, Toronto, Edward Mack, Don R.C.. Four names are listed in the 1905 Henley programme, instead of the usual three. Edward Mack was the representative for the St. Catharines Rowing and Canoe Club, so he may have been the tenth member of the Executive Committee.

1904

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The Third Royal Canadian Henley Regatta The Twenty-Sixth Regatta of the Canadian Association of Amateur Oarsmen August 4 & 5, 1905

At a meeting of the Executive Committee of the CAAO held at the King Edward Hotel on June 5, information was provided about several items, among them: the new clubhouse was finally completed; all the races would henceforth be Canadian championships; shells would be towed from Port Dalhousie to the clubhouse at no charge; and

Captain John Wilson of the Toronto Rowing Club will again look after the course improvements. . . A portion of the course will probably be boomed this year, where such an arrangement will help provide smooth water, and break the waves where the old channel is widest. [The Toronto *Daily Star*, June 6, 1905, p.10]

At a subsequent meeting, “[i]t was decided to proceed with the work of booming and clearing the course.” [The Toronto *Daily Star*, June 10, 1905, p.8] “[C]learing the course” involved removing more pilings which were not on the course but which were navigation hazards.

Three weeks later, all was in order:

The clubhouse is entirely finished, and is most commodious. The grand stand is being renovated, and all the dangerous and unsightly spiles and the remnants of the old tow-path have been removed from the course.

The association lawn, near the grand stand, will be enlarged this year and put in better shape. The 19th Regiment Band will provide music between races, and a launch will be provided this year for the press and guests, in addition to the regular official boat.

Capt. John Wilson has again taken upon himself the arduous task of fitting the course for the regatta, and will make every arrangement for the competitors’ comfort and the absolute freedom from interference of any kind during the races. [The Toronto *Globe*, July 4, 1905, p.10]

Additionally, “The St. Catharines and Rat Portage Rowing Clubs are new members this year, and will probably be represented in one or more of the championship events.” [The Toronto *Globe*, July 4, 1905, p.10] Although St. Catharines did have a four in 1905, they were using hand-me-down equipment from the Argonaut R.C., and did not compete at the Canadian Henley. Rat Portage, however, did send a Junior Four and Junior Double.

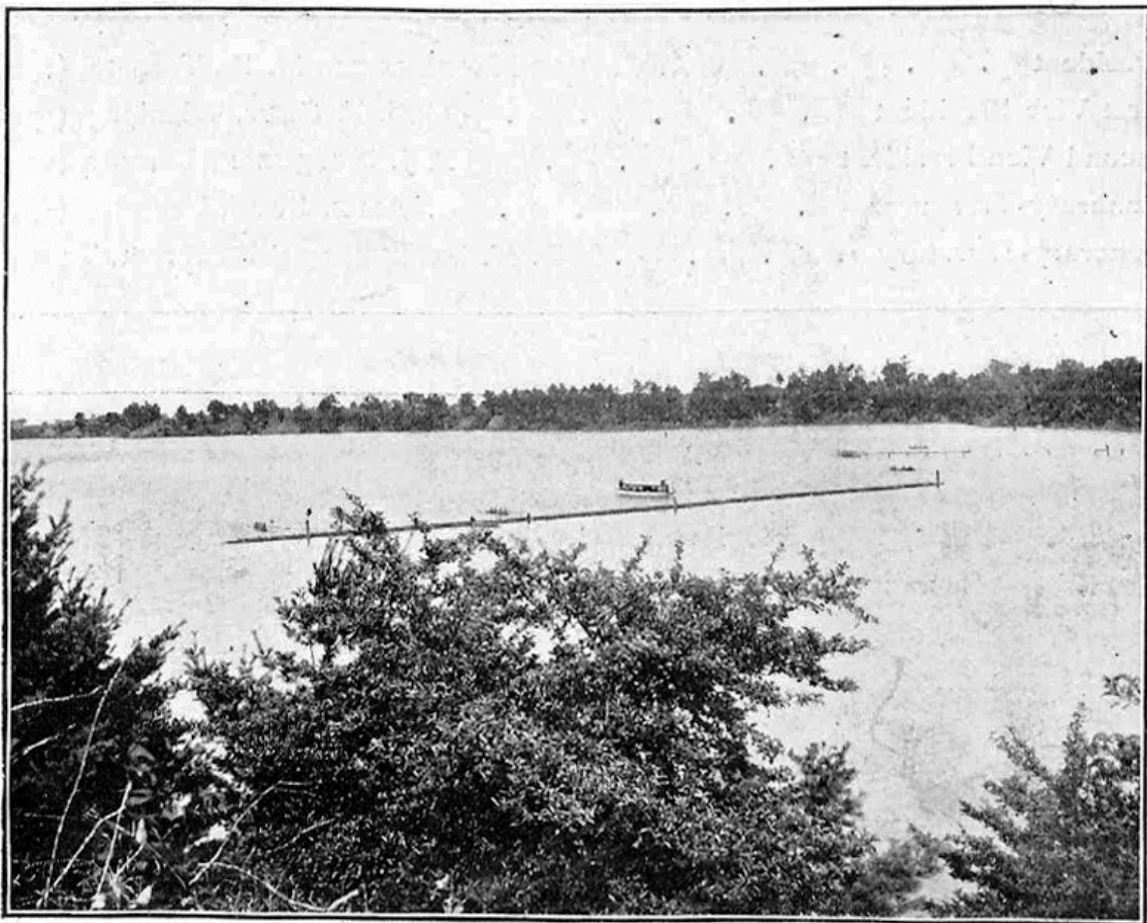
What were the amenities offered in the new clubhouse?

At the club house electric lights, telephone, shower bath and fresh water have been installed, racks for the boats and dressing rooms and lockers for the oarsmen have been built. [The Toronto *Globe*, August 2, 1905, p.10]

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Lest we forget that the clubhouse was built for the CAAO Regatta, not the St. Catharines Rowing and Canoe Club: "The private boats have been removed from the clubhouse, which has been handed over to the visiting oarsmen." [The Toronto *Globe*, August 3, 1905, p.10]

How much had been spent on setting up the permanent site for the Regatta? The final cost of building the clubhouse was \$3,600. The grandstand cost \$2,040, and removing the piles, \$392. Since starting the project in 1903, until June 20, 1905, a total of \$6,542.52 had been spent on the course, facilities and other necessities. A total of \$6,623.96 had been raised, leaving a balance on hand of \$81.44. [Summary of Receipts and Expenditures re. Regatta Course, June 20, 1905]



CANADIAN HENLEY COURSE NEAR ST. CATHARINES

This photo of the starting wharf appears in the 1906 Henley programme, so it was taken in 1905 or earlier. The most conspicuous vessel is the Starter's/Referee's launch, however, there are also three fours about to start their race: one on the extreme left end of the wharf, one on the extreme right end, and one between the launch and the left

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end. Since there are no boat holders, it would seem that the crews backed their sterns close to the wharf for the start. Also barely visible are some pilings off the right end of the wharf.

The housing of visiting rowers and spectators in Port Dalhousie and St. Catharines was all but finished:

The billeting committee has completed its work, and found accommodation for about one hundred and fifty oarsmen and their accompanying friends, and all that remains for this committee to do is to provide for about twenty who will accompany the Winnipeg crews. [The *Toronto Globe*, August 2, 1905, p.10]

The members of the St. Catharines Rowing and Canoe Club and their wives were taking an active role in entertaining the visitors:

The programme for the entertainment of the visiting oarsmen include an illuminated parade and a reception to be held on Thursday evening at the club house by the wives of the officers of the St. Catharines club, who will also tender the visitors a dance at Ridley College Rink on Friday evening. [The *Toronto Globe*, August 2, 1905, p.10]

J.L. Weller, Superintendent of the Welland Canal, put his steam launch, the *General*, at the disposal of the officials.

An entrepreneur took advantage of the unobstructed view of the course available from the bank opposite the grandstand:

Observation Point, in the centre of the course, on the east bank, will this year be enclosed, and music and refreshments provided. Caterer T.J. Bird will take charge of this point, which commands a perfect view of the whole course. [The *Toronto Globe*, August 3, 1905, p.10]

The illuminated parade, or water fete, on Thursday evening in front of the clubhouse was a huge success.

Despite the threatening weather, large numbers turned out to witness the illuminated parade, and few regret it for it was one of the best sights one could wish to see. About fifty boats sailing about in front of the club house, all gaily illuminated with lanterns, made an imposing sight. [The *St. Catharines Daily Standard*, August 5, 1905, p.4]

With the 19th Regiment Band playing on the verandah of the clubhouse, the display of lanterns gently bobbing on the water and following an intricately choreographed pattern in total darkness must have been enchanting.

On the first day of the Regatta, both the *Toronto Globe* and *Daily Star* contained this notice regarding a concern we would not normally associate with a regatta:

Already a lot of suspicious looking chaps have struck town, and residents here have been warned to well lock their doors and windows during the regatta. There is a circus here on

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Saturday, too, and with the usual army of crooks who run over for the regatta and the circus followers, things will be interesting in St. Kitts. [The *Toronto Globe*, August 4, 1905, p.8]

With several thousand rowing enthusiasts added to the normal population of Port Dalhousie, plus the summer residents, and the visitors in town for the holiday weekend, perhaps it was to be expected that “the usual army of crooks” would also be in town.

The Third Royal Canadian Henley Regatta was the first to suffer inclement weather. The article below was the first (and last) to include a new simile to describe the smoothness of the water:

St. Catharines, Aug. 4.—(Special.)—Under conditions that were altogether favourable from a rowing man’s viewpoint, the Canadian Henley regatta, held under the auspices of the Canadian Association of Amateur Oarsmen, began here to-day. The course was as smooth as a stretch of asphalt, and there was very little wind to retard the efforts of the oarsmen. But things were not as propitious for spectators. It rained nearly all morning, and there were no signs of let up until about ten minutes before the first race at 2 o’clock. Then there came a cessation in the sprinkling process, and though it was gloomy all afternoon no more rain fell. Everything considered the races were enjoyed by a large crowd. The banks at the finishing point were lined with people, and the stand was packed. All along the course at choice coigns of vantage at the sides there were many groups, and not a few gasoline launches and boats of various kinds were on the canal. Enthusiasts from all over the country were on hand. . . . The races were run off promptly on scheduled time, and in the main they were well contested. [The *Toronto Globe*, August 5, 1905, p.37]



St. Catharines Museum. 2001.8

Although the programme had been arranged the day before, changes were made on the fly. Two heats were scheduled for the Junior Doubles, however, when two crews scratched, the remaining three were put in the final which was run in place of the heats.

One upset on Friday involved the Rat Portage R.C.’s crew in their heat of the Junior Fours. The Argonaut crew, according to the bookies, was 1 to 2 and 3 to 10 favourites to win. However, Rat Portage took the lead at the start and held it to the finish. The Rat Portage crew included future Hockey Hall of Fame inductees Tom Phillips and Si Griffis who were playing for the Kenora Thistles. Tom Phillips’ name appears on the Stanley Cup twice; once with the Montreal Hockey Club in 1903 and again in 1907 with the Kenora Thistles. Silas Seth "Sox" Griffis’ name also appears on the Stanley Cup twice; once with the Thistles in 1907 and with the Vancouver Millionaires in 1915.

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Coincidentally, the winning crew of the second heat of the Junior Fours, the Ottawa R.C., also contained a future member of the Hockey Hall of Fame, Harvey Pulford. Playing for the Ottawa Hockey Club, he won the Stanley Cup four times: 1903, 1904, 1905, and 1906. Although he was an outstanding hockey, football and lacrosse player, as well as a successful boxer, rowing was his sport of choice. He eventually became the President of the Ottawa R.C., a post he held until 1936.

In the final on Saturday, Ottawa beat Rat Portage by little more than a metre. The time of 7:23 was a new course record. [The time of 7:03 in the CAAO record books is surely wrong. All the newspapers agree on 7:23.]

The final words about Harvey Pulford are from his coach:

Pulford, the stroke of the Ottawa champion four, never sat in a racing boat until five weeks ago. He is a crack hockey and Rugby player. "He picked up the game quicker than anybody I ever saw," said coach "Jimmy" Rice, yesterday. [The *Toronto Globe*, August 7, 1905, p. 10]

The only double winners in 1905 were the Winnipeg four who won both the Intermediate event and an hour later, the Senior race, beating the Argonauts by less than half a length, a race after which the veteran Argonaut stroke, Joe Wright, declared, "It was the toughest race I ever rowed." [The *Toronto Globe*, August 7, 1906, p.10]

A strong tail wind contributed to the fast times on Saturday. In addition to the Junior Four, new course records were set in the Senior Four by Winnipeg, and the Junior Eight by Argonauts. However, the tail wind also caused rough water:

Frequently the contestants were drenched with spray, and a couple of the frail craft were nearly filled with water. Going back to the clubhouse after the eight-oared race the Detroit seniors were swamped, their boat sinking unexpectedly. They were picked up by the press boat and taken ashore. [The *Toronto Globe*, August 7, 1905, p.10]

The Don R.C. junior eight that placed third in their event was coached by Ned Hanlan, who had left the Toronto R.C. after one year as the coach of their junior eight.

All the winners and times for the 1905 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1903 to 1915 are available in an appendix at the end of Chapter 3.

Below is a list of the participating clubs at the 1905 Royal Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. Although Argonaut R.C.'s four wins from 13 entries was not as good a percentage as Toronto R.C.'s three wins from nine entries, the Toronto win in the Senior Double was, for the second year in a row, a row-over.

Argonaut R.C.	(13/4)	Toronto, Ontario
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Don R.C.	(5/0)	Toronto, Ontario
Grand Trunk B.C.	(1/0)	Montreal, Quebec
Hamilton R.C.	(6/1)	Hamilton, Ontario
Ottawa R.C.	(6/1)	Ottawa, Ontario
Rat Portage R.C.	(3/0)	Kenora, Ontario
St. Mary's A.C.	(1/0)	Halifax, Nova Scotia
Toronto R.C.	(9/3)	Toronto, Ontario
Winnipeg R.C.	(4/2)	Winnipeg, Manitoba

American entries came from:

Detroit B.C.	(4/1)	Detroit, Michigan
Harlem B.C.	(1/0)	New York, New York
Mutual R.C.	(1/0)	Buffalo, New York
Pennsylvania Barge Club	(4/0)	Philadelphia, Pennsylvania

The annual meeting of the CAAO was held Saturday morning at the Welland House. One item on the agenda had far-ranging consequences: "A new race for junior fours was added, no member of the crew to exceed 140 lbs. in weight." [The St. Catharines *Daily Standard*, August 8, 1905, p.5] This was the beginning of lightweight rowing at the Canadian Henley Regatta.

Here are the 1905 Officers of the CAAO:

President: A. Claude Macdonell, Argonaut R.C.

1st Vice-President: George Frederick Galt, Winnipeg R.C.

2nd Vice-President: Patrick J. Mulqueen, Toronto R.C.

Secretary: Capt. R.K. Barker, Argonaut R.C.

Treasurer: Alex Boyd, Don R.C.

The *Daily Standard* names only seven members of the Executive Committee for 1905, however, the 1906 Henley programme gives this list:

Retiring in 1906: W.A. Cameron, Ottawa, Joseph Wright, Toronto, S.F. Scott, Montreal.

Retiring in 1907: George S. Ewart, Toronto, Edward Mack, Toronto, Edward F. Seixas, St. Catharines.

Retiring in 1908: J.W. McAllister, Hamilton, Oliver Heron, Toronto, F.B. Stacey, Brockville.

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The Fourth Royal Canadian Henley Regatta The Twenty-Seventh Regatta of the Canadian Association of Amateur Oarsmen August 3 & 4, 1906

In early 1906, canoeists expressed an interest in competing at the Canadian Henley. This was not unexpected. Canoe races and rowing races were often held at the same regattas. Moreover, in 1903, when the CAAO was trying to sell the idea of establishing a permanent course in Port Dalhousie, one of the suggestions made was that canoe championships could also be held on the course. To support that objective, attracting canoeists was one of the missions of the newly-formed St. Catharines Rowing and Canoe Club. At the 1904 Regatta, Edward Seixas gave a tour of the course to some canoeing representatives, and they apparently liked what they saw, because in the spring of 1906, this article appeared:

CANOEISTS FOR CANADIAN HENLEY

Eastern Paddlers Want to Race at St.
Kitts If It Can Be
Financed.

Special to the Star.

Montreal. March 3.—The canoeists of Brockville, Ottawa, and Montreal—and, in the aggregate, they number well nigh 1,000—are anxious to send war canoes, fours, tandems, and singles to the Canadian Henley at St. Catharines next summer, and they will do so if their respective clubs can secure a small grant from the Canadian Amateur Association of Oarsmen, [sic] which has charge of the Henley races.

The scheme was outlined to-day by W.L. Donnelly of the Britannia Boathouse Club, Ottawa, who was in the city, with the sounding of the local clubs on this question, as one mission.

He said that the Britannia Boathouse Club and the Ottawa and Brockville Canoe Clubs were desirous of sending war canoe crews to the Canadian Henley, but were deterred from so doing by the expense.

To send a crew from an Eastern canoe club to St. Catharines would cost each club \$200, but each one would be satisfied with half that amount, so a grant of \$500 from the C.A.A.O., with five clubs as the recipients, would mean that 100 Eastern canoeists would attend the Canadian Henley, prepared to put on Canadian championship war canoes, fours, tandems, and single races. [The Toronto *Daily Star*, March 3, 1906, p.13]

The Montreal canoe clubs were receptive of the idea, as was the CAAO.

At a meeting two months later at the King Edward Hotel in Toronto, R.E. Moody of the Island Amateur Aquatic Association met with the CAAO Executive Committee and

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proposed holding canoe races at the Canadian Henley. “[T]he committee was unanimous in the opinion that it would add materially to the success of the regatta.” [The *Toronto Globe*, May 4, 1906, p.10] There is no mention of a travel subsidy in the article.

Two weeks later, representatives from the Island Amateur Aquatic Association, Toronto Canoe Club, Orillia Canoe Club and Hamilton Canoe Club met with the CAAO Executive Committee who approved holding the canoe championships in conjunction with the Canadian Henley Regatta. The biggest stumbling block in the negotiations was granting the canoe clubs affiliation status with the CAAO. That could not be done until the next annual meeting which would be held at the Regatta in August. Nevertheless, the canoeists were welcome to hold their regatta, pending acceptance into the Association.

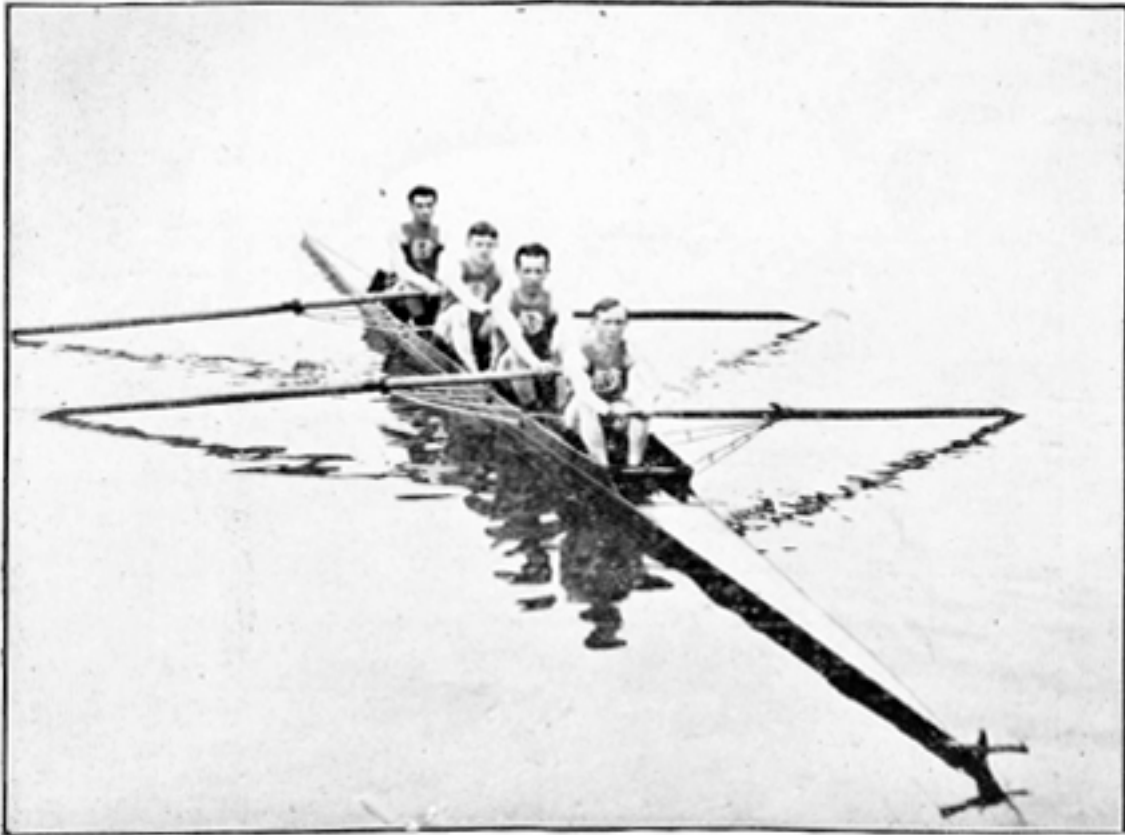
The intention of the canoeists is to make this meet the biggest thing of the year, and in a year or so they expect to have Ottawas, Lachine, Grand Trunks of Montreal and all the big eastern clubs competing at St. Catharines. This year the events will embrace singles, doubles, fours and war canoes. [The *Toronto Globe*, May 16, 1906, p.10]

It was a popular idea among canoeists; six clubs sent crews. The Toronto C.C. won both the War Canoe and the Fours. Orillia C.C. won the Tandem and J.O. Anderson of Orillia won the Canoe Singles.

Another new event at the 1906 Regatta was a lightweight four. Although many of the men who had competed at the Annual Regattas since 1880 had been lightweights, this was the first attempt to give them a race which excluded heavyweights and in which all the competitors were near the same weight, 140 lbs. [63.5 kg]. The race was officially called “Junior Four Oars (for crews no member of which shall weigh more than 140 lbs., weight at waterside)” [The Royal Canadian Henley Regatta, Official Programme, 1906] The *Toronto Daily Star* christened it “Special 140-Pound Four-oared Race,” [Toronto, *Daily Star*, July 27, 1906, p.12] although that newspaper informally referred to the crews as “mosquito” fours. [Toronto, *Daily Star*, August 2, 1906, p.14] and combined the two to form “MOSQUITO FOURS—140 LB. SPECIAL” [The *Toronto Daily Star*, August 4, 1906, p. 8] In the CAAO records, it became “Junior Fours (140 lbs.)” [The Royal Canadian Henley Regatta, Official Programme, 1910] which is the form I will use.

The lightweight four event proved to be popular; four clubs entered crews. The first winners of a lightweight race at the Canadian Henley Regatta were the Don R.C. crew, pictured below. They are: bow - H. Marsh, 2 - W. Crawford, 3 - W. Bowler, stroke - N. Lang.

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The Royal Canadian Henley Regatta, Official Programme 1907

The Regatta's most unpopular event, the Senior Pair Oars, was permanently dropped. It would not return to the Henley programme until 1948.

One of the hot topics of conversation at the 1906 Canadian Henley Regatta was the CAAO's plan to revert to the one-mile-and-a-half-with-a-turn course and to relocate the grandstand:

Alterations Next Year.

This is the last year that the Canadian Henley course will be run in its present shape. Next year there will be alterations to the distinct advantage of the public who attend races for the purpose of witnessing a spectacular performance. As the grand stand is now situated at the very end of the course, all the spectators can see, practically speaking, is the finish of the races. This, it is conceded, can hardly be expected to hold the interest of the people, so it has been decided to move the grand stand down near where the magnificent club house is situated and have a turn in the course. Thus the people on the grand stand will be enabled to see both start and the finish of all the events, which will very largely increase the interest, naturally. The staff [sic. It should be "start."], coupled with the manoeuvring for position is almost as interesting as the finish, and hitherto all this has been lost. But all this will be changed next year. The plans for moving the grand stand and changing the course were to have been carried out this year, but

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owing to lack of time it was finally reluctantly resolved to put the thing over until next year and do it right. [The Toronto *Daily Star*, July 31, 1906, p.10]

Given that one of the attractions of making St. Catharines the permanent home of the Canadian Henley Regatta was the availability of the long, straight, sheltered body of water with the capacity of holding races at the Henley Royal distance, one mile, 550 yards straightaway, this decision seems strange. The stated reason is the same one given in 1899 when the CAAO adopted turning races: spectator interest. However, since the crowds around the Henley Regatta course continued to number in the thousands, there is something not quite right about using that excuse in 1906. Perhaps there was pressure from the Americans who were using turning courses, but there may be a clue in the article above: "all the spectators can see, practically speaking, is the finish of the races." Because the grandstand was not angled to look up the course, the paying customers only got to see the last few strokes of races, while the spectators on the east bank got to see an unobstructed view of the whole course and race for free. Moving the grandstand might have been designed to fill the grandstand with paying customers, even though that grandstand could only seat 1,200 spectators.

Two problems with the move come to mind: How were spectators to be transported to the new grandstand location? And, how was the grandstand going to be moved? With the grandstand in town, spectators could get off the steamers or street cars and walk a short distance to their seats. If the grandstand was relocated to the start, the only access would be by street car that would let passengers off in the middle of nowhere. From there they would have to descend a steep bank to water level. As for the question of transporting the grandstand, there was a plan: "The structure is to be skidded on the ice during the winter and put into position at the end of the Welland Canal close to the new St. Catharines' [sic] Rowing Club house." [*Fore 'n' Aft*, Chicago, June, 1906, p.66]

In any case, all this speculation about moving the grandstand is moot. It stayed where it was until 1931. However, turning races did return to the CAAO Annual Regatta in 1907.

An indication of the number of visitors who attended the Regatta in previous years was the fact that special arrangements had to be made with private residents to rent rooms so "that no one this year will be under the necessity of having to sleep in a cot in a hotel corridor." [The Toronto *Globe*, August 1, 1906, p.10] Unfortunately, even with these arrangements, there was a shortage of places to sleep: "[W]hile the hotels can take in some more, they are pretty well filled. Each hotel has fitted billiard rooms, sample rooms and every other available place with cots." [The Toronto *Globe*, August 3, 1906, p.10]

On Wednesday, the course was lined with red flags, and the boats and canoes belonging to the members of the St. Catharines Rowing and Canoe Club were moved out of the shellhouse onto the side wharf to make room for the competitors' shells. Some clubs came earlier than usual in 1906 to get used to the course. Unfortunately, strong winds from the north for three days before the Regatta reduced the amount of practice

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time on the course for crews and scullers. Everyone who has ever rowed at a regatta in rough water has met someone who says: “Do you call *this* rough? This is nothing compared to what *we* row in.” At the Canadian Henley Regatta in 1906, that person was the coxie of the Toronto R.C. Junior Eight, F.J. Robson, who opined: “I don’t think this is rough. It is a good deal better than the bay over there, [i.e. Toronto] and we can stand it rougher still. I don’t know about the other crews, but we like it like this; it just makes you go right.” [The Toronto *Globe*, August 3, 1906, p.10] Robson’s bravado did not translate into a win. His crew, stroked by Canada’s top amateur sculler, Ephraim McGee, and favoured to win, was beaten by an Argonaut crew. The winning time for the Argonauts is a mystery. The St. Catharines *Daily Standard* and The *Daily Star* say 7:35. The *Globe* says 7:30. The *Royal Canadian Henley Regatta, Official Programme*, 1907 says 6:32, and subsequent CAAO record books say 6:35. Since it was a Junior crew rowing into a head wind, and given that the winning time for that race in 1905 was 6:51, I think we can rule out the last two times. Since two out of the three newspapers say 7:35, that’s the time I have opted for.

The weather on Friday morning did not bode well, “as rain fell in considerable quantities early in the morning, and until noon the whole sky presented a rather dismal aspect. With the afternoon, however, the sun shone brightly and hot, and with a fair breeze blowing up the course, made an ideal afternoon’s racing.” [The St. Catharines *Daily Standard*, August 4, 1906, p.1]

For some unknown reason, the St. Catharines *Daily Standard* and the Toronto *Globe* present conflicting descriptions of the size of the crowd. The *Globe* describes the scene this way: “Comparatively speaking, a small crowd saw the races. The grand stand was only half filled, and not more than three or four hundred people lined the shores. There were the usual number of pleasure boats on hand.” [The Toronto *Globe*, August 4, 1906, p.20]

The hometown reporter saw the scene differently:

Some four or five thousand spectators watched the various events from different points of vantage, and the commodious grandstand was fairly well filled with spectators long before starting time. The banks in close proximity to the stands were lined three or four deep with a surging mass of people, and the numerous launches, tugs, sailing and rowing skiffs that dotted the course each carried its coterie of eager enthusiasts, as well as innumerable canoes that flitted from bank to bank. [The St. Catharines *Daily Standard*, August 4, 1906, p.1]

Perhaps four or five thousand spectators was a small crowd compared to the size of the crowds in previous years. What that tells us is that the *Globe* reporter was a glass-half-empty person, while the *Daily Standard* reporter was a glass-half-full person.

In any case, the spectators saw some good races.

The last race of the day, Intermediate Fours, featured the crack Ottawa R.C. crew, the winners of the Junior Fours, Argonaut R.C., and Duluth B.C.. It was scheduled for 5:10, but because of delays in the programme, it was not run until 7:10, by which time many of the spectators on shore and on water had left. As a result they missed a good

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race and a near disaster. It was a close race, with the three crews exchanging the lead. One hundred yards from the finish, Ottawa was slightly ahead of Duluth. The latter crew was focussed on trying to catch Ottawa and did not hear the shouts warning them that they were heading towards a buoy. When they reached the buoy, the stroke had just been finished and the crew were on the recovery when the oar of the stroke-man, A.W. Puck, struck the buoy and Puck was thrown into the water. He was able to swim to the buoy, but was too weak to get back into his boat, and his crew mates were too weak to help him. He had difficulty keeping his head above water and was swallowing water. Since most of the small boats that had lined the course earlier in the day had left, it was up to the reporters on the press boat, Eddie Durnan's gasoline launch, *Minnie D.*, to rescue him. Puck was grabbed by his hair as he was going under and was pulled on board unconscious. He was given artificial respiration and was resuscitated after five minutes. He was taken first to the Clubhouse, then the Welland House where he received medical attention.

One race, the Intermediate Singles, was postponed on Friday. Some of the entrants had had difficult heats in the Junior Singles, and then in the final of that event, Selby Henderson from the Winnipeg R.C., fouled Harry Jacobs from the Don R.C., the race was halted, Henderson disqualified, and the race was ordered to be rowed again. It was felt that it would not be fair to rush the winner, W.H. Green from the Argonaut R.C. into the Intermediate race. A night's rest helped him to win the Intermediate Singles the next day.

On Saturday, "[t]here was an enormous crowd at the Henley Regatta the closing day, and the spectators were given a good card of events." [The *Toronto Globe*, August 6, 1906, p.10] The *Daily Standard* puts the number at "six or seven thousand people." [The *Daily Standard*, August 7, 1906, p.1] It was a boisterous crowd which contained a large number of spectators from canoe clubs "whose lung power was taxed to the utmost throughout the afternoon." [The *Daily Standard*, August 7, 1906, p.1] Also contributing to the festivities was the 19th Regiment Band which as situated just north of the grandstand.

The wind had shifted and was blowing from the south. The tail wind made for faster times than on Friday.

Although the description may be a bit exaggerated, it does show the power of Toronto R.C. sculler, Ephraim McGee. At the end of the Senior Singles in which he was not tested, "he sprinted like a race horse. The shell was lifted right out of the water" [The *Daily Standard*, August 7, 1906, p.1]

When the Toronto R.C. senior double of Ephraim McGee and Frank Hill were beaten by the Crescent B.C., some eyebrows were raised and some Toronto gamblers were upset. What disturbed many spectators was the fact that McGee stopped rowing before the finish. He had won the Senior Singles an hour before, but fatigue wasn't the reason he stopped. What had happened was that he had sent his single to the steamer dock to be shipped back to Toronto. However, his sculls had been sent in error, so he had to borrow W.H. Green's sculls for the double. Green's grips were too big for McGee, and

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in the close race, his arms cramped, so he could not finish. This was the proverbial straw that broke the back of the Toronto R.C.:

McGee's relations with the club have not been harmonious. He did not wear the club's colors in any of the races he rowed in the Canadian regatta at St. Catharines last week, and the club's captain would not recommend the payment of his expenses to Worcester [the site of the U.S. National Regatta]." [The Toronto *Globe*, August 11, 1906, p.21]

McGee was finished with the Toronto R.C..

All the winners and times for the 1906 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>. That database includes the correct winner of the Senior Fours, Ottawa R.C.. All the CAAO record books give the winner as Winnipeg R.C.. They won their heat, but placed second in the final.

All the results from all the races in all the Regattas from 1903 to 1915 are available in an appendix at the end of Chapter 3.

Below is a list of the participating rowing clubs at the 1906 Royal Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. Argonaut R.C.'s five wins from 11 entries made them the biggest and most successful club. Don R.C. also had a good regatta.

Argonaut R.C.	(11/5)	Toronto, Ontario
Brockville R.C.	(1/0)	Brockville, Ontario
Don R.C.	(8/3)	Toronto, Ontario
Fort William R.C.	(1/0)	Fort William Ontario
Hamilton R.C.	(1/0)	Hamilton, Ontario
Ottawa R.C.	(8/2)	Ottawa, Ontario
Toronto R.C.	(7/1)	Toronto, Ontario
Winnipeg R.C.	(5/0)	Winnipeg, Manitoba

American entries came from:

Celtic R.C.	(1/0)	Buffalo, New York
Crescent B.C.	(1/1)	Philadelphia, Pennsylvania
Detroit B.C.	(3/0)	Detroit, Michigan
Duluth B.C.	(1/0)	Duluth, Minnesota

On Saturday evening, the post-Regatta prize presentation and dance was held at the recently-opened Armories. A. Claude Macdonell, M.P. for North York, and President of the CAAO, made the presentations. Music was provided by the 19th Regiment orchestra. One mishap occurred during the ceremony. The Challenge Cup for Fours fell and broke.

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The cup, which, as everyone knows, is a massive one, standing several feet high upon a pedestal. The two silver oars, which were crossed upon the front of the cup, were broken off, and the cup otherwise injured. [The *Daily Standard*, August 7, 1906, p.6]

The newspaper does not say if the Winnipeg R.C. took the Cup with them, or it was left behind to be repaired.

The annual meeting of the CAAO was held Saturday morning at the Welland House. The main item on the agenda was the moving of the grandstand and the implementation of turning races. The one exception to turning races was to be eights, “whose shells are too long to turn in the course, and, in any event, it is almost an impossibility to successfully turn an eight-oared shell.” [The *Toronto Globe*, August 6, 1906, p.10]

The newspapers do not list the Officers and Executive Committee, with two exceptions. Assuming that there were no other changes, here are the 1906 Officers of the CAAO:

President: A. Claude Macdonell, Argonaut R.C.

1st Vice-President: George Frederick Galt, Winnipeg R.C.

2nd Vice-President: Patrick J. Mulqueen, Toronto R.C.

Secretary: Capt. R.K. Barker, Argonaut R.C.

Treasurer: Alex Boyd, Don R.C.

Here are the members of the Executive Committee from 1905, with the two changes. This may not be an accurate list:

P. Cameron, Brockville, J.W. McAllister, Hamilton, T.F. Scott, Ottawa.

F.B. Steacy, Brockville R.C., Edward Mack, Don R.C., George Ewart, Toronto.

Oliver Heron, Argonaut R.C..

L.C. Hoskins, Argonaut R.C. replaced Joseph Wright Argonaut R.C..

A.A. Vickers, Fort William R.C. replaced S.F. Scott, Montreal.

From 1880 to 1884, the Senior Singles event at the CAAO Annual Regattas was owned by Joseph Laing of the Grand Trunk R.C.. He was *the* outstanding Canadian amateur sculler before John J. Ryan and Len Marsh. On Saturday, August 26, 1906, he was a spectator at a regatta in Montreal:

OARSMAN DIED AT REGATTA

Montreal, Aug. 29.—Joseph Laing, a veteran oarsman, died at the Grand Trunk regatta on Saturday, while watching the races. He was 84 years old, and was at one time the Canadian champion. [Toronto *Daily Star*, August 29, 1906, p.12]

Laing’s death brought to an end a generation of Canadian amateur scullers.

Every rowing club held private regattas for their own members. Some were held in the spring and some in the fall. It is outside the scope of this history to deal with those

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regattas, however, I have to make an exception for the first club regatta held by the St. Catharines Rowing and Canoe Club. In addition to being the first such regatta hosted by the new club, there were several other firsts for the Canadian Henley course: women participants; mixed crews; quadruple sculls; octuple sculls; and Association singles.

REGATTA AT THE PORT.

St. Catharines, Sept. 3.—(Special.)—With a view to creating more interest locally in the Canadian Henley Regatta and developing possible champions, the St. Catharines Rowing and Canoe club held its first annual regatta on the Henley course this afternoon. There was about as large an attendance as on the first day of the national regatta, and, while the course was a little choppy, the weather was ideal. [The Toronto *Globe*, September 4, 1906, p.12]

Although it was a club regatta, several of the officials were from the CAAO.

The Club programme consisted of:

Single Skiff, ½ mile

Single Canoe, single blade, ½ mile

Ladies' Tandem Canoe

Four-Oared race, 1 mile. There were two crews. Although the newspaper does not say, they probably rowed in the two hand-me-down boats from the Argonaut R.C..

Single Canoe, double blade, ½ mile

Double Pair-Oared Skiff, ½ mile

Mixed Tandem Canoe, ¼ mile

Single Shell

Men's Tandem Canoe, ½ mile

While the local participants competed in the events listed above, several American clubs sent crews who raced in the events listed below, some of which would not appear in the regular Canadian Henley programme for decades:

Intermediate Quadruples

Intermediate Eights

Association Singles

Senior Doubles

Junior Octuple Sculls

Senior Eights

1906

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The Fifth Royal Canadian Henley Regatta The Twenty-Eighth Regatta of the Canadian Association of Amateur Oarsmen August 2 & 3, 1907

At a meeting of the CAAO held at the Albany Club in late January, 1907, one agenda item stands out:

The committee further considered the cases of clubs and amateur rowing men, who have this winter competed with or against professionals in hockey for a share of the gate money or other consideration, and the association will abide by its rule in cases where its definition of an amateur has been violated, and will take every precaution to prevent the offenders from competing at the Canadian championship regatta at St. Catharines, and is determined to keep rowing in Canada on a thoroughly amateur basis. [The Toronto *Globe*, January 26, 1907, p.22]

The CAAO's definition of an amateur had been around since 1880, but the reason for stressing it in 1907 needs to be put into context. There was, at this time, a struggle between the Canadian Amateur Athletic Union, centred in Toronto, and its Montreal Amateur Athletic Association branch. The crux of the disagreement was "whether or not amateurs could be allowed to participate with and/or against professionals in team sports while still retaining their amateur standing." [Morrow, Don "A Case-Study in Amateur Conflict: The Athletic War in Canada, 1906-08." *British Journal of Sports History*, 1986, p.173] While neither warring group had jurisdiction over rowing, the CAAO's rigid definition of an amateur, which predated the CAAU, put the Association in the same philosophical camp as the CAAU. When the MAAA branch of the CAAU adopted a less rigid definition in 1905 to appease its lacrosse members, the CAAU requested that the MAAA reverse its position. They refused, and withdrew from the CAAU, and on February 1, 1907—less than a week after the CAAO meeting mentioned above—formed the Amateur Athletic Federation of Canada. Their definition of an amateur was identical to the CAAU definition, without the clause barring its members from competing with and/or against amateurs in team sports.

This was a hot issue in 1907. The CAAU's position was that it would not interfere with other organizations until an athlete from one of those organizations tried to participate in a sport or event controlled by the CAAU. That meant that Harvey Pulford, star Ottawa hockey player and oarsman, who had played hockey with or against professionals, was the CAAO's concern. When asked specifically about Harvey Pulford, an unnamed CAAU official replied:

"Well, if Harvey Pulford is acceptable to the Canadian Association of Amateur Oarsmen, why he may row at the Canadian Henley, and we will not interfere with him, as far as rowing is concerned." [The Toronto *Daily Star*, February 14, 1907, p.13]

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Of course, the statement at the top makes it clear that Pulford was not “acceptable to the” CAAO. Its stance was clear. This put the Ottawa R.C. in a difficult position. Pulford was arguably their best oarsman. He stroked their best four, the four that won the Senior Fours event at the 1906 Canadian Henley. What would they do? What they did must have shocked the CAAO Officers and Executive Committee; they elected Harvey Pulford as their Club Captain. The Ottawa R.C. was fully behind its star oarsman.

The struggle between the two opposing factions was waged on many fronts, including the press. One sports writer at the Toronto *Globe* tried *reductio ad absurdum* to show the silliness of the CAAU position. He suggested that the Argonaut R.C. eight that had competed at the English Henley in 1906 were professionals, because their English competitors had played cricket or soccer with and against professionals. The CAAU replied by making an exception for English cricket and soccer. [The Toronto *Globe*, March 18, 1907, p.6]

The CAAO was not content to let things happen and make rulings as was necessary. They were pro-active:

A C.A.A.O. BLACKLIST IN PREPARATION

Executive Committee Meets Saturday
—Montreal Paddlers’
Troubles.

There will be a meeting of the executive of the Canadian Association of Amateur Oarsmen at the Tremont House Saturday afternoon to elect a committee to look after the big Canadian Henley Regatta “and other business.”

The “other business” will include a talk on the subject of professionals in rowing in Canada. A rowing blacklist is in course of preparation, and it will contain the names of the Ottawa athletes who took money for playing lacrosse and Rugby, the Montreal paddlers and oarsmen who played hockey with the Victorias against professionals, and other oarsmen who have been mixed up in games where the gold dust blew. The list will be headed by the famous Harvey Pulford. An affidavit [attesting to his amateur status] was put in when Pulford’s status was questioned last year, but the chances are that an affidavit will not go this year. The action of the Ottawa Rowing Club electing Pulford captain is received with surprise here unless it means that Pulford will merely coach the crews and [not] pull in the four himself. There are four Ottawa oarsmen slated for the blacklist.

In Montreal the men who played with the Victorias did not get any money, and the Victorias are amateurs, but they played against “pros.” They recognized the trouble they had turned up for themselves, and wrote the C.A.A.O. asking for absolution, but the chances are that they will be kept out [of the ranks of amateurs]. The Montreal offenders include McLean, the well-known Grand Trunk Boat Club paddler, and another war canoe paddler. [The Toronto *Daily Star*, April 3, 1907, p.10]

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The CAAO could not expend all of its time and energy compiling a blacklist; it still had the responsibility of making arrangements for the 1907 Regatta, so the Executive Committee met at the King Edward Hotel on June 3 to make plans. One item of note was the decision to have a new die made with which to strike the medals. [The *Toronto Globe*, June 4, 1907, p.9]

Two weeks later, the CAAO were the recipients of a new trophy:

ROWING

A PATRIOTIC CANADIAN.

William C. Muir of New York, a former Canadian, has donated a challenge cup for junior singles at the Royal Canadian Henley regatta to be held at Port Dalhousie, Aug. 2 and 3. The following are the conditions:—

“To be competed for in single-scul shells by junior scullers belonging to any club rowing under the auspices of the Canadian Association of Amateur Oarsmen, at the permanent course, near St. Catharines, the winning club to hold the cup until it is won by another club affiliated with said association, with the exception: That if it be won twice in succession by any sculler belonging to the same club, who was born in the City of St. Catharines or in the Village of Port Dalhousie, or should have resided in either of these places for a period of not less than three years immediately preceding the race, then the cup will become the permanent property of the club to which the winner belongs.”

At a meeting of the Royal Canadian Henley Regatta Committee last night at the King Edward it was decided to accept Mr. Muir’s challenge cup. [The *Toronto Globe*, June 18, 1907, p. 7]



MUIR CHALLENGE CUP FOR JUNIOR SINGLE SCULLS

Mr. Muir’s conditions, slightly edited, appeared with the Challenge Cup’s photo in subsequent Henley programmes. Since it is still in competition—for the Championship Women’s Single—it would seem that it was never won twice in succession by St. Catharines or Port Dalhousie natives from the same club.

The above article appeared, *verbatim*, in the *Toronto Daily Star* and the *St. Catharines Daily Standard*. The latter newspaper had some additional information in the Port Dalhousie news section. Between a notice about sidewalks being poured on Gertrude St. and a notice that Mrs. Joseph Sullivan and her children were visiting from Toronto, we get this:

As evidence of the fact that Port’s sons do not forget their native birth place, the presentation of a handsome trophy by William A.

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[sic] Muir of New York City to the Royal Canadian Henley for competition between Port and St. Kitts scullers has just been made public. Details of Mr. Muir's gift will be found in the rowing column, sporting page. Mr. Muir is a son of Capt. Wm. Muir of this place. [The St. Catharines *Daily Standard*, June 18, 1907, p.6]

William C. Muir was William Cavers Muir (1866-1948). He was the third of ten children of William and Christina (née Cavers) Muir. The 1906/07 and 1907/08 New York City directories list a William Muir who was a plumber. He left New York City and returned to Port Dalhousie around 1911 after the deaths of his father and uncle, and joined the company which had been founded by them, Muir Brothers Dry Dock. He lived the rest of his life in Port Dalhousie. His name crops up occasionally in connection with the Canadian Henley Regatta.

The first winner of the Muir Challenge Cup was Matthew Burns from the Celtic R.C. in Buffalo, New York.

For additional information about this and all the current Henley trophies and many of the retired trophies, go to: <http://goldmedalphotos.com/trophies.html>

Three days after the CAAO meeting mentioned above, the Association announced the new course format: the races would start and finish in front of the grandstand, which, because of the expense, would not be moved. The races were to be three-quarters of a mile each way. The eights were exempt from having to turn because of the difficulty in executing that maneuver at speed. [The Toronto *Daily Star*, June 21, 1907, p. 12] Eights would continue to row one mile, 550 yards.

Since the races were starting in front of the grandstand, some consideration was given to giving the competitors easy access to the start.

The Rowing Club have applied to the Government for permission to use the Government sheds for dressing-rooms. In that case the contesting oarsmen would not have to tire themselves rowing up to the starting point from the club-house after getting ready. [The Toronto *Daily Star*, July 24, 1907, p.9]

The gate-yard building, as it had in 1903, proved to be useful again.

Other preparations included roping off the 600 feet of the course closest to the grandstand to keep small craft off the course. In addition, a police boat would patrol the course to enforce the ban.

Not all preparations were for the good of the competitors. Hotels were bringing out the cots so that the expected overflow of visitors would have something to sleep on.

In anticipation of an influx of unsavoury types, the police were prepared:

There has been a good deal of pocket-picking at the Henley in years past. It being said that a regularly organized gang from across the line [i.e. border] operated here last year. Every effort will be made by the authorities here, assisted by Provincial officers, to give the gang a hearty welcome if they show up this year. [The Toronto *Daily Star*, July 31, 1907, p.11]

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When the Ottawa R.C. submitted its entries, two names caught the attention of the Regatta Committee:

The name of Pulford of the Ottawas was refused by the committee, but Ottawa had a substitute, and the entry of the senior four was accepted. The name of A.C. Moore of the Ottawa eight [sic] was also struck off. [The Toronto, *Daily Star*, July 31, 1907, p.3]

It's not clear why the Ottawa R.C. would include in their crews oarsmen they knew would be rejected, unless they were trying to test the CAAO.

Harvey Pulford and Alfred Moore were formally barred the next day by the CAAO Officers because: "It is alleged that Pulford and Moore had played hockey and other games for a financial consideration, and it was on the grounds of professionalism that their entries were refused." [The Toronto *Globe*, August 1, 1907, p.7]

Things become confusing the next day, with some suggesting that the Ottawa R.C. used its own four as pawns to make a point, and others suggesting that oarsmen as guilty as Pulford and Moore were being allowed to compete:

Did Ottawa "Knock" Its Own Senior Four

Subtle Influences Behind St. Kitts'
Action Say Rumors in
Capital.

Said the Ottawa Journal of yesterday: "The Canadian Henley promises to be a great meet this year, the entry list being the largest on record." Since yesterday, however, a woeful wail has gone up from Ottawa, owing to the barring of two members of their senior four from the regatta. The earlier despatches are confirmed by the following plaintiff paragraphs which came over the wires this morning:

"Ottawa, Aug. 1.—There will be no senior four crew sent to St. Catharines from Ottawa. That is definite. There is a soreness against the regatta management, who could have settled the professional or amateur status long since, and not put Ottawa to all the trouble at the eleventh hour.

"St. Catharines [i.e. the CAAO] said they would stick to their guns, and uphold the [barring of the] Ottawas in their stand, and this last minute retreat [by the Ottawa R.C.] is sadly commented upon here. It is wondered in rowing circles why Ottawa is so singled out when there are more open professionals accepted, and on the way to St. Catharines, than Pulford and Moore.

"One team has an American professional in its composition. In the capital it is thought influences were at work in Ottawa itself to defeat its own men, from pique [against the CAAO?] perhaps.

"These are the views in aquatic circles." [The Ottawa *Journal*, August 1, 1907]

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The Ottawa Rowing Club has known since April that Pulford and Moore's entries would not be accepted, and have only themselves to blame for the fiasco. They thought they could bluff the C.A.A.O., but found out differently. [The Toronto *Daily Star*, August 2, 1907, p.13]

The St. Catharines *Daily Standard* had this to add:

The contingent from the capital is very sore over the treatment of their men, and a good deal of talk about "veiled professionalism" in other clubs has been going around. As usual the rumours do not take the form of any direct accusations. [The St. Catharines *Daily Standard*, August 2, 1907, p.1]

This was a sore spot that would not go away. In December, the Ottawa R.C. announced that it would hold a regatta in July. Only Eastern—i.e. no Toronto—clubs would be invited. If it was a success, a new rowing association, which would be part of the CAAU, would be formed. Although it is not stated explicitly, the impetus for these two initiatives may have been the treatment of Harvey Pulford and Alfred Moore, because in the middle of the article about the new regatta and association, we get this: The older members of the Ottawa R.C. "considered the barring of Pulford and Moore and permitting of Davidson of Lachine, and some Winnipeg and Fort William entries too much of a discrimination to be swallowed." [The Toronto *Globe*, December 28, 1907, p. 15]

Another headache for the CAAO at the Regatta was the fact that the Ottawa and Winnipeg crews were handicapped because they had to borrow boats:

The railways asked outrageous freight rates from Winnipeg, and the Ottawa boats were left at Prescott, where the captain of a lake liner refused to let them be placed aboard his boat. The Canadian Association of Amateur Oarsmen will take this matter up with the Railway Commission. [The Toronto *Globe*, August 5, 1907, p.7]

Another victim of the railway was the Metropolitan R.C.'s double which was broken in transit. It was repaired in time for the race on Saturday.

In contrast to the drama and ill feelings off the water, the first day of racing was all good. The weather conditions were perfect, the racing exciting and all events were run on time, starting promptly at the advertised time of 2:00 P.M.. The crowd size was estimated at 4,000. [The St. Catharines *Daily Standard*, August 3, 1907, p.1] Among those spectators, "Buffalo [had] an especially large and enthusiastic delegation in the grand stand." [The Toronto *Globe*, August 3, 1907, p.16] The size of the group from Buffalo was due to three Buffalo clubs competing: Celtic R.C., Mutual R.C., and Lighthouse R.C.. Ned Hanlan was one of the interested Toronto spectators. The number of entries was so large that heats were required in the Junior, Intermediate, and Senior Singles, Junior Doubles, Junior and Intermediate Fours, and Junior Fours (140 lbs.). Another contributing factor to the need for so many heats was a reduction in the

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number of lanes from four to three. Because ample space had to be provided at the turns, the lanes were widened and the number reduced.

Turning around a buoy caused some problems. James F. Cosgrave of the Argonaut R.C. was favoured to win his heat of the Junior Singles but he went around the wrong buoy. In the first heat of the Junior Fours, the stroke-man of the Don R.C. crew broke his oarlock making the turn.

A new event on the 1907 programme was the Junior Fours in Working Boats. The definition which appears in the 1907 programme is uncharacteristically vague: "This race is for Junior Clubs only. Definition of a Junior Club to be decided by Regatta Committee." [The Royal Canadian Henley Regatta, Official Programme, 1907, p.12] Three crews were entered. Two—deemed "Junior" by the Regatta Committee—were from clubs with a long history with the CAAO Regatta: Hamilton R.C. and Lachine Boating and Canoeing Club. The third entry was the first one from the St. Catharines Rowing and Canoe Club, which certainly was a "Junior Club." The home crew placed second to the Lachine Boating and Canoeing Club who received silver, not gold medals. Gold medals were reserved for winners of races with racing shells.

The postcard below is not dated, but it probably comes from the 1907 era. There are three indications that the event pictured is *not* a Henley Regatta: first, the caption says it is a "Local Regatta." Second, there is no activity at the gate-yard building at the upper right of the photo. Third, since the photographer was looking north from the grandstand, there would have been a tent or other enclosure in that area at the Henley Regatta. If it's not a Henley Regatta, why include the photo? By a happy accident, it shows two working boats. If we start at the extreme left—the Muir Brothers Dry Dock—and move over the three long poles lying on the ground, one working boat is clearly visible to their right. The second is immediately beside it with oars lying inside. Being working boats with 9.5 mm thick hulls and not racing shells, they could be set on the ground. By another happy accident, a competitor for the St. Catharines Rowing and Canoe Club appears in the photo; he is in the lower left, all in white with a wide dark band across his chest. The club colours were white and red.



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John Burtniak collection.

On Friday evening, a band concert was held in Montebello Park for the entertainment of Regatta visitors.

The *Daily Standard's* publishing schedule was altered on Saturday to accommodate its staff and carriers:

WHY THE STANDARD APPEARS EARLY TODAY

In order to give the Standard staff an opportunity to take in the Canadian Henley regatta and to comply with the unanimous request of the large army of Standard carrier boys, the Standard is issued today at twelve o'clock noon. [The St. Catharines *Daily Standard*, August 3, 1907, p.1]

The *Standard's* support for the Regatta did not stop there. An editorial extolled the quality of racing and encouraged readers to attend. In addition, as was the case each year, the Regatta coverage took up a large amount of space on page 1. The Burgoyne

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family who owned the *Standard* were strong supporters of the Regatta. William B. Burgoyne was Chairman of the Board of Trade's tournaments and sports committee in 1903 when the CAAO was proposing to set up a permanent course. In that capacity and also in his capacity as Mayor he was instrumental in securing the Regatta. The family's involvement continued unabated until the newspaper was sold in 1996. In 1972, the *Standard's* third publisher was honoured posthumously at Henley with the dedication of the William B.C. Burgoyne Memorial Trophy "in recognition of his outstanding contribution to the sport of rowing in Canada." [*part of the inscription on the trophy*]

Rain falling in the early afternoon on Saturday "served to drive the spectators [from along the shores] into the grandstand which for the first time was filled to overflowing." [The St. Catharines *Daily Standard*, August 6, 1907, p.1]

On Saturday, the canoe races were a big draw. In addition to multiple entries from four Toronto clubs, the St. Catharines Rowing and Canoe Club and Lachine Boating and Canoeing Club had two entries each. The Lachine Boating and Canoeing Club won the Canoe Singles, the Island Amateur Athletic Association won the Canoe Tandems and Canoe Fours, and the Toronto Canoe Club won the War Canoes.

The afternoon did not start auspiciously. As the three crews in the Junior Fours rounded the turning buoy, the Toronto R.C. crew fouled the Argonaut R.C. crew, giving the Winnipeg R.C. crew an advantage. The Umpire, Percy Galt, stopped the race and restarted them from the half-way point, hence the time of 4:06.6 which appears in some sources. It was the first win of the day for the Argonaut four.

The stars of the 1907 Regatta were the Argonaut R.C. junior four made up of Geoffrey "Longboat" Taylor, stroke, Charlie Riddy, three-seat, Alex Davidson, two-seat, and Gordon Balfour, bow. On Friday they were the stern (or as the newspapers called it, the "after") four in the winning Junior Eight. On Saturday, they won the Junior, Intermediate and Senior Fours, and were the stern four of the winning Senior Eight. They also won their heat in the Intermediate Fours: five wins in the space of five hours.

The CAAO had changed the rule which had prohibited C.S. Richards of the Winnipeg R.C. from competing in the Junior Singles final in 1904. After winning the Junior Doubles, he was barred from the Junior Singles because, according to the rule at the time, he was no longer a Junior. Had that rule still been in effect in 1907, the Argonauts' win in the Junior Eights would have prevented them from racing in the Junior Fours. The new rule reads: "These rules may be varied to permit a junior oarsman or sculler to compete throughout the continuance of any regatta as a junior in as many separate events as such a contestant may have been properly entered." [The Royal Canadian Henley Regatta, Official Programme, 1907, p.27]

The following week, at the U.S. National Regatta in Philadelphia, Pennsylvania, the same group won the Senior Four and Eight.



ARGO'S CHAMPION JUNIOR EIGHT.

This is the eight which defeated Ottawas for the junior championship so handily yesterday—J. B. Taylor stroke, Chas. Reddy 7, A. T. Davidson 6, Gordon Balfour 5, Bert R. Gale 4, J. T. McCurdy 3, W. J. Hare 2, C. K. Dodds bow, D. E. Kertland cox.

"Page 16." *Toronto Daily Star* (1900-1971), Aug 03, 1907, pp. 16. ProQuest, <http://search.proquest.com.ezproxy.torontopubliclibrary.ca/docview/1431545205?accountid=14369>.

All the winners and times for the 1907 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>. That database includes the winner of the Intermediate Singles, which is omitted in the CAAO records. J.W. Craig of the Detroit B.C.. beat James F. Cosgrave of the Argonaut R.C. in 10:21.

All the results from all the races in all the Regattas from 1903 to 1915 are available in an appendix at the end of Chapter 3.

Below is a list of the participating rowing clubs at the 1907 Royal Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. Argonaut R.C.'s wins in five of the 12 events (there was no Intermediate Doubles) again made them the biggest and most successful club. Don R.C. had another good regatta.

Argonaut R.C.	(12/5)	Toronto, Ontario
Don R.C.	(8/4)	Toronto, Ontario
Fort William R.C.	(6/0)	Fort William Ontario
Hamilton R.C.	(1/0)	Hamilton, Ontario
Lachine Boating & Canoeing Club	(1/1)	Summerlea, Quebec
Ottawa R.C.	(4/0)	Ottawa, Ontario

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St. Catharines Rowing & Canoe Club

	(1/0)	St. Catharines, Ontario
Toronto R.C.	(5/0)	Toronto, Ontario
Winnipeg R.C.	(3/0)	Winnipeg, Manitoba

American entries came from:

Detroit B.C.	(5/1)	Detroit, Michigan
Celtic R.C.	(2/1)	Buffalo, New York
Lighthouse R.C.	(2/0)	Buffalo, New York
Metropolitan R.C.	(1/0)	New York, New York
Mutual R.C.	(2/0)	Buffalo, New York

On Saturday evening, wives of prominent members of the St. Catharines Rowing and Canoe Club hosted a ball in the Phelps Street Roller Rink, more formally known as the St. Catharines Roller and Ice Rink. “[I]t is conservatively estimated that over five hundred people turned out Saturday evening for the elaborate affair.” [The St. Catharines *Daily Standard*, August 6, 1907, p.8] Guests began arriving around 9:00 P.M.. “The music was furnished by the 19th regiment orchestra which rendered an excellent program of the most up-to-date waltzes and two-steps.” [The St. Catharines *Daily Standard*, August 6, 1907, p.8] The women wore colourful gowns and the men formal black. At 11:00 P.M., the prizes were presented. “The presentations were gracefully made by Mrs. E.F. Seixas, who wore a handsome gown of black lace over white chiffon and an exquisite gold lace belt.” [The St. Catharines *Daily Standard*, August 6, 1907, p.8] Following the distribution of medals, plaques and trophies, dancing resumed until midnight.

The newspapers do not list the Officers and Executive Committee. However, the 1907 Regatta programme gives the names of the men who held those positions at that time. This list may be different from the slate of men elected at the annual meeting during the 1907 Regatta:

1907 Officers of the CAAO:

President: A. Claude Macdonell, Argonaut R.C.

1st Vice-President: George Frederick Galt, Winnipeg R.C.

2nd Vice-President: Patrick J. Mulqueen, Toronto R.C.

Secretary: L.C. Hoskins, Argonaut R.C.

Treasurer: Alex Boyd, Don R.C.

Here are the members of the Executive Committee as they appear in the 1907 programme:

Retiring in 1907 [The programme says 1906 which must be an error. It also misspells the President’s surname.]:

W.A. Cameron, Ottawa, George S. Ewart, Toronto, Edward F. Seixas, St. Catharines

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Retiring in 1908:

J.W. McAllister, Hamilton, Oliver Heron, Argonaut R.C., F.B. Steacy, Brockville, A.A.
Vickers, Fort William

Retiring in 1909:

Capt. John Wilson, Toronto R.C.

1907

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The Sixth Royal Canadian Henley Regatta The Twenty-Ninth Regatta of the Canadian Association of Amateur Oarsmen August 7 & 8, 1908

It was a sad beginning to 1908. Edward “Ned” Hanlan, former sculling champion of the world and Canada’s greatest sporting hero, died of pneumonia on January 4 at the age of 52. Although he was a professional, he had generously supported amateur rowing. He donated money at the formation of the CAAO, two cups which were given out as prizes at the First Regatta, and a gold medal in 1892. He had promoted the Regattas and was an interested spectator at many of them, including the 1907 Regatta.

His funeral was huge. An estimated 10,000 mourners viewed the body in St. Andrew’s Presbyterian Church on Queen St. in the three and a half hours before the memorial service. Among the thousands of people who attended the service, or respectfully lined the route from the church to the cemetery, was a large contingent of rowing people. There were representatives from the CAAO, including former President Arthur R. Boswell, plus many members of the Argonaut, Don and Hamilton Rowing Clubs. The approximately 200 members of the Toronto R.C. in attendance walked ahead of the hearse to the cemetery. The pall-bearers included some famous rowing names: Joseph Wright, Jacob Gaudaur, James Rice and Captain John Wilson. [The *Toronto Globe*, January 8, 1908, pp.1 & 9]

1908 was an Olympic year, and the CAAO decided that the rowing trials would be held on the Royal Canadian Henley Regatta Course, on June 26. Several crews and scullers from the Halifax, Nova Scotia area came to compete, but none qualified. The trials were rowed straightaway. The distance was 2,412 metres or “about two hundred feet short of a mile and a half, the Olympic events distance.” [The *Toronto Globe*, June 27, 1908, p.16] The CAAO was pleased with the selection:

eight - Argonaut R.C.

four - Argonaut R.C.

pair - Argonaut R.C.

scullers - Lou Scholes - Toronto R.C. and Walter Bowler - Don R.C.

coach and manager - Joe Wright

The eight and four were almost the same crews that had had such outstanding success at the 1907 Canadian Henley Regatta. Their coach was Joe Wright. Lou Scholes had won the Diamond Sculls at the Henley Royal Regatta in 1904, and easily beat all his competition at the trials. Walter Bowler had won the Senior Singles at the 1907 Canadian Henley. Hopes were high. At the London Olympics, those hopes translated into bronze medals for the pair, four and eight.

For the CAAO Regatta, the course was reconfigured to the mile and a half with a turn format, with the eights rowing one mile, 550 yards straightaway.

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Although the newspapers routinely employed superlatives to describe every Regatta, one fact does indicate that the 1908 Regatta was going to be big:

So great is the entry list that there is a good deal of trouble in finding room for all the shells in the gate shed at Port Dalhousie. There will be about forty shells all told, and they take a lot of room. [The Toronto *Daily Star*, August 6, 1908, p.9]

Not in attendance in 1908 were the canoeists. The four races at the Canadian Henley were not enough to satisfy them. The standard Canadian Canoe Association programme was 11 events. They opted to hold their own championship regatta in Ottawa.

The infamous Harvey Pulford, whose amateur status had been a *cause célèbre* in 1907, was coaching Ottawa R.C crews in 1908.

One change of note in the prizes involved the Junior Fours in Working Boats. In 1907 the winners had been awarded silver medals, however, in 1908, they were presented with gold medals and a challenge cup. [The Toronto *Daily Star*, July 11, 1908, p.16] The first winners of those prizes was the St. Catharines Rowing and Canoe Club crew.

One aspect of the Regatta that all the newspapers comment on is the efficiency with which the programme was run. The events were started promptly at 15 minute intervals. As soon as one race was finished, competitors for the next moved into place for the start.

Although pickpockets were regular attendees at the Regattas, petty crime at the 1908 Henley featured “a slight, ordinary-looking stranger, soberly dressed, who seemed to be half drunk.” [The Toronto *Daily Star*, August 10, 1908, p.8] On Saturday, he made the rounds of the bookies and bars placing bets and buying drinks for the tavern patrons, all the time exchanging counterfeit \$10.00 bills for genuine \$5.00 bills. By the time his dupes caught on to his scheme, he had made an estimated \$200 and fled town.

Below is a list of the participating clubs at the 1908 Royal Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. The Argonauts led all clubs with 11 entries, however, their crack four and eight were at the Olympic Games in London and did not return in time to compete at the Canadian Henley, so the Club managed only two wins. It was the Don R.C. who were the powerhouse in 1908, winning five of the 13 events. The win by the St. Catharines Rowing and Canoe Club in the Junior Fours in Working Boats was the first of a string of wins for that new club which extends to the present.

Argonaut R.C.	(11/2)	Toronto, Ontario
Brockville R.C.	(2/0)	Brockville, Ontario
Don R.C.	(9/5)	Toronto, Ontario
Grand Trunk B.C.	(5/0)	Montreal, Quebec
Hamilton R.C.	(3/0)	Hamilton, Ontario

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Ottawa R.C.	(2/0)	Ottawa, Ontario
St. Catharines Rowing and Canoe Club	(3/1)	St. Catharines, Ontario
Toronto R.C.	(2/0)	Toronto, Ontario
Winnipeg R.C.	(3/2)	Winnipeg, Manitoba

American entries came from:

Celtic R.C.	(2/0)	Buffalo, New York
Detroit B.C.	(5/1)	Detroit, Michigan
Lighthouse R.C.	(1/0)	Buffalo, New York
Mutual R.C.	(3/2)	Buffalo, New York

Special mention should be made of the Winnipeg R.C. team. They came with eight oarsmen and a coxie, and rowed in shells borrowed from the Argonauts. Some also had to use borrowed oars because theirs had been lost in transit. Despite these handicaps, they placed first and second in the hard-fought Senior Fours race, then, 45 minutes later combined to win the Senior Eights.



Photo by Yanko Kalem, Winnipeg R.C.. Used with permission.

Above is the plaque awarded by the CAAO to the winning Winnipeg R.C. senior eight in 1908. The inscription on the banner below the maple leaf uses the event's traditional name: "Senior Eight Oars."

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This photo, which appears on the Don R.C. web site has the caption: "Champions RCHR 1908 Junior and Intermediate Doubles: W. Cameron and J. Ryan."

Cameron and Ryan did win the Junior and Intermediate Doubles events at the 1908 Canadian Henley. However, only the bottom plaque in the photo has the 1908 date on it. This suggests that the upper plaque is from another year.

The scullers in the photo may be W. Crawford and H. Lang who won the Senior Doubles in 1908 and the Junior Doubles in 1907. This would explain the lack of a date on the upper plaque.

This needs further investigation.

Walt Dickson Photo. From http://www.donrowingclub.com/oldsite-dan/culture_history.php
Used with permission.

All the winners and times for the 1908 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

All the results from all the races in all the Regattas from 1903 to 1915 are available in an appendix at the end of Chapter 3.

"In the evening a vast crowd of visitors and citizens gathered on the lawn of the Welland House, when the prizes were presented to the winners by Mayor Campbell." [The St. Catharines *Daily Standard*, August 10, 1908, pp. 1 & 4] The Welland

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House annually served as the headquarters for the CAAO during the Regatta. Afterwards, a dance was held.

The annual meeting of the CAAO was held Saturday morning.

The 1908 Officers of the CAAO were:

President: A. Claude Macdonell, Argonaut R.C.

1st Vice-President: George Frederick Galt, Winnipeg R.C.

2nd Vice-President: Edward Mack, Don R.C.

Secretary: L.C. Hoskins, Argonaut R.C.

Treasurer: Alex Boyd, Don R.C.

Here are the members of the Executive Committee elected in 1908:

Elected for three years (until 1911):

Patrick J. Mulqueen, Toronto R.C., J.W. McAllister, Hamilton, Major Oliver Heron, Argonaut R.C.

To fill a vacancy until 1910:

C.F. Mason, Grand Trunk B.C.

Although not mentioned in the newspaper account, presumably Capt. John Wilson continued on the Executive for one more year, to retire in 1909.

There must have been others, but they are not mentioned in the newspaper.

The Association had a healthy bank balance, and were not reluctant to spend some of it to improve the Regatta. Two agenda items included plans for upgrading the grandstand and accommodations for the competitors. A third item was this interesting proposal:

The members of the association considered the advisability of purchasing a number of four and eight oar shells which could be kept at the regatta course. These would be used by crews coming from a distance to row at the Henley, and the members hope to encourage the entries from clubs which now stay away because of heavy freight charges on boats. [The St. Catharines *Daily Standard*, August 10, 1908, p.1]

This was deferred for further discussion at a later date.

1908

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PLEASE NOTE: This History is a work in progress. I will post chapters as I finish them and I will make changes to chapters which are already posted as I become aware of new information, or have errors pointed out to me. This version was completed on November 15, 2022. If you find errors or omissions, use the Contact link at <http://goldmedalphotos.com/> to point them out to me. Stan Lapinski.