

Chapter 4: 1919 to 1930: Difficult Times



The Executive Committee of the Canadian Association of Amateur Oarsmen yesterday decided to promulgate the announcement that there would be no Royal Henley regatta at St. Catharines this summer, as per custom. This was the consensus of opinion as expressed at the annual meeting last August, that is if the war was still on. [The Toronto *Daily Star*, April 7, 1916, p.17]

It was the first time in the Association's history that the Annual Regatta was not held.

Cancelling the 1916 Regatta had become a necessity. There simply were not enough men to fill racing shells. Larger clubs tried to carry on by holding their own club regattas, but even those were modest affairs compared to previous years. Small clubs simply locked the clubhouse doors with the hope that enough men would return to warrant unlocking them again.

To illustrate: by the middle of March, 1916, of the nine men who were in the Argonaut eight that won the Senior Eights race in 1915, seven were in the army. [The Toronto *Daily Star*, March 15, 1916, p.12]

The birth of high school rowing in Canada can be traced to World War I and the shortage of men to row. It was the same club that proposed the formation of the CAAO in 1880, the Argonaut R.C., that initiated rowing for high school boys.

JUNIOR MEMBER
SECTION GOOD IDEA

Excellent Plan to Continue Interest in Aquatic Sports in Toronto.

MINIMUM IS 15 YEARS

Paddlers and Oarsmen to Benefit

....

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The new junior member section which some of the aquatic clubs have decided to adopt in order to infuse new blood into the present membership looks like an excellent plan to continue interest in the water sports while the majority of the veteran members are serving the colors. This junior membership was first suggested by Major Heron of the Argonaut Rowing Club [and President of the CAAO] at the annual meeting some time ago, and it was then decided to adopt the junior membership, the minimum age limit being 15 years, and to cut the membership fee. . . .

Harbord Collegiate Institute has already made a step towards organizing an eight. Mr. Walter Morson, an executive member of the Argonauts, has been good enough to place eight junior memberships in the Argonaut Club at the disposal of the institution. Yesterday the boys were down taking a look around the Argonaut Club. They range in age from 16 to about 19, and most of them stand about 5.8 or 5.10 and would weigh in the neighborhood of 130 pounds. Their merits in swinging and sweep oar are, however, an unknown quantity.

Joe Wright, the Argo coach, now at the University of Pennsylvania, is also much in favor of this junior scheme. Mr. Wright proposes to arouse the rowing spirit in the High schools where the boys commence to take an active interest and part in athletics. In the States, Mr. Wright says, nearly every large High school has its varsity crew, and in a city where there are possibly ten High schools much competition prevails in the sweep-oaring. The University of Pennsylvania's present varsity boat has two graduates from the West Philadelphia High School. Of course in this instance each High school has its own boat clubs and its own boats. [The *Toronto Daily Star*, April 29, 1916, p.19]

The same article that outlines the "junior members" idea, also has something to say about the Sportsmen's Battalion, known more formally as the 180th Overseas Battalion, a unique group raised by the Toronto Sportsmen's Patriotic Association in January, 1916.

Possibly Captain Tom Flanagan, director of sports for the military, has overlooked the prospect for activities in rowing for the coming year. The Sportsmen's Battalion alone have enough material to form a good eight, and they also have some scullers. Some of the Argos who have rowed in the eights now with the Sportsmen's are: Lieut. Dick Slatter, a senior man; Pte. Bob Qua, an 140-pound and senior man; Sergt. S. Chaney, an 140-pound man, and from the Dons are Crawford, a lightweight man; Dibble brothers, and some other to be unearthed by Lieut. Lou Marsh. [The *Toronto Daily Star*, April 29, 1916, p.19]

That article also mentions that most of the oarsmen who competed for the Hamilton R.C. at the 1915 Canadian Henley Regatta were in the army.

At the annual meeting of the St. Catharines Rowing and Canoe Club, it was hoped that "[a]lthough over 40 members have enlisted, there are bright prospects ahead of the club this year, as many new members have signified their willingness to join." [The *St. Catharines Standard*, May 4, 1916, p.1] Overshadowing that optimism—literally—in the space directly above the article was a photo of a smartly dressed young man with the heading, "On Empire's Altar" and the caption, "Flight Lieutenant Harry N.[sic]E. Adie, of

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St. Catharines, who gave his life for freedom in the Imperial service on the European battlefield.” [The St. Catharines *Standard*, May 4, 1916, p.1] Harry Morton Ellis Adie was 26 years old. Before the War was over, three of his brothers would also be killed, and a fourth wounded. All were members of the St. Catharines Rowing and Canoe Club.

In November 1916, the 180th Battalion went overseas. On December 1, Robert Dibble joined the 38th Battalion, and in early 1917, he was in France.

The first casualty in the 180th Toronto Sportsmen’s Battalion [sic] happened to be Lieut. Robert George (Bob) Dibble, the champion oarsman, and eldest son of Mr. Harry Dibble of the Works Department. No word has yet been received of the nature or extent of his injury, and all his friends hope for the best. [The Toronto *Daily Star*, February 3, 1917, p.15]

In a letter home, Dibble writes of his lucky escape at Vimy Ridge:

I was going on duty, about noon, [on January 28, 1917] and after coming up out of a dugout and getting clear, looked up and saw a big shell (one of the Flying Pigs or Rum Jars) coming straight at me. I ducked back into the dugout, but the shell dropped on the left side of the dugout and blew it in on me, killing the guard that was on duty at the entrance. I was dead to the world for thirty-five minutes—some knockout—and by the time I came to they had me dug out and on the way to the dressing station. [Robert Dibble letter, published in The Toronto *Daily Star*, March 22, 1917, p.16]

He spent a month in a London hospital during which time he was treated for “Nervous debility” and wounds “on left side of face. also had perforation of left ear drum. R.drum damaged. is not deaf.” [Medical History of an Invalid {Lieut. Robert George Dibble}, Toronto, December 26, 1917]

Dibble returned to active duty at the end of March, and rejoined the 38th Battalion on July 9, 1917. He was promoted to the rank of captain. On August 20, 1917, he suffered shrapnel injuries to his right hip and head from an exploding shell in Avion, near Lens, France. On a casualty list, he is listed as “dangerously ill” on August 22. That status is reduced to “seriously ill” on August 25. His name is removed from the seriously ill list on September 21, and he was discharged from hospital on November 11. On November 19, he left Liverpool for Canada on the hospital ship *Araguaya*.

Back in Toronto, he was examined on December 26, and again on January 28, 1918. The latter report gives a synopsis of Dibble’s injuries and subsequent condition, and may serve to give an insight into what many returning servicemen were suffering from. “Section 9. Present condition,” reads:

1. General nervousness much improved since last Board 28 - xii - 17. Sleeps fairly well though troubled with dreams. Mental concentration poor. No paralysis but muscles of right arm and leg weaker than left. Gets tired after walking one mile.
2. There is an injury to the visual area of the brain from wound in left occipital region. Trephinel absence of bone i inch in diameter. [sic] Fifty percent loss of vision in right eye and fields of vision of left eye are reduced to very narrow limits. Scarp over temposo occipital region

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hyperaesthetic. Headaches not now continuous but occur daily always in morning for a couple of hours returning generally after mid-day or towards evening.

Disability due to partial loss of vision of both eyes, headaches and lack of mental concentration

All other systems are normal [Medical History of an Invalid {Lieut. Robert George Dibble}, Toronto, January 28, 1918]

On February 5, 1918, Dibble was removed from active duty “by reason of being medically unfit.” [Certificate of Service {for Lieutenant Robert George Dibble}, Ottawa, August 14, 1919] In the space of a year, he had gone from being a fit, active soldier in France, to being wounded and hospitalized twice, and invalided to Canada and removed from active duty. However, he was re-appointed lieutenant at District Depot No. 2 in Toronto on September 24, 1918, where he served until general demobilization on July 10, 1919.

Dibble was only one of almost 150,000 Canadians who were wounded in World War I. His story gives us an idea of what many others experienced.

Every rowing club in Canada was touched by the War. From the Ottawa R.C. we get this account:

In his annual report Secretary [Donald A.] Fraser showed that 128 members of the club enlisted. Of these four fell on the field of battle last year, the dead being Capt. Jack Woods, Lieut. Frank McGee, Lieut. Bob Greene and Lieut. Horace Carron. Many others had been wounded and Lieut. W.R. McGee was decorated for bravery. . . .

The club suffered heavily this spring in the death of a former President, Capt. W.A. Cameron, who died as a result of illness contracted overseas as a member of the 77th Battalion. He was an officer also of the Canadian Association of Amateur Oarsmen. . . . Jim McCuaig, who captained the club is also overseas, and Alf. Dunn, the deputy [Vice-Captain] may go shortly. [The Toronto *Globe*, March 30, 1917, p.11]

“At the 42nd AGM [Annual General Meeting] in 1917, 200 of the 250 members of the Argonaut Rowing Club were overseas.” [Anne Shelton et al., *Perseverance and Glory: The History of the Argonaut Rowing Club* (Toronto: Argonaut Rowing Club, 2022) p.33]

Between the time Robert Dibble was discharged from the hospital the first time, and before he returned to the front, his brother was wounded:

OARSMAN HARRY DIBBLE IS REPORTED WOUNDED

Mr. Harry Dibble, 223 Woodbine avenue, was notified yesterday that his second son, Harry, aged 21, had been wounded in France. No particulars were given. Harry is a younger brother of Bob Dibble, the champion amateur sculler of Canada and the United States.

Harry went overseas last October as a Sergeant in the Sportsmen’s Battalion, and reverted to the ranks to get to France. He has been with the 19th Battalion, and was through the Vimy Ridge engagement.

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Harry is a fine sculler and holder of the Canadian junior championship. His partner in the winning double-scutt junior and intermediate championship at the Canadian Henley in 1914, [sic, it was 1915] Flight-Lieut. J.M. Ingham, was reported killed in action last week. [The Toronto *Globe*, June 16, 1917, p.24]

Dibble returned to the 19th Battalion in France, and on August 17, 1917, was promoted corporal in the field. On September 15, 1917, Corporal Harry Dibble and several others, were awarded a Military Medal “for conspicuous gallantry during the battle of Lens [near Vimy] and on the following days.” [The Toronto *Globe*, September 15, 1917, p.1] The Military Medal was awarded to non-commissioned officers for acts of bravery in the field. On April 28, 1918, he was made temporary lieutenant, and on August 8, 1918, “[w]hilst attempting to cross wire entanglements in the vicinity of Demuin [11 km from Amiens] he was hit in the left eye by an enemy machine gun bullet and killed instantly.” [Circumstances of Death Registers, First World War, volume 31829_B016737, p.221] Lieutenant Harry Dibble was 23 years old. He was one of more than 56,000 Canadians who died in combat in World War I.

As a group, the rowing community in Canada sent a disproportionately large number of men to the armed forces, many of whom were wounded or killed. This would have an effect on rowing in Canada for years.

Every club was affected. The Don R.C. Honour Roll contains 71 names, nine of whom were killed—13%.

The Argonaut R.C. lost 10% of the men who served. “At the end of the Great War, a Roll of Honour was established for those members who fought in WW1. Two hundred and ten Argonaut men served. Twenty-one paid the supreme price.” [Anne Shelton et al., *Perseverance and Glory: The History of the Argonaut Rowing Club* (Toronto: Argonaut Rowing Club, 2022) p.33]

At the outbreak of War, the Vancouver R.C. had an active membership of 200, of whom, 164 enlisted.

Their names are inscribed on a large bronze plaque at the west end of the ballroom.

The awful carnage of World War I is compellingly revealed on this plaque. Of the 164 on the Honour Roll, 42 — one out of every four — were killed, a chilling statistic. When to this the 36 wounded are added, a fearful casualty rate of nearly 50% is reached. Little wonder that it was said that in the Great War the flower of manhood was lost. [John Arthur Carver, *The Vancouver Rowing Club* (Vancouver: Aubrey F. Roberts Ltd., 1980) p.53]

The St. Catharine Rowing and Canoe Club may serve as a representative example. Dick Schram was involved in rowing before World War I as a member of the Local Regatta Committee for the Henley Regattas, President of the St. Catharines Rowing and Canoe Club, and after the War, he helped to revitalize rowing and was instrumental in the formation of the Niagara District Aquatic Club which filled the void left by the collapse of the St. Catharines club. He compiled a list of members of the St. Catharines

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Rowing and Canoe Club who served in World War I. From that list we can get an idea of how pervasive the War was.

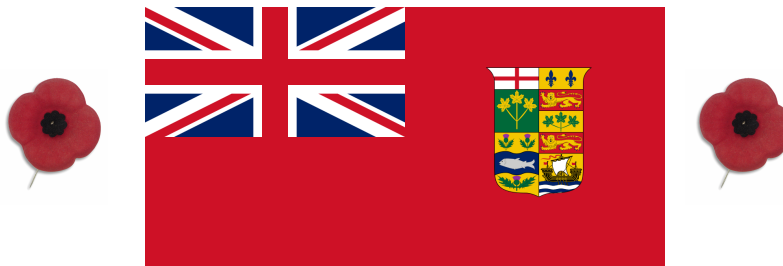
Dick Schram's list contains 119 names. Only a few were competitors in rowing and canoeing such as Lieut. Alan Greenwood, winner of the Junior Singles in 1914. Most were social members, and several Club caretakers are also on the list.

Of those 119, 23 are listed as killed—19%. Four of the five Adie brothers were killed. The fifth was wounded.

Another 23 were wounded and/or gassed—19%. Three were wounded twice, and Pte. Douglas Lauder, in addition to being wounded twice, was gassed.

If these percentages are average, that would suggest that every rowing club in Canada lost a fifth of its members, and another fifth may have been unfit for competition. Moreover, another unknown percentage probably suffered from what was called "nervous debility" or "general nervousness," the terms used in Robert Dibble's medical histories, or what would be called post traumatic stress disorder today.

When the Canadian Henley Regatta resumed in 1919, most of the oarsmen from all clubs were competing with some physical and/or mental handicap, and they were without comrades with whom they had rowed before the War. In addition to the normal challenges associated with the sport, they had to contend with the effects of what they had experienced in the previous few years.



1916 - 1918

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The Fourteenth Royal Canadian Henley Regatta The Thirty-Seventh Regatta of the Canadian Association of Amateur Oarsmen July 25 & 26, 1919

When the armistice ending the hostilities on the Western Front was signed on November 11, 1918, life in Canada slowly began to return to normal, and part of a normal life for some was rowing.

In an article announcing the Don R.C.'s return to competitive rowing, we learn that "[s]eventy-five per cent. of the members were with the colors and twelve of them gave their lives to the cause of the allies." [The Toronto *Globe*, February 22, 1919, p.20]

With a mixture of trepidation and optimism, the CAAO announced the revival of the Canadian Henley Regatta:

HENLEY IS ON,
C.A.A.O. DECIDES

Governing Body of Rowing
Already at Work for Com-
ing Season

Perhaps No Other Sport
Made as Great a Propor-
tionate Contribution

At a well attended meeting of the Executive Committee of the Canadian Association of Amateur Oarsmen, held in the President's office it was decided to revive the annual regatta this year. Reports have been received from widely separated points indicating an enthusiastic anticipation of the opening of the rowing season, and the regatta, it is confidently believed, cannot fail to be a success.

Perhaps no sport in Canada made so large a proportionate contribution to the army as did rowing. A large number of oarsmen made the supreme sacrifice, numbers more were seriously wounded, but all who are returning are keenly enthusiastic about getting back to the old sport as soon as wind and weather permit. None of the old enthusiasm has died out, rather has the love for all aquatic sports increased.

The coming season is looked forward to by the association with the greatest hopefulness, though it is realized that it will take a long pull and a strong pull together on the part of every rowing club, every friend of rowing and every admirer of true amateurism to make good the ravages of war in the different clubs and re-establish the sport which is one of the most important and best of summer pastimes. [The Toronto *Globe*, March 1, 1919, p.24]

The Toronto *Daily Star* had a much more poignant, almost elegiac article:

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The Canadian Association of Amateur Oarsmen last night decided to renew the Canadian Henley interrupted by the war. The Henley revival “stood out.” First in sport and first in war, describes the oarsmen. The devotees of the great English pastime will miss many a familiar and loved athlete from the shells and fours and eights this season. They sleep in Flanders fields—and a few more will be found in the grandstands with empty sleeves or swinging along on crutches instead of being out on the water bending their mighty backs in the throes of keen competition. Still the game will go on. A war or two cannot kill the sport in Canadian hearts. The dead will be revered in fond memory, the crippled living honored, and Canada will breed a new race of oarsmen—and if another war starts they’ll be true successors to Geoffrey Taylor, Art Muir, Harry Dibble, and the scores of others who paid the supreme sacrifice. [The Toronto *Daily Star*, March 1, 1919, p.30]

The CAAO announcement was welcomed by the Hamilton R.C. which declared that it would be

very much alive this year, after having suspended operations since the outbreak of the war. . . . Every member of the club who could pass the physical examination did his part in the great world war, and now that many of the boys have returned to civilian life they are anxious to again pull an oar. [The Toronto *Globe*, March 5, 1919, p.19]

The Lachine R.C. was also quick to state its intention to compete:

Rowing activities will be resumed by the Lachine Rowing Club this season on a pre-war basis, so it was decided at the annual meeting of the club at the Windsor Hotel. The gathering included a number of returned men. [The Toronto *Globe*, April 5, 1919, p.24.]

While plans were being made for the 1919 Canadian Henley, and some clubs were preparing to compete, the Winnipeg R.C. was not:

The Canadian Henley will likely follow the English Henley and have special races for war veteran crews. Major Oliver Heron, president of the Canadian Association of Amateur Oarsmen has expressed that as his opinion, and his rowing opinions usually mature into concrete facts. When Captain Joe Thompson, vice-president of the C.A.A.O. returns from overseas the annual meeting will be called. Con. Reilly, the old Winnipeg Henley oar, is back from the front, where he held the rank of major. The secretary of the Winnipeg R.C. states that they will hardly be in shape to send oarsmen or scullers to the C.A.A.O. regatta, but will spend their time the first peace year in club races. Tommy Loudon [sic], the old Argo cox, was also a major in the war, returning last June, and being transferred with the Engineers to Victoria B.C. He writes that he hopes to be back soon, and wants to organize an Argonaut veteran eight to row at the Canadian Henley. [The Toronto *Daily Star*, April 8, 1919, p.23]

The Ottawa R.C. also resumed operations:

At the annual meeting to-night of the Ottawa Bowling [sic] Club there was a large attendance of members and a splendid display of enthusiasm. It was decided to resume

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operations along the lines pursued before the war, and to begin at the earliest possible moment the grooming of crews for the Canadian Henley regatta at St. Catharines.

....

Over forty of the Ottawa Rowing Club members served in France or in other war theatres, and the club had a heavy toll in killed, wounded and missing. [The Toronto *Globe*, April 10, 1919, p. 10]

Even the Brockville R.C., which had not competed at the Canadian Henley since 1911, was reopening its clubhouse and preparing to start training for the 1919 Regatta. [The Toronto *Globe*, April 24, 1919, p.16] Fourteen of its members had perished. [44th E.R.A. Regatta Souvenir Programme, July 11, 1964, p.11]

Not all was positive and encouraging. One big name in Canadian sculling was not returning to competition:

EVERARD BUTLER THROUGH ROWING

Ex-Canadian and U.S. Cham-
pion Forced to Quit by
War Injuries.

Captain Everard Butler, former American and Canadian Champion sculler, and aspirant for the Diamond Sculls, is through with rowing.

"I've had enough," Butler told The Star, "I am not in any shape to row again."

Butler went overseas early in 1916, with the 12th Artillery Brigade, as paymaster and later went to France with the 3rd Machine Gun Battalion. While in the line Butler was severely wounded and shell shocked and at present is only in fair health, having come home from England on the hospital ship Araguaya. . . . [I]n him passing up his oars and shells the Argonauts lose their premier sculler and one of their finest sportsmen. [The Toronto *Daily Star*, April 30, 1919, p.26]

At the annual meeting of the Argonaut R.C. on May 7, 1919, Argonaut member and CAAO President, Major Oliver Heron spoke with a sense of achievement about the contribution which the rowing community had made to the war effort, "pointing with much pride to the record of rowing in the war where from an active membership of about 2,000 nearly 1,700 had served." [The Toronto *Daily Star*, May 9, 1919, p.29] If his numbers are accurate that would mean that 85% of the members of rowing clubs in Canada were involved in the War.

Major Heron also outlined the state of several clubs across Canada.

He reported that Vancouver and James Bay will content themselves with club regattas this year, and Regina, which is a new club, also; but Kenora, Hamilton, Argos, Dons, Brockville, Lachine, Grand Trunks, Ottawa and Halifax, despite the fact that practically all their club houses were wrecked by the explosion [on December 6, 1917], are again working hard and progressing. [The Toronto *Daily Star*, May 9, 1919, p.29]

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Despite the unflagging optimism of the CAAO and the rowing clubs, as the spring progressed, the reality of the dearth of manpower available became a concern. [The *Toronto Globe*, June 7, 1919, p.24] Only the Argonaut R.C. was having no difficulty filling boats. They had four eights in training, one for each class; Junior, Senior, 140-lb. (Primary) and 140-lb. (Special). [The *Toronto Globe*, June 13, 1919, p.11] That article also mentions that Everard Butler “who announced his retirement some time ago, has found the lure of the sport too strong to resist and is out daily” [in a double with Ernie Harcourt]. [The *Toronto Globe*, June 13, 1919, p.11] Butler had sold his singles before he went overseas. As part of their recruiting programme, the Argonauts had crews composed of high school and university students, bank employees and football players. They had enough bodies to fill 17 fours!

The CAAO turned its attention to the Henley course in late June.

The old course and appointments on the Welland Canal between Port Dalhousie and St. Catharines have naturally suffered from disuse, and representatives of the association paid a visit to the course yesterday to inspect its condition. They returned to Toronto last night prepared to recommend the holding of the regatta there this year after the necessary replacements are made, which are expected to be accomplished with little difficulty.

Accompanied by Capt. Malcolmson and Mr. “Dick” Schramm, [sic] they had a very encouraging interview with Mayor Elson of St. Catharines, who was favorably impressed with their presentation of the situation, and will bring the matter before the Finance Committee at a meeting to be held tonight. [The *Toronto Globe*, June 27, 1919, p.11]

We are not told what “the necessary replacements” were.

The date for the Regatta was not fixed until a month before the event:

In view of the improved outlook and the prospect that some of the winners at the Canadian will desire to compete in the national championships of the U.S., which are to be held at Boston on August 1 and 2, it was decided to hold the Royal Canadian Henley on Friday and Saturday, July 25 and 26. [The *Toronto Globe*, June 28, 1919, p.17]

No sooner had the date been finalized, when the Toronto press began lobbying to have the Regatta in Toronto.

Toronto’s Magnificent
New Regatta Course;
May Quit St. Kitts

It has not yet been definitely decided whether the Royal Canadian Henley will be held over the old course at Port Dalhousie or not. The people of St. Catharines, never over-enthusiastic, seem during the war years to have developed an apathy as to the interests of the Henley which may prove costly to the Garden City, so far as the annual rowing classic is concerned.

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Though few may be aware of it, Toronto to-day possesses one of the best rowing courses on the continent. Part of the Harbor Board's improvement work in Ashbridge's Bay consists of an enclosed channel 1 ½ miles long and 400 feet wide, with concrete walls on either side. The Harbor Commission, if it should be decided to hold the regatta over this course, would no doubt provide adequate accommodation in the way of dressing quarters for the contestants, with the necessary housing accommodation for shells. Along the side of the course an unlimited number of spectators could view the races. [The *Toronto Globe*, June 21, 1919, p.17]

The *Star* was much more vicious. It, like the *Globe*, calls into question the enthusiasm of the people of St. Catharines for the Regatta. Either the reporters had never been to a Regatta and experienced first hand the size and enthusiasm of the crowds, or they had not read their own coverage of the Regattas which glowingly refer to the zeal with which the races were viewed by the large crowds.

The chances are that Toronto will be the scene of this year's Canadian Henley—and so it should be. For years, the people of St. Catharines have shown apathy to an event which has been regarded as a fixture for the Canadian Henley course at Port Dalhousie, and for years oarsmen have been clamoring for a change to Toronto. The lack of a protected course here put the K.O. sign on the proposition in former years, but during the past few years the Harbor Board completed a concrete walled channel 400 feet wide down in Ashbridge's Bay which provides ideal rowing water. The only drawback is lack of dressing quarters, accommodation for the boats and grandstand accommodation. However for the oarsmen the course is ideal and the general public could find excellent, though no luxurious accommodation along the walls. If the C.A.A.O. decide to bring the Henley events here, doubtless the Harbor Board would order the waterway cleared of barges and dredging craft and probably aid the committee in providing adequate accommodation. Out-of-town shells could be unloaded at the Union [Station], carried over to the Argonaut Club and rowed down to the course where they could be stored at the Don Rowing Club and in the boat houses along there or even on scows moored down at the east entrance to the channel. If the C.A.A.O. decides to use the course, ways and means could be found to secure accommodation. Too bad the Hanlan Memorial course at Hanlan's Point had not been completed with a protective wall on the eastern side. [The *Toronto Daily Star*, June 28, 1919, p.26]

One has to wonder which "oarsmen have been clamoring for a change to Toronto?"

The response from St. Catharines was the same as it had been in 1914:

ST. CATHARINES
IS UP IN ARMS

Claim Canadian Henley Re-
gatta Must be Held on
Permanent Course

(Special Despatch to The Globe.)

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St. Catharines, Ont., July 6.—The report that the Canadian Henley Regatta, which is set for July 25th and 26th, may be held in Toronto instead of on the course between here and Fort [sic] Dalhousie on the old Welland Canal, is entirely erroneous. Should the Canadian Henley ever be taken away from St. Catharines this city would have good grounds for an action for damages.

When the Canadian Henley was established a dozen or more years ago, a signed agreement was made with the city of St. Catharines that, on condition that St. Catharines build a boathouse on the course, the Regatta would be held here permanently. This boathouse was built at a cost of \$8,000 to St. Catharines, and to-day stands as an obvious sign that as long as the Canadian Henley Regatta exists it will be held on the old Welland Canal at St. Catharines.

Course Unsurpassed.

Oarsmen who have been here and rowed on the course, from many parts of the world, say it is surpassed by no rowing course on earth. Being entirely sheltered, the roughest weather does not make it unrowable, and never had rough water on the Canadian Henley course ever made it necessary to postpone an event.

The agitation to get the Canadian Henley away from St. Catharine was started years ago by Mayor Tommy Church of Toronto, who, in his zeal on behalf of his home town, neglected to avail himself of the facts in the case. He is overlooking St. Catharines' rights in the matter, and also the fact that a neutral course is quite desirable. It would not be fair to Detroit, Buffalo, and other crews, not to mention Ottawa, Montreal, Winnipeg and other Canadian oarsmen, to compete with Toronto crews on a Toronto course.

Not Fair Test.

It is questionable if the Toronto oarsmen would agree to such a thing. They, with true sportsmanship, would prefer the neutral course. No course laid out at Toronto could be sheltered.

Meantime, in spite of Mayor Church's activities, preparations are going on to hold the regatta here, after a lapse of several years, when it was called off on account of the war. The course is being cleaned of weeds, new markings will be placed, the grandstand will be repaired, also the clubhouse, built by St. Catharines; and by reason of the fact that many American and Canadian oarsmen have signified their intention of coming here this year, the 1919 Canadian Henley promises to be the best yet. [The Toronto *Globe*, July 7, 1919, p.14]

The *Star* received the same despatch from St. Catharines as the *Globe* but was not as gracious in its reaction, preferring to take one more shot at St. Catharines: "[T]o make their claim good St. Kitts authorities are repairing the grandstand, reaping the weeds and rebuoing the course. Even if the rumor [of the move to Toronto] does not come true it has had a beneficial effect. [The Toronto *Daily Star*, July 7, 1919, p.16]

Toronto Mayor, Thomas Church, took exception to being cast as a villain in the above article, and in a letter to St. Catharines Mayor, J.M. Elson, he praised the St. Catharines course and states unequivocally that he does not want the Henley moved to

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Toronto. His letter and Mayor Elson's reply appear in an appendix at the end of Chapter 4.

Days later, the CAAO removed all doubt regarding the site of the 1919 Regatta:

The latest visit to the St. Catharines course of the representatives of the Regatta Committee of the Canadian Association of Amateur Oarsmen found the work of preparation going on so satisfactorily that there is no question about holding the regatta here in two weeks—that is on the dates fixed, Friday and Saturday, July 25 and 26. [The St. Catharines *Standard*, July 12, 1919, p.13]

The *Globe's* version of the above article contains one additional sentence, perhaps to reassure Toronto readers that the city of St. Catharines was actively involved in preparing the Regatta venue: "Under the inspiration of Mayor J.M. Elson, the city of St. Catharines is giving more than usual attention to the necessary repairs and renewals, and the people of Port Dalhousie are more interested than ever before." [The Toronto *Globe*, July 12, 1919, p.12]

On July 15, St. Catharines "City Council made an appropriation of \$350 towards the repair of the Canadian Henley course grandstand," [The St. Catharines *Standard*, July 15, 1919, p.1] Repairs began the next day.

At that same meeting, among the correspondence tabled, was this:

From Major O. Heron, president of the C.A.A.O., expressing pleasure with the keen interest manifested by the council in the Royal Canadian Henley Regatta. Notwithstanding difficulties in the past, the event was each year growing more successful as a fixture in the social and sporting life of your city, and he was confident that with the generous help of the city the regatta this year would prove to be as successful, if not more so than any held in previous years. Mr. Walton-Harris [sic, *it should be Walter Harris*], the secretary of the C.A.A.O. was coming to St. Catharines at an early date when he would interview the Mayor, with a view to completing details of arrangements for the regatta. [The St. Catharines *Standard*, July 15, 1919, p.13]

The fact that the special appropriation of \$350 was made suggests that Walter Harris had already paid his visit.

With the location of the Regatta firmly fixed and the repairs to the facilities under way, some promotion to stir up local interest was begun. One odd note involved the man who took care of the course and facilities: "Captain Bishop has in hand the arrangements for the dispensing of the wily ice cream and innocuous ginger ale at the Grand Stand." [The St. Catharines *Standard*, July 21, 1919, p.7] Something new in Regatta promotion was a newspaper advertisement:

—Royal—
Canadian Henley
At St. Catharines
FRIDAY and SATURDAY
JULY 25-26
After Four Years Suspension
Greatest International
Event Held Every Year
CREWS FROM TORONTO, OTTAWA, MONTREAL, BUFFALO, DE-
TROIT, PHILADELPHIA, ETC.
The St. Catharines Rowing Club is a purely Civic Organization and one that
should receive the support and co-operation of every citizen—Why? Simply
because there has not been anything that has advertised St. Catharines like the
Regatta.
MAKE SURE OF YOUR GRANDSTAND SEAT EARLY.
SAVE THESE DAYS
JULY 25th and 26th

The St. Catharines *Standard*, July 24, 1919, p.6

The *Standard* while keeping its readers abreast of developments, did some promoting of the Regatta and course:

Good progress is reported by the various heads of committees in charge of the preparations for the Royal Canadian Henley Regatta. The short but necessary delays between events will be livened up by popular selections by the band, and the raucous cry of the faithful Boy Scout dispensing ice cream cones. The grand stand, although possibly in need of a coat or

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two of stain, will be in excellent shape as regards strength and can accommodate a good portion of local followers of aquatic sport.

Authority has been granted for the regular weekly band concert to be played in the park on Friday night instead of Thursday.

. . . .

St. Catharines is on the eve of possibly the greatest [sic] revival of the rowing game since its inauguration. For the past four years owing to war conditions the sport has been allowed to lapse. Local interest is at fever heat and with the new organization just consummated things have livened up and a great year is anticipated. The local Rowing Club has had its ups and downs, particularly during the past year, when this organization sent some 120 members overseas.

. . . .

Nothing is needed now to make this year's regatta an unprecedented success but fine weather. The course and grandstand has been put in excellent shape. St. Catharines, indeed, is really fortunate in having this great international affair, as it is a distinct advertisement for the Garden City. Toronto for some years past has been endeavoring to steal the international event, but as yet have been unsuccessful, and from the outlook at present the event will be a yearly event on the greatest of all courses in the world. Never yet has there been a race postponed on the local course. This is really a record, for previous to this, when the event was held on various courses throughout the continent, there was always this inconvenience possible. A strong local organization has been appointed and they are working tooth and nail to make this year's event the greatest ever. [The St. Catharines *Standard*, July 23, 1919, p.6]

Despite all the promotion and upbeat predictions, the reality of the lack of men meant that only seven clubs competed, compared to 15 in 1915. Those clubs filled 40 entries. Many men did double or triple duty, and a few had four or five races in one afternoon. Only the Junior Singles required heats.

The programme for the so-called "Peace and Victory Regatta" returned to 20 minute intervals between races, the first starting at 2:30 p.m..

Despite the thin lineup, Frederick Wilson, the Sporting Editor of the *Globe* put a shine on Friday's programme.

St. Catharines. July 25.—Rowing is back. The comeback process was negotiated spontaneously here this afternoon in the first of two days of racing which constitute the annual regatta of the Canadian Association of Amateur Oarsmen, resumed after four years of inactivity because most of the oarsmen were "over there" chasing William Hohenzollern and his Heines. The old Welland Canal course at Port Dalhousie was at its best, the grand stand has been practically rebuilt, and the scene to-day was reminiscent of the days [before the War].

The attendance was unexpectedly large and the sport keen. Officials of the C.A.A.O. expressed themselves as delighted with the response to their efforts. Torontonians are expected here in large numbers tomorrow, a special boat having been arranged for to leave the Queen City at 12 o'clock. Buffalo, Hamilton, St. Catharines and other points were largely represented to-day. [The Toronto *Globe*, July 26, 1919, p.18]

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The *Star* concluded its coverage of Friday's races with some optimism: "It was a great day for racing. If to-day's events are as good this year's Henley will do a great deal toward giving the rowing game the boost it needs to bring it back to before the war glory." [The Toronto *Daily Star*, July 26, 1919, p.25]

The local reporter was much more subdued, saying only: "Smooth water, a beautiful day and a small crowd featured preliminary day at the" CAAO Regatta. [The St. Catharines *Standard*, July 26, 1919, p.1]

However, he was much more expansive when writing about the contribution of oarsmen to the War effort:

The war caused a hiatus of four years in this famous annual event and cost Canada many of her famous oarsmen. Memories of men like [sic, *it should be like*] Geoff Taylor, Art Muir, Albert Crawford, Colin Simpson, Harry Dibble, Josh Ingram, [sic, *it should be Ingham*] Jack Allen, Arthur Coe, Joe Walker, Bill Wilson, Bob Green, Frank McGee, Coles, Willis, Patterson, Reeves, Lindsey and Gauld, most of whom "went west" in the great war, floated around the grandstand. Still there were plenty of the boys from over there who came back still strong enough to go back into the great aquatic game—fully 57 per cent. of the men who rowed in the various events yesterday were men who had seen service in France. . . . No sport in Canada contributed more in proportion than rowing. The revival of the famous Henley was therefore appropriately named "the peace and victory regatta." [The St. Catharines *Standard*, July 26, 1919, pp.1 & 6]

One of Friday's three wins by the Argonaut R.C. was the Junior Singles, won by John Hanlan Durnan, the son of Eddie Durnan who had competed at the Thirteenth Regatta of the CAAO in 1892 before turning professional and becoming the professional sculling champion of America. Onlookers and fellow competitors in the Junior Singles were impressed by the frail-looking Durnan, who was only 17 years old, and tipped the scales at 126 lbs.!

The other big story of the day was the Detroit B.C.'s lightweight eight.

The Detroit boat club sent one formidable eight of young oarsmen, most of whom have been recently mustered out of the United States navy. They flew tiny silk Union Jacks and Stars and Stripes from their shell and won two events: The primary 140-pound race and the special 140-pound contest. [The Toronto *Globe*, July 26, 1919, p.18]

A new event, Novice Fours ("for contestants who have never competed in an open regatta") was added to Friday's programme. It seems to have been the heavyweight version of the 140-lb. Fours (Maidens). The first winners were a Brockville R.C. crew.

The promotion and good weather must have worked, because Saturday's crowd was large:

The regatta which closed with to-day's races was a pronounced success. The rebuilt grandstand was crowded to capacity and the banks of the old canal were thronged. Small craft of all kinds

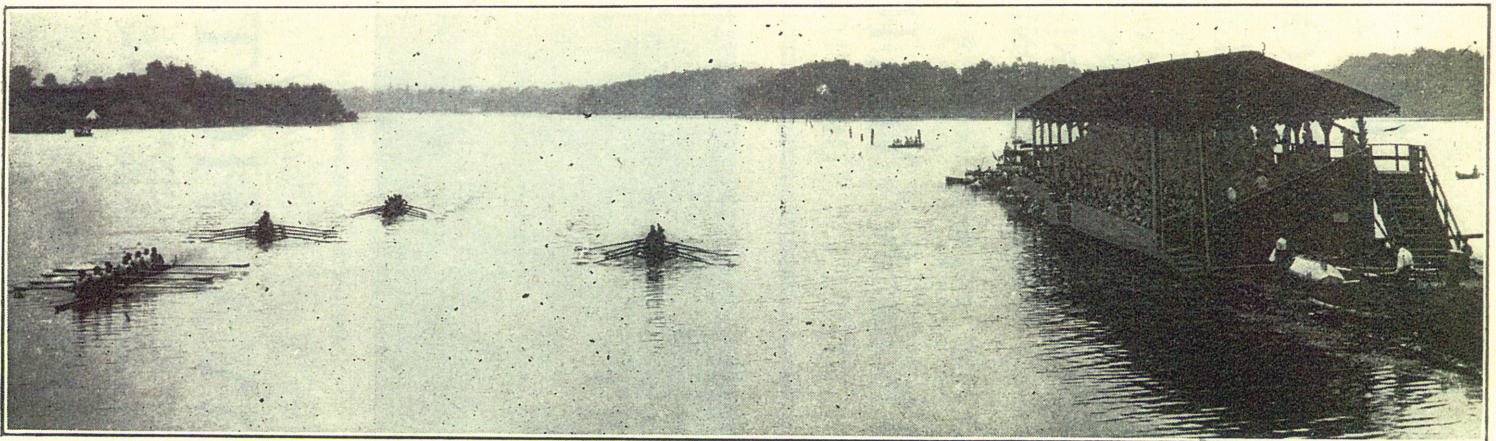
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were there in scores, but not once was there any encroachment on the course. [The Toronto *Globe*, July 28, 1919, p.12]

Saturday's programme was spotty. Of the ten finals, three were row-overs (Intermediate Singles and Doubles, and Senior Eights) and two races had hastily made-up crews to provide competition (Junior Fours in Working Boats and Senior Fours). Crews scratched because there were conflicts involving crew members who had multiple races, in some instances, back to back.

The Don R.C.'s Robert Dibble, twice-wounded in France, easily won his fifth Senior Singles championship, beating two Argonaut R.C. scullers, John Durnan and his uncle, Dr. Wesley Durnan. "Doc" Durnan, sculling for the Don R.C., had been entered, but scratched, in the Senior Single Sculls at the Twenty-Second Regatta of the CAAO in 1901.

Another veteran who had been wounded, Everard Butler, combined with Ernie Harcourt to win the Senior Doubles for the Argonaut R.C...



SCENE AT THE CANADIAN HENLEY

Illustrated Guide to Toronto by way of Niagara Falls. 23rd ed.. Toronto: Canada Railway News Co., 1920. p.113.

The photo above appears in the 23rd, (1920) edition of *Illustrated Guide to Toronto by way of Niagara Falls*. Since the 22nd edition was published in 1913, and does not contain this photo, it most likely shows the finish of the Junior Eights in 1919. The winning crew on the left are wearing solid, light-coloured shirts which is what the Detroit B.C. crews wore. From the left: Detroit B.C., 1st, Ottawa R.C., 3rd, Don R.C., 4th and Argonaut R.C., 2nd. Readers with sharp eyes may make out the clubhouse of the St. Catharines Rowing and Canoe Club in the distance. It is the white smudge at roughly the 1 o'clock position using the Don crew as reference, or the 11 o'clock position using the Argonaut boat as reference. "Detroit crews after each race carried out their customary ceremony following victory of 'riding the coxswain,' chucking him into the canal." [The

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Toronto *Daily Star*, July 28, 1919, p.16] This is the first mention in the press of this practice.

The presentation of prizes took place Saturday evening at the Welland Hotel, where Captain Joe Thompson, the new president of the C.A.A.O. made the awards, [Toronto] Mayor Church making the presentation of the Hanlan Memorial Trophy to stroke Harcourt [of the Argonaut senior eight]. [The Toronto *Daily Star*, July 28, 1919, p.16]

For some unexplained reason, the CAAO record books do not contain any results from the 1919 Canadian Henley Regatta, an omission that has caused confusion among researchers and historians for almost a century. However, all the winners and times for the 1919 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 1919 to 1930 are available in an appendix at the end of Chapter 4.

Below is a list of the participating clubs at the 1919 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 Argonaut R.C. came through the War in better shape than any other club. It had the most entries, and won half of the 18 events, although three of the wins were row-overs. With two eights, the Detroit B.C. won three races. Four men from Brockville paid their own way to the Regatta and won the two races they entered.

The War had taken its toll on the smaller clubs: Britannia, Hamilton and St. Catharines and they did not compete in 1919.

Argonaut R.C.	(17/9)	Toronto, Ontario
Brockville R.C.	(2/2)	Brockville, Ontario
Don R.C.	(15/4)	Toronto, Ontario
Ottawa R.C.	(1/0)	Ottawa, Ontario

American entries came from:

Buffalo Launch Club	(1/0)	Buffalo, New York
Detroit B.C.	(3/3)	Detroit, Michigan
West Side R.C.	(2/0)	Buffalo, New York

At the annual CAAO meeting held at the Welland House on Saturday morning, the following Officers were chosen for 1919:

Honorary Patron: A. Claude Macdonell, Toronto
Honorary President: Major Orlando Heron, Toronto
President: Captain Joseph E. Thompson, Toronto
1st Vice-President: Major C.S. Riley, Winnipeg
2nd Vice-President: Major Thomas R. Loudon, Toronto

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Secretary: Walter Harris, [Toronto]

Treasurer: Fred H. Carter, Toronto

The members of the Executive Committee were:

In their last of three years (until 1920):

Lieutenant-Colonel W.D. Birchall, Montreal, Thomas A. Murphy, Toronto,
Lieutenant-Colonel Bertram O. Hooper, D.S.O., M.C., Hamilton

In their second of three years (until 1921):

Patrick J. Mulqueen, Toronto, W.H. Comstock, Brockville, L.H. Coleman, Ottawa

In their first of three years (until 1922):

Richard L. Schram, St. Catharines, A.H.E. Kent, Toronto, W.J. Harrison, Ottawa.

There were a lot of new faces running the CAAO, including three Officers. On the Executive Committee, six of the nine members were new.

Major Heron must have finally insisted that his correct Christian name be used. For years his name in print had been "Oliver" but from 1919 onwards, it is "Orlando."

"The executive decided to send an 'All Canadian' crew to the Olympic [sic] instead of club crews as in the past." [The St. Catharines, *Standard*, July 26, 1919, p.1] This was an idea that had been discussed in 1915 when Olympic Games in Berlin, Germany in 1916 were still a possibility. The 1920 Olympics were to be held in Antwerp, Belgium. To show that they were serious, on Saturday afternoon

"Joe" Wright, coach of the University of Pennsylvania crews; "Pud" Kent, coach of the Argonauts; Harvey Pulford of the Ottawa Rowing Club, "Jack" McAllister of the Hamilton Rowing Club, and others, occupied a launch and watched the work of the oarsmen with a view to getting a line on the ability of men who might be regarded as candidates for the Olympic crew. [The Toronto *Globe*, July 28, 1919, p.12]

The other decision made at the CAAO meeting involved adding one more lightweight race to the programme: 140 lb. Single.

The Toronto *Star* usually led the charge to have the Canadian Henley moved from St. Catharines to Toronto. However, a "Jack At Play—Sidelights On Sport" column has some kind words to say about the course in St. Catharines:

Oarsmen Favor St. Catharines.

The preference of the men who row the races for the St. Catharines course for the annual regattas of the Canadian Association of Amateur Oarsmen is based on sound reasons. The long stretch of sheltered water above Port Dalhousie has some essential recommendations for a rowing course. Good water is assured in practically any weather, and with any wind. This is the primary necessity, and the old Welland Canal assures it to a degree with which no other course in this Province, at least, can compare. Another point of superiority in comparison with other waterways is the absence of commercial traffic. It is possible to keep the reach of the canal on which the races are rowed absolutely clear of interference, and I know of no other accessible and available course of which the same can be said.

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[He then writes about the problems of having rowing races on Toronto Bay, the chief being commercial boat traffic which disrupts the races. He concludes with an idea that will not come to fruition until 1931.]

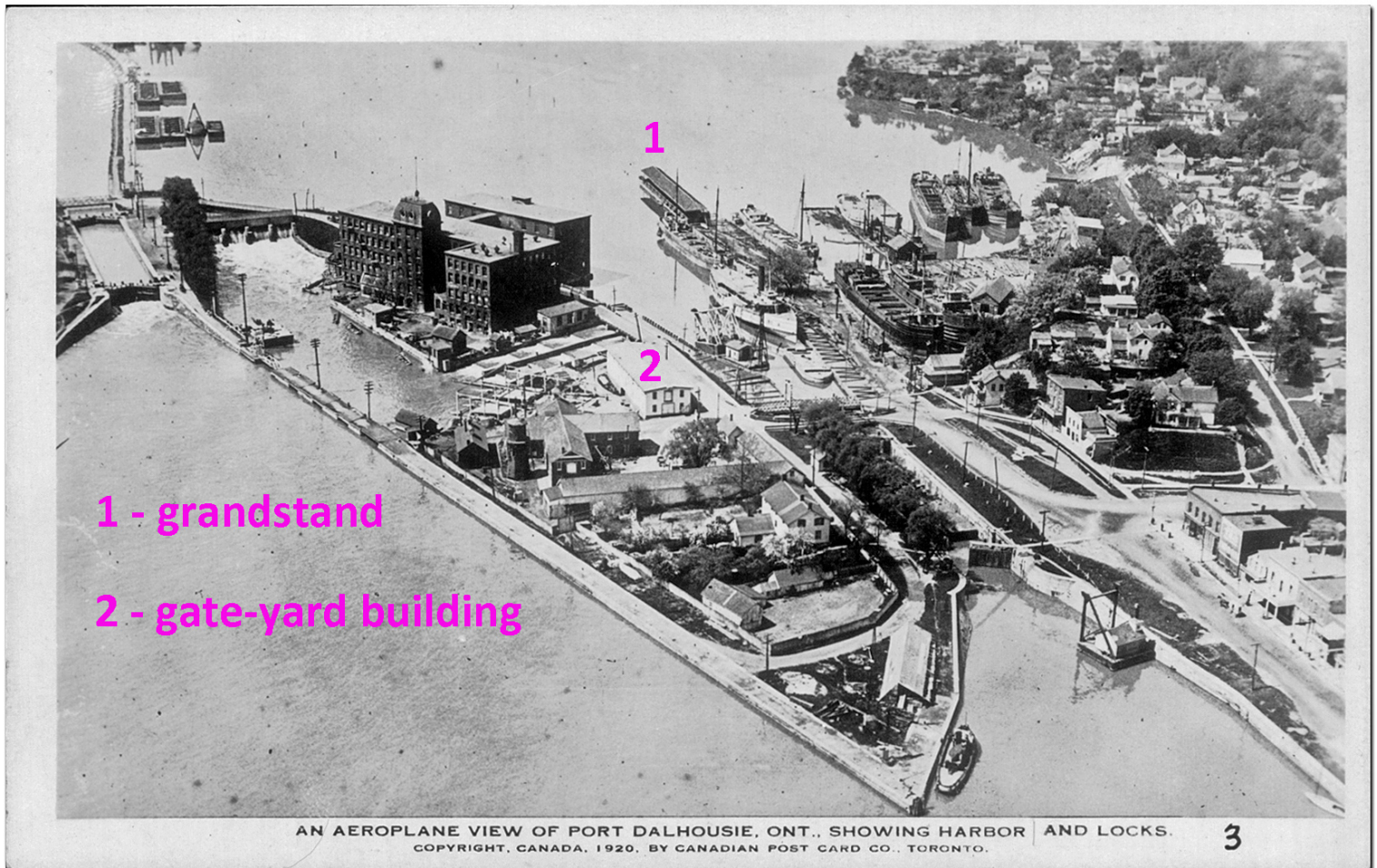
A change of the St. Catharines course by swinging it to the west would supply the only present deficiency for a perfect spot, opportunity for spectators. They could be accommodated along the western bank, in fine view of the whole course, and the annual gathering could be made a social as well as a sporting success. [The Toronto *Daily Star*, August 5, 1919, p.19]

1919

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The Fifteenth Royal Canadian Henley Regatta The Thirty-Eighth Regatta of the Canadian Association of Amateur Oarsmen July 30 & 31, 1920

Port Dalhousie in 1920.



Canadian Post Card Co.

In January 1920, the CAAO decided to hold the Thirty-Eighth Regatta on July 30 and 31. However, in March, when the International Olympic Committee announced that the rowing events at the Olympic Games in Antwerp, Belgium would begin on August 20, there was some discussion about making the Canadian Henley a week earlier to allow the Canadian Olympic crews sufficient time to get to Antwerp and prepare for their races. Doing that would have conflicted with the U.S. National Regatta, so the original date was made firm.

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The 1920 Olympic rowing regatta introduced Canadians to two new shells: pair-oared with coxswain, and four-oared with coxswain. The former would never be popular in Canada, but the latter would catch on, once the boats became available. For the Antwerp Games, a coxed four was purchased for the Canadians since none existed in Canada. The Canadians would also have to adapt to the Olympic distance: 2,000 metres.

It would not be summer in Canada unless someone in Toronto suggested moving the Canadian Henley to Toronto. The course-of-choice in 1920, was the lagoon on Toronto Island, also known as the Hanlan Memorial Course. [The Toronto *Globe*, July 2, 1920, p.12] However, there were a couple of improvements that would have to be done first:

If present plans materialize, the Canadian Henley and all local rowing and paddling regattas will be held in future on the Hanlan Memorial course. At a meeting of the Dominion Day regatta executive a committee, consisting of P.J. Mulqueen, Major O. Heron and James Dolan, was appointed to look after the matter. They will ask the Harbor Commission to dredge the course, making it a uniform depth of ten feet, and so improve it that it will be the best course in Canada.

. . . .

The Harbor Commission will also be requested to boom the course on days that regattas are being held, thus preventing sightseers from interfering with the competitors.

The Canadian Henley will be held as usual at St. Catharines this season, but it may be that it will be the farewell appearance of the oarsmen at the famous course across the lake, where so many historical races have been run. [The Toronto *Globe*, July 9, 1920, p.14]

Since there was no local rowing club to host the 1920 Regatta, the St. Catharines Chamber of Commerce stepped in and did their best to organize it. Their focus seems to have been promotion:

To make the Royal Canadian Henley Regatta a Dominion-wide attraction and develop its possibilities as a recreational and commercial asset to the city and to the Province is the purpose of the Chamber of Commerce and Rowing Club Committee now co-operating in the development of this year's Regatta. Dominion-wide publicity is being secured for this Regatta through the courtesy of the editorial staff of The Standard and the Post Master General in Ottawa is being approached to permit the use of the cancellation stamp on outgoing mail advertising the Royal Canadian Henley Regatta throughout this continent. [The St. Catharines *Standard*, July 6, 1920, p.7]

The CAAO also did extra promotion for the 1920 Henley. In the spring, and early summer, President Joseph E. Thompson visited a number of clubs and encouraged them to restart their programmes and send crews to the Regatta.

To attract spectators, the Chamber of Commerce had arranged for advertisements such as the one reproduced here to be taken out "throughout the Province by the co-operation of the Canadian National Railways and the N.S. and T. [Niagara, St. Catharines and Toronto, Railway]. [The St. Catharines *Standard*, July 10, 1920, p.8] The "Kelly"

THE ROYAL CANADIAN HENLEY ST. CATHARINES, JULY 30TH AND 31ST.

Canada's Premier Aquatic Event, the Canadian Henley, will be held at St. Catharines on Friday and Saturday, July 30th and 31st. This year's regatta promises very keen competition in all the events, with the added attraction of a possible meeting between Dibble and Kelly in the single sculls.

The N., St. C. & T. Line Service, Toronto to Port Dalhousie, connects with cars landing passengers at the course. Boats leave Toronto 8 a.m., 2 p.m. and 5 p.m. Returning leave Port Dalhousie 8.30 a.m., 11 a.m. and 7 p.m.

Tickets and full information from City Passenger Office, Northwest corner King and Yonge streets, Main 4209, or Yonge street Dock, Main 2553. (Advt.)

mentioned in the advertisement was John B. Kelly of the Vesper B.C., the best sculler in the United States. He and Robert Dibble had met several times at U.S. regattas, with Dibble beating Kelly in all their contests before the War, and Kelly beating Dibble in 1919 and at the 1920 Fourth of July Regatta in Philadelphia, Pennsylvania. Kelly had never competed at the CAAO Regatta, so the possibility of a race between the two great scullers was sure to attract spectators. Unfortunately, Kelly did not make the trip to St. Catharines.

"Display Ad 73 -- no Title." *The Globe (1844-1936)*, Jul 24, 1920, pp. 24. ProQuest, <http://search.proquest.com.ezproxy.torontopubliclibrary.ca/docview/1350715541?accountid=14369>.

Another new group involved in the Regatta was the Board of Trade of Port Dalhousie which "has been most active in arranging for comfort of crews in the town and in securing suitable quarters for the boats." [*The St. Catharines Standard*, July 28, 1920, p.3]

Even the Allen Theatre in St. Catharines got into the spirit. It was then showing *Widow by Proxy*, a silent romantic comedy. The theatre included in its newspaper advertisement, this invitation: "All oarsmen are invited to attend tonight's performance as the guests of the Management." [*The St. Catharines Standard*, July 30, 1920, p.13]

Statistically, the Regatta was a success even before the gun to start the first race was fired. In addition to the usual large number of competitors from the Argonaut and Don Rowing Clubs, the Detroit B.C. was sending 41, Hamilton R.C. was returning for the first time after the War with 27, Brockville R.C. had 25, and a new club at the CAAO

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Regatta from Chicago, Illinois, the Lincoln Park B.C., was sending a party of 40. [The *Toronto Globe*, July 23, 1920, p.12] Although accommodations were still tight, the Chamber of Commerce had obtained the co-operation of the hoteliers and instituted a reservation system via telegraph.

Another indication of the size of the Regatta, was the Local Regatta Committee being

asked to find accommodation for fifty-one racing shells for the various competing clubs, twenty-five of which will come from Toronto, and all of which will be transported free of charge by the Niagara, St. Catharines and Toronto Railway & Navigation Company. [The *Toronto Globe*, July 28, 1920, p.13.]

The cost of transporting shells had always been a sore spot for cash-strapped clubs, so this arrangement was gratefully received.

The West Side R.C. had a unique way of transporting their shells. In 1920, one four and two singles were taken from Buffalo to the Henley course - about 44 km - by this method:

Carrying their shells up to Bird Island Pier, they deposited them in the back yard of McTigues Plumbing Shop, which was located on Niagara St., near Ferry St. This was done the evening before they departed for Port Dalhousie, the scene of the regatta. The reason for following this procedure was to have their equipment ready to load on a flat work car of the International Railway Co. which carried the boats to Port Dalhousie. Early the following morning, the flat car would be switched to the Ferry St. tracks, and the oarsmen would quickly load them in order that the regular trolley schedule would not be interfered with. This method of shipping the shells and equipment was quite a lark for the athletes who elected to ride right along on the work car to the scene of the races, and numerous were the light hearted escapades which the lads engaged in on these trips. With club banners flapping in the wind, this trip was made in this manner for a number of years Sitting on the car with their legs hanging over the sides, the boys would invariably depart with hopes high and return late the Saturday night of the regatta tired but by no means discouraged. [Carlton J. Flynn, *West Side Oars: A History of the West Side Rowing Club, 1912-1948*, chapter 2 (p.6), <https://www.wsrc.org/history>]

One more sign that the Regatta was going to be a success was the fact that advance grandstand seat sales were strong, and all the boxes in the grandstand were sold two days before the first race. Boxes were purchased by parties from Brantford, Brockville, Hamilton, Ottawa, Toronto, and Winnipeg. [The *Toronto Globe*, July 29, 1920, p.12] This may have been the result of invitations being sent directly to politicians and businessmen by the Royal Canadian Henley Regatta Committee of the Chamber of Commerce.

For the entertainment of spectators in the grandstand, a "jazz orchestra under band leader Holden with Mr. P. Chater as soloist will enliven the waits between races." [The *St. Catharines Standard*, July 28, 1920, p.3]

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All the pre-Regatta hype translated into “over 3,000 spectators” watching the races on Friday. [The Toronto *Daily Star*, July 31, 1920, p.9]

The grandstand came in for some special attention:

Reeve Sutton [of Port Dalhousie] . . . was able last night to report that the grandstand had been thoroughly cleansed and renovated. There is accommodation in the grandstand for upwards of 800 people. City Engineer Near inspected it yesterday and founds [sic] the repairs sufficient to warrant a full house on both Friday and Saturday. It is hoped that next year if the Henley makes a reasonable return, to improve upon the grandstand and also find a new location for it. [The St. Catharines *Standard*, July 28, 1920, p.3]

Although there are numerous reports of the course and facilities being prepared, some basic necessities seem to have been overlooked.

While average reports of the preparations that were being made for Henley were particularly glowing, the committee were apparently caught napping by the unexpected early arrival yesterday. When the Argo men [four scullers and their coach Eddie Durnan] visited the dressing quarters, they found the Detroit oarsmen with coats off sweeping out last year’s dust. It looked as though there had not been a hand turned since the close last year. The temporary float for launching boats has not been commenced and a temporary one had to be improvised. The Detroit men dug around and rigged a float of their own, while the Durnan crew did likewise. At present there is not one rack for boats near the course. Detroit have three eight-oared shell-boats here, and they are in the opening [sic, open?] to-night. With to-day’s arrivals from the Argonauts and Dons in Toronto there ought to be a good scramble to rig up racks and boating accommodation. [The Toronto *Daily Star*, July 28, 1920, p.21]

While the facility referred to is not named, it was probably the gate-yard building, since the temporary float for launching boats was located across the road from that building. In the article on the annual CAAO meeting the following Saturday, Manager Hugh Bell of the Chamber of Commerce explained why the problems mentioned above existed:

The smashing of the gates at Lock 4 and Lock 2 were given as reasons for the sheds housing the shells were not in proper order, the men usually utilized in this work being sent to assist building new locks. Further no assistance was given from the N.S. and T., the launching platform in past years being built by that company, having to be built by the Chamber of Commerce at a cost of \$250. [The St. Catharines *Standard*, July 31, 1920, p.1]

The question of improvements was addressed, perhaps in response to those trying to move the Regatta to Toronto:

The St. Catharines Board of Commerce has had plans prepared for the improvement to a very great extent of the Port Dalhousie course. It is proposed to clear the old canal of the few remaining obstacles, erect a commodious grand stand in place of the present tottering

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structure, move the St. Catharines Rowing Club building from the head of the course to the foot and provide ample accommodation for shells. There are no fewer than 51 of the latter here now and they are housed in all kinds of makeshift quarters some of which are a good distance from the water. [The Toronto *Globe*, July 31, 1920, p.16]

Three new events were added to the Henley programme: the 140-lb. Singles, a Junior race, which had been announced at the 1919 annual meeting, Senior 140-lb. Fours, and a Senior Quarter-Mile Dash for singles. This event had been part of the U.S. National Regatta since 1891, and had been won by Everard Butler in 1911, 1912, and 1914, and by Robert Dibble in 1913. Both were entered in the inaugural CAAO event.

One major change in the race format receives little comment in the press. The 1920 programme spells it out succinctly: "All senior events to be rowed straightaway. All junior events, with the exception of the eights, to be rowed with a turn, unless otherwise arranged." [The Royal Canadian Henley Regatta, Official Programme, 1920] No explanation is given for the change. There was also a change in nomenclature: the Primary and Special 140-lb. Eights became Junior and Senior, respectively. Curiously, the junior lightweight four was still called Maidens.

With a huge number of entries in Junior events, heats were rowed every 30 minutes on Friday starting at 10:00 a.m..

The Detroit B.C. sculler, D'Arcy Hilton, who placed second in the Junior Singles, had rowed in eights before the War. In 1914, he joined the Royal Air Force in Canada, "spent 11 months in active flying on the Western front, and was decorated by the king at the close of the war." [The Toronto *Globe*, July 29, 1920, p.29]

He married Gladys Caroline Woodruff in St. Catharines [sic], Ontario on 28 January 1914. Following the birth of their son, they divorced in 1916 and Hilton sailed for Great Britain to join the Royal Flying Corps in November. He was promoted to Second Lieutenant on 21 November 1916. Serving with 29 Squadron on the Western Front, Hilton scored 8 victories. . . . [The *Aerodrome* <http://www.theaerodrome.com/aces/canada/hilton.php>]

The University of Toronto made its return to rowing after a lapse of 20 years and won the Junior Eights, then upset favourites Detroit B.C. and Lincoln Park B.C. to win the Senior Eights. They rowed out of the Argonaut R.C., used Argo equipment, and wore Argo double blue jerseys with their own crest on the front. In the programmes and press they are clearly identified as a U of T or Varsity crew. Their coach was former Argonaut coxswain, Tommy Loudon. In World War I, he had served in the 2nd Field Company of the Canadian Engineers, earning the rank of Major. In civilian life, he was an engineering professor and the driving force behind the re-formation of the University of Toronto R.C..

The only mishap in the very long programme on Friday occurred in the Junior Fours. The race was halted twice. Shortly after the start, the Ottawa R.C. and West Side R.C. collided. The referee, Patrick Mulqueen, stopped the race, had the crews return to the starting line and they were restarted. On the second attempt, West Side fouled either Lachine [according to the *Star*] or Brockville [in the *Globe's* version]. In any case,

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they were disqualified, a decision they vociferously protested against. The race was started for the third time with the crews in the same relative positions they were in when the foul was committed which is how they finished: Ottawa R.C. won, beating Lachine R.C. by two lengths, who beat Brockville R.C. by five lengths.

The CAAO employed a unique method to choose the Canadian rowing team for the 1920 Olympic Games:

Race for Olympic Trip.

Unknown to the five crews which competed in the senior fours final, the announcement was made immediately before the start, and while the crews were lining up, that should the winners show a good enough performance they would be sent to Antwerp to represent Canada at the Olympic regatta. The committee in the referee's boat was so pleased with the outcome of the race that it immediately decided to recommend that the Argonaut No. 2 crew, which won impressively, be sent to the Olympiad. [The Toronto *Globe*, August 2, 1920, p.12]

That crew was composed of Robert Hay, bow, Harold Harcourt, Larry Landrian and Strathy Hay, stroke. Art Everett was added as coxswain. The crew trained only briefly in the newly purchased coxed four before setting sail for Antwerp.

After winning the Senior Quarter-Mile Dash and the Senior Singles, Robert Dibble was picked to represent Canada at the Olympics, but he declined, and his reasons are not entirely clear. The *Star* published two articles about his refusal and the one thread that runs through both of them is the haste with which the entire process had to be carried out. He did not think that he had enough time to get to the site and train properly. He was also put out by the CAAO's requirement that he win the Senior Singles before being confirmed as the CAAO's choice. [The Toronto *Daily Star*, August 3, 1920, p. 22] And he was upset with the CAAO for not honouring its promise to try to get John B. Kelly to come to the Canadian Henley so that he could try to redeem himself for being beaten by Kelly on July 4. Kelly wrote Dibble that he had not been contacted by the CAAO, and that upset the Canadian. [The Toronto *Daily Star*, August 4, 1920, p.18]

The CAAO's plan to send a composite eight to the Olympics failed miserably. Clubs had been asked to nominate Senior oarsmen, but only the Ottawa R.C. nominated one of their men. In any case, the Canadian Olympic Committee did not have the funds to send an eight, but University of Toronto alumni and friends of the Varsity crew that won the Junior and Senior Eights began raising money to send them. Their goal was \$5,000. [The Toronto *Globe*, August 2, 1920, p.14] There wasn't enough time to raise the money, so no eight represented Canada at the Olympic Games.

The coxed four had bad luck. First, their shell did not make it to Antwerp so they had to borrow one. Then, before their heat, one of the riggers cracked. The starter ignored their pleas to delay the start and when the race began, the rigger failed completely, and they were forced to row with three men.

All the winners and times for the 1920 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

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All the results from all the races in all the Regattas from 1919 to 1930 are available in an appendix at the end of Chapter 4.

On the eve of the Regatta, 51 crews from 13 clubs were entered in 14 events. The Junior Fours in Working Boats did not have any entries, and the Veterans' races and Novice Fours were not held. All the Intermediate races, Singles, Doubles, and Fours, were dropped from the programme and would not return until 1932 and 1933.

The Chamber of Commerce published some statistics comparing the 1919 Regatta with the 1920 Regatta:

number of shells: 1919 - 25; 1920 - 51

number of competitors [the article says "crews" but that is surely wrong]: 1919 - 107; 1920 - 260

receipts: 1919 - \$1,200; 1920 - \$1,600

grandstand attendance: 1919 - 835; 1920 - 1,800 [The St. Catharines *Standard*, August 10, 1920, p.6]

Below is a list of the participating clubs at the 1920 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 Argonaut R.C. was entered in every event, while the Don R.C. was entered in every event except the Senior Eights.

Argonaut R.C.	(18/4)	Toronto, Ontario
Argonaut/University of Toronto	(2/2)	Toronto, Ontario
Brockville R.C.	(3/1)	Brockville, Ontario
Don R.C.	(17/5)	Toronto, Ontario
Grand Trunk B.C.	(1/0)	Montreal, Quebec
Hamilton R.C.	(2/0)	Hamilton, Ontario
Lachine R.C.	(2/0)	Summerlea, Quebec
Ottawa R.C.	(5/1)	Ottawa, Ontario

American entries came from:

Buffalo Launch Club	(1/0)	Buffalo, New York
Detroit B.C.	(5/1)	Detroit, Michigan
Lincoln Park B.C.	(4/0)	Chicago, Illinois
Mutual R.C.	(1/0)	Buffalo, New York
West Side R.C.	(3/0)	Buffalo, New York

At the annual CAAO meeting held in the Chamber of Commerce Club Rooms of the Welland House on Saturday morning, the following Officers were chosen for 1920:

Honorary Patron: A. Claude Macdonell, Toronto

Honorary President: Orlando Heron, Toronto

President: Joseph E. Thompson, Toronto

1st Vice-President: Patrick J. Mulqueen, Toronto

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2nd Vice-President: Thomas R. Loudon, Toronto

Secretary: J. Leslie Fergusson, Toronto

Treasurer: Fred H. Carter, Toronto

The members of the Executive Committee were:

C.S. Riley, Winnipeg, W.H. Comstock, Brockville, Edward Philips, Ottawa

Richard L. Schram, St. Catharines, A.H.E. Kent, Toronto, W.J. Harrison, Ottawa

W.D. Birchall, Montreal, Thomas A. Murphy, Toronto, Bertram O. Hooper,

Hamilton

Their terms are not specified in the press.

One of the topics of discussion at the annual meeting was the duty imposed by the Customs Department on racing shells imported from England and the United States. It was decided to approach the Minister of Customs and apply for some concessions on the duty.

The meeting was addressed by Mayor Thomas Church of Toronto who had been a spectator at both the 1919 and 1920 Regattas. He said "that Toronto did not want everything" or as the headline read: "Toronto Doesn't Want to Grab the Regatta, Says Mayor Church." [The St. Catharines *Standard*, July 31, 1920, p.1] He thought that the St. Catharines course was a good one, but needed improvements and repairs. "He suggested that the course be dredged and straightened and that the grand stand be turned about." [The St. Catharines *Standard*, July 31, 1920, p.1] He also offered the expertise of the Toronto Harbor Commission if engineering advice was needed. However, his most significant suggestion was this: "The regatta, he said, has become a national feature and therefore he felt that the [Federal] Government would assist in the interests of the sport." [The St. Catharines *Standard*, July 31, 1920, p.1] In other words, the Canadian Henley had achieved the status of a nationally important sporting event, so it followed that the federal government should be approached to help with the improvements on the body of water over which it had control.

Past President, Major Orlando Heron, was less tactful and more blunt. He said

that there had been a falling down in the arrangements for the visiting oarsmen this year. . . . Major Heron declared that while the St. Catharines course would be a permanent one for the C.A.A.O. regattas, providing the local people gave proper co-operation, on behalf of the executive he announced that St. Catharines would have one more chance, and [if] there were another failure there would have to be removal elsewhere. [The St. Catharines *Standard*, August 3, 1920, p.7]

Although no one said anything publicly, everyone at the meeting knew that he had a conflict of interest, since he was involved in trying to have improvements made to the Hanlan Memorial Course so that it could become the new home of the Canadian Henley.

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Manager Hugh Bell of the Chamber of Commerce outlined the successes and initiatives that that group had carried out (most of which have already been mentioned) and addressed the short-comings, and “[a]s acting Mayor, President E.C. Graves of the Chamber of Commerce assured the meeting that any recommendations within reason that the Association made would be carried out, . . .” [The St. Catharines *Standard*, July 31, 1920, p.1]

The Chamber of Commerce did follow up on President Graves’ promise:

ST. KITTS TRIES TO HOLD C.A.A.O.

Chamber of Commerce Re-
commends Improvements
Demanded by Oarsmen

(Special Despatch to The Globe.)

St. Catharines, Nov. 10.—Very determined efforts are being made by the Chamber of Commerce of this city to prevent the transfer of the Canadian Henley Regatta. The report of the special investigation and development committee on the matter, now submitted, indicates that the national rowing classic will continue to be held on the Welland Canal course.

The Minister of Railways and Canals will be asked to provide for the removal of the piles which now obstruct part of the course, for the dredging of the old canal wherever necessary and for the driving of piles for the clubhouse of the St. Catharines club. The City Council will be asked to devote the sum of \$2,500 toward putting the clubhouse in repair and providing a suitable place for the housing of the boats, lack of which accommodation was the chief objection raised by visiting oarsmen for several years.

The Town Council of Port Dalhousie will also be asked to grant the sum of \$500 toward improvements on the lower end of the course in that municipality. The St. Catharines Rowing Club will be revived as part of the progressive program of the local committee. The steamboat and electric railway companies will also be asked to provide better service during the regatta each year.

If the committee succeeds in getting what it proposes to ask for there is little doubt that the annual regatta of the Canadian Association of Amateur Oarsmen will continue to be held here. [The Toronto *Globe*, November 11, 1920, p.14]

1920

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The Sixteenth Royal Canadian Henley Regatta The Thirty-Ninth Regatta of the Canadian Association of Amateur Oarsmen July 29 & 30, 1921

On January 12, 1921, a meeting of interested parties was held in the Chamber of Commerce rooms of the Welland House to make plans for keeping the Henley in St. Catharines. Part of the overall plan was to try to stir up interest among the citizens of St. Catharines and Port Dalhousie. That involved, among other things, restarting the St. Catharines R.C.. The feeling was that interest in the Henley among the citizens of the city would increase if there were local men competing.

In the same article which announced the re-formation of the Rowing Club, the *Globe* speculated on the legal side of moving the Regatta:

Just what the legal aspect of moving the regatta away would be is a rather interesting subject. When the C.A.A.O. first came to St. Catharines with its regatta less than a score of years ago, it signed an agreement with the city that the Canadian Henley Regatta would be held permanently on the present course provided St. Catharines put up its proportion of the cost of building the boat house. St. Catharines did.

Whether failure to properly look after the regatta constitutes a legal reason for breaking this agreement is something for the lawyers to figure out. But, as said before, St. Catharines is not going to let it go that far. [The Toronto *Globe*, January 10, 1921, p.12]

The big tangible result of the January 12 meeting was the formation of the Royal Canadian Henley Rowing Association. It was not a rowing club, but an organization to promote the sport locally.

The plans of the promoters include the enlisting of the interest and active co-operation of social clubs and other organizations and also of the men of the factories. It is felt that with so many athletes in St. Catharines some good oarsmen ought to be developed It is felt here that only active co-operation in rowing will get the people of St. Catharines sufficiently interested in the Canadian Henley Regatta to retain it here.

Officers of the association are: Chairman, W.A. Anderson; Secretary, Frank C. Nicholson; Treasurer, Robert Adie. Executive—Reeve William G. Sutton and Wilfred [sic] Murphy of Port Dalhousie, and W.A. Stevens, L. Watts, Harold Chinn and H.W. Byrne of St. Catharines. [The Toronto *Globe*, January 17, 1921, p.13]

The new Association was quick to act. In three weeks:

The Royal Canadian Henley Regatta Association has laid plans for the moving of the clubhouse of the St. Catharines Rowing Club's quarters to the foot of Anne [sic] street in Port Dalhousie. Various organizations throughout the city have promised a membership of 250, by which it is

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expected to raise \$2,500. The new local athletic club will go in for rowing, canoeing, swimming and dinghy sailing.

Col. Arthur Bishop reports that the Navy League will co-operate with the new organization and it is confidently expected to get the assistance of the Federal Department of Public Works in improving the course. [The Toronto *Globe*, February 7, 1921, p.12]

“The new athletic club” is not named, but it was probably what would become the Niagara District Aquatic Club in August.

Local efforts continued to get good press:

IMPROVEMENTS AT HENLEY.

St. Catharines, March 18.—Plans are being made to move the Rowing Club house from its present location at Barnsdale on the old Welland Canal to Port Dalhousie to make it more convenient for the oarsmen rowing in the Canadian Henley regatta. It will be put on floats and towed down the Henley course by tugs. Already the local management is showing activity looking to making this year’s regatta better than former years so far as conveniences for the contestants is concerned. [The Toronto *Globe*, March 19, 1921, p.8]

A month later, there was progress to report:

Secretary Bell of the St. Catharines Chamber of Commerce, who was in town yesterday, told President P.J. Mulqueen of the C.A.A.O. that the work of setting out piles to receive the St. Catharines Rowing Club building which is to be moved from the south end of the Canadian Henley course, has commenced. The clubhouse will be placed opposite the present grandstand and furnish ample accommodation for visiting oarsmen. [The Toronto *Daily Star*, April 22, 1921, p.26]

What had been called the Royal Canadian Henley Rowing Association and the Royal Canadian Henley Regatta Association in January, appears with yet another name in April:

Looking After Needs Of Henley Oarsmen (Special Despatch to The Globe.)

St. Catharines, Ont., April 25.—At a meeting of the Royal Canadian Henley Aquatic Association tomorrow evening at the Chamber of Commerce, plans will be gone into for the proper management of this year’s regatta on July 29-30. Nothing is to be left undone to make the visiting oarsmen comfortable, and this includes moving the club house to Port Dalhousie, which will be a great help to the scullers.

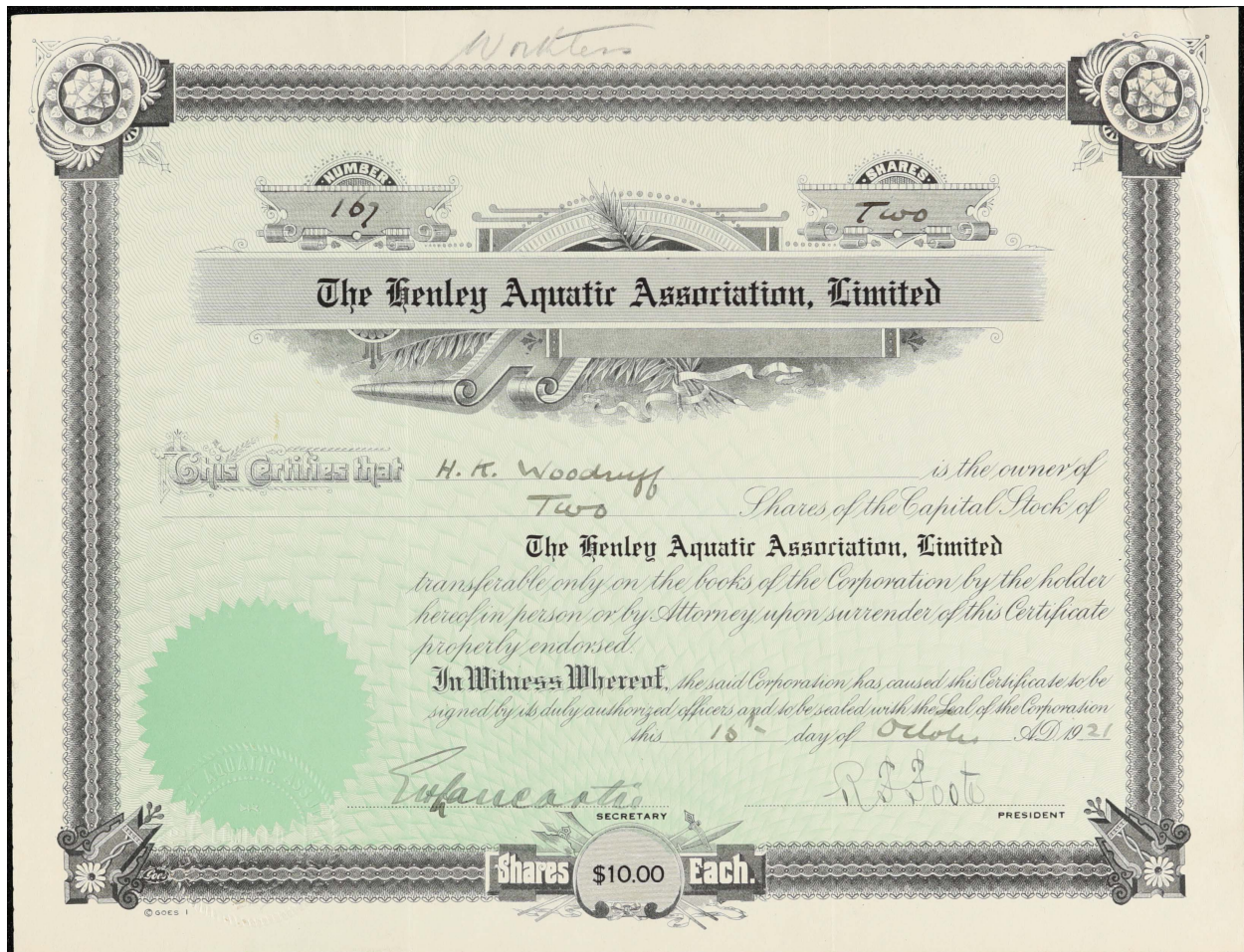
The charter of the Royal Canadian Henley Association has arrived, and will be exhibited at tomorrow night’s meeting. [The Toronto *Globe*, April 26, 1921, p.12]

The name was finally settled as: The Henley Aquatic Association, Limited. It was incorporated by Letters Patent under the Ontario Companies Act, April 4, 1921. It would

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become more commonly called the Henley Aquatic Association, or HAA. It was not a rowing club, although it had jurisdiction over the building, but not the equipment used by the Rowing Club, and the water on which the Rowing Club trained. It had as its dual purposes, running the Royal Canadian Henley Regatta and maintaining the facilities around the course. The Henley Aquatic Association, Ltd. was incorporated as a company and sold shares at \$10.00 apiece to raise money. It had a long life—until 1973—when the Canadian Henley Rowing Corporation was formed and took over its responsibilities.

Below is a share certificate for two shares of capital stock in Henley Aquatic Association, Ltd. issued to Hamilton K. Woodruff, October 15, 1921.



Brock University, Archives and Special Collections, Woodruff family fonds. <https://dr.library.brocku.ca/handle/10464/7558>

As an incorporated company, the HAA was able to conduct business, such as hiring a contractor to build the new boathouse.

While things were moving along smoothly in St. Catharines, a problem in fixing the date of the 1921 Regatta was occupying the CAAO. The United States National Association of Amateur Oarsmen had fixed the date for its National Regatta for July 29

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and 30, the last Friday and Saturday in July, the dates traditionally used by the CAAO. To compound the problem, the host city was to be Buffalo, New York, only about 53 km from St. Catharines. It was the perfect location to facilitate American crews coming to Canada and Canadian crews going to the U.S.. After some diplomatic discussions between the CAAO and the West Side R.C., organizers of the National Regatta, the latter changed its date to the first Friday and Saturday in August.

CAAO President Joseph Thompson spent two days in St. Catharines and Port Dalhousie in the middle of May, being brought up to date on progress at the course and the plans for the future.

Already aquatic men in St. Kitts have formed an association known as "The Henley Aquatic Association, Limited," for the direct purpose of promoting rowing on the Henley course at Port Dalhousie. The association is incorporated under the Ontario Companies Act, with a capital of \$40,000, divided into 4,000 shares of \$10 a share. The objects, according to the prospectus, are to "promote generally all aquatic sports and games, but primarily to develop the Royal Henley course on the old Welland Canal for the Royal Henley regatta and the re-organization of rowing clubs for St. Catharines and Port Dalhousie." For this purpose, the association has secured a new lease from the department of railways and canals of the Henley course with suitable site for a new club house at the foot of Ann street, Port Dalhousie, and it is proposed to erect a substantial modern club house on this fully equipped for rowing and canoe clubs, with adequate accommodation for regattas and other aquatic events. Promotion of other amusements and sports is aimed at, also that the club become the leading amateur athletic and sports organization for the Niagara district, with some aspects of a summer country club.

The provisional directors are: E.H. Lancaster, barrister; H.V. Gould, advertising manager; H.M. Bell, industrial commissioner; G.R. Bradley, merchant, and H.L. Cummings, law clerk.

Commence Work at Once.

"Work will commence this week on altering the rowing course," said President Thompson. "Under the new plan, the old grand stand will be removed, and the finish will be practically directly behind the present stand, but on the main land. They plan putting up a fine new club house, which will accommodate all the eights and fours at Henley, while the singles and doubles could be taken care of across in the other boathouse."

President Thompson states he informed the members of this association that the C.A.A.O. were particularly anxious to have the course renovated and the quarters for the oarsmen put in shape. He was assured this work would be gone on with, at least on a small scale at first, and later completed in a year or so. He is well satisfied with the attitude shown by those interested in the Henley in St. Catharines and feels sure that the oarsmen will be better looked after this year than in former years.

The altering of the course has been suggested for some time past, but due to difficulties of financing during the war, work was not commenced, and even yet improvement will only be carried on in a small way. From an oarsman's standpoint, the course at Port Dalhousie cannot be improved upon for water and general conditions. The alteration, it is believed, will make a still greater improvement, although for this year the course will be used as in previous years. [The *Toronto Daily Star*, May 17, 1921, p.18]

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The HAA had to move quickly. On May 19, “the contract for building the club house was given to the firm of Estrup & Conradi, with instructions to ‘start right away.’” In addition, plans for piles to be driven to support the new clubhouse were discussed. [The St. Catharines *Standard*, May 20, 1921, p.15]

The altered plan for the old clubhouse and new details about the new clubhouse emerged a few days later:

The clubhouse now in use, which is located at the southern end of the course, will be abandoned, but the material will be salvaged for the new clubhouse. The new building is to cost about \$12,000 and the public will be asked to take stock.

The work on the new building will be commenced very soon. When completed it will be among the best equipped in existence. There will be also facilities for winter sports and dancing. It is felt here that no stone should be left unturned to keep the Canadian Henley Regatta here, and its importance to the city and district is being fully realized, now that there is a prospect of losing the big annual fixture. [The Toronto *Globe*, May 23, 1921, p.14]

The HAA had promised the CAAO to make improvements. However, the HAA had no money, so it turned to the Chamber of Commerce for help. On May 25, the Chamber of Commerce held a dinner to elicit the help of community groups—fraternal organizations and service clubs—to stir up interest in, and raise money for the new athletic club being proposed by the HAA to be located in the new boathouse. Although Col. McCordick spoke about the purity of the sport of rowing, and the wonderful rowing course, other speakers stressed that it would not be just a rowing club, but a club for enthusiasts of all aquatic sports in addition to being a social club for the whole community. They wanted to appeal to as many people as possible. To date, 200 men and women had joined; the goal was 500. There were about 50 men present representing many organizations: Auto Club; Boosters Club; Chamber of Commerce; Knights of Columbus; Knights of Pythias; Lyceum Club; Moose; Pastime Club; Port Dalhousie Sports Club; Rotary Club; St. George’s Club; St. Thomas’ Men’s Club, plus bankers and the Mayor and Council of St. Catharines. They were broken into five teams for the purpose of selling shares. Since the cost of the building and other improvements was estimated at between \$6,000 and \$12,000, the goal was 600 to 1,200 shares. [The St. Catharines *Standard*, May 26, 1921, p.6]

After a week, 400 shares had been sold which meant that \$4,000 had been raised. The goal had been revised to \$5,000. That would pay for the first storey with a temporary roof, the second storey to be added later. Pile driving was under way, and with money pledged or in the bank, the actual construction of the boathouse was to begin within two weeks. [The St. Catharines *Standard*, June 4, 1921, p.1]

Two weeks later we learn that: “Work on the new Canadian Henley clubhouse at Port Dalhousie has commenced, and will be pushed forward so that the first story [sic] will be in readiness for the oarsmen coming to the regatta July 29-30.” [The Toronto *Globe*, June 23, 1921, p.15]

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The above story was premature. In fact, because of the depth of water, there had been difficulty sinking the piles. Two weeks after that article, the concrete sills on which the foundation of the clubhouse would sit were being built on the piles. [The St. Catharines *Standard*, July 7, 1921, p.3]

CAAO President Thompson did a tour two weeks later and was pleased with the progress:

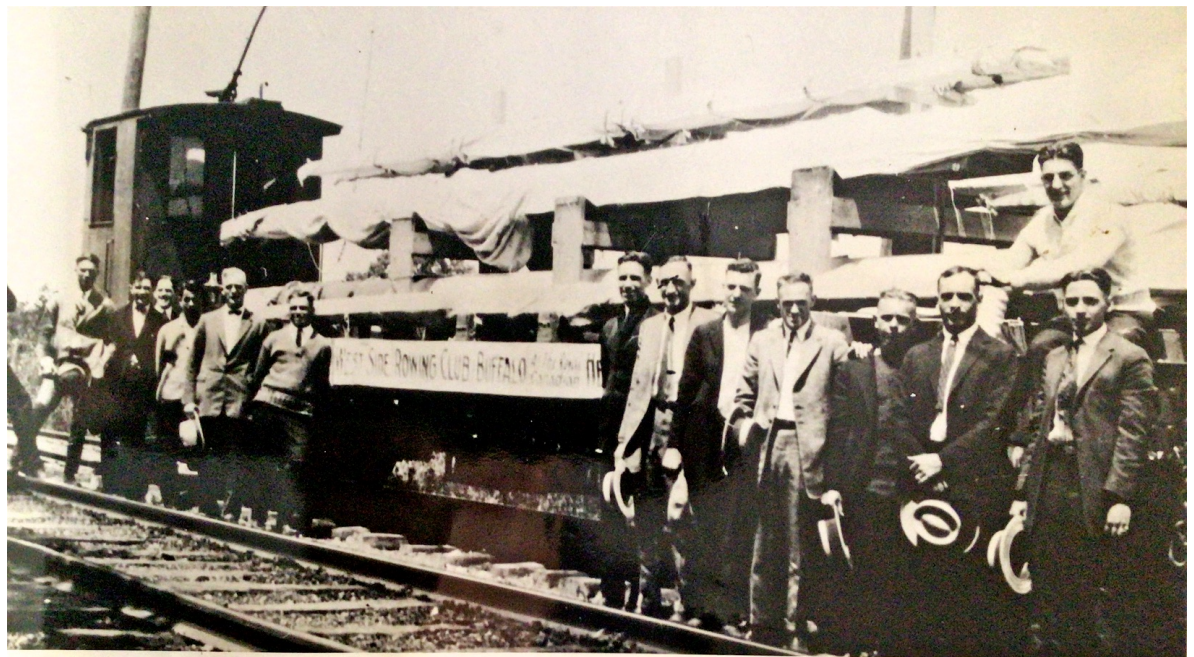
Ample Accommodation At St. Kitts This Season

There will be no lack of accommodation for oarsmen and their shells at the Canadian Henley next week. President J. Thompson of the C.A.A.O. returned last night from St. Catharines, where he found that the Henley Aquatic Association, composed of enterprising citizens of Port Dalhousie and St. Catharines had done a very great deal to improve conditions at the regatta course.

There is now under construction a large new boathouse, which will accommodate forty-four shells. It has not been found possible to erect a new grand stand this year, but various other improvements have been made to the course and its surroundings. [The Toronto *Globe*, July 23, 1921, p.8]

Since there had been 51 shells at the 1920 Regatta, being able to house 44 under one roof was a huge improvement. All that space plus the gate-yard building was needed in 1921 because 62 shells arrived.

The photo shows three of those shells—two fours and a single—belonging to the West Side R.C., securely stowed and wrapped in cloth to protect them from the sun on a work car of the International Railway Co.. The scene



Enroute to Canadian Henley Regatta in 1921. Group on left composed of; L-R. Unidentified, John Harding, Unidentified, J. Cryan, Michael Broderick, Roy Couch.

Group on right L-R. John Dorr, John Gregory, Aloysius Murphy, Charles Hooper, Warren "Willie" Fraser, Russell Sherman, Arthur Downes. Sitting on flat car is James Ailinger.

James Schaab collection.

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was probably in Buffalo, on the Ferry St. tracks—near Niagara St.—before the work car left for Port Dalhousie, carrying some of the oarsmen along with the shells. [Carlton J. Flynn, *West Side Oars: A History of the West Side Rowing Club, 1912-1948*, chapter 2 (p. 6), <https://www.wsrc.org/history>] The work car travelled under its own power to Niagara Falls, New York, where it crossed the Niagara River to Canada.

I am wondering did the car actually negotiate the NS&T [Niagara, St. Catharines and Toronto] railway itself all the way from the Falls to the junction at Thorold and then to Port Dalhousie? I somehow doubt it. I would think that it was probably towed by one of the NS&T's engines. Or perhaps attached to the back of one of the NS&T street cars? [Panko, Andy. "Re: 1921 Canadian Henley Regatta." Message to Stan Lapinski. September 18, 2023. Email]

Where In Port Dalhousie the work car parked is not specified. However, we know that rail cars transporting rowing equipment usually used a siding on the east side of the Port Dalhousie Harbour—called the Michigan side by the locals. The shells would have been rigged there and rowed across the harbour to the gate-yard building.

So, how long was the trip from Buffalo to Port Dalhousie? Using contemporary timetables, Dr. Panko thinks: "it is not likely the journey would be shorter than 2hr 40m." [Panko, Andy. "Re: Rail journey from Buffalo to Port Dalhousie." Message to Stan Lapinski. October 2, 2023. Email] Assuming that the IRC work car either attached to a scheduled trolley, or followed a scheduled trolley, the journey might be an hour longer. If it missed the trolley from Niagara Falls, Ontario to St. Catharines, it would have to wait as much as a half hour for the next one. The same would apply if it missed the trolley from St. Catharines to Port Dalhousie. Therefore, the best guess as to how long the oarsmen from Buffalo had to sit on the open, bumpy car is between 2 hours and 40 minutes and 3 hours and 40 minutes.

Although the Henley Aquatic Association had received its charter in April, and had been involved in fund-raising and the course improvements since then, its first organizational meeting was not held until July 14. At that time new officers for 1921-22 were elected:

President: R. Fred Foote

Vice-President: A.H. Malcolmson

Secretary-Treasurer: E.H. Lancaster

Directors: A.L. Meek and Richard L. Schram

In addition to improving facilities, the HAA was able to arrange with the Niagara, St. Catharines and Toronto, Railway for an early steamer from Toronto which would arrive in Port Dalhousie at 1:00 p.m., well before the races began. [The St. Catharines *Standard*, July 15, 1921, p.23]

Early reviews of the new facilities were positive. Thomas Loudon, Second Vice-President of the CAAO, and coach of the University of Toronto R.C. stated

that both he and his men were not only satisfied but well pleased with the conditions this year in boat shell accommodation and while it was quite evident what the people of St. Catharines

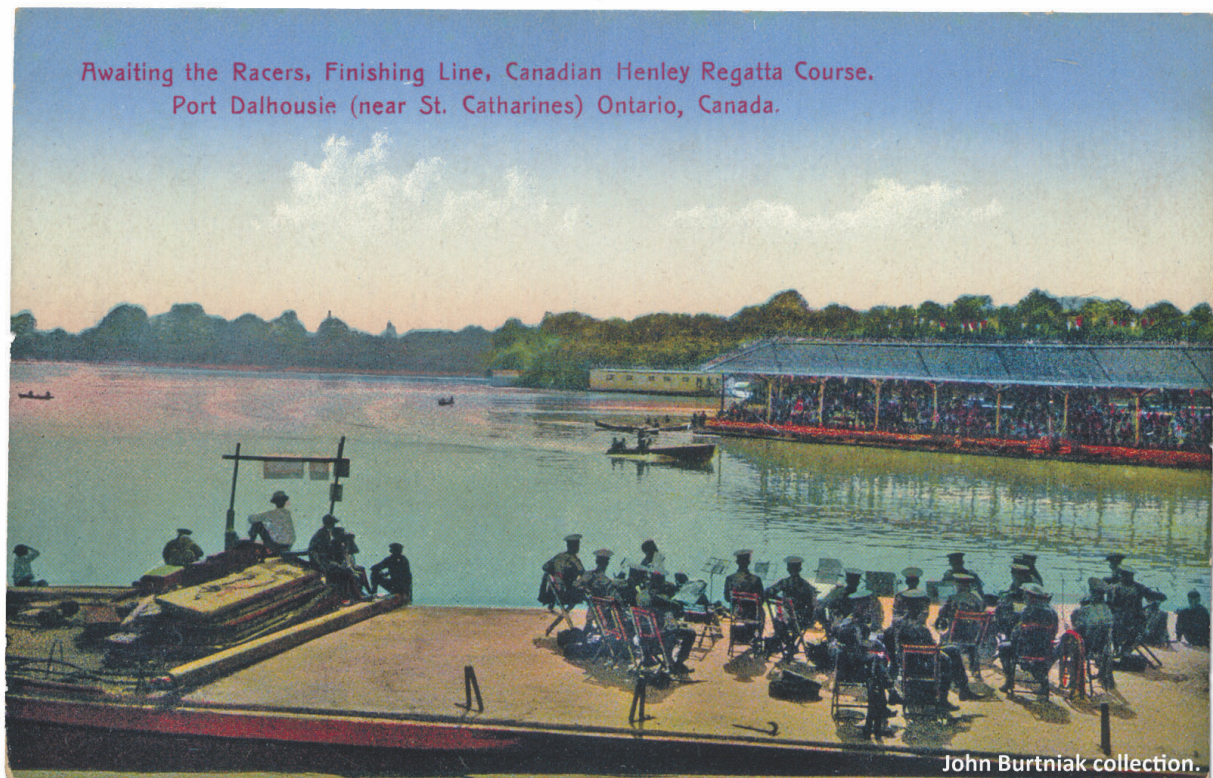
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and Port Dalhousie desired to do in the way of Club House facilities was not completed, it was, however, quite evident that the accommodation this year was equal to that found in many places. . . . McQuaig [sic] of Ottawa speaking of conditions as he found them this year stated that he “was glad to see that everything promised last year was well on the way to fulfillment and the conditions this year merited the good will of every rowing man whose privilege it was to be here.” [The St. Catharines *Standard*, July 28, 1921, p.4]

In addition to the new, though uncompleted boathouse, “the incoming boats and oarsmen were placed in their billeting quarters, and given accommodation for their shells in record time. The confusion of last year was entirely absent. . . .” [The St. Catharines *Standard*, July 28, 1921, p.4]

One area was lagging. In 1920, the boxes in the grandstand had all been sold days before the Regatta began. However, in 1921, there were still boxes available—at \$9.00 per box—on the Thursday before the Regatta. General admission to the grandstand was \$1.00. Tickets could be purchased at the new ticket booth, which could be easily found because it had a new, large sign. [The St. Catharines *Standard*, July 28, 1921, p.4]

The initiative and enterprise of Pipe Major Dewar of the Great War Veterans’ Band, has resulted in Major Lancaster of the local Executive of the Henley Aquatic Association, arranging for a huge barge float which will be anchored at the point nearly opposite the Grand Stand. He will be assisted by the Drill Corps of the Independent Rubber Company of Merritton, and they will entertain the public throughout the afternoon of Friday and Saturday by giving an exhibition of dancing. . . . [The St. Catharines *Standard*, July 28, 1921, p.4]



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If the post card above is from 1921, it shows the Great War Veterans' Band on the barge float opposite a packed grandstand. We should feel sorry for the Band, wearing their heavy, dark uniforms in the early afternoon, without shade, during a heatwave. The yellow building in the background is the new boathouse. (The photographer's memory must have failed him when he was having his black and white photo tinted, because the boathouse was actually green with white trim. [The St. Catharines *Standard*, July 28, 1922, p.13])

For some reason, not explained in print, in 1921, the course reverted to having only eights rowing one mile, 550 yards straightaway, while all other events were rowed one mile and a half with a turn.

Two scullers received a great deal of interest in the days leading up to the Regatta. John B. Kelly from the Vesper B.C., and winner of the gold medal in the Single Sculls at the 1920 Olympic Games, and Robert Dibble's nemesis, was competing, but in the Senior Fours and Senior Doubles with his cousin, Paul Costello, with whom he had won the Double Sculls at the 1920 Olympics. However, he was not entered in the Senior Singles, so, the two rivals would not compete against one another.

The other sculler was a virtual unknown; Hilton Belyea, from the Saint John R.C. in Saint John, New Brunswick. He rowed a boat built by his cobbler brother. The *Star* reporter had this initial impression of him:

Belyea reminds one of a sea coast fisherman, shoving a hefty fishing gig along, not much style but plenty of beef on the oars. He is particularly rugged in build, weighs in the neighborhood of 180 pounds, and is over 40 years of age. [The Toronto *Daily Star*, July 29, 1921, p.8]

Both the *Star* above, and the *Globe* below got Belyea's age wrong. He was born on August 31, 1885, which meant that at the Henley, he was a month shy of his 36th birthday.

Frederick Wilson, the *Globe* reporter had this detail to add regarding Belyea's equipment: he "uses seven-inch sculls, which he wields as though they were even less than the ordinary width." [The Toronto *Globe*, July 30, 1921, p.8]

In a biographical sketch based on an interview, Gordon Hogarth of the *Star* cleared up some misconceptions and added some facts about Belyea. He was 37 years old, weighed 165 lbs. and was about 5'10" tall; he was older, lighter and shorter than his competition. He was also a bicycle racer and champion speed skater, and he was self-coached.

His boat was built by his brother. It weighs 39 pounds, or 10 pounds more than an ordinary shell. His oars are slightly larger than the ordinary blades, with more inboard and more overlapping. His riggers are two inches longer than according to Hoyle; also his slide longer and foot boards farther away.

....

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Belyea's rowing attire is also a bit out of the ordinary. He wears a light blue bathing suit, not the regulation trunks and jersey, and a light blue cap, the peak of which must be a foot long. He walks out with his boat on his head to the water, ordinary socks and garters on. . . . [The *Toronto Star*, August 2, 1921, p.9]

Even his method of leaving the dock was unorthodox, although it is common—even normal—today. He put one foot in the boat and shoved off with the other. [The *Toronto Globe*, August 4, 1921, p.9]

Another innovation, also common today, "was the stopwatch he had strapped to the shell. Watching this, he could always judge his pace to the second . . ." [The *Toronto Globe*, July 22, 1931, p.11]

Belyea's supporters had a lot of faith in him, because his brothers had brought \$2,000 in cash with them to bet on him. Don R.C. supporters eagerly took the bet. Even John B. Kelly bet against him. [The *Toronto Star*, August 2, 1921, p.9]

Two preliminary heats for the 140-lb. Singles were held beginning at 11:00 Friday morning. The finals began at 2:00 p.m..

Frederick Wilson, "Sporting Editor" of the *Globe*, waxed poetic about the first day of the Regatta. After a long paeon describing the scene as the greatest ever, he continues:

The attendance today at the preliminaries was greater and more enthusiastic than has often been seen during the rowing of finals. Weather conditions were perfect for the purpose and the course has been vastly improved.



St. Catharines Museum - X85.18.1

The Henley Regatta Association of St. Catharines has outdone itself to make for the comfort and convenience of the oarsmen. [The *Toronto Globe*, July 30, 1921, p.8]

While Kelly, Dibble and Belyea received the bulk of the attention from the press, all local eyes were on Ralfe J. Clench who was entered in the 140-lb. Singles. He was representing the St. Catharines R.C., which existed in name only and to the residents of St. Catharines, he represented the rebirth of the Club. He did not disappoint. He won his heat and then the final. Pictured is his plaque. It is a new design, significantly smaller than the ones presented before the War, similar to the plaques awarded today.

Friday's programme included a

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novelty race:

Quite an interesting feature was the gig race between crews from the Boys' Naval Brigade units of Toronto, Welland and Hamilton. The latter won, with Welland second. The lads rowed the cumbersome gigs over a mile course, ten oars and a coxswain in each boat. [The *Toronto Globe*, July 30, 1921, p.8]

H.F. Moran and F. Walters won the Junior Doubles for the Don R.C.. "The Don pair used a new double donated by the father of the late Josh Ingham, who was killed in [the] R.A.F., in memory of his son." [The *Toronto Star*, July 30, 1921, p.19] Josh Ingham and Harry Dibble, also killed in action, won that race in 1914.

The big story on Saturday is summed up in the *Globe's* headline: "FISHERMAN-SCULLER CAPTURES C.A.A.O. SENIOR SINGLES TITLE." [The *Toronto Globe*, August 1, 1921, p.10] Hilton Belyea, rowing an unorthodox style using unorthodox equipment beat five very good scullers, including six-time Senior Singles champion, Robert Dibble. The *Globe's* Frederick Wilson adds that he "won with consummate ease. His victory is the sensation of rowing circles." [The *Toronto Globe*, August 1, 1921, p.10]

As expected, the 1920 Olympic Double Sculls winners from the Vesper B.C. took the Senior Doubles, and were half of the Senior Fours crew that won. Both crews used borrowed boats.

All the winners and times for the 1921 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 1919 to 1930 are available in an appendix at the end of Chapter 4.

On the eve of the Regatta, 249 contestants from 14 clubs were entered in 15 events. (The Junior Fours in Working Boats did not have any entries, again.)

Below is a list of the participating clubs at the 1921 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 University of Toronto R.C. had become a separate and distinct club, although it still used the facilities of the Argonaut R.C.. Strictly speaking, there was no organized St. Catharines R.C., however, Ralfe J. Clench used that name, although some newspaper coverage uses Henley Aquatic Association as the club name. The wins were spread among nine of the 14 participating clubs.

Argonaut R.C.	(17/1)	Toronto, Ontario
Brockville R.C.	(2/0)	Brockville, Ontario
Don R.C.	(7/4)	Toronto, Ontario
Hamilton R.C.	(3/0)	Hamilton, Ontario
Lachine R.C.	(4/1)	Summerlea, Quebec
Ottawa R.C.	(4/0)	Ottawa, Ontario
St. Catharines R.C.	(1/1)	St. Catharines, Ontario
Saint John R.C.	(2/1)	Saint John, New Brunswick

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University of Toronto R.C.	(3/2)	Toronto, Ontario
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American entries came from:

Bachelors Barge Club	(2/0)	Philadelphia, Pennsylvania
Detroit B.C.	(5/2)	Detroit, Michigan
Mutual R.C.	(1/1)	Buffalo, New York
Vesper B.C.	(4/2)	Philadelphia, Pennsylvania
West Side R.C.	(4/0)	Buffalo, New York

For 1921, we also have numbers in the parties of each club:

Argonaut R.C. - 45
Detroit B.C. - 40
University of Toronto R.C. - 40
Ottawa R.C. - 30
Don R.C. - 25
Hamilton R.C. - 25
Lachine R.C. - 25
West Side R.C. - 10
Vesper B.C. - 8
Brockville R.C. - 4
Saint John R.C. - 3
Mutual R.C. - 2
St. Catharines R.C. - 2
Bachelors Barge Club - 1

In the evening the prizes were presented on the lawn of the Welland Hotel and was the occasion of several happy speeches and a renewal of the international and interclub good fellowship which was a marked feature of the whole regatta. [The Toronto *Globe*, August 1, 1921, p.10]

At the annual CAAO meeting held in the Chamber of Commerce Club Rooms of the Welland House on Saturday morning, the following Officers were chosen for 1921:

Honorary Patrons: A. Claude Macdonell, Toronto; Orlando Heron, Toronto
Honorary President: Joseph E. Thompson, Toronto
President: Patrick J. Mulqueen, Toronto
1st Vice-President: Louis Fournier, Ottawa
2nd Vice-President: Thomas R. Loudon, Toronto
Secretary: J. Leslie Fergusson, Toronto
Treasurer: Charles L. Carter, Toronto

The members of the Executive Committee were:

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Richard L. Schram, St. Catharines, A.H.E. Kent, Toronto, J.C. Imlay, Ottawa
W.D. Birchall, Montreal, Thomas A. Murphy, Toronto, Bertram O. Hooper,
Hamilton

J.W. McAllister, Hamilton, A.H. Stacey, Brockville, James C. McCuaig, Ottawa
One courtesy item of business was the recognition of Coach D.B. Duffield of the Detroit B.C. who was made an honorary life member of the CAAO in tribute to him for the sportsmanship which he instilled in his crews.

Professor Thomas R. Loudon reported on the suggested changes proposed by the rules committee. One was the establishment of a national registry of oarsmen which would contain a record of their performances. The second was to run all races one mile, 550 yards straightaway once the new course was established.

A consolation race for losers of Junior races was added to the Saturday programme.

The Association was in good financial shape with a bank balance of \$1,379.85

By September 1, Estrup & Conradi, the contractors hired by the HAA had not been paid in full. They had supplied materials and did work totalling \$5,284. They were still owed \$3,074, and so, under the provisions of the *Mechanics and Wage Earners Lien Act*, they filed a claim for lien against the boathouse property leased by the HAA. [Collier & Schiller, Claim for Lien # 376, September 1, 1921] Since we know that the HAA retained possession of the boathouse and the property it sat on, the balance owing must have been paid.

In December, the HAA renewed its efforts at fund-raising. It took out an advertisement in The St. Catharines *Standard*. The theme of the advertisement is stated in the headline:

DANGER!

The Royal Canadian Henley Regatta
is in Danger of Leaving Us

The advertisement contains references to other cities that would pay any amount of money to erect facilities if they could host the Regatta, while in St. Catharines: "After four months praying, begging and beseeching, St. Catharines has not as yet even put up \$5,000 of the minimum required to build a suitable Club House." It says that only 250 people have pledged money, and a "few big sportsmen and far-seeing citizens have put up \$5,000," which seems to contradict the earlier statement. The advertisement, which was published on Christmas Eve, is aimed at retailers and asks them, if pre-Christmas sales were good, to purchase 10 shares for \$100. In return, retailers will continue to benefit from having the Henley in St. Catharines, i.e. it would be a good business investment.

A list of 24 names of people who had purchased five or more shares is appended to the advertisement. To give an idea of who the big supporters of the HAA and its

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efforts to improve the Henley course and build the second storey of the new clubhouse were, here are the 11 who pledged \$100 or more:

\$400 - Capt. A.H. Malcolmson

\$250 - Col. R.W. Leonard

\$200 - W.B. Burgoyne; J.D. Chaplin

\$100 - William J. Bate; H.B. Burgoyne; Estrup & Conradi; D. Greenwood; Mr. McGhie; Mr. & Mrs. Rigby; H.C. Woodruff [The St. Catharines *Standard*, December 24, 1921, p.15]

1921

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The Seventeenth Royal Canadian Henley Regatta The Fortieth Regatta of the Canadian Association of Amateur Oarsmen July 28 & 29, 1922

On April 1, 1922, the dates for the Fortieth Regatta of the CAAO were decided at a meeting of the Association: July 28 and 29. Also at that meeting, two long-troublesome sore spots were dealt with:

It was decided to send a deputation to Ottawa to ask that the duty on racing shell boats and equipment from England be removed and the railway board be requested to restore the pre-war special rates for athletic parties on the railways. [The Toronto *Daily Star*, April 3, 1922, p.7]

In a front page article, the Toronto *Star* proposed a new idea for the benefit of the spectators in the grandstand:

An entirely new and novel use of the wireless telephone will be introduced by the Canadian Independent Telephone Company, in co-operation with The Star, at the Royal Canadian Henley regatta, . . . when the progress of the crews as they battle for supremacy in the various races, will be broadcasted to the spectators at the finish line and to the receivers in the radius of the radio broadcaster.

As far as can be learned, the wireless telephone has never before been used in such a capacity.

Broadcasting apparatus, together with the antenna, will be mounted in a motor launch, which will follow each race. As the crews leave the starting line, . . . the announcer in the motor boat will immediately commence to state the position of the crews. A magnavox, or more than one, will be installed in the stand or nearby, so that the words are thrown clearly to those interested in the race. The radio broadcaster will be capable of being heard for about seventy-five miles.

Under present conditions at the Canadian Henley course, those in the grandstand located at the east end or finishing point of the course, are only able to see distinctly how the last hundred yards of the race is rowed. [The Toronto *Daily Star*, May 10, 1922, p.1]

This was one of several promotions proposed by the *Star* and the Canadian Independent Telephone Co. to stir up interest in the new medium. Unfortunately, nothing came of this scheme.

However, there was some good news for the Henley Aquatic Association and the people of St. Catharines and Port Dalhousie.

Henley at St. Kitts.
for Six More Years

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(Special Despatch to The Globe.)

ST. CATHARINES, May 14.—St. Catharines is assured six more years of the Royal Canadian Henley by an agreement entered into between the local interests and the Canadian Association of Amateur Oarsmen. St. Catharines is assured the annual fixture so long as proper accommodation is provided for the visiting oarsmen, some of whom come many miles to compete for the prizes at very large expense to themselves or their clubs. [The Toronto *Globe*, May 15, 1922, p.8]

This agreement would give the HAA some stability; it would not have to worry about Toronto trying to take the Regatta every year. It also worked for the CAAO; it now had an agreement for a limited time which could be used as leverage to get the promised improvements done.

To accommodate spectators coming from Toronto, a special steamer was scheduled for Saturday morning, and premier races—Senior Singles, Senior 140-lb. Eights and Senior Eights—were scheduled for after 4:00 p.m. when the 2:00 p.m. steamer from Toronto would arrive in Port Dalhousie.

["Display Ad 7 -- no Title." *The Globe* (1844-1936), Jul 27, 1922, pp. 5. ProQuest, <http://>



Niagara - St. Catharines Line ACROSS LAKE ONTARIO

BOAT AND RAIL SERVICE TORONTO AND NIAGARA PENINSULA
ALL STEEL STEAMERS. MODERN ELECTRIC CARS

THE CANADIAN HENLEY
Friday and Saturday, July 28 and 29
Steamers "Northumberland" and "Dalhousie City"
Leave Toronto for Port Dalhousie:

Week Days	8.00 a.m.	2.00 p.m.	5.10 p.m.
Sundays only	9.00 a.m.	2.00 p.m.	7.00 p.m.

(DAYLIGHT SAVING TIME)

EXTRA BOAT—Will leave Toronto July 29th, at 11 a.m., in time for all events.

Close connection is made with all boats at Port Dalhousie for Niagara Falls and Niagara Peninsula Points.

AFTERNOON RIDES.	ONE-DAY EXCURSIONS.
Daily, Except Saturdays, \$1	To Port Dalhousie.. \$1.20
Saturdays .. \$1.25	To St. Catharines .. \$1.90

A NEW RESTAURANT at the Park is now open, where Table D'Hôte and a La Carte meals may be obtained.

An Orchestra will provide music on the 2.00 p.m. boat from Toronto daily, returning from Port Dalhousie, 7.30 p.m. boat.

For a Delightful Evening Sail, leave Toronto 5.10 p.m. Boat returning leaves Port Dalhousie 7.30 p.m.

SPECIAL LOW-RATE FAMILY BOOK TICKET TO PORT DALHOUSIE—\$8.00—16 SINGLE TRIPS.

Canadian National-Grand Trunk City Ticket Office, n.w. corner King and Yonge Sts., Main 4209, Adel. 5179. Wharf Office, west side Yonge St. Dock; Passenger, Adel. 8038; Freight, Main 2553.

Canadian National Railways,

[search.proquest.com.ezproxy.torontopubliclibrary.ca/docview/1350683292?accountid=14369.](http://search.proquest.com.ezproxy.torontopubliclibrary.ca/docview/1350683292?accountid=14369)

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Also for the convenience of the spectators in the grandstand:

The tiresome waits between the races will be eliminated this year. A number of aquatic stunts are being arranged. A jazz band is being engaged for both days. The band will be placed on a float in front of the grand stand. [The Toronto *Globe*, July 25, 1922, p.8]

The aging grandstand came in for a close inspection by some professionals:

City Engineer Near, Building Inspector McPherson, Mr. Bance of the shipyards at Port Dalhousie, and two other practical men, made a thorough examination of the grand stand, and with a few minor repairs, this building will be as strong as ever. [The Toronto *Globe*, July 25, 1922, p.8]

For the first time, on the cover of the 1922 programme, the phrase, "Canadian Championship Annual Regatta of the Canadian Association of Amateur Oarsmen," is followed by "With the Co-operation of The Henley Aquatic Association, Limited."

The Regatta opened on Friday with a large number of spectators in attendance and a flat, windless and oppressively hot course for the competitors. Thanks to the Regatta Committee and the HAA "many of the shortcomings of former years were absent. There was ample housing for the shells, . . ." [The Toronto *Globe*, July 29, 1922, p.8]

The number of shells at the 1922 Regatta was the greatest ever; an early guess put the number at 86. The CAAO estimated the value of that equipment at \$44,900. Because we live in an age when shells are loaded onto roofs of cars, or onto trailers which are pulled by trucks, we might forget that transportation was not so simple in 1922. "These frail craft are brought



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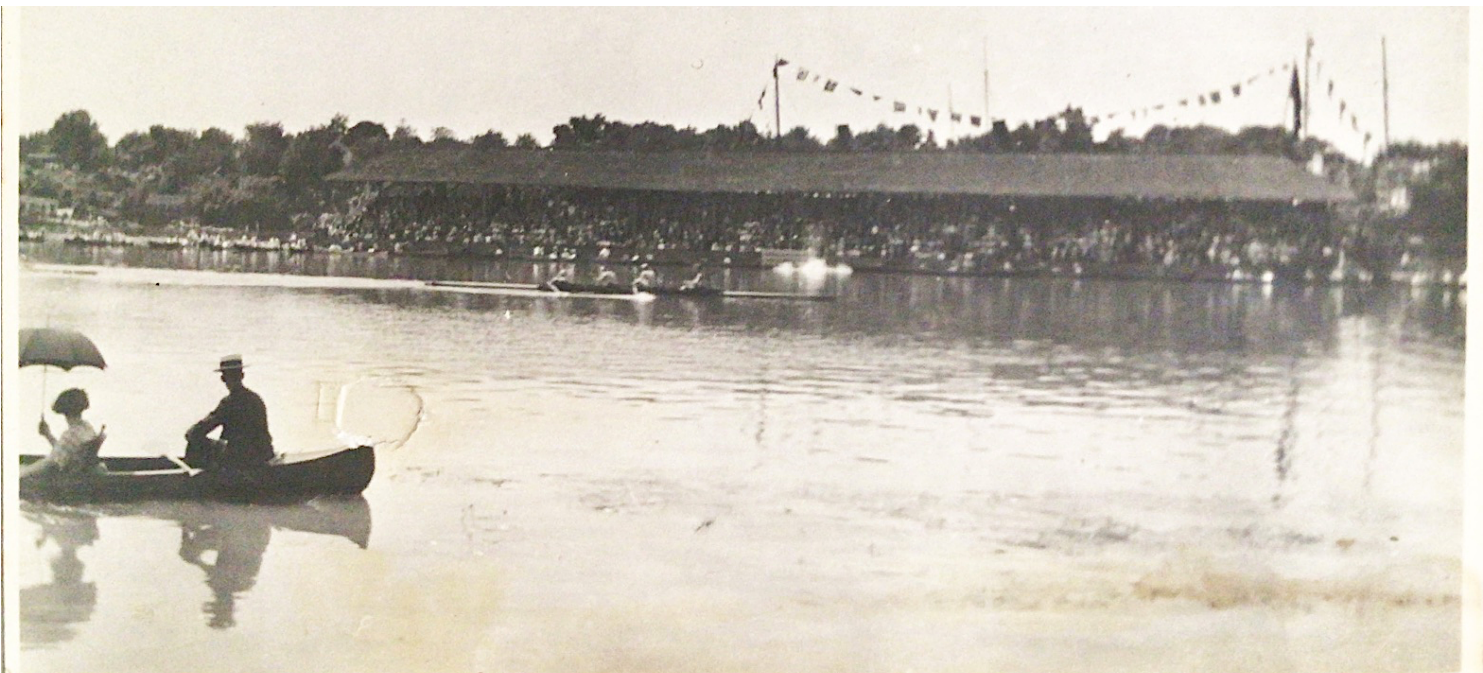
from distant points encased in cotton coverings and strapped to the ceilings of express cars." [The Toronto *Globe*, July 26, 1922, p.12] Shells brought from Toronto came across Lake Ontario on passenger steamers. In actuality, 91 shells were brought: 38 singles; 5 doubles; 28 fours; and 20 eights. [The Toronto *Daily Star*, July 28, 1922, p.8]

A change was made today in the mode of designating the crews in each race. Heretofore the bow man wore a cap of color scheduled on the program. Because of the tendencies of some oarsmen to discard the cap in the heat of a race and partly because Hilton Belyea, the champion, desperately clings to his long peaked blue cap, it has been decided that the bow man shall wear a strip of cheese cloth of the color designating the water in which he is to row. [The St. Catharines *Standard*, July 28, 1922, p.13]

Lane 1, closest to the grandstand, was red; Lane 2 was yellow; Lane 3 was blue; Lane 4 was green; Lane 5 was white; and Lane 6 was black.

Heats were rowed on Friday morning for the Junior Fours. While they rowed one and a half miles with a turn, for some reason, which is not explained in the press, the other small boat events with large entries—140-lb. Fours (Maidens) and 140-lb. Singles (Primary)—were rowed one mile, 550 yards straightaway.

At 2:30, the first final of the Regatta, 140-lb. Fours (Maidens), was run. It was a significant win for the West Side R.C.. It was the club's first ever win at the Canadian Henley, and the first of three wins for that club at the 1922 Regatta.



First West Side R.C. Championship at Canadian Henley. 1922.

Finish of Maiden 140 Lb Four showing West Side winning. Members of this crew were. Bow. John Dorr. #2 Charles Hooper. #3 John Harding. Stroke Edward Levy.

James Schaab collection.

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The 140-lb. Singles (Special) was rowed one and a half miles with a turn. It was a popular win by local sculler Ralfe Clench. In 1921, he had won the Junior equivalent of that race for the St. Catharines R.C. which existed in name only. In August, 1921, the Niagara District Aquatic Club was formed and some accounts give that as Clench's club, although others say "St. Catharines R.C." but that probably means "the rowing club in St. Catharines." Below, is Clench's 1922 medal and Contestant ribbon. Just barely legible on the ribbon is "R.J. Clench."



St. Catharines Museum - X85.160.1

The one-mile Navy League gigs race proved to be a popular one with the crowd, in part because it was won by the St. Catharines crew who beat crews from Toronto, Welland and Hamilton. A hint as to why this race was included in the Henley programme may be found in this comment: "Forty potential oarsmen there,' soliloquized P.J. Mulqueen, president of the C.A.A.O. as he watched the little lads finish their wild dash." [The Toronto *Daily Star*, July 29, 1922, p.19]

Friday ended with an odd event. The Don R.C. had the only entry in the Junior Doubles, so the Lachine R.C. borrowed a boat and put two scullers, Karl Switzer and E. Johansson, into it and to the surprise of everyone, they won by a several lengths.

On Saturday: "Grand stand accommodation was totally inadequate, long streams of spectators being turned away to find places of vantage along the banks of the course." [The Toronto *Globe*, July 31, 1922, p.10]

The *Star's* Lou E. Marsh concurred:

The grand stand accommodation at Henley was deplorably inadequate. The stand, much too small had not even been properly washed out, so that the hundreds of women who arrived in summer frocks went away carrying dirt and dust from the stand. An excellent feature of the regatta was the attendance of the ladies, who held the majority in the stand. [The Toronto *Daily Star*, July 31, 1922, p.8]

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The *Globe* mentions some of the promised between-race amusements:

Between races today there were exhibitions of high diving and expert canoemanship. Reg. Bloomfield, Toronto equilibrist [an acrobat who performs balancing feats], performed at his best [in a canoe]. There were screams from the fair spectators in the stand when a canoe containing four young men, two of them disguised as ladies, upset in the middle of the course. Even some of the officials were fooled. [The Toronto *Globe*, July 31, 1922, p.10]

The first race on Saturday was the first high school race to be held at the Canadian Henley Regatta. It featured four crews rowing working boats $\frac{3}{4}$ of a mile straightaway. The first winners of the first high school race was Hamilton Collegiate in a time of 3:45. Second was the St. Catharines Collegiate. Third and fourth were crews from Malvern Collegiate who rowed out of the Don R.C..

There was some high drama in the Senior Singles. A strong field of six scullers began the race, with most spectators concentrating on Lane 1, the 1921 winner Hilton Belyea from the Saint John R.C., and six-time winner, Robert Dibble, from the Don R.C. in Lane 4. Dibble took an early lead and held it. However, to fend off the scullers who were gaining on him in Lanes 5 and 6—Argonaut John Durnan and Garrett Gilmore from the Bachelors Barge Club—he moved into their water and forced them to row in his wash, a tactic which was legal at the time. As they neared the finish, with less than 500 meters to go, Ed McGuire from the Mutual R.C. was second, and Belyea who had started in last place was now third and gaining. When Dibble saw that, he left the east side of the course, crossed to the west side into Belyea's water in Lane 1. His tactic again was to force the New Brunswicker to row in his wash. Dibble was warned by Referee Patrick Mulqueen that he was out of his water and responsible for any foul. Many scullers would have slowed their pace or moved to calmer water, (as had happened in Lanes 5 and 6,) but Belyea knew the rules of racing and continued in his own water. He put on a spurt and when the bow of his shell touched the stern of Dibble's shell, the Don sculler was disqualified and stopped rowing. Belyea pulled to one side, passed Dibble and went on to win easily. The *Globe* reporter concludes his description of the race with the reminder to his readers that both Belyea "and Dibble were quite within their rights in the methods they employed." [The Toronto *Globe*, July 31, 1922, p.10]

There was no love lost between the two scullers:

"I rowed into Dibble because at Buffalo last year just after I had beaten him at the Canadian Henly [sic], he told men that he would run me off the course like he did Everard Butler, when he met me again this year," said Belyea after the race. "I told him then that I was rowing when he was making mud pies and that if he got in my water I would row over top of him. He came over and I bumped him. I'm only sorry that he did not row a true race and then there would have been no question as to which is the better man." [The Toronto *Daily Star*, July 31, 1922, p.8]

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Belyea was not the only sculler in that race who was upset at Dibble's tactics, the Mutual R.C. sculler Ed McGuire, who finished fourth,

handed Dibble a hot tongue battle after the race and accused the Don sculler of not acting in a sportsmanlike manner when he washed everybody he could find in the race. Maguire [sic] declared that Dibble won his races by scaring people. "You can't scare me even if you were as big as a mountain," yelled Maguire [sic], who is a police sergeant on the Buffalo force. [The *Toronto Daily Star*, July 31, 1922, p.8]

The *Star's* reporter, Lou E. Marsh, was unable to get a comment from Dibble. However, the *Globe* reporter writes that "Dibble vows that he is 'through' and will sell his shells." [The *Toronto Globe*, July 31, 1922, p.10]

The best description of the race appears in the *Montreal Gazette*, which contains additional details not included in the Toronto newspaper accounts, including this sentence: "Dibble later apologized to the judges for his actions." [The *Montreal Gazette*, July 31, 1922, p.13]

All the winners and times for the 1922 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 1919 to 1930 are available in an appendix at the end of Chapter 4.

There were 258 contestants at the 1922 Canadian Henley. Because of growing numbers, the topic of expanding the Regatta to three days was much discussed. [The *Toronto Daily Star*, July 26, 1922, p.9]

There were 213 entries compared to 180 in 1921. [The *Toronto Daily Star*, July 28, 1922, p.8]

With the addition of the Working Boat Four, High School Crews, and the Consolation Eights for Junior crews who had lost on Friday, plus the return of the Junior Fours in working Boats, the programme had grown to 18 events compared to 15 in 1921.

Below is a list of the participating clubs at the 1922 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 most noticeable feature of this chart is the even distribution of the wins. Twelve clubs shared the 18 wins. For the first time, American clubs, Detroit B.C. and West Side R.C., led all others.

Argonaut R.C.	(14/1)	Toronto, Ontario
Brockville R.C.	(2/1)	Brockville, Ontario
Don R.C.	(16/2)	Toronto, Ontario
Hamilton R.C.	(5/1)	Hamilton, Ontario
Lachine R.C.	(7/1)	Summerlea, Quebec
Niagara District Aquatic Club	(7/1)	St. Catharines, Ontario
Ottawa R.C.	(6/0)	Ottawa, Ontario
Saint John R.C.	1/1)	Saint John, New Brunswick

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St. Mary's River B.C.	(1/1)	Sault Ste. Marie, Ontario
University of Toronto R.C.	(5/1)	Toronto, Ontario

American entries came from:

Bachelors Barge Club	(7/1)	Philadelphia, Pennsylvania
Detroit B.C.	(10/4)	Detroit, Michigan
Metropolitan R.C.	(2/0)	New York, New York
Mutual R.C.	(1/0)	Buffalo, New York
West Side R.C.	(4/3)	Buffalo, New York

Someone, it is not clear whether it was the CAAO, the HAA or the press, compiled a points chart, with three points given for a win, two points for second, and one point for third.

When the chart appeared in the St. Catharines *Standard*, the heading, in large capital letters, was: "ST. KITTS TIES TORONTO ARGONAUTS" [The St. Catharines *Standard*, July 31, 1922, p.7] The Argonauts' showing was attributed to turmoil caused by the loss of their old clubhouse because of reconstruction around the Toronto Harbour, finding a new location and moving to a new clubhouse. [The Toronto *Daily Star*, July 31, 1922, p.8] Note that the figures on this and subsequent charts do not agree with the results as reported in the newspapers. Those results appear in an appendix at the end of Chapter 4. Researchers should use the published charts with caution.

The prizes were presented on the lawn of the Welland [House] this evening. One of the pleasant features of the regatta was a dance at the local Armory. The band of the 1st Lincoln Battalion, 40 strong, provided the music. [The Toronto *Globe*, July 31, 1922, p.10]

At the annual CAAO meeting held in the Welland House on Saturday morning, the following Officers were chosen for 1922:

Honorary Patrons: A. Claude Macdonell, Toronto; Orlando Heron, Toronto
Honorary President: Joseph E. Thompson, Toronto
President: Patrick J. Mulqueen, Toronto
1st Vice-President: Louis Fournier, Ottawa
2nd Vice-President: Thomas R. Loudon, Toronto
Secretary: J. Leslie Fergusson, Toronto
Treasurer: Charles L. Carter, Toronto

The members of the Executive Committee were:

Richard L. Schram, St. Catharines, S.F.M. Smith, J.C. Imlay, Ottawa
W.D. Birchall, Montreal, Thomas A. Murphy, Toronto, Bertram O. Hooper,
Hamilton
J.W. McAllister, Hamilton, A.H. Stacey, Brockville, James C. McCuaig, Ottawa
Their terms are not specified.

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Several items were discussed.

Only winners of preliminary heats were to advance to the finals. Apparently, some crews and scullers were holding back in heats once they realized that they had qualified. The CAAO was not amused.

There was discussion about having the crews in 140-lb. class races average 140 lbs. rather than have each member of the crew weigh 140 lbs. or less.

A high school eight race was tentatively added to the 1923 programme.

It was recommended that all races be rowed one mile, 550 yards straightaway.

“A suggestion was made that next year, if sufficient entries be received for trial heats that they be rowed on Thursday.” [The Toronto *Globe*, July 31, 1922, p.10] The NAAO had adopted this practice.

Lastly, the agreement announced in May was legally finalized:

The C.A.A.O. Regatta is to be held over the local course for the next five years. The papers were signed at the meeting of the Canadian Amateur Oarsmen’s Association [sic] on Saturday morning which assures this.

By this agreement the local Association is to pay the cost of the regatta and is to fix up the course and supply room for the shells and crews of the visiting association. The local Association [is] to receive a loan of \$500 from the C.A.A.O. which is to be repaid at not less than \$100 per year.

....

Major H.B. Burgoyne, President of the local Association was introduced to the meeting and assured the members that the local course would be fixed up and extensive changes made. [The St. Catharines *Standard*, July 31, 1922, p.6]

1922

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The Eighteenth Royal Canadian Henley Regatta The Forty-First Regatta of the Canadian Association of Amateur Oarsmen July 27 & 28, 1923

The Henley Aquatic Association was at work in the spring of 1923:

TO ERECT NEW STAND
FOR CANADIAN HENLEY

Course at St. Catharines is
Being Improved by
Government

(Special Despatch to The Globe.)

St. Catharines, April 18.—The Canadian Government has men at work removing the piles from the Royal Canadian Henley regatta course on the old Welland Canal.

These piles have always been a great danger to visiting and local oarsmen, and when in Ottawa a few weeks ago Major H.B. Burgoyne, President of the Aquatic Association, interviewed Hon. George P. Graham, acting Minister of Railways and Canals, about having them removed. The next that was heard of the matter was when work was started. The piles are being sawed off six feet under the water level.

The association is also working on plans to have a new grand stand erected for the regatta this year. The present stand is far too small to accommodate the crowds, and with the annual growth of the Royal Canadian Henley Regatta, it will not be long before two stands will be required. [The *Toronto Globe*, April 19, 1923, p.10]

Although the article does not state it, the piles being removed must have been on what would become the new course, since all the piles on the original course had been removed.

The *Star* expands on the *Globe's* article:

[A] new straight away course of a mile and a half will be laid out, and the grandstand removed to the high bank beside the boathouse. . . . The removal of the grand stand terraced on that bank and the bank itself will give unlimited and unexcelled accommodation with an uninterrupted view of the course from start to finish. . . . [T]he high bank [sic] forms a natural grand stand, which [can] accommodate 10,000 people. [The *Toronto Daily Star*, May 17, 1923, p.16]

To be clear, a new grandstand was to be built on the high bank, not the old one moved.

At the meeting of the Executive of the CAAO held on May 16, the date for the Forty-First Regatta was set for July 27 and 28. It was also decided to row all races one

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mile, 550 yards straightaway. A decision on the 140-lb. class was made: 140 lbs would be the average weight of the crew, with no crew member heavier than 145 lbs.. [The Toronto *Daily Star*, May 17, 1923, p.16]

A week later, all course plans stopped because the parcel of land on which it was proposed to build the new grandstand could not be obtained. As a consequence, the original grandstand and course would have to be used. [The Toronto *Globe*, May 23, 1923, p.11] the *Globe* article does not say, but lack of money was the likely reason for the plans not going forward.

The Henley course was to be the site of canoe races again. The Canadian Canoe Association selected the course for its Western Division Regatta on July 21.

Choice of the place of holding the regatta lay between the Lake Couchiching course of the Orillia Canoe Club and the Royal Canadian Henley Regatta course, but the many natural advantages of the course on which it has never been necessary to postpone a regatta or a race resulted in the final choosing of the local course. [The Toronto *Globe*, June 21, 1923, p.11]

We have a plethora of statistics for the 1923 Canadian Henley. Either the CAAO or HAA compiled them to stress the growth and size of the Regatta, and all the newspapers published them.

Sixteen clubs - two more than in 1922 - were sending 292 oarsmen to compete in 19 events. (Two of those 19 events were not held, the Consolation Eights and the High School Eights.)

Perhaps the biggest surprise as far as number of contestants was the Detroit B.C. with 47. Here are the figures which were supplied to the press:

Detroit B.C.	47
Argonaut R.C.	42
University of Toronto R.C.	35
Don R.C.	26
Lachine R.C.	26
Ottawa R.C.	22
Niagara District Aquatic Club	20
West Side R.C.	16
Pennsylvania Athletic Club	8
Brockville R.C.	7
St. Mary's River B.C.	7
Pennsylvania Barge Club	6
Bachelors Barge Club	3
Mutual R.C.	3
Kenora R.C.	1
Saint John R.C.	1

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Storage for 83 shells had to be arranged: 32 singles, four doubles, 22 fours and 25 eights. The shells would be distributed between the Niagara District Aquatic Club boathouse, the gate-yard building and the adjoining lock house. [The *Toronto Globe*, July 26, 1923, p.8]

Reg Bloomfield, the Toronto equilibrist, must have been a hit in 1922, because the 1923 programme contains this notice: "During the intervals between races R. Bloomfield will perform wonderful feats with a canoe. There will also be a number of other stunts of great interest and amusement." [The Royal Canadian Henley Regatta, Official Programme, 1923] The *Standard* expands on those "other stunts of great interest and amusement":

While there will be little delay between the races on Saturday the local executive have made arrangements for a number of stunts to entertain the crowd between races. James Smiley will give an exhibition of fancy and high-class shooting [and] a number of aquatic stunts will be put on by local people. These with the music supplied by a band from the 1st Lincoln Regiment should make the afternoon a very enjoyable one with no long waits as has been customary. There will only be 20 minutes between each race on Saturday . . . [The *St. Catharines Standard*, July 27, 1923, p.16]

James "Chief" Smiley, whose canoe livery was next to the Niagara District Aquatic Club's boathouse, would become a fixture at the Canadian Henley, performing feats of marksmanship for the entertainment of the Henley grandstand spectators.

On Friday morning, heats were held in the Senior Singles and Junior 140-lb. Eights.

The star of Friday was a lightweight, Fred Burns of the Don R.C.. He won the 140-lb. Singles (Primary), and an hour later, he won the 140-lb. (Special). The CAAO record books show the same time, 9:15, for both wins, but the newspapers say that there was "no time announced" for the Primary race.

The Junior Eights race, featuring six boats, was marred by the premature firing of the finish gun by CAAO Secretary, Major Leslie Fergusson, and had to be re-rowed at 10:00 a.m. Saturday. When the finish gun was fired, Detroit B.C. and Argonaut R.C. were almost even. Detroit won the re-row. The start of that race on Friday featured an unusual event. To set the scene for the story we should note: "For the first time in the history of the course stake boats will be used this year because of the unusually large number of starters in some of the eight-oared events." [The *St. Catharines Standard*, July 27, 1923, p.16] When the gun was fired for the start of the Junior Eights, the official in the stake boat holding the rudder of the Ottawa R.C. boat did not let go, and the rudder came off the shell. Ottawa rowed a strong race, rudderless.

The Hamilton R.C. crew in the Junior Eights was rowing with a handicap. The shell they used was borrowed from the Ottawa R.C.. It had been used in the 1908 Olympic Games, making it 15 years old. Moreover, their oars were borrowed from the Argonaut R.C.. Despite these drawbacks, they finished second in the Junior Eights and second in the Senior Eights. In the latter event, they finished the race with a shell full of water!

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[The Toronto *Globe*, August 1, 1923, p.8] One wonders what they could have done with new equipment.

The big upset on Saturday was the defeat of two-time Senior Singles champion Hilton Belyea from the Saint John R.C. by Garrett Gilmore of the Bachelors Barge Club. Belyea had been defeated in the semi-final of the Diamond Challenge Sculls at the Henley Royal Regatta, and like others before him who had attempted to compete at the Canadian Henley afterwards, he was out of shape from the long trip from England to St. Catharines. Both men beat the pre-race favourite, Paul Costello, now sculling for the Pennsylvania Athletic Club. An hour after the Senior Singles event, Gilmore joined club mate W.R. Hopgood to win the Senior Doubles. He also won the Senior Quarter-Mile Dash, making it a three-medal afternoon.

All the winners and times for the 1923 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 1919 to 1930 are available in an appendix at the end of Chapter 4.

Below is a list of the participating clubs at the 1923 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 five wins by the Detroit B.C. and no wins by the Argonaut R.C. are the most glaring statistics.

Argonaut R.C.	(8/0)	Toronto, Ontario
Brockville R.C.	(2/0)	Brockville, Ontario
Don R.C.	(10/4)	Toronto, Ontario
Hamilton R.C.	(8/0)	Hamilton, Ontario
Kenora R.C.	(1/0)	Kenora, Ontario
Lachine R.C.	(4/0)	Summerlea, Quebec
Niagara District Aquatic Club	(8/1)	St. Catharines, Ontario
Ottawa R.C.	(6/2)	Ottawa, Ontario
Saint John R.C.	(1/0)	Saint John, New Brunswick
St. Mary's River B.C.	(1/0)	Sault Ste. Marie, Ontario
University of Toronto R.C.	(3/1)	Toronto, Ontario

American entries came from:

Bachelors Barge Club	(4/3)	Philadelphia, Pennsylvania
Detroit B.C.	(12/5)	Detroit, Michigan
Mutual R.C.	(2/0)	Buffalo, New York
Pennsylvania Athletic Club	(4/1)	Philadelphia, Pennsylvania
Pennsylvania Barge Club	(1/0)	Philadelphia, Pennsylvania
West Side R.C.	(8/0)	Buffalo, New York

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At the annual CAAO meeting held in the Welland House on Saturday morning, the following Officers were chosen for 1923:

Honorary Patrons: A. Claude Macdonell, Toronto; Orlando Heron, Toronto

Honorary President: Joseph E. Thompson, Toronto

President: Patrick J. Mulqueen, Toronto

1st Vice-President: Louis Fournier, Ottawa

2nd Vice-President: Thomas R. Loudon, Toronto

Secretary: J. Leslie Fergusson, Toronto

Treasurer: Charles L. Carter, Toronto

The members of the Executive Committee were:

Richard L. Schram, St. Catharines, S.F.M. Smith, J.C. Imlay, Ottawa, V.G. Owens, Thomas A. Murphy, Toronto, Bertram O. Hooper, Hamilton, J.W. McAllister, Hamilton, A.H. Stacey, Brockville, James C. McCuaig, Ottawa

Two big agenda items are reported in the press. First: "Reports that a new grand stand would be ready next year and the finish line moved west, straightening the course, were received, and a loan favored to the local association for that purpose." [The *Toronto Globe*, July 30, 1923, p.9] At the meeting, St. Catharines Mayor, Jacob Smith "promised to do everything possible to help place the course in first class condition." [The *St. Catharines Standard*, July 30, 1923, p.5] Henry B. Burgoyne, President of the Henley Aquatic Association, "expressed the desire to have a new grandstand erected by next regatta and that the course be changed so as to have more space on the course." [The *St. Catharines Standard*, July 30, 1923, p.5]

The second item, oddly, is not mentioned in the Toronto newspapers but got front page treatment in The *St. Catharines Standard*, plus a long feature on Geoffrey Taylor on Monday. [The *St. Catharines Standard*, July 30, 1923, p.5] Henry P. Williams, President of the Detroit B.C., on behalf of his club, presented the Geoffrey Barron Taylor Memorial Trophy to the CAAO, to be competed for in the Senior 140-lb. Eights. Here is part of President Williams' speech:

"The Detroit Boat Club has requested me to present to you in their name a perpetual trophy for 140-lb. eights, and with the permission of your Board we have named this trophy the 'Geoffrey Barron Taylor Trophy' in honor of one of your brave oarsmen, a close friend and esteemed friend of many of us, who laid down his life in the Great War. . . . This is not only a trophy to be awarded for skill in rowing; it is an emblem of the high esteem in which the Detroit Boat Club holds the Canadian Association of Amateur Oarsmen and its members."

. . . .

The late Geoffrey Taylor was a member of the Argonaut Club of Toronto, who gave his life while serving in the Canadian forces at the Second Battle of Ypres. He was an outstanding figure in rowing, having stroked the famous Argonaut crews which won the junior and senior fours and the junior and senior eights in one year. [1907] [The *St. Catharines Standard*, July 28, 1923, p.1]

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The presentation of the trophy seems to have been an emotional occasion. President Patrick Mulqueen, never at a loss for words, “regretted that he had not the eloquence necessary to express the feeling of the association to the Detroit Club for their sportsmanlike spirit,” and Past President Joseph Thompson “thought it a beautiful cup, but the feeling that prompted the gift is far more beautiful.” [The St. Catharines *Standard*, July 30, 1923, p.5]



Fittingly, the first winner of the Geoffrey Barron Taylor Memorial Trophy was a Detroit B.C. crew made up of William T. Connor, James P. Cummiskey, Edward K. Pilcher, Hale G. Knight, Stanley E. Collins, Franklin C. Robinson, Benjamin W. Clark, Harlan N. Walker, and coxie Duncan G. Salot. The trophy is still in competition, although it is now awarded to the winners of the Under 23 Women’s Eight.

1923

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 April 28, 2024. If you find errors or omissions, use the Contact link at <http://goldmedalphotos.com/> to point them out to me. Stan Lapinski.