

## Chapter 5: 1931 to 1963: A New Era

### **The Twenty-Sixth Royal Canadian Henley Regatta The Forty-Ninth Regatta of the Canadian Association of Amateur Oarsmen July 30 to August 1, 1931**



The photo above, taken in 2019, shows the year of construction impressed in the concrete front of the grandstand facing the course.

At a meeting of the CAAO Executive Committee on March 14, it was decided to hold the 1931 Regatta on July 30, 31 and August 1.

Also at that meeting: “Delegates from St. Catharines reported that the work is proceeding rapidly on the new grandstand . . . . The new stand will be in three units and two will be completed for the Henley Regatta.” [The *Toronto Star*, March 16, 1931, p.8] The last sentence is not explained.

The goal of the Henley Aquatic Association was to raise \$40,000 for the grandstand and new boathouse. Two months later: “Much progress has been made and it is planned to sell tickets for as far in advance as five years, thus giving assurance that

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there will be no financial difficulties.” [The Toronto *Globe*, May 14, 1931, p.10] Trying to raise that much money in the Depression was a Herculean task.

M.J. Rodden, Sports Editor of the *Globe*, in his “On The Highways of Sport” column, after relating the good news quoted above, took the opportunity to remind his readers why the course in Port Dalhousie was chosen in 1903:

It is worth while noting that a regatta has never been called off at Port Dalhousie, the course being protected from the wind to such a degree that it is always serviceable. This fact alone gives St. Catharines a real advantage. Last year [at the British Empire Games] Hamilton tried to stage races in the Bay with dire results. [The Toronto *Globe*, May 14, 1931, p.10]

Training conditions at Hamilton in 1931 were not to Bob Pearce’s liking. He used the Canadian Henley course to prepare for his attempt at the Diamond Challenge Sculls.

The new course, grandstand and boathouse were front page news in St. Catharines.

### The St. Catharines Standard

FORTY-FIRST YEAR

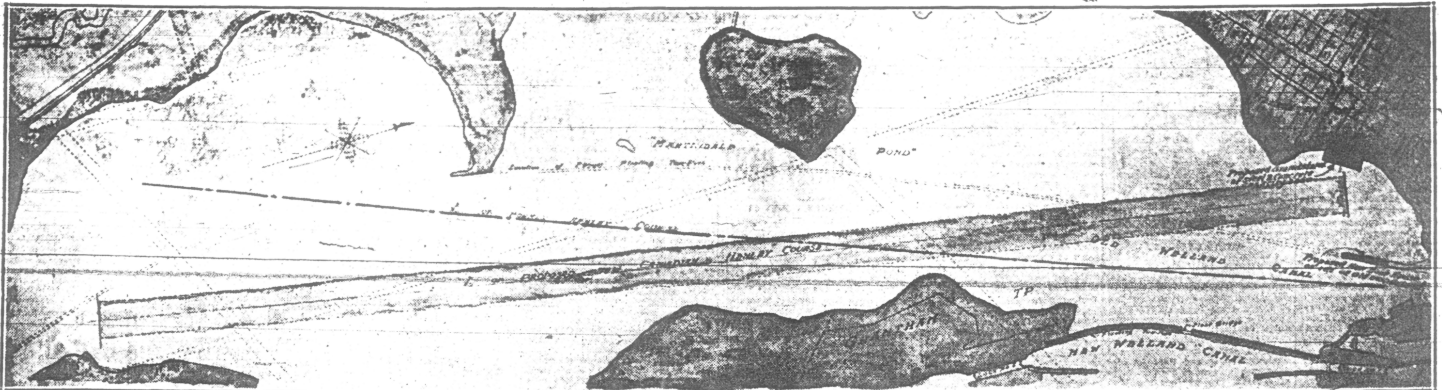
22 PAGES

THE ST. CATHARINES STANDARD, SATURDAY, MAY 16, 1931

22 PAGES

PRICE THREE CENTS

Map of Royal Canadian Henley Course Showing the Old and also the New Deepened Route With New Grandstand and Boathouse Locations



The above birdseye view of the expanse of water in the lower level of the old canal clearly illustrates the marked improvement in the Royal Canadian Henley course that will accrue with the erection of the proposed new 3,000-seat grandstand on the west high bank of what has been for years known as Muir’s pond. The shaded strip on the illustration represents the new course that was deepened last year and put in condition to assure deep, virile water on the protected course for many years to come. The illustration shows how one may sit in the new grandstand and gaze uninterruptedly up the course to the new starting point, something that was impossible with the old towpath. The old course hitherto used is marked by a thin line. It will be on the site of the old grandstand that the new boathouse will be constructed. On the newly prepared course it will be possible to accommodate as many as five and six eight-oared shells and crews in action in one event. [The St. Catharines *Standard*, May 16, 1931, p.1]



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The contract to build the grandstand was for \$29,900, an enormous sum in Depression-era Canada. However, in the space of a month, \$28,167 was raised primarily by selling boxes for \$1,000 to \$100 a year for five years, and reserved seats for \$60, \$45 or \$30 per pair a year for five years. There were two rows of boxes in front, each seating four to six spectators. Behind the boxes, each row could accommodate 92 spectators. [The St. Catharines *Standard*, July 25, 1931, p.13] It was planned to set aside one row of \$60 reserved seats, behind which would be one row of \$45 seats, and behind them eight rows of \$30 reserved seating. One purchase of note was made by the Detroit B.C.: it bought two \$1,000 boxes. [The St. Catharines *Standard*, May 28, 1931, p.1]

In addition to being a rowing coach and Professor of Applied Mechanics at the University of Toronto, and a long time member of the CAAO Executive Committee, Tommy Loudon was a Consulting Engineer. In that capacity, he prepared *Specifications for Henley Regatta Association Grand Stand*. [Okens, Patrick. "Re: Grandstand?" Message to Stan Lapinski. December 23, 2020. Email.] In 1924 Loudon had designed and supervised the construction of the east stands of Varsity Stadium, and in 1925-26 he designed Varsity Arena. [U of T Sports Hall of Fame List] The CAAO and Henley Aquatic Association were fortunate to have a person with Loudon's expertise involved in the grandstand project.

With the plans drawn and the money being raised, the tender could be awarded and construction begun:

### HENLEY GRANDSTAND TENDER IS AWARDED

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St. Catharines Firm Secures  
Contract—To be Ready  
July 25

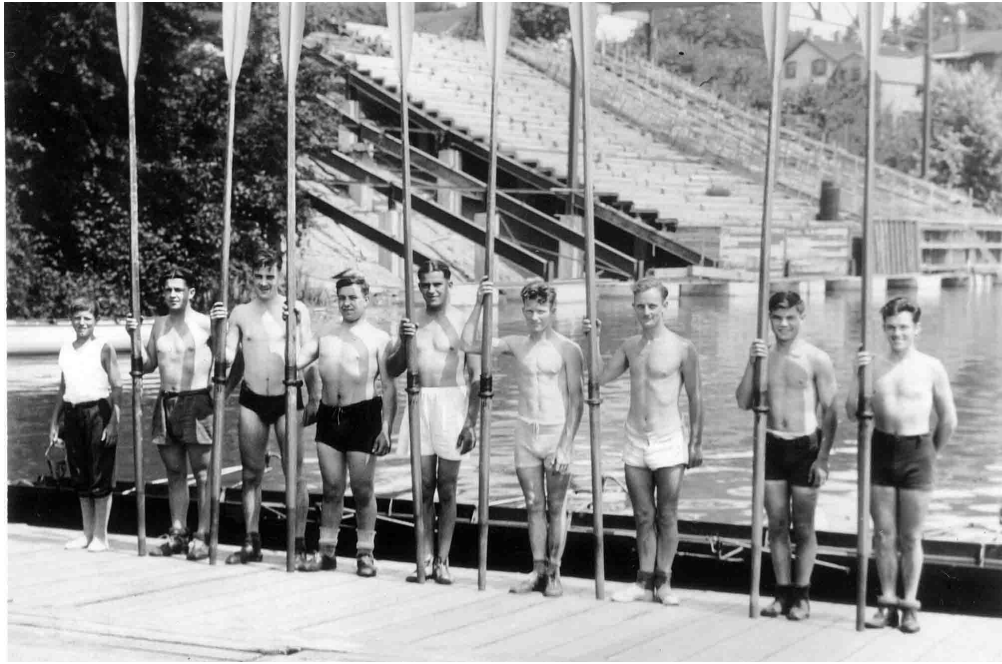
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(Special Despatch to The Globe.)

St. Catharines, May 31.—So satisfactorily had the \$40,000 needed for the new Canadian Henley grand stand been arranged for, that Saturday the tender to build the structure was awarded to Aitken [sic] Innes [sic] and MacLachlan, local contractors. They will employ all local labor and the contract says this grand stand must be ready five days before the annual regatta opens on July 30. A new boathouse will also be built. Even the steel used will be fabricated by a St. Catharines factory [Foster-Wheeler]. [The Toronto *Globe*, June 1, 1931, p.8]

The photo below shows the St. Catharines R.C.'s Junior 140-lb. eight standing on the boathouse dock and proudly displaying their physiques. Behind them, the grandstand takes shape. Since the seating area is only half done, and the roof has not been erected, the photo was probably taken in late June or early July.

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In 1929, the Hotel Leonard opened in downtown St. Catharines. After 23 years of using the Welland House as its headquarters during the Regatta, the CAAO moved to the new facility. In 1931, to stress the CAAO's relationship with the Leonard, it issued this



St. Catharines Public Library, Special Collections. File Number: 02/pt4/6-1.2. Published by Valentine-Black Co., Ltd., Toronto

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statement:

The Executive of the Canadian Association of Amateur Oarsmen have designated the Hotel Leonard at St. Catharines as the official headquarters for the visiting crews in this year's Canadian Henley regatta . . . [The Toronto *Globe*, July 9, 1931, p.9]

While the Welland House could boast of having running water and telephones in every room, the chief claim of the Hotel Leonard, aside from being modern, was that it was fire proof. Its 100 bedrooms would go a long way to ease the perennial shortage of accommodation at Henley. The date of the photo above is not known, but the cars, the sign hanging from the front and the lack of a sign on the roof, all suggest that it was taken very early.

M.J. Rodden, Sports Editor of the *Globe*, used his "On The Highways of Sport" column to publish a letter with which most Henley spectators would agree:

### A Voice From St. Catharines

Mr. W.A.E. Moyer of St. Catharines writes as follows to The Globe in connection with the next Royal Canadian Henley Regatta:

With the new grandstand making everything 100% convenient and comfortable for the spectators, the best oarsmen on the continent competing, which includes the sculling of the world's best amateur oarsman, Bob Pearce, it is suggested that the 1931 Canadian Henley could be made all the more attractive if the officials would do their share in "pepping up" the races.

The complaint on the part of all and sundry has always been that the Canadian Henley Regatta's daily programs are slow and tiresome to the spectators. There are too many long waits between races. Somebody is at fault when the program which should end at 5.30 or 6 daily is sometimes lengthened to 7.30 and even 8. That way people who stay to the end are late for dinner, and their domestic arrangements are interfered with.

Why could not one race be started when the previous one is finishing? is a question which has been asked for many years, thus avoiding the wearisome waits. In England this is done, and also in most of the other big regattas, it is claimed. Why not the Royal Canadian Henley Regatta, the premier water meeting in North America?

The C.A.A.O. officials should take heed of the public's wishes, is the general opinion here. They could have a double set of officials. There are plenty of experts available.

It has been the complaint that St. Catharines people do not patronize their regatta as they should. The slowness in running off the races is the main reason, and if the C.A.A.O. officials will only "pep up" things a bit they will find a big difference.

Meantime everything is just about ready for the 1931 regatta, and the visiting crews will be beginning to get here very soon. In other sports the question of starting things on time has been taken up and definitely settled, with penalties to transgressors. Why not do the same with our premier Canadian sport? St. Catharines signing off. Have the C.A.A.O. officials been listening in? [The Toronto *Globe*, July 17, 1931, p.8]

St. Catharines city directories identify William A.E. Moyer, the author of the letter, as a reporter for the Toronto *Star*!

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Five days later, in his “Blade and Oar” column, Jack Murray raised the same topic:

The Henley officials would be well advised to make the crews be on the line at the appointed time and give the public a “break.” There is much to interest the average spectator at the regatta for quite some time, but it gets monotonous looking at the same scenery for periods of ten and fifteen minutes out of each half hour. The public can make or break a sport, and this waiting for some star crews is overdone. If they are not on the line at the specified time, send the race without them, and the next race will go on schedule. [The *Toronto Globe*, July 22, 1931, p.11]

The CAAO officials must have been listening because this complaint was addressed at the 1931 Regatta.

The regulations already existed. The programmes for many years had contained these rules: “The Umpire will start the races promptly.” and “Any boat not at its post at the time specified shall be liable to be disqualified by the Umpire.” [The Royal Canadian Henley Regatta, Official Programme, 1931] However, the races were not always run on time. Things were better in 1931, because the rules were enforced.

On Saturday, July 25, five days before the Regatta, (as promised,) and 56 days after the contract was awarded, the contractors, Aiken, Inness and MacLachlan, turned over the new grandstand to the Henley Aquatic Association.

The next day, the grandstand was opened to the public to inspect, and hundreds of interested people took advantage of the opportunity. On his tour, one neighbour, Capt. Jerry Kavanaugh, noticed that a cherry tree on his property might interfere with the view of spectators in the top rows, so he removed it. [The *St. Catharines Standard*, July 27, 1931, p.9]

The following week, since there was no further need for it, the original grandstand was razed, as was the second boathouse, since it obstructed the view of the course from the new grandstand. Insufficient funds had been raised to build a new boathouse, so the competitors’ equipment was stored in the gate-yard building and two large tents erected nearby. [The *St. Catharines Standard*, July 24, 1931, p.17]

The completion of the grandstand meant that the Henley Aquatic Association had lived up to its obligation, and that meant that the CAAO, in turn, guaranteed that the Canadian Henley would be held in St. Catharines for the next 21 years.

The only negative aspect of the opening was the fact that Lord Bessborough, Governor-General of Canada, was unable to attend and sit in one of the boxes.

Even the weather contributed to making Thursday’s opening perfect. “The weather was fine and warm and the water flat and calm for the opening day’s racing, which started at 2 o’clock.” [The *Toronto Daily Star*, July 30, 1931, p.1]

One more new feature contributed to the enjoyment of the races by the spectators:

The usual interest of the annual regatta was augmented by an amplification of each event, which gave a stroke-by-stroke description of the race from start to finish, through a short-



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wave length broadcast set up in the press boat and over four amplifiers, relayed to the grandstand patrons. [The St. Catharines *Standard*, July 31, 1931, p.7]

Regular attendees of the Regatta must have thought they had died and gone to heaven. They could sit in comfort in the new grandstand, watch the entire race and even hear a description of that race from the water. Moreover, not only were the races run on time, but the last race on Friday started five minutes early! [The Toronto *Globe*, August 1, 1931, p.10] All of this could be had for the general admission price of \$1.00. [The St. Catharines *Standard*, July 29, 1931, p.1]

Shells were normally transported to and from the Regatta by train and/or ship. However, in 1931, the Brockville R.C. 140-lb. junior four employed a new method. They drove to St. Catharines by automobile, behind which they towed a trailer which carried a four and a single.

Midway through Thursday's races, after taking a tour of inspection in the officials' launch, the 3,500-seat grandstand was officially opened by Colonel W.H. Price, acting Premier and Attorney-General of Ontario:

"The committee in charge and the citizens of St. Catharines are to be congratulated on their ability to raise money in these hard times," were the words used by Col. Price. "This Henley course with the hills on either side and the protection from the elements is a most ideal place for a course like this and may I say how pleased the province is to see such a wonderful structure erected."

Mr. Price . . . wishing the Henley every success, formally declared the grand stand opened. [The St. Catharines *Standard*, July 31, 1931, p.3]

For trivia fans, the first race held on the new course in front of the new grandstand, the Junior 140-lb. Fours, was won by an Argonaut R.C. crew.

Another Argonaut crew, the Junior four, has the distinction of being the first to ram the new grandstand. That race also taught the crowd a lesson about the new finish line. As it is today, the line was not perpendicular to the grandstand, so it appeared to the spectators that the Ottawa R.C. crew on the far side had placed second behind the West Side R.C.. However, because of the angle, the Argonauts had actually crossed the line second before they hit the grandstand. [The Toronto *Daily Star*, July 31, 1931, p.12]

The third race of the day, the Junior 140-lb. Eights, was marred by controversy when it was discovered that the winning Detroit B.C. crew contained three men who had rowed in a Senior event in 1930. Detroit was disqualified and a re-row was rescheduled for Friday. The Thursday version of that race was also notable because two crews, Argonauts and St. Catharines were late to the start and Referee Patrick Mulqueen started the race without them. The St. Catharines crew blamed the congested launching float, with incoming crews not allowing outgoing crews a chance to get on the water. Another float was moved into position and the congestion was relieved for later races. The Argonauts were late for a different reason:

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The Argos had no excuse. Their eight was up at the mark in lots of time, but, it is reported, they disembarked on the bank and lolled around there instead of getting into their craft and getting out to the mark when the time came to start their event. [The *Toronto Daily Star*, July 31, p.12]

The St. Catharines and Argonaut eights were allowed to compete in Friday's re-row which was won by the Lachine R.C..

Also on Thursday, another St. Catharines crew was late for the Junior 150-lb. Eights and the race was started without them. The CAAO was taking the punctuality rule seriously. However, when it was discovered that the 150-lb. crew was waiting for the 140-lb. crew to bring the boat in, and the 140-lb. crew was at the start waiting for someone to tell them what to do - remember their race had gone - the CAAO took pity on them and allowed them to race in the Senior 150-lb. Eights heat on Friday. [The *St. Catharines Standard*, July 31, 1931, p.7]

With a wide, newly-dredged course which could accommodate six boats, only two heats were necessary on Thursday. The wide course emboldened the CAAO to end the Thursday programme on a high note, by scheduling the exciting Quarter-Mile Dash, Singles with seven entries. Unfortunately, the much-anticipated showdown between Joe Wright, Jr. and Bob Pearce did not happen, as Pearce scratched. That story made the front page of the *Toronto Daily Star* [July 30, 1931]. However, Pearce watched the dash from his shell as Joe Wright, Jr. beat Garrett Gilmore from the Bachelors Barge Club by three feet. [The *Toronto Daily Star*, July 31, 1931, p.12]

In 1928, Bob Pearce had tried to enter the Diamond Challenge Sculls at the Henley Royal Regatta. However, his entry was refused because he was a carpenter by trade. His status was different in 1931; he was a salesman and not employed in manual labour. As a result, he was able to enter, and win, the Diamond Challenge Sculls on July 5, wearing the Leander B.C. colours, thus making him the fourth Canadian to achieve that feat.

The CAAO seized on the fact that two of those four winners were to compete at the 1931 Regatta to promote a special demonstration: "The four Canadian winners of the Diamond Sculls, Lou Scholes, Joe Wright, Jack Guest and Bob Pearce are to row over the course in a four-oared shell belonging to St. Catharines Rowing Club." [The *Toronto Globe*, July 20, 1931, p.9]

The first Henley competitor from California made his debut on Friday. Robert Cumming from the South End R.C. in San Francisco qualified for the Senior 140-lb. Singles, in which he came second on Saturday, behind perennial winner Fred Burns from the Argonaut R.C.. Cumming had come east for both the U.S. National Regatta and the Canadian Henley.

Thanks to a *Detroit News* photographer flying in his paper's autogiro above the course, we have the photo below which shows the finish of a race on Friday. Unfortunately, it is not certain which race it is. The most likely is the second heat of the Senior 150-lb. Eights in which a West Side R.C. crew in Lane 1 closest to the camera, narrowly beat a Penn A.C. crew. Hand-written notes on the official results say that West

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Walter P. Reuther Library, Archives of Labor and Urban Affairs  
Wayne State University  
Detroit News Photograph Collection. vmc252\_1

Side “won by one foot,” and “Argos in 3rd with 2 of open water.” [The Royal Canadian Henley Regatta, official results, July 31, 1931] The problem with that is that the Argonaut R.C. crew was supposed to be between the other two crews, not in Lane 3. Until additional information is found, identifying this as the finish of the second heat of the Senior 150-lb. Eights will have to be an educated guess. Regardless of which race it was, the photo nicely shows the half-filled new grandstand and the site of the old grandstand. Note that although the second boathouse has been razed, the wharf on which it stood is still intact, and a large number of spectators are watching from that vantage point. An even larger crowd of spectators can be seen lining the edge of the bluff above the former site of the second boathouse. On the east side of the course, there are about two dozen spectators trying to keep their feet dry on the point where the first grandstand

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had stood. Wet feet are not a problem for the spectators crowding the stern and port side of the S.S. *John J. Rammacher*. [*The Wayne State University web site, from which this photo is taken, gives Saturday, August 1 as the date, but the Standard contains a front page article about the autogiro on Friday, July 31 which mentions that it was to fly over the Regatta course that day, before flying back to Detroit. An autogiro looked like a hybrid airplane-helicopter. See Appendix 5.*]

Friday's attendance was estimated by Lou Marsh, sports reporter for the *Toronto Daily Star* at "three thousand spectators — fifteen hundred in the fine new grandstand and the rest taking a free peek from the natural grandstands along the bank of the old canal." [*The Toronto Daily Star*, August 1, 1931, p.12]

Estimating crowd size is an inexact science. For instance, M.J. Rodden, sports editor of the *Globe*, in his "On The Highways of Sport" column has this to say about Saturday's crowd: "The grandstand was almost filled, while hundreds sat on the surrounding hillsides. There were boats there of every size and description, and they were loaded to capacity." [*The Toronto Globe*, August 3, 1931, p.12]

The *Standard* reporter saw the same scene differently:

Get-away day attendance at the regatta eclipsed anything ever seen in the 49 years of rowing, as the crowd was estimated at from eight to ten thousand spectators. The new commodious grandstand was sold completely out, while every vantage point upon the high banks and down to the water's edge held its capacity of vitally interested enthusiasts. [*The St. Catharines Standard*, August 4, 1931, p.11]

All we can say for certain is that there was a big crowd in attendance.

A strong head wind and rough water prevented fast times on Saturday.

The coxed four event which had been a lightweight race called the 150-lb. Junior Fours (Coxswain), became a heavyweight event in 1931, the Senior Fours with Coxswain. The first winners were a Bachelors Barge Club crew.

Penn A.C. won the Senior Eights race. Stroking the crew, which had Olympic aspirations, was Chet Turner, a former Argonaut sculler who had moved to Philadelphia in 1926 with Joe Wright, Jr. where they were both coached by Joe, Sr..

The race promoted as the big one of the day, the Championship Singles, featured two winners of the Diamond Challenge Sculls, the Argonaut R.C.'s Joe Wright, Jr., and Bob Pearce from the Leander B.C., plus Ken Myers from the Bachelors Barge Club and the winner of the Association Singles, Charles Stark from the Lachine R.C.. The race was anticlimactic. Pearce took the lead at the start, rowed a steady rate throughout, was never challenged, and won by four lengths. Myers and Wright battled for second place, with Myers beating Wright by half a length. That win made Pearce the best amateur sculler in the world. He had won at the Olympics in 1928, the British Empire Games in 1930, and the Henley Royal and the Canadian Henley in 1931.

As had been the practise for years,



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features and novelties provided for the entertainment of the patrons, at intervals between the events, which were conducted in the area fronting the stand and created both hilarity and worthy appreciation, the latter to the four Canadian Diamond Sculls winners . . . [The St. Catharines *Standard*, August 4, 1931, p.11]



City of Toronto Archives. Fonds 489, Series 2360, File 1018, Item 1

That novelty demonstration—Canada's four Diamond Challenge Sculls winners in one boat—took place late in the day after the Championship Singles event.

Pictured above is that "Peerless Four" composed of, from the left: Joe Wright, Jr. (1928), Bob Pearce (1931), Lou Scholes (1904) and Jack Guest (1930),

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upon whom will long linger the memory of one of the greatest ovations ever tendered an idolized athlete, as the packed stands rose en masse and cheered them to the echo, when they swept before the finish line in white jerseys, rowing in perfect unison and causing many experts to comment that even the championship fours of the meet would not defeat them as their broad shoulders lifted the shell from the water and made the spray flash from the bow. [The St. Catharines *Standard*, August 4, 1931, p.11]

In the photo, the new grandstand is filled to capacity, with approximately 3,500 spectators.

The wooden balcony hanging from the front of the grandstand was for officials, press and telegraphers.

Finally, after years of reading articles in the press about attempts to move the Canadian Henley out of St. Catharines, rowing supporters in that town could read the "On The Highways of Sport" column by M.J. Rodden, Spots Editor of the *Globe*, and breathe a sigh of relief:

Not any longer will there be agitation to take the Royal Canadian Henley away from St. Catharines, which has sponsored it for so many years. The course at Port Dalhousie, having been straightened, is now one of the best in America, while the new grandstand, which accommodates over 3,000 people, will serve its purposes for many years. [The Toronto *Globe*, August 3, 1931, p.12]

All the winners and times for the 1931 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

The Toronto *Daily Star* provides some statistics. Note that the Toronto and Philadelphia numbers are for the city clubs combined, not individual clubs:

This is the greatest regatta in point of numbers in the history of Henley. There are 450 oarsmen here, Hamilton leading the way with 65, Toronto with 60, Philadelphia with 60 and Buffalo with 48. There are 102 individual entries. [The Toronto *Daily Star*, July 30, 1931, p.1]

Below is a list of the participating clubs at the 1931 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. Although Argonaut R.C. and Don R.C. both won four races, Argonauts did so with the most entries of any club, while Dons won their races with only eight entries.

Argonaut R.C.	(20/4)	Toronto, Ontario
Brockville R.C.	(2/0)	Brockville, Ontario
Don R.C.	(8/4)	Toronto, Ontario
Jubilee R.C.	(2/0)	Halifax, Nova Scotia
Lachine R.C.	(6/2)	Lachine, Quebec

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Leander B.C.	(9/1)	Hamilton, Ontario
Ottawa R.C.	(2/0)	Ottawa, Ontario
St. Catharines R.C.	(7/0)	St. Catharines, Ontario
St. John R.C.	(1/0)	St. John, New Brunswick
University of Toronto R.C.	(2/0)	Toronto, Ontario
Winnipeg R.C.	(2/0)	Winnipeg, Manitoba

American entries came from:

Bachelors Barge Club	(7/3)	Philadelphia, Pennsylvania
Detroit B.C.	(12/3)	Detroit, Michigan
Penn A.C.	(3/1)	Philadelphia, Pennsylvania
South End R.C.	(1/0)	San Francisco, California
Undine Barge Club	(4/0)	Philadelphia, Pennsylvania
West Side R.C.	(10/3)	Buffalo, New York
Wyandotte B.C.	(3/1)	Wyandotte, Michigan

High school entries:

Bloor C.I.	(2/1)	Toronto, Ontario
Hamilton C.I.	(2/1)	Hamilton, Ontario

The 1931 annual meeting of the CAAO was held on Friday evening at the Hotel Leonard. The following Officers were chosen:

Honorary President: Thomas A. Murphy, Toronto

President: J.V. Owen, Montreal

1st Vice-President: Richard L. Schram, St. Catharines

2nd Vice-President: Thomas H.C. Alison, Toronto

Secretary: John L. Murray, Hamilton

Treasurer: Arthur W. Carter, Toronto. Arthur Carter succeed his brother Charles who had been Treasurer from 1921 to 1930.

The 1931 Executive Committee was made up of:

Retiring 1932: John Rankin, Halifax, George T. Fulford, Brockville, Robert G. Dibble, Toronto, and C.S. Riley, Winnipeg.

Retiring 1933: E. Phillips, Ottawa, James W. Tice, Hamilton, Henry B. Burgoyne, St. Catharines, and W. Bovey, Montreal.

Retiring 1934: William A. Macdonald, Vancouver, Thomas R. Loudon, Toronto, William M. Ross, Toronto, and Leonard Johnston, Montreal.

The big item on the agenda was the report from a committee which proposed the re-introduction of the Intermediate class. The report was endorsed, but left for the new Executive to consider.

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It was decided to add a Senior 140-lb. Double event to the programme in 1932.

The President of the National Association of Amateur Oarsmen, Henry Penn Burke, was present, and after praising the new Henley facilities, briefed the CAAO on the rowing preparations for the 1932 Olympic Games in Los Angeles.

The last big piece of business was the recommendation that the Association purchase a box seat in the grandstand for five years at a cost of \$1,000 per year. [The St. Catharines *Standard*, August 1, 1931, p.11]

At a meeting of the CAAO Executive held in Toronto on November 7, in the office of the Ontario Athletic Commission in Queen's Park, it was decided to hold the 1932 Henley earlier than usual, so as not to conflict with the Los Angeles Olympics at which the rowing events were scheduled for August 9 to 13. The Canadian Henley and the Olympic trials were to be held in the week of July 17. [The Toronto *Daily Star*, November 9, 1931, p.10]

One other Olympic-related item was discussed at that meeting. It was

[m]oved . . . that all clubs be notified that in the event of their crews being chosen to represent Canada in the 1932 Olympics, there is a strong possibility of the club being called on to pay a large proportion of the cost of sending the crew to Los Angeles. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. November 7, 1931]

This would become a contentious issue. Rowing clubs, like all amateur sports organizations in the Depression, were poor.

Finally, Major Burgoyne reported that it was probable that a boathouse would be built as part of an unemployment relief programme. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. November 7, 1931]

The agreement to hold the Henley in St. Catharines for the next 21 years was also finalized in November, and some of the fine print was revealed:

### LONG-TERM AGREEMENT FOR CANADIAN HENLEY

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Regatta to Be Held at St.  
Catharines Course  
Until 1952

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St. Catharines, Nov. 17.—An agreement with the Canadian Association of Amateur Oarsmen guaranteeing the holding of the annual Canadian Henley regatta in the St. Catharines course until 1952, was ordered signed by the City Council. In return the City of St. Catharines pays \$1,000 each year from 1932 to 1935, and the same amount or up to it, to 1939 if it is required. This is the completion of the pact with the C.A.A.O. to make the Royal Canadian Henley regatta virtually a permanent fixture for St. Catharines since the modern grand stand was built last year.



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The building of a modern boathouse to accommodate as many shells as can possibly compete at the annual regatta is the next project which will be undertaken. [The Toronto *Globe*, November 18, 1931, p.9]

Even though the people of St. Catharines had funded the building of the grandstand, they would continue to pay the CAAO an annual amount, which, by coincidence, was equal to the cost of the box which the CAAO had purchased.

# 1931

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### **The Twenty-Seventh Royal Canadian Henley Regatta The Fiftieth Regatta of the Canadian Association of Amateur Oarsmen July 21 to 23, 1932**

The Executive Committee of the CAAO met at the Ontario Athletic Commission offices in Queen's Park on March 12. It was decided to hold the Golden Jubilee Regatta from Thursday to Saturday, July 21 to 23. The Olympic trials were to be held in conjunction with the Regatta.

In addition to the Senior 140-lb. Double, which had been announced at the August meeting, it was decided to add three Intermediate events: 140-lb., 150-lb. and heavy fours. [The *Toronto Globe*, March 15, 1932, p.5] That brought the programme to 28 events. As had been the practise in the past when the programme contained Intermediate events, the winner of a Junior event had the option of competing in the Intermediate or Senior event. However, once the Intermediate or Senior event was won, he could only row Senior races thereafter.

After lengthy discussion, it was decided that clubs "whose crew or crews are chosen to represent Canada at the Olympic Games of 1932, will have to finance the entire expenses of sending their crew or crews to Los Angeles." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 12, 1932]

Lou Marsh, Sports Editor of the *Toronto Star*, provided some additional information and raised some questions regarding the Olympic rowing situation in his "With Pick and Shovel" column. He pointed out that it was the Canadian Olympic Committee which advised all Canadian amateur sports organizations, including the CAAO, that it was not able to finance Olympic athletes. That would be the responsibility of the sports organizations. The CAAO, in turn, passed the responsibility to the clubs. However, the clubs relied on membership fees and donations, and were in dire straits. To make matters worse, the rowing trials were scheduled for July 21 to 23, but the special train taking Canadian, British, South African, Belgian and Hungarian athletes to Los Angeles was scheduled to leave Hamilton on Friday, July 22, giving the clubs with oarsmen who had qualified no time to raise the needed money. John Murray, Secretary of the CAAO said, "'Just what will be done to straighten out the various tangles I do not know.'" [The *Toronto Daily Star*, June 1, 1932, p.10]

When Henry Burgoyne was asked if the Henley Aquatic Association would help the oarsmen financially as it had in 1928, he replied that the HAA was not in a position to help because of the heavy financial burden of the new grandstand. [The *Toronto Daily Star*, June 2, 1932, p.9]

Even municipal governments were approached by the Olympic Committee to contribute to the fund. The City of Toronto, which had donated to previous Olympic funds, and which was the home of the Argonauts, the club which usually formed the bulk of the rowing team, "could not see their way clear under existing conditions to accede to the request." [The *Toronto Globe*, July 7, 1932, p.6]

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One of the tangles was straightened out when the CAAO Executive Committee moved the trials to Tuesday the 19th. It also asked the HAA to donate a part of the receipts from that day to the Canadian Olympic Committee to be put towards the expenses of the athletes. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. June 10, 1932]

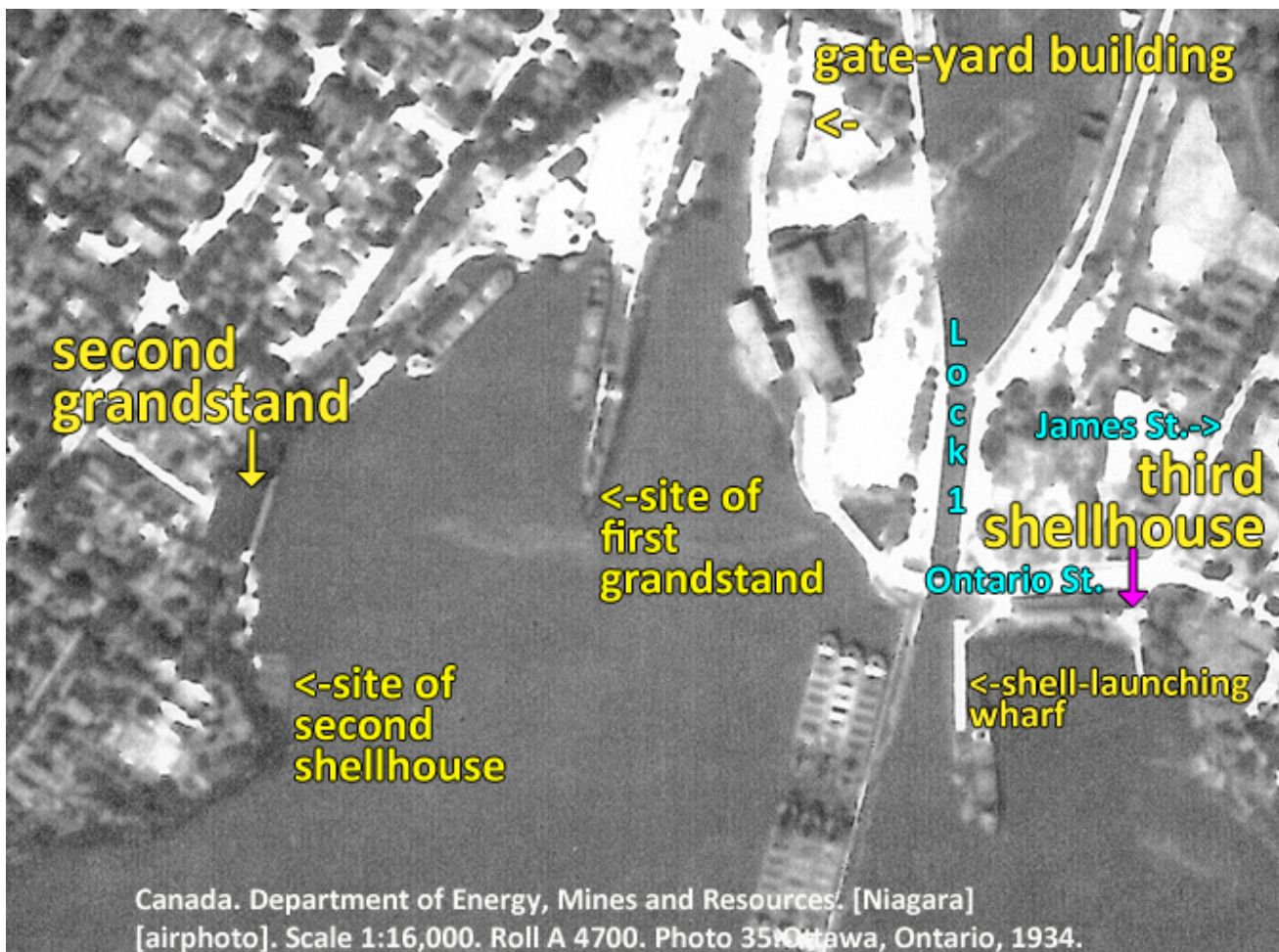
So, how much would it cost to send an oarsman to Los Angeles? It was estimated that \$300 would cover one man's expenses. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Lachine, Quebec. June 25, 1932] The shells were to be shipped free of charge on the Olympic teams' train. Free freight was another incentive to move the trials. [The Toronto *Globe*, July 14, 1932, p.6]

While the CAAO and member clubs were trying to straighten out the tangles relating to the Olympic trials and games, the HAA was at work planning the new shellhouse. On July 6, construction began:

J.R. Stork, Port Dalhousie contractor, has the job in hand and work was started this morning. The new boathouse is to be ready by July 18.

....

A lease has been secured from the government where the boathouse is sited on the south side of Ontario street and just east of lock one. [The St. Catharines *Standard*, July 6, 1932, p.1]



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Like the grandstand, the boathouse was completed ahead of schedule. It was 33' x 125' [10 m x 38 m], and was designed to hold 16 eights, eight on each side wall. Adjacent to the shellhouse was a 20' x 40' [6 m x 12 m] brick building which housed lockers and two rows of showers. [The St. Catharines *Standard*, July 15, 1932, p.15]

The aerial photo above shows the shellhouse's location at the foot of James St.. It may appear that the shell-launching wharf is on the route of steam ships using Lock 1. However, in 1932, the Fourth Welland Canal opened to traffic, and the ships began using the new Lock 1 at Port Weller, about 5 km east of Port Dalhousie. The old Lock 1 was only used by ships going to and from Muir Bros. Dry Dock. Six ships waiting their turn for work to be done in the dry dock may be seen moored together in the bottom of the photo, to the right of centre.

Taken in 1933, by a photographer standing on the shell-launching wharf, the photo below features the St. Catharines R.C.'s Junior 140-lb. sculler, Ernie Rymer. The long building in the upper left is the third shellhouse, aka "the tin shed."



Two days before the rowing trials, the Canadian Olympic Committee announced that it had raised \$36,000 and was sending a team of close to 120. (The number was approximate because some trials, like rowing, had not yet been held.)



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The committee decided to pay \$100 a man up to a total of \$2,000 to help defray the expenses of the oarsmen. The balance will be taken care of by the Canadian Association of Amateur Oarsmen. [The Toronto *Globe*, July 18, 1932, p.46]

That last sentence would be more accurate if it read, "The balance will be taken care of by the clubs to which the winners of the trials belong."

In contrast to Canada's four-boat team, the Australian rowing team was made up of one man: Bob Pearce. He represented Australia because

[t]he international ruling specifies that once you have competed in the Games for one country you can never change your affiliations. Pearce has already competed for Australia at Amsterdam in 1928. [Robert S. Hunter, *Rowing in Canada Since 1848* (Hamilton: Davis-Lisson, Ltd., 1933, p. 43]

Although he was now living in Canada, he had been asked to compete for Australia, and he consented.

The trials were not without drama. Robert Hunter's Leander eight won in a wind-assisted 5:49.2 over the 2,000 metre course. A Vancouver R.C. double won, and Joe Wright, Jr., who had rowed 6-seat in the Argonaut eight, won the single an hour and 20 minutes later. The Mic Mac Amateur Aquatic Club four from Dartmouth, Nova Scotia, took the scenic route, but won nevertheless. "The Halifax [sic] crew, easily the strongest oar-pullers in the race, lost their chance for a place on the Olympic team by their erratic steering only. [The Toronto *Globe*, July 20, 1932, p.7] However, the morning after the composition of the team was published, the Canadian Olympic Committee, not the CAAO, announced that the Mic Mac four had conditionally been added to the team, if they could raise the money, which they did. They did not advance to the Olympic finals. Neither did Joe Wright, Jr.. However the Leander eight and the Vancouver double won bronze medals. And Australia's lone entry, Bob Pearce, won the Single Sculls for the second time. (A group photo of all the rowing teams competing at Los Angeles, shows him sitting with the Canadian team. [[https://en.wikipedia.org/wiki/Rowing\\_at\\_the\\_1932\\_Summer\\_Olympics](https://en.wikipedia.org/wiki/Rowing_at_the_1932_Summer_Olympics)])

All the clubs, but one, raised the money necessary to send their oarsmen to Los Angeles. Only the Argonaut R.C., the largest and richest club in Canada balked at raising \$200 to send Joe Wright, Jr.. [The Toronto *Daily Star*, July 21, 1932, p.16] Wright demanded that his expenses be paid by the Canadian Olympic Committee, or he would not compete at the Olympics. The COC reiterated that it could only pay \$100 towards expenses. He refused two offers of aid, one from his father who was willing to pay the additional \$200, and one from the Leander B.C., who offered to pay the balance if he would accompany their eight as a spare. [The Montreal *Gazette*, July 22, 1932, p.15] However, between 2:45 p.m. on Thursday, when Wright placed second in the Quarter-Mile Dash, Singles, and midnight Friday when the Olympic train arrived in Hamilton, Wright changed his mind, because he boarded the train with his wife and parents, plus

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shell and skulls. The COC reiterated that it had only given him \$100. Where the balance came from, we are not told. [The St. Catharines *Standard*, July 22, 1932, p.1]

The big story on Thursday, besides the defeat of Joe Wright, Jr. in the Quarter-Mile Dash, Singles, involved the Don R.C. Junior 140-lb. four. In the first race of the day, handicapped by bad steering, they came third behind West Side R.C. and Leander B.C.. They were also entered in the Junior 150-lb. Fours 45 minutes later. Although exhausted from their first race, they did not want to scratch and give the Argonaut R.C. four the opportunity to win in a row-over, so they returned to the start, but just as the race began, the Argo boat suffered serious damage to one side and the race was postponed for an hour and 15 minutes. That was enough time for the Don 140-pounders catch their breath and win the Junior 150-lb. Fours.

One name appears for the first time in the 1932 programme. Sitting in 4-seat in the Leander B.C. junior eight was "C. Saunders." It was not an auspicious beginning for Claude Saunders, because the Wyandotte B.C. beat them in the final. However, he would go on to achieve greatness on the water and as an official over a career spanning 75 years, including 40 years as Canadian Henley Regatta Chairman, 1958 to 1998.

Over the years, Henley spectators had been entertained by a variety of displays between races, but on Friday, after the last race, the crowd got to watch four bouts of professional wrestling in a ring built on a concrete scow moored to the front of the grandstand. [The Toronto *Globe*, July 22, 1932, p.8]

Although the CAAO had thought that there was a need for a Senior 140-lb. Doubles, and three Intermediate four events - 140-lb., 150-lb. and heavy - entries were scant for the inaugural races. The lightweight Intermediate four races did not fill and the Senior 140-lb. Doubles was a row-over by the Leander B.C. after a Don R.C. crew scratched. The Intermediate Fours race had two boats: West Side R.C. beat the Detroit B.C.. The West Side crew then went on to win the Senior Fours. That crew contained someone who was familiar to St. Catharines rowing followers: Maurice Brett. He had sculled for the Niagara District Aquatic Club in 1925, and for several years thereafter for the St. Catharines R.C..

The races on Saturday were watched by some special dignitaries. The Premier of Ontario, George S. Henry entered the packed grandstand and was greeted by the entire crowd rising to their feet and singing "O Canada." He was accompanied by W.H. Price, the Attorney-General of Ontario, the man who had officially opened the grandstand the year before. They and their parties sat in the Royal Box for some of the races, and went up the course in the officials' launch and watched some of the starts. The Premier expressed his admiration for the facilities and for the organizations which sponsored the Regatta.

In 1930, radio station CKTB had begun broadcasting in St. Catharines. It was a low-power station (called a "phantom station") which rebroadcast the programming of CKOC in Hamilton, and sent some daily programming to Hamilton for rebroadcast. On Saturday, the Henley races were broadcast locally and sent to Hamilton for rebroadcast. We don't know who described the races, but we do know that he was on site because

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the comments of Premier Henry were part of the broadcast. [The St. Catharines *Standard*, July 25, 1932, p.1]

All the winners and times for the 1932 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1932 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. Of note, the Princeton University team comprised three scullers who entered five events and won three of them: Winthrop Rutherford, Jr. won the Quarter-Mile Dash, Singles, the Championship Singles, and paired up with his brother, John, to win the Senior Doubles. West Side R.C., on the strength of seven wins, had the best showing.

Argonaut R.C.	(20/2)	Toronto, Ontario
Brockville R.C.	(4/0)	Brockville, Ontario
Don R.C.	(14/4)	Toronto, Ontario
Lachine R.C.	(3/1)	Lachine, Quebec
Leander B.C.	(12/2)	Hamilton, Ontario
McGill University	(3/0)	Montreal, Quebec
Mic Mac Amateur Aquatic Club	(1/0)	Dartmouth, Nova Scotia
St. Catharines R.C.	(4/1)	St. Catharines, Ontario
University of Toronto R.C.	(5/0)	Toronto, Ontario
Vancouver R.C.	(2/1)	Vancouver, British Columbia

American entries came from:

Detroit B.C.	(14/2)	Detroit, Michigan
Princeton University	(5/3)	Princeton, New Jersey
West Side R.C.	(14/7)	Buffalo, New York
Wyandotte B.C.	(3/1)	Wyandotte, Michigan

High school entries:

Bloor C.I.	(2/2)	Toronto, Ontario
Brockville C.I.	(2/0)	Brockville, Ontario
Hamilton C.I.	(1/0)	Hamilton, Ontario
Malvern C.I.	(1/0)	Toronto, Ontario
Westdale S.S.	(1/0)	Hamilton, Ontario
Western Technical - Commercial School	(1/0)	Toronto, Ontario

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The 1932 annual meeting of the CAAO was held on Friday evening, at the Hotel Leonard. With the exception of George Fulton, who retired and was replaced by F.B. Steacy, everyone was re-elected.

The following Officers were chosen:

Honorary President: Thomas A. Murphy, Toronto

President: J.V. Owen, Montreal

1st Vice-President: Richard L. Schram, St. Catharines

2nd Vice-President: Thomas H.C. Alison, Toronto

Secretary: John L. Murray, Hamilton

Treasurer: Arthur W. Carter, Toronto

The 1932 Executive Committee was made up of:

Retiring 1933: E. Phillips, Ottawa, James W. Tice, Hamilton, Henry B. Burgoyne, St. Catharines, and W. Bovey, Montreal. Col. Bovey was replaced by David Logan in November.

Retiring 1934: William A. Macdonald, Vancouver, Thomas R. Loudon, Toronto, William M. Ross, Toronto, and Leonard Johnston, Montreal.

Retiring 1935: John Rankin, Halifax, F.B. Steacy, Brockville, Robert G. Dibble, Toronto, and C.S. Riley, Winnipeg.

John [sic] Tice moved that \$250 be set aside each year by the CAAO to help finance oarsmen going to the 1936 Olympics in Berlin, Germany. His motion was left to the incoming Executive Committee to deal with. [The Toronto *Daily Star*, July 23, 1932, p. 8]

The Crawford family of Toronto, which annually presents the Crawford Memorial Cup to winners of the 140-pound senior single offered to present this annual trophy to the association, which accepted it. It will in future be presented by the association with their other trophies. [The Toronto *Globe*, July 23, 1932, p.7]

Lest we have a mental picture of the Olympic competitors leaving Hamilton and travelling in cramped quarters non-stop to Los Angeles, here is what happened in Chicago, Illinois, and presumably at other stops along the way. Athletes filled 45 automobiles and were given a high-speed police escort through the city to a civic reception where movie star Mary Pickford, among others, greeted them.

Most of the athletes on all the teams had a work-out of some sort and a swim in the magnificent pool of the Lake Shore A.C. and enjoyed themselves . . . .

. . . .

The oarsmen fell into it soft. In fact, they had the best day of all. While the rest of the lads were up in town sweltering in 96 degrees they were down at the Lincoln Boat club having a row and spent the rest of the afternoon on a speed-boat cruise around the harbor and lake. [The Toronto *Daily Star*, August 23, 1932, p.8]

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To finish the Olympic trials saga, CAAO Secretary Murray was instructed to write to the secretary of the Amateur Athletic Union of Canada, asking for an explanation of why the Mic-Mac Four of Halifax was sent to the Olympic Games, without having been recommended and sanctioned by the C.A.A.O. [Canadian Association of Amateur Oarsmen. Special Meeting of the Executive Committee. St. Catharines. July 22, 1932]

To paraphrase, the reply of the Canadian Olympic Committee of the AAU of C was, "Because we could." This did not please the CAAO because there was a "full discussion" about it. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. November 5, 1932]

# 1932

## Chapter 5: 1931 to 1963: A New Era

### **The Twenty-Eighth Royal Canadian Henley Regatta The Fifty-First Regatta of the Canadian Association of Amateur Oarsmen July 27 to 29, 1933**

The CAAO Executive met on March 11, 1933 at the Ontario Athletic Commission office in Toronto. It was decided to hold the 1933 Regatta on Thursday to Saturday, July 27 to 29. It was also decided to move the High School Fours race from Saturday to Friday and to shorten it to  $\frac{3}{4}$  of a mile [1,207m]. In a bold move, considering that there had not been a pair oars event on the programme since 1905, the Association conditionally decided to add a coxed pair event to the schedule, provided at least two entries were received. (They were not.) [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 11, 1933]

The big topic of discussion for the CAAO in mid-1933 was only tenuously related to the Regatta. The Canadian National Exhibition, which is still held annually in Toronto, had invited the world professional sculling champion, Englishman, Ted Phelps, to come to Toronto to defend his title in late summer. That led to speculation that Bob Pearce would be his opponent. Pearce played coy about his intentions, and that made the CAAO nervous, because the Association did not want to accept Pearce's entry form to the Canadian Henley in July if he was going to turn professional in September. A sculler with the *intention* of becoming a professional but competing as an amateur was abhorrent to the Association. The CAAO's open and loud displeasure, and Pearce's reticence to publicly declare his intention made for considerable free publicity for the CNE, so that by the time Pearce finally did announce that he would race Phelps for the world professional championship, public interest was high, thanks, in large part, to the unwitting help of the CAAO.

In an article praising the Argonaut and Don Rowing Clubs for charging nominal fees to high school boys to use their facilities and equipment, reporter, Verne Tutty, mentions that one oar then cost \$10 to \$18. [The Toronto *Globe*, July 15, 1933, p.8]

On the next page, in another article relating to costs, we learn that the Brockville R.C. was raising funds to send a sculler, a four, an eight, and perhaps a high school eight to the Canadian Henley. The goal? In "the neighborhood of \$200." [The Toronto *Globe*, July 15, 1933, p.9] They must have achieved their goal because all the crews and sculler competed.

A problem on the course at all times, but especially at the Henley, was detritus from industries up stream. Pulp logs from paper mills were particularly troublesome because they were often water logged and floated just below the surface of the water and could not be seen by scullers and coxies. In 1933, the Engineering Department of the City of St. Catharines, perhaps at the suggestion of the Henley Aquatic Association, strung a net made of chicken fencing attached to a cable across the course above the start. It was a good idea, but it caused the deaths of three men:



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St. Catharines, July 26.—Three men employed by the city in the Engineering Department—William Hughes, foreman; George Battle and William Cairns—were drowned this [Wednesday] morning in the old Welland Canal just west of the Canadian Henley course.

. . . .

The three men were in the Fire Department's rowboat, cleaning a cable of refuse from factories. This cable, to which was attached chicken wire, stretched across the canal three days ago to keep the refuse from getting into the Henley course, suddenly snapped, overturning the boat and throwing the three men into the water. George Patterson, another employee of the department, had been left on the east shore to operate the winch to which the cable was attached. The west end of the cable was attached to a tree, and it broke at that point.

### **Pulled Boat Under.**

Patterson said the snapping cable pulled the boat under with it. [The Toronto *Globe*, July 27, 1933, p.3]

Two of the bodies were recovered on the day of the accident, the third on Friday morning.

Although it is not specified in the newspaper coverage, it is likely that the root cause of the accident was the quantity of refuse that the net had captured.

A coroner's jury's verdict was that the men died because of a "defective and improper anchorage of the cable being used for preventing sewage from going down the canal. And we further find," added the jury, "that the boat used was not suitable." [The Niagara Falls (New York) *Gazette*, August 12, 1933, p.5]

Thursday's programme was split, with two heats of the Junior 145-lb. Fours held in the morning. At 2:00 p.m., the final was won by the West Side R.C. crew; the first of West Side's 10 wins.

Only two scullers competed for the Quarter-Mile Dash, Singles. Argonaut R.C.'s coach and Captain, Joe Wright, Jr., beat John Durnan of the Don R.C.. Paul Brower, from the Potomac B.C., scratched to save himself for the Association Singles, which he won. Wright sculled with a bit of a handicap. His single had been badly damaged when he hit another sculler in front of the Argonaut clubhouse on the Tuesday before the start of the Regatta. Since it could not be repaired in time, he used the first shell that his father bought him in 1926. [The Toronto *Daily Star*, July 26, 1933, p.10]

"More than 7,500 persons crowded the stands and banks of the old Welland Canal course to watch [Friday's] events." [The Toronto *Globe*, July 29, 1933, p.8] What those spectators saw, was West Side R.C. crews win four more finals, bringing their total after two days to seven. To put that accomplishment in perspective, their closest rivals, Argonaut R.C. and Brockville R.C., had each won two finals after two days.

While the Argonaut R.C. did not have any sweep oar winners—all four of that club's wins were by scullers—the Bloor C.I., which trained at Argonauts, won the one-mile High School Eights on Saturday. High school rowing was showing signs of growth. Three of the five crews in the High School Eights—Bloor C.I., Parkdale C.I. and Western Technical - Commercial School—were from Toronto. Glebe C.I. from Ottawa, and Brockville C.I. filled out the entry.

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One boy in the Bloor C.I. eight and four, which also won its race, (he had also won the same two races in 1932) is identified as “C. Campbell” in the programmes. With no fanfare, and little support from the Argonaut R.C., he would become the star of the 1934 Canadian Henley Regatta.

To the surprise of many, Joe Wright, Jr. scratched from the Championship Singles. The Argonauts explained that “Wright had withdrawn in favor of Russ MacMillan, his club-mate.” [The Toronto *Daily Star*, July 31, 1933, p.12] Since MacMillan won, one has to wonder if Wright thought that he might lose, and opted to scratch. The caption under MacMillan’s photo, makes Wright’s reason even more murky. Wright “withdrew his entry from the singles to increase the chances of the winner.” [The Toronto *Daily Star*, July 31, 1933, p.12] MacMillan’s only competition was John Durnan from the Don R.C.. Wright and MacMillan combined to win the Senior Doubles.

All the winners and times for the 1933 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1933 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. For the second year in a row, West Side R.C. dominated the Regatta, winning 10 of the 25 club races on the programme. (West Side’s win in the Senior 140-lb. Fours was a row-over.)

Argonaut R.C.	(19/4)	Toronto, Ontario
Brockville R.C.	(5/2)	Brockville, Ontario
Don R.C.	(12/2)	Toronto, Ontario
Jubilee Amateur Aquatic Club	1/0)	Halifax, Nova Scotia
Lachine R.C.	(2/0)	Lachine, Quebec
Leander B.C.	(10/4)	Hamilton, Ontario
McGill University	(3/0)	Montreal, Quebec
Mic Mac Amateur Aquatic Club	(3/0)	Dartmouth, Nova Scotia
Ottawa R.C.	(1/0)	Ottawa, Ontario
St. John R.C.	(1/0)	St. John, New Brunswick
St. Catharines R.C.	(5/0)	St. Catharines, Ontario
University of Toronto R.C.	(3/0)	Toronto, Ontario
American entries came from:		
Detroit B.C.	(5/1)	Detroit, Michigan
Potomac B.C.	(3/1)	Washington, District of Columbia



Claude Saunders collection.

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West Side R.C.	(19/10)	Buffalo, New York
Wyandotte B.C.	(2/1)	Wyandotte, Michigan

High school entries:

Bloor C.I.	(2/2)	Toronto, Ontario
Brockville C.I.	(1/0)	Brockville, Ontario
Glebe C.I.	(2/0)	Ottawa, Ontario
Parkdale C.I.	(2/0)	Toronto, Ontario
Western Technical - Commercial School	(1/0)	Toronto, Ontario

Because the West Side R.C. dominated their opposition, their style came in for scrutiny in all the newspapers:

### **Unorthodox Form.**

Rowing experts of the nation congregated here for the 51st annual are utterly amazed at the super-human efforts displayed by Westsides. They utilize an absolutely unorthodox style in their shells, using a short “chop” stroke, without the full body swing of the majority of their rivals , but getting the power from apparent tremendous driving power of their legs. It may not be what coaches designate as “rowing form” but its potency is producing winners. . . . [The St. Catharines *Standard*, July 28, 1933, p.14]

It sounds very much like the stroke that the author and every other oarsman at the St. Catharines R.C. was taught in the 1960s.

The 1933 annual meeting of the CAAO was held on Friday night, at the Hotel Leonard. It was a brief meeting, beginning at 10:40 p.m. and finishing 35 minutes later at 11:15 p.m..

The following Officers were chosen:

Honorary President: J.V. Owen, Montreal

President: Richard L. Schram, St. Catharines

1st Vice-President: Thomas H.C. Alison, Toronto

2nd Vice-President: James W. Tice, Hamilton

Secretary: John L. Murray, Hamilton

Treasurer: Arthur W. Carter, Toronto

Curator of Trophies: H.E. Rose, St. Catharines

The 1933 Executive Committee was made up of:

Retiring 1934: William A. Macdonald, Vancouver, Thomas R. Loudon, Toronto, William M. Ross, Toronto, and Leonard Johnston, Montreal [replaced by T.T. Lawson in March, 1934].

Retiring 1935: John Rankin, Halifax, F.B. Steacy, Brockville, Robert G. Dibble, Toronto, and C.S. Riley, Winnipeg.

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Retiring 1936: N.A. Waldron, Hamilton, Henry B. Burgoyne, St. Catharines, David Logan, Montreal, E.M. Phillips, Ottawa.

The minutes contain no major items. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. St. Catharines. July 28, 1933]

The office of Secretary had always been, arguably, the most demanding of all the CAAO positions. To compensate John Murray for his time and labour, he received \$59.90 for his expenses while in St. Catharines, plus an honorarium of \$150.00. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. October 28, 1933] This would become an annual practice.

Canoeists returned to the Henley course in 1933. The Canadian Canoe Association held its championship regatta on the Saturday after the Canadian Henley.

The race between Bob Pearce and Ted Phelps was held at 7:30 p.m. on Friday, September 2 at the Toronto waterfront inside the break wall in front of the Canadian National Exhibition. It was a three-mile race [4.8 km] with two turns. Pearce led from the start, and beat Phelps by 400 m. Pearce's time of 19:25.6, was one minute and 25 seconds better than Phelps'. The size of the crowd is a matter of speculation. Wikipedia says 30,000 [ [https://en.wikipedia.org/wiki/Bobby\\_Pearce\\_\(rower\)](https://en.wikipedia.org/wiki/Bobby_Pearce_(rower)) ] while the *Globe* says 50,000 in the headline and 100,000 in the story. [The Toronto *Globe*, September 2, 1933, p.1] The *Star* says that there were 20,000 spectators in the grandstand. [The Toronto *Daily Star*, September 5, 1933, p.15]. All sources agree that Pearce won \$5,000. However, the *Globe* speculates that Phelps was paid \$10,000 [The Toronto *Globe*, September 2, 1933, p.1] while, four days later, the *Star* states unequivocally that Phelps took home \$2,500. [The Toronto *Daily Star*, September 6, 1933, p.10].

To put Bob Pearce's \$5,000 purse in context: If an unskilled labourer had employment in Toronto in 1932, he earned between 26¢ and 44¢ per hour for a work week of 25.5 to 54 hours. [[https://www66.statcan.gc.ca/eng/1933/193308370793\\_p.20793.pdf](https://www66.statcan.gc.ca/eng/1933/193308370793_p.20793.pdf)] So, in a week he might make as little as \$6.63 or as much as \$23.76.

"By 1933, almost 30% of the labour force in Canada was unemployed and one in five Canadians was seeking some form of government relief from the worsening situation." [[https://www65.statcan.gc.ca/acyb07/acyb07\\_0009-eng.htm](https://www65.statcan.gc.ca/acyb07/acyb07_0009-eng.htm)]

# 1933

## Chapter 5: 1931 to 1963: A New Era

### **The Twenty-Ninth Royal Canadian Henley Regatta The Fifty-Second Regatta of the Canadian Association of Amateur Oarsmen July 26 to 28, 1934**

The Executive Committee of the CAAO met on March 10, 1934 at the Ontario Athletic Commission office, and decided to hold the Fifty-Second Regatta from Thursday to Saturday, July 26 to 28.

The Committee also made two changes to the programme. The High School Eights event was moved to the end of Saturday's schedule, making it the last race of the Regatta.

The second change was the addition of a Quarter-Mile Dash, 140-lb. Singles event.

For several years, the Association had been concerned about the safety of its trophies. At this meeting, provisions were made for insuring them. The minutes provide a unique inventory of the Association's trophies in 1934, along with the current value of each:

A report was received from the President with regard to the insurance of trophies. All trophies of the Association have now been valued by competent jewellers as follows:

Hanlan Memorial Trophy, senior eights	\$1,300.00
Jos. Wright Trophy, 150-lb. eights	225.00
Groff. [sic] Taylor Trophy, 140-lb. eights	150.00
Ford Trophy, junior eights	250.00
Challenge Cup, senior fours	800.00
Hop Bitters Cup, senior doubles	150.00
Challonge [sic] Cup, championship singles	100.00
John Gorelt [sic] Memorial Trophy, championship singles	250.00
Lou Scholes Trophy, association singles	150.00
Muir Cup, junior singles	<u>150.00</u>
Total Value	\$3,500.00

Insurance is being placed on these trophies to cover this value, and clubs, taking possession of any trophy or trophies following the Annual Regatta, will pay that proportion of the total premium, which the value of their trophy or trophies bears to the total value of the trophies. It was moved by R.L. Schram, seconded by J.W. Tice that this report be received.

CARRIED.

[Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 10, 1934]

Several things in the above require comment. Although spelling errors are not common in the minutes, this item contains a dandy: "John Gorelt" should be George F.

## Chapter 5: 1931 to 1963: A New Era

Galt. Less troubling - since we have all typed an “r” when we meant to type an “e” - is “Groff. Taylor”. The “Ford Trophy” should be the Wyandotte Trophy. (It was donated by the J.B. Ford Company.) There is also a mistake in addition. The “Total Value” number is incorrect. Finally, one trophy is missing from the list. The William Crawford Memorial Challenge Cup for the Senior 140-lb. Singles, had been presented by the Crawford family in 1930 and 1931, then donated to the CAAO in 1932.

The statement following the list specifies that the Club that wins a trophy is responsible for paying the premium for the insurance for that trophy, not the CAAO.

The big news in rowing circles in the spring of 1934 involved the Wright family. First, near the beginning of March, Joe Wright, Sr.’s wife, Alethea, was admitted to St. Michael’s Hospital with a fractured vertebra. Eight weeks later, her son, Joe, suffered an internal hemorrhage which seems, somehow, to have been related to a serious infection on the back of his right hand, although a more plausible explanation offered was stomach ulcers. After a transfusion, using blood from George Stockwell, the trainer of the Argonaut football club, his condition began to improve. There was no shortage of volunteers to donate blood; members of the Argonaut R.C. applied as soon as they heard the news, as did hockey star Lionel Conacher, and professional wrestler, Frank “Man Mountain” Dean. Their names were all put on a list if further transfusions were necessary.

Alethea, who was still in a body cast on the floor above her son, was not told of the news, and Joe, Sr. was at home, suffering from shock at his son’s condition. [The *Toronto Daily Star*, April 27, 1934, p.3]

A month later, at the beginning of June, Joe, Jr. was still in hospital. He had received several blood transfusions and was slowly regaining his health. However, because of the long convalescence, his wife, Martha, née Norelius, a former Olympic gold-medal swimmer, had to give up her plan to compete in the centennial swim for women at the Canadian National Exhibition, a race for which she had been training before her husband’s illness. [The *Toronto Daily Star*, June 4, 1934, p.10]

Eight days later, Joe, Jr. made his first visit to the Argonaut R.C. since he was hospitalized, and spent an hour watching as his father and acting coach, Bill Ross, put the crews through their workout. [The *Toronto Daily Star*, June 13, 1934, p.13]

In a first for Canadian high school rowing, the Bloor C.I. eight that had had success at the Canadian Henley for several years, was invited to compete at The School Boys’ Rowing Association of America Regatta in Philadelphia, Pennsylvania on Saturday, May 26. Not only did they compete, but they beat three highly-regarded, and significantly heavier U.S. high school crews, using a borrowed shell. [The *Toronto Daily Star*, June 4, 1934, p.10]

For the past year, the CAAO had been discussing having blazers made for the Officers and Executive Committee. The only design feature was to be the Association’s crest on the pocket. Perhaps, in designing the blazer, someone realized that the crest had never been officially registered, because at the July 7 meeting of the Executive Committee, Dr. James Tice proposed that it be registered. And so, 52 years after its founding, the crest of the Canadian Association of Amateur Oarsmen was finally



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protected by copyright. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Brockville. July 7, 1934]

The Regatta began under ideal conditions. Thursday's races provided some unintended entertainment for the spectators. The Quarter-Mile Dash, Open Singles, always a crowd pleaser, had seven starters, but one of the three Argonaut scullers in the race, Bill Reid, tipped and did not finish. Robert DeClercq from the Detroit B.C., beat Basil Conlin another Argonaut sculler, by two metres.

The next race, the Junior 150-lb. Fours must have been a treat to watch from the grandstand. The two leading crews, St. Catharines R.C. and West Side R.C. zigzagged from side to side across the course, but managed to avoid hitting one another until almost at the finish line. After they collided, the West Side crew disentangled themselves and rowed across the line. However, the Referee disqualified both crews, and the Argonaut R.C. crew which had avoided all the action by being a distant third, was awarded first place - Argos' only win of the day.

The West Side crew must have used that experience as motivation, because the following day, the same three crews, plus a Brockville R.C. crew contested the Intermediate 150-lb. Fours. West Side won by one and a half lengths, beating Brockville. Argos were third and St. Catharines fourth.

In any other year, that might have been the headline story for Friday's newspapers. However, in 1934, the big story was Charlie "Chuck" Campbell, who won the Junior Singles at 3:00 p.m., the Association Singles at 5:00 p.m., then immediately got into the Bloor C.I. four and had a row-over win in the High School Fours.

Lou Marsh, Sports Editor of the *Toronto Star*, devoted his entire "With Pick And Shovel" column to Campbell the following day. Here are excerpts from that column including his annoying three period ellipses [. . .] and paragraph-separating stars:

Has Canadian rowing produced another Bob Dibble?

☆ ☆ ☆

Or another Jimmy Cosgrave?

. . . .

Maybe yes and maybe no, but there is a youngster performing over at this year's Henley . . . another Toronto boy . . . a high school boy 20 years old, who may duplicate the Cosgrave and Dibble triples . . . win all three crowns in one season and at one regatta.

☆ ☆ ☆

He is Charlie Campbell . . . his schoolmates call him "Chuck," which shows how he stands with the gang.

☆ ☆ ☆

Campbell is entered from the Argonaut club . . . but he doesn't row in the double blue of the famous old club. He rows in the white jersey with the big red "B" of the Bloor Street Collegiate Institute schoolboy rowing club.

☆ ☆ ☆

Campbell is a member of the Bloor schoolboy eight, champions of Canada last year, which bussed it down to Philadelphia this spring, borrowed an eight boat, re-rigged it to suit

## Chapter 5: 1931 to 1963: A New Era

themselves . . . and then went out to whip the best schoolboy crews in the U.S., including the more or less famous Hun College crew, to win the national schoolboy title of the United States.

☆ ☆ ☆

But Campbell had other ambitions in the blade-bending line. He wanted to be a single sculler like Lou Scholes, Joe Wright and Jack Guest . . . maybe another Bobby Pearce . . . so he went to work in Argo lap-streak single boats last fall and pulled up and down the channel until the ice came in and his toes had chilblanes [sic].

☆ ☆ ☆

This spring he wandered down around the Dons . . . and let it be known that he wanted to row single.

☆ ☆ ☆

But nobody paid much attention to the green kid. He was “just another kid sweep oar” when you asked any of the boys who the husky looking kid in the single was.

☆ ☆ ☆

Then Tommy Carson roused out his eight again and Campbell went back to the Argos to row in the long boat with his school pals.

☆ ☆ ☆

Still he clung to his solo ambition. But sweep oar work is not the very best thing for single scullers, though vice-versa it is O.K., so the experts tell me.

☆ ☆ ☆

At any rate no one gave Campbell more than a passing glance as a single sculler . . . unless it was Tommy Carson the coach of the Bloor eight. Tommy likes them all and encourages them all impartially . . . if they have ambition and courage.

☆ ☆ ☆

Around the big club no one paid much attention to young Campbell until he went down to Brockville to the Eastern Association of Amateur Oarsmen regatta July 1 . . . and whipped Verdell Price, of Brockville last years [sic] junior Canadian champion and a lad who looked like a real comer!

☆ ☆ ☆

When he came back the folks sort of fell on his neck like a flock of floral wreaths, though some of them secretly figured that the kid had caught Price short.

☆ ☆ ☆

But yesterday over at Henley he woke the whole grandstand up to cheers when he whipped Bob de Clercq, of Detroit, Bill Reid, of his own club, and B.S. Austin, of Ottawa, with ridiculous ease in the junior singles final.

☆ ☆ ☆

And he drew redoubled cheers when he came out two hours later and trounced E. Konrad, of Buffalo West Sides, Price of Brockville, R. Ingraham, of St. John N.B., and Bas Conlin, of Argos, in that order in the association, or intermediate singles, and won himself the right to compete in the senior singles to-day.

☆ ☆ ☆

And I don't know who is going to whip the kid around Port Dalhousie to-day!

☆ ☆ ☆

## Chapter 5: 1931 to 1963: A New Era

On what he showed yesterday he should whip all the seniors hereabouts because all he has to beat is Johnny Durnan the Dons veteran, and Russ MacMillan [sic] of Argos . . . and they are not Guests, Dibbles, Wrights or Gilmores.

☆ ☆ ☆

In the junior final . . . even when he picked up a tree branch on his bows 200 feet from home, he still won by four lengths. When Campbell hit the floating branch his bow went under and his boat turned broadside and the crowd stopped cheering to groan, but he straightened out to clinch the title.

....

Campbell is an orphan. He lives with his uncle and aunt, Mr. and Mrs. Walker. He won his first race on July 1 at Brockville . . . his 20th birthday.

☆ ☆ ☆

Campbell plays rugby for Bloor C.I. . . . and hockey for Eddie Lightstone's Lions . . . a good boy both on the gridiron and the ice but not an outstanding star at either.

☆ ☆ ☆

Campbell sculls in one of Jack Guest's old boats. He bought it from Russ MacMillan [sic]. Put his shell on top of his car and motored down to Brockville to race in the junior race but could not get in so he tackled the open singles and won going away.

☆ ☆ ☆

Then he won the senior singles at the Six Nations Regatta at Caledonia.

☆ ☆ ☆

The youngster has only been rowing since 1932 . . . and now look where he is!

☆ ☆ ☆

He weighs around 160 pounds . . . and is what Andy Lyle calls a "dead pan guy" . . . a chap who does not change expression under physical stress and does not frown or grin when it is all over.

☆ ☆ ☆

And he is a likeable, modest chap . . . a worthy lad in a great sport! [The *Toronto Daily Star*, July 28, 1934, p.8]

Needless to say, in the Championship Singles final on Saturday, all eyes in the grandstand were on the sculler in lane 3 with a yellow piece of cloth pinned to the back of his shirt; Charlie Campbell. He did not disappoint. He beat club mate and 1933 champion, Russ McMillan by one and a quarter lengths.

Campbell was able to accomplish what only two other scullers had done. In 1909, Jimmy Cosgrave, sculling for the Argonaut R.C., and in 1912, Bob Dibble sculling for the Don R.C., won the Junior, Intermediate and Senior Singles in one Regatta.

Unfortunately, there was no Hollywood-scripted ending to his story. In the last race of the day, the High School Eights, Campbell's Bloor C.I. crew came second to a crew identified in the programme as "Buffalo," and in the CAAO record books as "Buffalo H.S." Since most of the members of that crew had rowed in the spring in a Lafayette H.S. eight, we might call them a Lafayette H.S. crew. However, Lou Marsh would not agree:

## Chapter 5: 1931 to 1963: A New Era

I am not satisfied that the Buffalo eight was made up of bona fide high school students from the one institution. In fact, I know it wasn't. A Buffalo "high school crew" beat Bloor C.I. of Toronto here on Dominion Day, but was disqualified for using ineligible oarsmen. They had the same ineligible in the boat which beat Bloor C.I. Saturday. [The Toronto *Daily Star*, July 30, 1934, p. 10]

The West Side R.C. history, *West Side Oars 1912-1948*, is suspiciously quiet about that crew. Although the names are given, the school is not, nor is the disqualification at the Dominion Day Regatta mentioned.

However, West Side R.C. Past President and Club historian, James Schaab had this to say about that eight: "I looked up the names on that crew and they were from Lafayette H.S." [Schaab, James. "Re: History question." Message to Stan Lapinski. December 15, 2019. Email]

That controversial win in the High School Eights was the fourth in a row for Buffalo crews. The West Side R.C. had won the three club races before that: Senior 150-lb. Fours, Senior Doubles and Senior Fours, their ninth, tenth and eleventh wins of the Regatta.

One more crew in the High School Eights deserves a mention. The Ottawa C.I. eight was an added entry. They came fourth in the five-boat race using a borrowed shell. They didn't have their own shell because they had hitchhiked to the Regatta. [The Toronto *Daily Star*, August 14, 1934, p.8] (Ottawa to St. Catharines is approximately 560 km by road.)

The accomplishments of Charlie Campbell and the West Side R.C. relegated another sculler's achievement to minor status in all the newspapers except The St. Catharines *Standard* where he shared the headline with Campbell. Ernie Rymer from the St. Catharines R.C., won the Junior 140-lb. Singles on Friday, came second to Jack Flavelle from the Argonaut R.C. in the Senior 140-lb. Singles on Saturday, then beat Flavelle in the inaugural race of the Quarter-Mile Dash, 140-lb. Singles. In addition to a medal, he received a new trophy for that event, presented by E.W. Whelpton and J.W. Little.

One more double winner deserves to be mentioned. The Leander B.C. junior eight stroked by Claude Saunders won its heat on Thursday, its final on Friday, and the Senior Eights event on Saturday. Their long-range goal was to represent Canada at the 1936 Berlin Olympics, a goal which they achieved.

All the winners and times for the 1934 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1934 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. For the third year in a row, West Side R.C. dominated the Regatta, winning 11 of the 25 club races on the programme with a team of 54. [The St. Catharines *Standard*, July 27, 1934, p.9] Three of the Argonaut wins were by Charlie Campbell. A fourth was the result

## Chapter 5: 1931 to 1963: A New Era

of the other crews being disqualified. The five entries of the Don R.C. were drawn from “about 50” members. [The Toronto *Daily Star*, July 13, 1934, p.8]

Argonaut R.C.	(25/5)	Toronto, Ontario
Brockville R.C.	(7/1)	Brockville, Ontario
Don R.C.	(5/0)	Toronto, Ontario
Leander B.C.	(6/3)	Hamilton, Ontario
Ottawa R.C.	(1/0)	Ottawa, Ontario
St. John R.C.	(1/0)	St. John, New Brunswick
St. Catharines R.C.	(10/2)	St. Catharines, Ontario
University of Toronto R.C.	(1/0)	Toronto, Ontario

American entries came from:

Detroit B.C.	(12/3)	Detroit, Michigan
West Side R.C.	(19/11)	Buffalo, New York
Wyandotte B.C.	(2/0)	Wyandotte, Michigan

High school entries:

Bloor C.I.	(2/1)	Toronto, Ontario
Lafayette H.S.	(1/1)	Buffalo, New York
Ottawa C.I.	(2/0)	Ottawa, Ontario
Parkdale C.I.	(1/0)	Toronto, Ontario
Western Technical - Commercial School	(1/0)	Toronto, Ontario

The 1934 annual meeting of the CAAO was held on Friday night, at the Hotel Leonard.

All the 1933 Officers were re-elected:

Honorary President: J.V. Owen, Montreal

President: Richard L. Schram, St. Catharines

1st Vice-President: Thomas H.C. Alison, Toronto

2nd Vice-President: James W. Tice, Hamilton

Secretary: John L. Murray, Hamilton

Treasurer: Arthur W. Carter, Toronto

The 1934 Executive Committee was made up of:

Retiring 1935: John Rankin, Halifax, F.B. Steacy, Brockville, Robert G. Dibble, Toronto, and C.S. Riley, Winnipeg.

Retiring 1936: N.A. Waldron, Hamilton, Henry B. Burgoyne, St. Catharines, David Logan, Montreal, E.M. Phillips, Ottawa.

Retiring 1937: William A. Macdonald, Vancouver, Thomas R. Loudon, Toronto, William M. Ross, Toronto, and T.T. Lawson, Lachine.



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The highlight of the meeting was the presentation of a trophy by E.W. Whelpton and J.W. Little for the new event, Quarter-Mile Dash, 140-lb. Singles.

Lou Marsh picked up the story of Charlie Campbell on the Monday after the Argo sculler won his third race of the 1934 Regatta. Not only does the plot thicken, but he adds a new character. Here are excerpts from his “With Pick And Shovel” column:

. . . Charlie “Chuck” Campbell . . . is nothing if not ambitious.

☆ ☆ ☆

Now he wants to go to Baltimore Aug. 11-12 and take on the best in America in an attempt to add the U.S. national sculling title to his sensational string of victories.

☆ ☆ ☆

But there is a fly in the ointment . . . he is out of work and broke . . . and his club, the Argonauts hasn’t got the money to send him down there.

☆ ☆ ☆

“But we’ll go if we can get the Argos to enter him and we can dig up enough money to buy gas and oil and give us eats, for I’ll drive him down in my car,” said young George Patterson, Campbell’s 19-year-old buddie [sic]. Patterson and Campbell both go to Bloor, both play rugby there, both row in the Bloor school eight, and both played hockey on Eddie Livingstone’s junior Lions team last winter. Patterson rates himself Campbell’s “manager.”

. . . .

“But where will you sleep at Baltimore if you only get money enough for gas and oil and eats?” I asked Young Patterson to-day.

☆ ☆ ☆

“That will not worry us a little bit.” Young Patterson shot back with a laugh. “Didn’t we drive down to Brockville in a rainstorm, land at the Brockville Rowing club at ten o’clock at night soaking wet after changing a tire in a downpour and sleep right on the rowing club veranda the night before he went out and beat Verdell Price of Brockville, the Dominion champion, in his first senior singles race? Why, he only had one regular meal in two days before he beat Price. When we got there Abbie Buett, the Brockville Rowing club coach, told us we might as well leave Campbell’s shell strapped on the car for all the chance he had of beating Price.”

☆ ☆ ☆

[“]How far did Campbell beat Price?” I asked—“Oh! just four lengths,” was the reply.

☆ ☆ ☆

Then I found out that Campbell and Patterson went over to Port Dalhousie a couple of days before the Henley and for the four nights they were there slept curled up in the back seat of Patterson’s Essex sedan!

☆ ☆ ☆

And they ate where and when they could get it . . . mostly on the bounty of friends!

. . . .

Now who is going to put up about \$50 to send these two game Toronto youngsters on their way to Baltimore? They certainly deserve it.

☆ ☆ ☆

## Chapter 5: 1931 to 1963: A New Era

And another thing. Campbell needs a job—and if he doesn't get it . . . [s]ome one interested in rowing in an outside town is almost sure to give Campbell a job and take him away from the town.

☆ ☆ ☆

What's the matter with Toronto and Toronto sportsmen? Surely a youngster who is game enough to do what young Campbell has done this summer would make a good employee? Campbell isn't looking for coffee and cakes and a downy couch and \$50 a week for sharpening pencils in the mornings and all afternoon off training for rowing. He wants a real job where an ambitious boy can earn a decent living with prospects of advancement.

☆ ☆ ☆

If anybody feels like forwarding something to send Campbell and Patterson on the trek to the Baltimore regatta I'll see that it gets to the proper spot.

☆ ☆ ☆

Right now Campbell is working out every morning with Bill Miller the U.S. champion who is going to face Bobby Pearce in the race for Pearce's professional single sculling championship at the C.N.E. this fall. [The Toronto *Daily Star*, July 30, 1934, p.10]

Lou Marsh's appeal for donations to help Campbell and Patterson netted \$87 in two days. In addition, the young men raised \$25 on their own. [The Toronto *Daily Star*, August 2, 1934]

Then they were offered lodging while in Baltimore. Bert Riley of Toronto, contacted his brother-in-law, Edward Kirkness in Baltimore who arranged for Campbell and Patterson to stay at the St. Mary's Industrial School, which had been the boyhood home of Babe Ruth. [The Toronto *Daily Star*, August 10, 1934, p.10]

At Baltimore, Campbell won his heat, but came third in the final, less than a boat-length behind the winner, Winthrop Rutherford, Jr., the Princeton University sculler who had won the Quarter-Mile Dash, Singles and the Championship Singles at the 1932 Canadian Henley.

The newspapers are silent about whether Campbell got a job. Given the fact that a third of Canadians were out of work, it was probably a good editorial decision to say nothing about one man's search for work - especially if he got a job.

A meeting of the Executive Committee held in November dealt with a couple of items which jump out of the minutes. First, President Dick Schram, who was also a member of the Executive of the Henley Aquatic Association, noted that the CAAO had been paid \$1,000 by the HAA, its annual tribute. The other item of interest appears on a list of bills paid by the CAAO. The largest bill on the list was from the T. Eaton Co., a large department store in Toronto. It was paid \$718.89 for the medals presented at the Regatta. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. November 3, 1934] We don't know if winners of the high school races were given medals. If they were not, the Association bought their medals from a department store for \$6.78 each. If the high school crews *were* given medals, the cost per medal was \$5.57. The medals from this era were solid gold.

**1934**

## Chapter 5: 1931 to 1963: A New Era

### **The Thirtieth Royal Canadian Henley Regatta The Fifty-Third Regatta of the Canadian Association of Amateur Oarsmen July 25 to 27, 1935**

At a meeting of the Executive Committee held at the Royal York Hotel on Saturday, March 16, 1935, the dates for the 1935 Canadian Henley were fixed for Thursday to Saturday, July 25 to 27.

At some point, the Hanlan Memorial Challenge Trophy must have been damaged, because a committee of three was formed “to see that proper and necessary repairs be made to this trophy.” [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 16, 1935]

Readers who found it odd that Charlie Campbell was rowing in a high school crew at the age of 20 may be interested to learn that they were not alone. The CAAO passed a motion which specified “that the age for schoolboys be under twenty (20) years of age on the day of the Regatta in question.” [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 16, 1935] Probably to give schools and coaches some lead time to implement this new rule, it was not enforced in 1935. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. July 1, 1935]

At the March meeting, it was also decided to finish Thursday’s programme with the exciting Quarter-Mile Dash, Open Singles.

In May, the Henley Aquatic Association and the Canadian Association of Amateur Oarsmen must have been happy to learn that municipal governments were pressuring the provincial government to do something about the water quality on the Henley course.

### **Dumping of Sewage May Be Eliminated**

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Delegation to Queen’s Park  
Discusses Situation in  
Niagara Peninsula

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A further step to prevent dumping of domestic and trade sewage into the old Welland Canal and the Martindale Basin, which constitutes a health hazard and is endangering the effectiveness of the Henley Regatta Course at Port Dalhousie, was taken at Queen’s Park yesterday, when representatives of municipalities in the Niagara Peninsula conferred with Dr. W.J. Bell, Deputy Minister of Health.

The deputation, headed by Fred Avery, Liberal M.P.P. for Lincoln, heard the report of the Sanitary Engineering Branch of the Department of Public Health, which recommended elimination of the pollution of these two bodies of water near St. Catharines.

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While no definite confirmation could be secured it is believed that corrective methods will involve the construction of one or perhaps several sewage disposal plants in the area in question.

. . . .

It is understood that dredging of the Henley Regatta Course some five years ago was necessitated by the practice of dumping sewage into the waters in question over a period of years. [The Toronto *Globe*, May 23, 1935, p.13]

Despite the terrible condition of the water, little was done to clean it up for more than 30 years.

Another meeting of the Executive Committee was held on July 1 at the Argonaut R.C..

The security of the trophies was the focus of much of the agenda. The insurance policy covering the trophies while they were on display at the Hotel Leonard was changed from blanket coverage to fire and theft protection. The Hanlan Memorial Challenge Trophy had been repaired and it was suggested that a permanent case be made for it to protect it from future damage. Another motion went even further. It was moved and carried that the Hanlan Memorial Challenge Trophy “be kept permanently in the Leonard Hotel, St. Catharines, and that clubs winning the trophy be given or sent a photograph of the trophy.” [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. July 1, 1935] This restriction did not last long.

The final order of business concerned the Henley medals: “It was moved [and carried] . . . that owing to the prohibitive price of gold, the medals for this year’s regatta be gold-filled instead of solid gold as in the past . . . .” [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. July 1, 1935] In 1934, the price of gold had increased 31.75% from an average of \$26.33 to \$34.69 (in US dollars). [[https://nma.org/wp-content/uploads/2016/09/historic\\_gold\\_prices\\_1833\\_pres.pdf](https://nma.org/wp-content/uploads/2016/09/historic_gold_prices_1833_pres.pdf)]

Even before the 1935 Canadian Henley Regatta, Charlie Campbell made headlines. At the U.S. National Regatta held in Princeton, New Jersey, he avenged his 1934 defeat at the same Regatta, by beating Winthrop Rutherford, Jr., the Princeton University sculler who had beaten him in Baltimore. First he won the Association Singles Sculls, then literally coasted to a win in the Championship Single Sculls, beating Rutherford again, this time by seven lengths.

Pre-Regatta statistics indicated a bumper entry: 458 oarsmen were going to row in 30 eights, 26 fours, 16 doubles and 36 singles. [The Toronto *Globe*, July 24, 1936, p.7]

With almost no fanfare, radio station CKTB began broadcasting the results of the races intermittently throughout the afternoons of the Regatta:

With Siegmund Smith at the microphone, radio station CKTB, St. Catharines, will take to the air at 1.30 p.m. to-day and to-morrow to air the results of the Henley Regatta at Port Dalhousie. Smith, who has been doing quite a bit of sports announcing for the St. Kitts station, handled the regatta broadcast in fine style yesterday afternoon. It’s worth a listen if you’re interested in aquatic sports. [The Toronto *Daily Star*, July 26, 1936, p.8]

## Chapter 5: 1931 to 1963: A New Era

In later years, Rex Stimers would take over the duties of broadcasting the results. Eventually, he would do stroke by stroke accounts of races from the roof of the grandstand.

Although the country was still in an economic depression, grandstand attendance was noticeably up on Thursday: "The biggest crowd to attend a Henley opening in years enjoyed perfect weather conditions and there was hardly a break in the placid water of the course." [The St. Catharines *Standard*, July 26, 1935, p.12]

One feature of the course which rarely gets mentioned in the press was the presence of floating obstacles, or what the locals called "dead heads."

Every effort is made to keep the course clear of refuse, but every now and then the aged bottom of the canal surrenders some relic which would be dangerous to the paperlike shells if it was allowed to float about. The press boat fouled and later extracted from the water such an article on one trip, a thick plank which would have ruined some shell. The eights were on their way down the course at the time. [The St. Catharines *Standard*, July 26, 1935, p.12]

One of the surprises on Thursday was the fact that West Side R.C. won only one of the five finals: Erwin Konrad beat six other scullers, including Charlie Campbell, in the Quarter-Mile Dash, Open Singles.

The Argonaut R.C., under the guidance of new coach Frederick Hedges, supplied another surprise by winning the first three of the five finals of the day.

By Friday, it was clear that the fortunes of the West Side R.C. were on the decline, while those of the Argonaut R.C. were on the rise. West Side failed to win a single race, while Argos added four more wins to the three from Thursday.

That was one of the stories the newspapers were following, but another was the success of two lightweight scullers from the Vancouver R.C., Monty Butler and John Dickinson. Butler won the first race of the day, the Junior 140-lb. Singles, then an hour and 20 minutes later, the two combined to win the Junior 140-lb. Doubles. That meant that they would have two senior races on Saturday. In addition, they were encouraged to enter the Senior Doubles, and their post-entry was accepted by the CAAO. They won their weight class, but placed third in the heavyweight event. Nevertheless, their sweep of the 140-lb. sculling events was a unique feat.

West Side was not shut out on Saturday; they won four events. However, Argos won three more to give them a total of 10, twice the number they had in 1934.

Charlie Campbell won the Championship Singles, easily beating the winner of the Association Singles, John Coulson, his Argonaut club mate, by four lengths. Campbell then joined William Reid to win the Senior Doubles.

All the winners and times for the 1935 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1935 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the



## Chapter 5: 1931 to 1963: A New Era

club, followed by the number of wins, which suggests the relative strength of the club. The Argonaut R.C. was declared Regatta champion, but some of the shine from that title was dulled by the Vancouver R.C.'s sweep of the four 140-lb. sculling events by two scullers.

Argonaut R.C.	(30/10)	Toronto, Ontario
Brockville R.C.	(7/0)	Brockville, Ontario
Don R.C.	(9/0)	Toronto, Ontario
Fort William R.C.	(4/0)	Fort William, Ontario
Leander B.C.	(9/3)	Hamilton, Ontario
Ottawa R.C.	(1/0)	Ottawa, Ontario
St. John R.C.	(2/0)	St. John, New Brunswick
St. Catharines R.C.	(7/1)	St. Catharines, Ontario
University of Toronto R.C.	(2/0)	Toronto, Ontario
Vancouver R.C.	(5/4)	Vancouver, British Columbia

### American entries:

Detroit B.C.	(8/3)	Detroit, Michigan
New York A.C.	(1/0)	New York, New York
Pennsylvania Barge Club	(1/0)	Philadelphia, Pennsylvania
Union B.C.	(1/0)	Boston, Massachusetts
West Side R.C.	(15/5)	Buffalo, New York
Wyandotte B.C.	(4/0)	Wyandotte, Michigan

### High school entries:

Bloor C.I.	(2/2)	Toronto, Ontario
Ottawa C.I.	(2/0)	Ottawa, Ontario
Parkdale C.I.	(1/0)	Toronto, Ontario
Riverside H.S.	(2/0)	Buffalo, New York
Westdale S.S.	(1/0)	Hamilton, Ontario
Western Technical - Commercial School	(2/0)	Toronto, Ontario

The 1935 annual meeting of the CAAO was held on Friday night, at the Hotel Leonard.

These Officers were elected:

Honorary President: Richard L. Schram, St. Catharines

President: Thomas H.C. Alison, Toronto

1st Vice-President: James W. Tice, Hamilton

2nd Vice-President: Robert G. Dibble, Toronto

Secretary: John L. Murray, Hamilton

Treasurer: Arthur W. Carter, Toronto

## Chapter 5: 1931 to 1963: A New Era

Curator of Trophies: H.E. Rose, St. Catharines

The 1935 Executive Committee was made up of:

Retiring 1936: N.A. Waldron, Hamilton, Henry B. Burgoyne, St. Catharines, David Logan, Montreal, E.M. Phillips, Ottawa.

Retiring 1937: William A. Macdonald, Vancouver, Thomas R. Loudon, Toronto, William M. Ross, Toronto, and T.T. Lawson, Lachine.

Retiring 1938: F.B. Steacy, Brockville, C.S. Riley, Winnipeg, W.R. Powell and William G. Crawford, Toronto.

Only one item was dealt with in the 20-minute meeting: the 1936 Berlin Olympics. It was decided to hold trials, with the date to be announced. As had been the practice in 1932, the clubs of qualifying crews were to be responsible for paying the expenses of those crews. The estimated cost per man was \$450. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. St. Catharines. July 26, 1935]

The Executive Committee met again at the King Edward Hotel in November, and selected June 27, 1936 as the date of the Olympic trials.

Also at that meeting, the Association accepted the donation of a trophy for the Junior 140-lb. Eights event from the Detroit B.C. who had won the event in 1934 and 1935. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. November 9, 1935]. It was to be called the Thomas Edison Lane Perpetual Trophy.

# 1935

## Chapter 5: 1931 to 1963: A New Era

### **The Thirty-First Royal Canadian Henley Regatta The Fifty-Fourth Regatta of the Canadian Association of Amateur Oarsmen July 30 to August 1, 1936**

After trying a number of venues at which to hold its Toronto meetings, the Executive Committee settled on the King Edward Hotel on King St., just east of Yonge St. as its home base.



The Valentine & Sons United Publishing Co.

The Executive Committee met there in March, and selected Thursday, Friday and Saturday, July 30, 31 and August 1 as the dates for the Annual Regatta.

The age of high school oarsmen was discussed again, and a change was made. High school oarsmen were to be under 21 years of age on the date of the Regatta, not under 20 years of age as had been decided in 1935.

A new event, the High School Singles, was added to the programme. However, a lack of entries meant that it would be another year before the first race took place.

The coxed four event which had begun as the Junior 150-lb. Fours (Coxswain) in 1927, then changed to the Senior Fours with Coxswain in 1931, would become the Senior 150-lb. Fours (Coxswain) in 1936. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 21, 1936]

## Chapter 5: 1931 to 1963: A New Era

Robert Hunter, coach of several successful Leander B.C. crews, and a person whose Olympic rowing experience went back to the 1924 Paris Olympics at which he won a silver medal in the University of Toronto eight, had an idea that was ahead of its time. He proposed taking his Leander crew to Berlin five or six weeks before the Olympic regatta. It was generally agreed that there wasn't another eight in Canada which could beat his crew, so there was no need for the formality of a trial. However, the CAAO, while not questioning the talent and ability of the crew, denied Hunter permission to go to Berlin earlier than the rest of the Canadian team. [The Toronto *Globe*, May 19, 1936, p.6]

To get an idea of what Hunter was up against, here is the viewpoint of an unnamed "expert":

In the opinion of one of the shrewdest rowing experts in this city the Canadians will reach the peak of their form ten or twelve days after they get their first glimpse of Hitler's country. If they have to wait too long climatic conditions may affect them and they may become sluggish and slower owing to too much training. [The Toronto *Globe*, May 25, 1936, p.6]

Apparently, Hunter's experience, expertise and past success counted for little.

Charlie Campbell was having problems too. He seems to have had a falling out with the Argonaut R.C. which demanded his resignation. He had applied for and was granted membership in the Don R.C.. Although there was no Olympic rule requiring him to be a member of a club, since the CAAO was picking the team, it was prudent for him to join an affiliated club. [The Toronto *Daily Star*, June 11, 1936, p.14]

The Olympic trials were held on June 27 on the Henley course. Except for a straight four from the Jubilee R.C. in Halifax, Nova Scotia, all the other competitors were from southern Ontario: St. Catharines, Hamilton and Toronto. There were no surprises. Charlie Campbell, rowing in Don R.C. colours, easily beat former club mates Jack Flavelle and Herb Miller in the final singles race, while the Leander eight lived up to the hype and trounced their only competition, an Argonaut crew. None of the winners in the other events were considered good enough to row in Berlin.

At a meeting of the Executive Committee held at the Hotel Leonard in conjunction with the trials, it was decided to give \$50 to each man who qualified for the Olympics. Perhaps to avoid appearing to be paying the oarsmen, the money was given to the Canadian Olympic Committee which disbursed it with its grants. The CAAO thus avoided the taint of professionalism. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. St. Catharines. July 27, 1936]

The Henley Aquatic Association and the St. Catharines R.C. had some good news in the spring. Since 1903, the gate-yard building had been used intermittently during Regattas to shelter the boats of visiting crews. In addition, during Regattas, the St. Catharines boats were moved out of their home shell houses and they too were stored in the gate-yard building. In May, that temporary arrangement became permanent:

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The St. Catharines Rowing Club has at last acquired a home of its own and from now on the old gate-yard on the east side of the canal will house the boats, machines and equipment of the local club. A lease has been obtained on the building from the [federal] government and plans are already under way for the improvement of the quarters. Formerly, the building was used during regatta week by the C.A.A.O. as a boathouse for visiting crews [The St. Catharines *Standard*, May 19, 1936, p.10]

The lease mentioned above was in the name of the Henley Aquatic Association, who managed the property for the Rowing Club. That building would remain the home of the Club until 1967. The third shellhouse was used only during Regattas from 1936 on.

During the Olympic trials, it was noticed that lanes 5 and 6, the two farthest from the grandstand, were starting to silt up near the start. To prevent this from being a problem during the Henley, it was decided to restrict the number of boats in races to four. [The Toronto *Daily Star*, July 30, 1936, p.18] The course would need to be dredged again soon.

The HAA also had some good news for Henley spectators. The cost of admission to the grandstand was cut in half. Rowing fans could now get comfortable seats with an unobstructed view of the entire course for 25¢ or 50¢. Although the country was still in an economic depression, that is not the reason given in the press for the cut. The fact that the expenses incurred in building and maintaining the grandstand were now under control, is offered as the reason. The hope was to entice the spectators who stood around the shore to come to the grandstand, and thereby boost the size of the paying crowd, [The St. Catharines *Standard*, July 26, 1936, p.12]

The Regatta promised to be a big one. Because there were seven entries in the Quarter-Mile Dash, 140-lb. Singles, and eight entries in the Quarter-Mile Dash, Open Singles, heats were held on Thursday morning and the finals in the afternoon. One name of note in the open dash was Joe Wright, Jr.. He was over weight and had done little training and it showed. He came second in his heat, and fourth in the final. To look at the result in a positive light, he was better than four other entrants. Not bad for someone who was 30 years old and near death two years earlier.

Another Argo, Herb Miller, who had sculled for the University of Toronto in 1935, placed third in the Quarter-Mile Dash, Open Singles. In addition, like Charlie Campbell in 1934, he won the Junior Singles, then, an hour and a half later, the Association Singles on Friday. On Saturday, in the Championship Singles, he beat his only competition, John Durnan from the Don R.C., by 16 open lengths.

Another sculler, Floyd "Big Boy" Garrard, from the St. Catharines R.C., was the innocent cause of a heated argument in the press box on Friday. On Thursday, he had coasted to a 16 length victory in his heat for the Junior Singles. His shell was old and patched and had taken on water during his race. Clayton Browne, in his column "Sport Done Browne" in the The St. Catharines *Standard* wrote that the St. Catharines R.C. had tried to borrow a boat from "a champion [who] had refused to loan Garrard a shell." Although not named, Bob Pearce took exception. Andy Lytle, who was a witness to the scene, described almost verbatim Pearce's confrontation with Browne in his "Behind the

## Chapter 5: 1931 to 1963: A New Era

Sports Cue" column. [The Toronto *Daily Star*, August 1, 1936, p.12] Here is the gist. Pearce was angry, although the word used by Browne in his column was "hostile." [The St. Catharines *Standard*, July 31, 1936, p.17] He berated Browne, a be-speckled official from the St. Catharines R.C. - whom Pearce called "four eyes" - who was sitting beside Browne, Lytle and even Jack Guest who was there in his capacity as a Finish Judge. Browne reminded Pearce that the *Standard* had given him a lot of free publicity over the years, yet he did not reply to the request to borrow a boat. Pearce had no rebuttal, and his anger had run its course.

In his column, Browne reports that Joe Wright, Sr. loaned Garrard an Argo boat for the final of the Junior Singles. [The St. Catharines *Standard*, July 31, 1936, p.17] And what of the person at the centre of the turmoil? Floyd Garrard rowing the borrowed shell, placed second in the Junior Singles behind Herb Miller.

Since steamers still came and went from the Muir Bros. Dry Dock, the potential existed for the races to be interrupted by the movements of ships along the eastern side of the course, opposite the grandstand. On Friday, such an event took place, watched by the spectators in the stands. The Toronto *Star's* columnist, Andy Lytle described it:

### Grain Boat Doesn't Compete

....

Every race went off without a hitch yesterday. There was a time when a big grain boat, moving into the stream near the finish, threatened to give the officials apoplexy. Chief Smiley, the local "celeb" here, went over to complain to the skipper, but he returned to say he had been welcomed as though he were a bailiff, and the throaty sea-dog in the pilot house had told the chief where to go and take all of the blankety-blank officials and their shells with him.

The little chief came back in a rage, but the old skipper must have been kidding. He moved his craft out, then moved it in again and sent over to the irate chief for some programs for his crew. This so mollified the little chief he grinned and threw a polysyllabic speech of appreciation. [The Toronto *Daily Star*, August 1, 1936, p.12]

James "Chief" Smiley was indeed a local "celeb." However, he was not an aboriginal Canadian as Lytle implies, but of Irish descent, born in Port Dalhousie. He operated a boat livery next to the south side of the grandstand, and although Lytle does not say it, Smiley would have travelled between the grandstand and steamer by canoe. He was also an expert marksman who had performed in vaudeville shows, even appearing on Broadway. He became a fixture at Regattas, putting on sharp-shooting demonstrations between races.

The High School Eights race is something of a mystery. The Henley programme does not include it. The CAAO record books say "no race." The newspapers do not mention it, nor does the West Side R.C. history, *West Side Oars 1912-1948*, which goes into detail about every other race that Buffalo crews were in. However, while the official programme does not list the event, the official results typed on that programme have this addition after the Senior Doubles: "High School eights (exhibition) 1 mile. Bloor, Parkdale, Lafayette]. 5.09."



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The Brockville R.C. did not compete at the 1936 Regatta. The Club executive decided to put the money that would have been used to send oarsmen to St. Catharines towards a much-needed new four-oared shell. [The Toronto *Globe*, July 7, 1936, p.6]

All the winners and times for the 1936 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1936 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 declared Regatta champion again.

Argonaut R.C.	(32/9)	Toronto, Ontario
Don R.C.	(7/0)	Toronto, Ontario
Halifax R.C.	(1/0)	Halifax, Nova Scotia
Lachine R.C.	(9/0)	Lachine, Quebec
Leander B.C.	(4/1)	Hamilton, Ontario
St. Catharines R.C.	(6/1)	St. Catharines, Ontario
University of Toronto R.C.	(1/0)	Toronto, Ontario

American entries came from:

Columbia University R.C.	(2/0)	New York, New York
Detroit B.C.	(13/5)	Detroit, Michigan
Lincoln Park B.C.	(3/0)	Chicago, Illinois
New York A.C.	(1/0)	New York, New York
West Side R.C.	(17/8)	Buffalo, New York
Wyandotte B.C.	(5/1)	Wyandotte, Michigan

High school entries:

Bloor C.I.	(2/2)	Toronto, Ontario
Lafayette H.S.	(1/0)	Buffalo, New York
Parkdale C.I.	(2/0)	Toronto, Ontario

Bloor C.I.'s second win was in the High School Eights which was an exhibition race, not officially on the programme.

The annual CAAO meeting was held at the Hotel Leonard on Friday.

The following Officers were elected:

Honorary President: Richard L. Schram, St. Catharines

President: Thomas H.C. Alison, Toronto

1st Vice-President: James W. Tice, Hamilton

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2nd Vice-President: Robert G. Dibble, Toronto

Secretary: John L. Murray, Hamilton

Treasurer: Arthur W. Carter, Toronto

Curator of Trophies: H.E. Rose, St. Catharines

Executive Committee:

Retiring 1937: William A. Macdonald, Vancouver, Thomas R. Loudon, Toronto, William M. Ross, Toronto, and T.T. Lawson, Lachine.

Retiring 1938: F.B. Steacy, Brockville, C.S. Riley, Winnipeg, W.R. Powell and William G. Crawford, Toronto.

Retiring 1939: Henry B. Burgoyne, St. Catharines and R.L. Fraser. [Three names are missing.]

The big item on the agenda was the presentation of an engraved gold watch to the retiring President, Dick Schram, in recognition of his 35 year involvement with the sport.

There was also a heated debate regarding the age limit for high school oarsmen. When it was decided that high school oarsmen had to be under 19, "Coach Don Paul of Argos bitterly opposed the ruling, contending that it would mean the end of schoolboy rowing in Canada." [The St. Catharines *Standard*, August 1, 1936, p.12]

In Berlin, Charlie Campbell finished fourth in the singles final. The eight placed third in round one and second in the semi-finals and did not qualify for the finals. There were no excuses; they were simply not as good as the other eights. To read a fascinating account of the United States eight which won the gold medal, *The Boys in the Boat: Nine Americans and Their Epic Quest for Gold at the 1936 Berlin Olympics* by Daniel James Brown is highly recommended. [New York: Penguin, 2013]

At a meeting of the Executive Committee of the CAAO held in October at the King Edward Hotel, a familiar item was discussed: the age limit of high school competitors. It was no longer 20 on the day of the race, or 21 on the day of the race, or 19 on the day of the race, but henceforth it would be 19 on August 15.

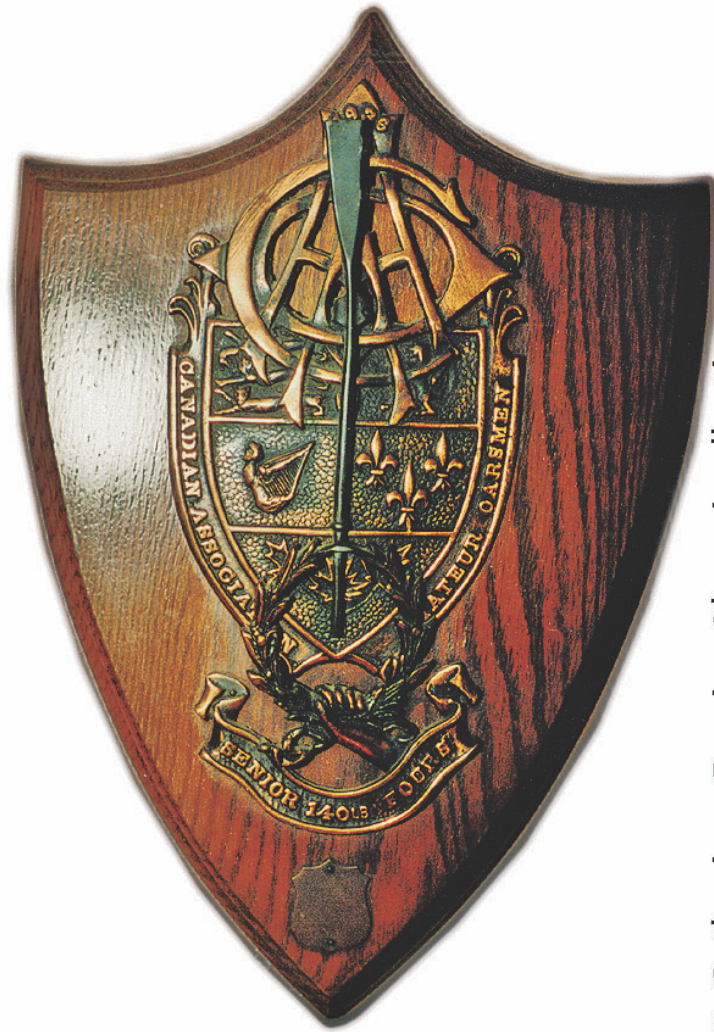
Also discussed was the need to dredge the course.

The list of accounts payable includes:

Lackie Manufacturing Co. - \$139.44 for medals.

Strath Craft - \$95.15 for plaques. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. October 24, 1936]

Pictured below is the new-design Strath Craft plaque won by the St. Catharines R.C. in the Senior 140-lb. Fours.



St. Catharines Rowing Alumni collection.

# 1936

## Chapter 5: 1931 to 1963: A New Era

### **The Thirty-Second Royal Canadian Henley Regatta The Fifty-Fifth Regatta of the Canadian Association of Amateur Oarsmen July 29 to 31, 1937**

At a meeting of the Executive Committee held at the King Edward Hotel in March, the dates for the 55th Regatta were fixed for Thursday to Saturday, July 29 to 31.

Also on the agenda was the topic of dredging the course, but there was no discussion because Major Burgoyne, the President of the Henley Aquatic Association, was not present. One item on which there was action taken was the adoption of a yachting cap to be worn by the Executive, Officers and officials at the Regatta. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 6, 1937] Men wearing such caps begin appearing in photos in 1937.



At the next meeting held at the Lachine R.C. in July, the committee which had been looking into improvements at the course reported that unspecified changes would be made at the start, and a dial weight scale would be provided for the Clerk of the Scales, Arthur Carter, to weigh lightweights and coxswains. Nothing about dredging is mentioned in the report. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Montreal. July 10, 1937]

On May 12, the coronation of King George VI took place. To mark the occasion, the 1936 Regatta was dubbed the "Coronation Regatta." That name was prominently featured on the cover of the programme, and tiny crowns were added to the design of the medals which were presented that year.

The big news in rowing circles in early 1937 was an announcement from the Henley Royal Regatta.

Every newspaper reported it, and every sports writer commented on it. Here is what Tommy Munns, Sports Editor of the *Globe and Mail* wrote in his "Scanning the Sport Field" column:

#### ***Artisans No Longer Barred From Diamond Sculls***

By long odds the most significant piece of aquatic news in many years is the first paragraph of a cable from London which reads:

**"For the first time in its history the Royal Henley Regatta next year will allow mechanics, artisans and laborers to compete."**

Thus is the old, bigoted and unfair definition of an amateur which has governed the Royal Henley for 55 years been tossed into the discard. And thus does the historic Diamond Sculls race become one which anyone with the ability to do so may win. Many great scullers

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have captured it, but many equally great have been debarred because they didn't earn their living at white-collar jobs.

There never was anything savouring of sportsmanship to that rule. . . . The sports world in general, the rowing realm in particular, will hail with delight this sensible change. [The *Toronto Globe and Mail*, June 12, 1937, p.19]

By coincidence, two Toronto scullers were entered in the 1937 Diamond Challenge Sculls. Of course, neither was a mechanic, artisan or labourer. Charlie Campbell, representing the Don R.C., worked in an office, and John Coulson, an Argonaut R.C. sculler, was a "wealthy youngster." [The *Toronto Globe and Mail*, June 15, 1937, p. 16] Coulson had also tried in 1936, but broke an oarlock in his first heat. In 1937, he made it to the finals, but lost to J. Hasenohrl of Austria. Campbell lost his first heat and was eliminated, as was Vancouver sculler, Noel deMille.

A meeting of the Rotary Club on Thursday, July 29, was the scene for an update regarding the cleanup of the Henley course. Norman Lockhart, the Member of Parliament for Lincoln riding, told the Rotarians and their CAAO guests that surveys had been conducted by the Federal and Provincial governments since 1935. A report was to be written before the end of the year, at which time the municipalities along the old canal which were dumping raw sewage into it, and the industries which were also polluting the water would meet to decide what action to take. No mention of dredging was made, although that may have been one of the actions the municipalities and industries might recommend. [The *St. Catharines Standard*, July 29, 1937, p.1]

On Thursday, at 2:45 p.m., the Junior 150-lb. Fours event was run. A West Side R.C. crew beat an Argonaut R.C. crew by 10 open lengths. Although it wasn't realized at the time, it was an important event in the history of the Canadian Henley. Stroking the West Side crew was 19-year-old "J. Hewson." Jim "Chick" Hewson would go on to win 48 more Henley medals as both a sweep oarsman and a sculler, in heavyweight and lightweight events. Except for a stint as an 82nd Army Airborne paratrooper who was injured in a jump on D-Day, he would compete annually until 1963. In 1962, at the age of 44, he would win his 49th and last Henley medal rowing bow seat in West Side's Senior 155-lb. four. Hewson's second medal also came in 1937, on Friday in the Junior 150-lb. Eights.

Immediately following the Junior 150-lb. Fours race on Thursday, the inaugural High School Singles race at the Canadian Henley was run. The first winner, by two open lengths, was Harvey Hutcheon, a student at the St. Catharines Collegiate Institute. Second place was a rare dead heat involving Joe Puleo from Lafayette H.S. in Buffalo, New York, and Jake Gadaur, Jr. from Orillia C.I. in Orillia, Ontario. Gadaur's father was the world professional singles champion from 1896 to 1901.

With the U.S. National Regatta scheduled to be held 50 km away in Buffalo, New York on the weekend following the Canadian Henley, the Canadian Regatta received entries from American clubs that hadn't competed in Port Dalhousie for some years.

It was a humbling Regatta for some Canadian stars. Don R.C.'s Charlie Campbell, triple winner in 1934, Championship Singes winner again in 1935, Canada's

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representative at the Berlin Olympics in 1936, and competitor for the Diamond Challenge Sculls in 1937, placed fourth in the Championship Singles. Argonaut John Coulson who won the Association Singles in 1935 and advanced to the finals of the Diamond Challenge Sculls in 1937, placed second in both the Quarter-Mile Dash, Open Singles and the Championship Singles. Another Argo, Herb Miller, who had swept the heavy sculling events in 1936, managed a fifth in the Quarter-Mile Dash, Open Singles and a third in the Championship Singles. And the Leander B.C. whose crews had won the Senior Eights in 1933, 1934 and 1935 and represented Canada in Berlin in 1936 was beaten in its heat by the West Side R.C. crew that had won the Senior Eights in 1936, and would go on to win again in 1937. The Canadian scullers were also beaten by Americans, Frank Silvio from the New York A.C. in the Quarter-Mile Dash, Open Singles, and Joe Burk from Penn A.C. in the Championship Singles.

Pictured below is one of the medals won on Friday by the St. Catharines R.C. crew in the Junior 140-lb. Eights event. The tiny crown at the top commemorated the coronation of King George VI on May 12.



All the winners and times for the 1937 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

West Side R.C. had 60 competitors and Leander B.C. had 40. [The *Toronto Globe and Mail*, July 28, 1937, p.15]

The list of entries included 26 eights, 20 fours, 16 doubles and 39 singles manned by 385 oarsmen. [The *Toronto Daily Star*, July 30, 1937, p.8]

Below is a list of the participating clubs at the 1937 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.

## Chapter 5: 1931 to 1963: A New Era

Although the Argonaut R.C. was declared Regatta champion again, that title was achieved on the strength of multiple second and third-place finishes. West Side R.C. had as many wins, but did so with fewer than half the number of entries as Argos.

Argonaut R.C.	(34/7)	Toronto, Ontario
Brockville R.C.	(2/0)	Brockville, Ontario
Don R.C.	(6/1)	Toronto, Ontario
Lachine R.C.	(2/0)	Lachine, Quebec
Leander B.C.	(11/0)	Hamilton, Ontario
St. Catharines R.C.	(8/1)	St. Catharines, Ontario
University of Toronto R.C.	(1/0)	Toronto, Ontario

American entries came from:

Detroit B.C.	(13/0)	Detroit, Michigan
New York A.C.	(1/1)	New York, New York
Penn A.C.	(6/1)	Philadelphia, Pennsylvania
Undine Barge Club	5/4)	Philadelphia, Pennsylvania
Union B.C.	(2/0)	Boston, Massachusetts
Weld B.C.	(2/0)	Cambridge, Massachusetts
West Side R.C.	(15/7)	Buffalo, New York
Wyandotte B.C.	(8/2)	Wyandotte, Michigan

High school entries:

Bloor C.I.	(2/2)	Toronto, Ontario
Lafayette H.S.	(3/0)	Buffalo, New York
Orillia C.I.	(1/0)	Orillia, Ontario
St. Catharines C.I.	(1/1)	St. Catharines, Ontario
Westdale S.S.	(1/0)	Hamilton, Ontario

Bloor C.I.'s second win was in the High School Eights which for the second year in a row was an exhibition race because the Lafayette H.S. crew in that race was a composite crew.

The annual meeting of the CAAO was held on Friday evening at the Hotel Leonard.

The 1937 Officers elected were:

Honorary President: Thomas H.C. Alison, Toronto

President: James W. Tice, Hamilton

1st Vice-President: Robert G. Dibble, Toronto

2nd Vice-President: Henry B. Burgoyne, St. Catharines

Secretary: John L. Murray, Hamilton



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Treasurer: Arthur W. Carter, Toronto

Curator of Trophies: H.E. Rose, St. Catharines

Executive Committee:

Retiring 1938: F.B. Steacy, Brockville, C.S. Riley, Winnipeg, W.R. Powell and William G. Crawford, Toronto.

Retiring 1939: Richard L. Schram, St. Catharines and A.G. Muir, Hamilton. [Three names are missing.]

Retiring 1940: William A. Macdonald, Vancouver, Thomas R. Loudon, Toronto, William M. Ross, Toronto, and T.T. Lawson, Lachine.

A new trophy was donated with an interesting string attached. The CAAO

accepted the donation of a challenge trophy from the Propeller Club of Buffalo for annual competition at the annual Canadian Henleys for school boy championship eights the first race of which will be held at the American National Regatta, scheduled for Buffalo on Aug. 6, 7, 8, but to be competed for here thereafter. [The St. Catharines *Standard*, July 31, 1937, p.7]

No explanation is given for having the inaugural presentation at the U.S. National Regatta in Buffalo.

The Canadian Henley programme now had three high school events and a trophy for one of them. The CAAO had been struggling to formulate regulations for these events, including distance, age, and even whether more than one school from a city should be allowed to enter (as opposed to having composite crews representing all the high schools in one city). At the meeting of the Executive held at the King Edward Hotel in October, Dr. James Tice reported on his investigation into U.S. high school rowing, and a committee was formed to draw up regulations for high school rowing in Canada. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. October 1, 1937]

# 1937

## Chapter 5: 1931 to 1963: A New Era

### **The Thirty-Third Royal Canadian Henley Regatta The Fifty-Sixth Regatta of the Canadian Association of Amateur Oarsmen July 28 to 30, 1938**

The deteriorating situation in Europe was taking up more and more space in the newspapers in the spring of 1938. On March 13, Austria was annexed by Germany and the world was one step closer to war.

Six days later, the Executive Committee of the CAAO held a meeting at the King Edward Hotel.

At that meeting, it was decided to hold the Fifty-Sixth Annual Regatta on Thursday to Saturday, July 28 to 30.

The big item on the agenda was the interim report by Dr. D.S. Coons of the Leander B.C. regarding schoolboy rowing. After consulting with the Schoolboy Rowing Association of America, his committee recommended that a regatta for high school crews be held either in May or the autumn. The report was accepted and the committee's intention to hold a high school regatta in 1938 was endorsed by the CAAO.

The Hotel Leonard had been the headquarters for the Canadian Henley Regatta since 1929, however, in 1938, the CAAO made it official with a letter sent to the Hotel's management. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 19, 1938] The trophies had been on display there for several years, and the CAAO wanted to establish an archive there, so the letter may have been a way of formalizing the relationship so that the Association could use the Hotel for more than meetings at Regatta time. The trophies and archives were the subjects of an article in the *Standard*. [The St. Catharines *Standard*, July 29, 1938, p.10]

The date and time for the CAAO meeting had been selected so that the Committee could spend a social evening together (at their own, personal expense). After the meeting adjourned at 6:25 p.m., they dined together and then went to Maple Leaf Gardens for the 8:30 start of the Toronto Maple Leafs' last home game in the 1937-38 season which the Maple Leafs won, beating the New York Americans 8 to 5.

Despite having a short time to prepare, a regatta for high school crews was held at the Argonaut R.C. on May 24. Fifty young men from Bloor C.I., Humberdale C.I., Northern Vocational, Riverdale C.I., St. Michael's College School, and Western Technical - Commercial School competed in singles, fours and eights. Argonauts had held a similar regatta in 1933. [The Toronto *Daily Star*, May 23, 1938, p.8]

Four days later, the Schoolboy Association of America held its fourth annual regatta on Lake Carnegie, Princeton, New Jersey, and two Canadians were invited to compete. Harvey Hutcheon, sculling for the St. Catharines C.I. had won the inaugural High School Singles event at the 1937 Canadian Henley, and, in Princeton, he won the Senior Singles event for men 18 years old and older. The other Canadian was Jake Gaudaur, Jr. from Orillia C.I. who won the Junior Singles event, for men under 18.

## Chapter 5: 1931 to 1963: A New Era

Gaudaur had placed second in the High School Singles event at the 1937 Henley. These two wins helped to legitimize high school rowing in Canada.

Despite the growth in high school rowing, the CAAO felt it necessary to allow composite crews at the 1938 Henley. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Montreal. July 9, 1938] Given that the CAAO had been trying to eliminate composite crews in high school events, and given that the official programme for the 1938 Regatta clearly states under “Rules for High School Crews,” “6. Composite crews will NOT be allowed.” [The Royal Canadian Henley Regatta, Official Programme, 1938], we might wonder why composite crews were going to be permitted. A cynic, or someone who sees conspiracies everywhere might think it was a plot by the Argonaut R.C.. After all, that club had a pool of 50 high school students to draw from, and only two coaches, T.H. Carson and Dr. James Smith [The Toronto *Daily Star*, May 23, 1938, p.8] looking after all the crews, so why not pick the best and make composite crews?

Two new clubs applied for membership in the Association; the Gaudaur Aquatic Club in Orillia, Ontario and the Ezylyfe Canoe Club which mercifully changed its name to the North Bay R.C. from North Bay, Ontario.

The West Side R.C., clearly intent on dethroning perennial Regatta champions Argonaut R.C., claimed that they were sending a team of unprecedented size: 160. [The Toronto *Globe and Mail*, July 27, 1938, p.17] The number may have been a fiction intended to intimidate opponents, because West Side only entered 16 crews and scullers.

It was estimated that more than 500 oarsmen would be competing. [The Toronto *Globe and Mail*, July 28, 1938, p.15]

While radio station CKTB in St. Catharines had been reporting results throughout the afternoons during the Regatta since 1935, in 1938, CRCY and CBL, both CBC affiliates in Toronto began doing the same.

For the second year in a row, a Rotary Club meeting was the scene of discussion, announcements, and finger-pointing regarding the condition of the Henley course. CAAO President, James Tice was blunt:

“There is only one thing I can criticize about the course—the gradual filling-in. Citizens and service clubs should get after your member of parliament and the government to dredge out the Henley to make the depth beyond question. It is a local problem to get this course deepened.” [The St. Catharines *Standard*, July 28, 1938, p.8]

Dr. Tice must have been aware that when he encouraged the citizens and service clubs to get after their Member of Parliament, that the MP in question was sitting there listening to him. Dr. Tice praised one aspect of the Regatta which hadn’t been an issue for several years: accommodation. He thought that the oarsmen and their equipment were being well looked after.

Henry Burgoyne, President of the Henley Aquatic Association and Second Vice-President of the CAAO also addressed the dredging topic. He stated that in 1930, the

## Chapter 5: 1931 to 1963: A New Era

course had been dredged to a depth of eight feet [2.44 m] at a cost of \$13,000. Since then, he had photographed “islands” of silt when the water was low, so he was aware of the issue. He also speculated that the Federal Government had plans to dredge the course, but he cautioned that “St. Catharines, Merritton, and Thorold would have to devise a sewage disposal system before the course could be satisfactorily dredged.” [The St. Catharines *Standard*, July 28, 1938, p.8]

Norman Lockhart, the Member of Parliament with the answers, brought the group up to date. The joint review prepared by Federal and Provincial engineers had been completed and tabled in the House of Commons, but had been sent back for revisions and was to be presented again in a few weeks. He expected a favourable response from the government, but he too encouraged the municipalities and industries which were dumping waste into the old canal to take action to remedy the situation.

One speaker, presumably a Rotarian, presented the case for one of the biggest offenders accused of polluting the water; the paper mills.

President Harold Fair, superintendent of the Alliance Paper Mill stated that all the debris in the old canal was not wood fibre, because methods have now been devised for salvaging this material before it is wasted. He stated that much of the sewage had been in the waterway for years, and could not be blamed entirely on industries along the canal. [The St. Catharines *Standard*, July 28, 1938, p.8]

While the CAAO would be satisfied with the course being dredged, it was clear that there were larger issues to be addressed.

The Royal Canadian Mounted Police made their first appearance on the course in 1938. They were tasked with patrolling the waterway, since the course was a federal body of water. The officer in 1938 was from the Niagara Falls Detachment and rode in the officials’ boat. In later years, the Toronto Detachment would send over its yacht. By the 1960’s, the duty was mostly ceremonial and ceased when Lock 1 was closed and the yacht could no longer access the course.

As had happened in previous years, heats were held on Thursday morning for finals in the afternoon. There was some speculation in the press that a fourth day would soon be needed.

The six finals on Thursday were won by six different clubs, including Fort William R.C., making only its second appearance at the Canadian Henley, who won the Junior Fours, and Regina R.C., making its first appearance, who won the Junior 150-lb. Fours and would also win the Senior. Also winning one event each were the Argonaut R.C. and West Side R.C..

The winning clubs on Friday were also spread out. Eight clubs shared the 10 finals. The Argonaut R.C. was held winless on Friday, while Leander B.C. and West Side R.C. each won two events.

The even distribution of wins happened on Saturday too. While Argonaut R.C., Leander B.C. and West Side R.C. each won two events, the other six finals were won by six different clubs.

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Two scullers who won on Saturday deserve special mention. Jack Flavelle the Argonaut lightweight was involved in all the Argonaut wins at the 1938 Regatta: Quarter-Mile Dash, 140-lb. Singles, Senior 140-lb. Singles and Senior 140-lb. Doubles (with Ken Thorburn). Although the Argonaut heavyweight scullers received a great deal of press coverage, Flavelle was the most consistently successful sculler in the Club. This was his fourth consecutive win in the dash, fourth win in the Senior 140-lb. Singles, and second win in the double.

Joe Burk, from Penn A.C., won the Championship Singles for the second year in a row. This time he beat Jack Guest's record time of 7:54.4 which had been set in 1929. Burk's time was 7:19. It was his third major victory and second record-breaking win of the year, having won the Championship Singles at the U.S. National Regatta the week before and the Diamond Challenge Sculls earlier in the spring. At the Henley Royal Regatta, he set a course record of 8:02 which would stand for 27 years.



The 1938 high school crew events are a researcher's nightmare. The singles were a simple two-boat race. However, the fours listed in the programme are two Argonaut R.C. crews, while the CAAO record book shows Bloor C.I. winning. The programme and record book agree that Lafayette H.S. won the eights race, but the record book says "no time" while the programme and the newspapers say 4:55. That time is also given in the history of the West Side R.C., *West Side Oars 1912-1948*, which identifies the other two crews, listed as "Westside R.C." and "Argos R.C." in the programme as Riverside H.S. and Bloor C.I. respectively.

The Lafayette crew were the first winners of the Propeller Club Trophy (pictured). Some of its silver plate was lost in the fire which destroyed the West Side boathouse on July 30, 1975.

All the winners and times for the 1938 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

## Chapter 5: 1931 to 1963: A New Era

Below is a list of the participating clubs at the 1938 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 West Side R.C. were declared Regatta champions, duplicating their feat of the week before at the U.S. National Regatta. The wins were spread out in 1938. The 25 events were won by 12 clubs.

Argonaut R.C.	(29/3)	Toronto, Ontario
Don R.C.	(5/0)	Toronto, Ontario
Fort William R.C.	(3/2)	Fort William, Ontario
Lachine R.C.	(3/1)	Lachine, Quebec
Leander B.C.	(8/4)	Hamilton, Ontario
North Bay R.C.	(1/0)	North Bay, Ontario
Regina R.C.	(3/2)	Regina, Saskatchewan
St. Catharines R.C.	(9/1)	St. Catharines, Ontario
University of Toronto R.C.	(2/0)	Toronto, Ontario
Winnipeg R.C.	(5/2)	Winnipeg, Manitoba

American entries came from:

Bachelors Barge Club	(3/0)	Philadelphia, Pennsylvania
Detroit B.C.	(6/1)	Detroit, Michigan
New York A.C.	(3/2)	New York, New York
Penn A.C.	(6/1)	Philadelphia, Pennsylvania
Riverside B.C.	(1/0)	Cambridge, Massachusetts
Union B.C.	(1/0)	Boston, Massachusetts
West Side R.C.	(16/5)	Buffalo, New York
Wyandotte B.C.	(7/1)	Wyandotte, Michigan

High school entries:

Bloor C.I.	(2/1)	Toronto, Ontario
Lafayette H.S.	(1/1)	Buffalo, New York
Orillia C.I.	(1/1)	Orillia, Ontario
Riverside H.S.	(1/0)	Buffalo, New York
St. Michael's College School	(1/0)	Toronto, Ontario

A Toronto high school crew in the High School Fours is not identified by school. Presumably it was a composite crew.

The annual meeting of the CAAO was held on Friday evening at the Hotel Leonard.

The 1938 Officers elected were:

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Honorary President: Thomas H.C. Alison, Toronto  
President: James W. Tice, Hamilton  
1st Vice-President: Robert G. Dibble, Toronto  
2nd Vice-President: Henry B. Burgoyne, St. Catharines  
Secretary: John L. Murray, Hamilton  
Treasurer: Arthur W. Carter, Toronto  
Curator of Trophies: H.E. Rose, St. Catharines

Executive Committee:

Retiring 1939: Richard L. Schram, St. Catharines, A.G. Muir, Hamilton and Roy L. Byron, Ottawa.

Retiring 1940: William A. Macdonald, Vancouver, Thomas R. Loudon, Toronto, William M. Ross, Toronto, and T.T. Lawson, Lachine.

Retiring 1941: F.B. Steacy, Brockville, C.S. Riley, Winnipeg, P.T. Hickey and William G. Crawford, Toronto.

President Michael J. Broderick of the West Side R.C. formally presented the Propeller Club Trophy to the CAAO, to be awarded to the winners of the High School Eights event.

Two months after the close of the Fifty-Sixth Annual Regatta, on September 30, the Munich Agreement was signed by Germany, the United Kingdom, France and Italy. In an attempt to appease Hitler, the agreement allowed Germany to annex the Sudetenland area of Czechoslovakia in exchange for peace. The world had moved another step closer to war.

One improvement to the Regatta facilities was discussed at a meeting of the Executive Committee at the King Edward Hotel in December. It was felt that there was a dire need for a starter's platform, but no action was taken. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. December 10, 1938]

At the end of the year, it was announced that Bob Pearce had been selected as the recipient of the Lou E. Marsh Memorial Trophy, awarded annually to the the year's outstanding athlete. He was the third recipient, and the first oarsman. Success was not the only criterion used in the selection:

The committee took into consideration, as it must under the deed of gift, "handicaps overcome" by athletes on their way to the top. The mighty Pearce, unbeaten in all his career, retained his world title last summer just a few days after the death of his wife.

The Australian-born champ trained under the shadow of his wife's illness for his contest in Toronto with Evans Paddon, Australian champion. [The Toronto *Globe and Mail*, December 31, 1938, p.17]

One of the other nominees was Jack Flavelle, the Argonaut lightweight sculler.



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Coincidentally, the next oarsman to win the award, in 1941, was Theo Dubois from the Winnipeg R.C. who won the Junior Singles and placed third in the Association Singles at the 1938 Canadian Henley.

# 1938

## Chapter 5: 1931 to 1963: A New Era

### **The Thirty-Fourth Royal Canadian Henley Regatta The Fifty-Seventh Regatta of the Canadian Association of Amateur Oarsmen July 27 to 29, 1939**

The Executive Committee of the CAAO met at the King Edward Hotel in March and selected Thursday, July 27, to Saturday, July 29, as the dates for the Fifty-Seventh Annual Regatta.

The topic of a starter's platform was discussed again and a letter was sent to the Henley Aquatic Association requesting the installation of such a platform.

Clubs were opting to accept a photo of the trophy they won instead of posting a bond before taking the trophy home with them. The cost of the photos is included in the minutes as an item to be paid: "Alexandra Studios, copies of pictures \$43.20."

It was announced that the British Empire Games were to be held in Canada in 1942. The Association went on record favouring the inclusion of rowing events.

A great deal of discussion centred on trials for the 1940 Helsinki Olympic Games. Because the Games were to begin in the third week of July, and because of the time required to get to Helsinki, trials would have to be held early in June, a date that was deemed too early. Consequently, it was decided to use the results of the 1939 Henley as the basis for selecting the Canadian Olympic rowing team. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 11, 1939]

An attentive reader will have realized by now that the discussions regarding the British Empire Games and the 1940 Olympic Games would turn out to be academic. Global events would intervene to prevent both games from happening.

In April, high school rowing got its own governing body; the Canadian Secondary Schools Rowing Association was formed. [The *Toronto Globe and Mail*, April 19, 1939, p. 21] Its first regatta—sanctioned by the CAAO—was held in front of the Argonaut R.C. on Saturday, May 27. While the bulk of competitors were from Toronto schools, there were also crews and scullers from Hamilton, Lachine and Ottawa. [The *Toronto Globe & Mail*, May 29, 1939, p.16]

Clubs in Canada's west were also promoting schoolboy rowing. Winnipeg R.C. had more than a hundred boys from three schools training in a barge, and Vancouver R.C. had four boys from each of the nine high schools rowing in real equipment. [The *Bulletin*. Canadian Association of Amateur Oarsmen, July, 1939, p.4]

A new highway and a bridge over the Twelve Mile Creek south of the Regatta starting line were under construction. The bridge was to be called the "Henley Bridge." On June 7, while on a visit to the Niagara region, King George VI and his wife Elizabeth opened the bridge, although it wasn't opened to traffic until 1940, when the highway was officially named the "Queen Elizabeth Way," in honour of the 1939 royal visitor.

Fittingly, the bridge contains a number of boat motifs. Stylized Viking long ship sculptures are located at the east and west ends of the median. They were designed by William Lyon Somerville and carved by Frances Loring and Florence Lyle. In addition, four

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stone features located at the four corners of the bridge each have a limestone-faced pylon with a carved medallion depicting a different waterborne activity: an Indigenous person in a canoe, a sailboat, a steamboat, and, of course, a sculler, pictured above.

Another meeting of the Executive Committee was held before the 1939 Canadian Henley Regatta, in Ottawa at the Chateau Laurier.

Once again there was discussion about the need for a starter's platform. The consensus this time was that the platform be built for use in 1939, as long as it wasn't too expensive. What "too expensive" was isn't spelled out in the minutes.

The Hanlan Memorial Challenge Trophy had been damaged again and a new, wooden base was ordered.

A new trophy was offered to the Association. Dave Soper, a coach at the University of Toronto, offered to donate a trophy for the High School Singles to be called the Abbie Buett Trophy. Abbie Buett coached several sports, including rowing at the Brockville R.C. from 1932 to 1934.

In the "Some-Things-Never-Change Department" it was moved that all oarsmen had to wear a proper rowing shirt during competition.

Perhaps the most long overdue decision at this meeting was "that the High School Fours race be rowed in shells and not in work boats as heretofore." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Ottawa. July 8, 1939] The first race for high school work boat fours had been held in 1922.

Although the Hotel Leonard was now the official headquarters of the CAAO, the Welland House still provided accommodation for competitors and visitors. In his "Frankly Speaking on Sports" column in the *Toronto Star*, Andy Lytle does some reminiscing about

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the Henley, interspersing his looks back to the what was still happening in 1939. Here is a peek at what oarsmen did at the Welland:

The old Welland House at St. Kitts is the centre from which the oarsmen annually radiate to the course. To visit the Henley, stay at the Welland and entertain there is an old and noble and invigorating rowing custom. The big dining rooms, the halls, the corridors and the rooms echo and re-echo to merriment and horse-play of a robust nature when the crews vigorously break the long training grind. [The Toronto *Daily Star*, July 27, 1939, p.13]

The two heats for the Junior Fours were rowed Thursday morning, the most comfortable time of the day, because the rest of the day was oppressively hot.

On Thursday evening, a new feature of the Regatta, and one which likely did not meet with the approval of the coaches, was something called "Henley Night." Oarsmen congregated outside the Hotel Leonard, then followed two bands and a colour guard along St. Paul St. up Ontario St., past the Welland House, to the Haig Bowl lacrosse arena. Most oarsmen sang and danced along the route while a few rode on a pair of ancient automobiles. Half a dozen young women lining the parade route were enticed to be carried or to ride on one of the cars and compete in an impromptu Miss Henley contest. At the Haig Bowl, there was more singing and introductions of each club. Then the oarsmen were treated to a wrestling match and two boxing matches. The event was sanctioned by the CAAO, and among the dignitaries present was James Tice, President of the Association. The article does not state if the Miss Henley contest took place. [The St. Catharines *Standard*, July 28, 1939, p.3]

There were an estimated 450 oarsmen competing in 1939. [The Toronto *Globe and Mail*, July 27, 1939, p.13] That number would have made an impressive parade.

The programmes for each day carry an advertisement announcing a "Special Attraction. On Friday and Saturday, Victoria Hallworth and Chief Smiley will demonstrate the precision and accuracy of Colt revolvers and Remington rifles in an exhibition of stationary and moving targets." Aside from renting boats for a living, marksman James "Chief" Smiley was also a spokesman for Colt and Remington.

After consulting with the member clubs, the CAAO made some changes to the order of events. The only significant changes affected Saturday's programme which now started with one of the original events, the Senior Doubles, and ended with the event which had for many years been the final race of the Regatta, another original event, the Senior Fours. One obvious change was *not* made; the Junior Singles and the Association Singles on Friday, were still only an hour and 15 minutes apart. If the Junior had been moved to Thursday, the winner would have had a day to recover for the Association. Plan B could have had the Junior as the first race on Friday, with the Association the last race. That would have added an hour of recovery time.

The CAAO finally got the starter's platform it had been pestering the Henley Aquatic Association for:



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The new “starting stall” is in use for the first time at Henley for the current competition. It consists of a 150-foot long boom with a narrow four-foot wide catwalk where sea cadets lie on their stomachs to grab the fin-like ends of the shells. Such a “stall” had proved a boon to the starters and has prevented fractious oarsmen jockeying for positions and quick [i.e. early] starts. When the starter’s gun sounds the cadets loosen their grip on the boats and “let ‘em ride.” [The *Toronto Globe and Mail*, July 28, 1939, p.16]

On Friday, Theo Dubois, the Winnipeg R.C. sculler who had won the Junior Singles in 1938, won the Association Singles. However, it was second place that received as much, or more ink in the newspapers, because it was a dead heat. Gord Bradshaw from the Argonaut R.C. and Bob Cutler from the Riverside B.C. crossed the line together, a length and a half behind Dubois.



St. Catharines Museum - X85.21.1

It is not clear if medals were awarded to the winners of high school races before 1939. However, we know for a fact that they were awarded in 1939. Pictured above is the medal won by Ernie Linton, who rowed in the St. Catharines C.I. four that won the High School Fours race. The medals won in high school races were sterling silver, to distinguish them from the gold medals won in club races (and probably to save money).

Thanks to another win by a St. Catharines entry, Harvey Hutcheon in the Junior Singles, we know what the plaques looked like in 1939.

Hutcheon, sculling for the St. Catharines C.I., had won the inaugural High School Singles

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race in 1937, which, like the 1939 Association Singles, also had a dead heat for second place.

In addition to the sharpshooting demonstration by “Chief” Smiley, the grandstand crowd were treated to a brief, unscheduled air show on Friday.

Four light bombers of the R.A.F. circled the course and stand yesterday, stunted some and frightened the odd timid soul badly by zooming at the grandstand and then suddenly roaring upward like a playfully inclined seagull . . . they came in deference to J.W. Tice, who is their medical officer at Hamilton . . . [The Toronto *Daily Star*, July 29, 1939, p.13]

Dr. James Tice was the outgoing President of the CAAO.

Joe Burk, from the Penn A.C., who had won the Diamond Challenge Sculls for the second time earlier in the month, won the Championship Singles for the third time.

However, Jack Flavelle, from the Argonaut R.C., won both the Senior 140-lb. Singles, and the Quarter-Mile Dash, 140-lb. Singles for the fifth time. He also combined with Ken Thorburn to win the Senior 140-lb. Doubles for the third time. He had a part in three out of the four Argo wins. After the doubles race, Flavelle spoke to John Murray, who was giving out the medals, who then announced over the public address system, “Johnny Flavelle wishes to announce his retirement from competitive rowing.” [The Toronto *Daily Star*, July 31, 1939, p.13] He was the most consistently successful sculler since the Don R.C.’s Bob Dibble, who won the Senior Singles six consecutive times, four times before the World War I hiatus, and twice after.

The Ottawa R.C. returned to the Henley for the first time since 1935. It sent 12 oarsmen, coached by a new coach, Dan Boal (who had rowed for Bob Hunter at Leanders), and used new equipment. They competed in six events and won four of them.

From reading the newspapers, we know what reporters think about the Regatta, individual races, crews or scullers. They tend to interview officials, so we know what *they* think. But what did ordinary spectators think? We get a glimpse into the talk around a table in a beer hall from Vern DeGeer, Sports Editor of the *Globe and Mail*, in his “From Another Angle” column. DeGeer seems to have shared a malt beverage, or two, with friends who came up with a list of six highlights, or what he calls “Thrills, Cheers and Jeers” of the Regatta:

Principal figures in the Regatta Rodeo, as supplied by Welland House patrons, were Hamilton Leanders, the Ottawa senior four, Walter Gilhooly, sports editor of the Ottawa Journal, Joe Wright Jr., Chief Smiley, the rifle and pistol expert, and Rex Stimers, St. Catharines radio commentator. [The Toronto *Globe and Mail*, July 31, 1939, p.12]

He expands on each in his column. The Leander B.C. crew staged an upset win by edging the West Side R.C. by two metres in the Senior Eights. The Ottawa R.C. four, part of that club’s 12-man team, beat the mighty West Side R.C. in the Senior Fours. Walter Gilhooly was excited to the point of euphoria from the four wins his city’s crews had

## Chapter 5: 1931 to 1963: A New Era

accumulated. Joe Wright, Jr., took care of the press box for three days (i.e. he pampered the reporters). Chief Smiley brought “a circus atmosphere to a Henley regatta.” Rex Stimers is on the list as a “cheer” and he figures in the only “jeer” mentioned by DeGeer.

[The CAAO] should shoulder the blame for failing to cooperate with Stimers in a broadcast of the senior eights Saturday afternoon. Broadcasting plans called for a world wide hookup. The broadcast was carried through as scheduled by Stimers . . . but the allotted period was up 30 seconds before the race actually got under way . . . and for the second year in succession an opportunity to add to the international publicization [sic] of one of the greatest regattas in America, was lost. The same thing happened a year ago. Joe Burk, Diamond Sculls champion and king of the world’s amateur oarsmen, came to the rescue Saturday by appearing on the broadcast with Stimers after it became apparent a running account of the race was to be lost to radio listeners. [The *Toronto Globe and Mail*, July 31, 1939, p.12]

Because DeGeer was attending his first Henley, the amount of detail in the above, suggests that one of the men sitting around the table in the Welland House beer hall told him the story, and it is highly likely that that man was Rex Stimers. It would not be the last time Stimers had to fill air time because a race was not started on time.

Based on the Regatta results, the CAAO selected the Winnipeg R.C. double of Al Riley and Theo Dubois, the Ottawa R.C. four, and the Leander B.C. eight to represent Canada at the 1940 Helsinki Olympic Games.

The number of high school competitors was up, however, perennial winner Bloor C.I., was conspicuously absent.

All the winners and times for the 1939 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1939 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. Although Argonaut R.C. and Ottawa R.C. had the same number of wins, Argos were declared Regatta champions based on their number of second and third place finishes.

Argonaut R.C.	(31/4)	Toronto, Ontario
Brockville R.C.	(1/0)	Brockville, Ontario
Don R.C.	(4/0)	Toronto, Ontario
Lachine R.C.	(3/0)	Lachine, Quebec
Leander B.C.	(6/3)	Hamilton, Ontario
North Bay R.C. [aka Ezylyfe Canoe Club]	(1/0)	North Bay, Ontario
Ottawa R.C.	(6/4)	Ottawa, Ontario
St. Catharines R.C.	(8/3)	St. Catharines, Ontario
University of Toronto R.C.	(1/0)	Toronto, Ontario
Winnipeg R.C.	(3/2)	Winnipeg, Manitoba



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American entries came from:

Detroit B.C.	(14/3)	Detroit, Michigan
Ecorse R.C.	(6/1)	Ecorse, Michigan
Fairmount R.A.	(1/0)	Philadelphia, Pennsylvania
Penn A.C.	(2/1)	Philadelphia, Pennsylvania
Riverside B.C.	(1/0)	Cambridge, Massachusetts
West Side R.C.	(15/3)	Buffalo, New York
Wyandotte B.C.	(4/1)	Wyandotte, Michigan

High school entries:

Central Technical School	(1/0)	Toronto, Ontario
Grosse Pointe H.S.	(1/0)	Grosse Pointe, Michigan
Lachine H.S.	(4/0)	Lachine, Quebec
St. Catharines C.I.	(1/1)	St. Catharines, Ontario
Westdale S.S.	(1/1)	Hamilton, Ontario
Western Technical - Commercial School	(1/1)	Toronto, Ontario

The annual meeting of the CAAO was held on Friday evening at the Hotel Leonard.

The 1939 Officers elected were:

Honorary President: James W. Tice, Hamilton

President: Robert G. Dibble, Toronto

1st Vice-President: Henry B. Burgoyne, St. Catharines

2nd Vice-President: William M. Ross, Toronto

Secretary: John L. Murray, Hamilton

Treasurer: Arthur W. Carter, Toronto

Curator of Trophies: H.E. Rose, St. Catharines

Executive Committee:

Retiring 1940: William A. Macdonald, Vancouver, Thomas R. Loudon, Toronto, T.T. Lawson, Lachine and C.H. McFaddin, Toronto.

Retiring 1941: F.B. Steacy, Brockville, C.S. Riley, Winnipeg, P.T. Hickey and William G. Crawford, Toronto.

Retiring 1942: Richard L. Schram, St. Catharines, Robert S. Hunter, Hamilton and Roy L. Byron, Ottawa

Dave Soper presented a plaque for the High School Singles in the name of Abbie Buett who had been a coxie for the Don and Brockville R.C.'s.

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Colonel R.K. Barker, who had been instrumental in having the Annual Regatta move to St. Catharines in 1903, and who was Secretary of the Association for several years, was in attendance, and he spoke on the need to change the weight classes:

“We’re boiling these young men of about 19 and 20 down from 162 and 160 pounds to 150 pounds,[“] protested Col. Barker. “They should be in a 155-pound class. It doesn’t do them any good by making them come down. They do not go to the start strong and fit. There is too small a spread between the 140-pound and 150-pound classes and too large a spread between the 150 and the heavy classes.”

He was supported in this contention by Dr. Tice, who spoke as a physician. [The St. Catharines *Standard*, July 29, 1939, p.3]

This was the beginning of a discussion which would continue for six decades.

Now that the Association was more than half a century old, it was beginning to realize that it had a history. The meeting was reminded of the archives which were being assembled at the Hotel Leonard, and it was suggested that a hall of fame be established.

The starting platform was on the agenda again, but this time it was a topic that brought smiles and congratulations. Past-President, and Referee in Chief Patrick Mulqueen summed up the feeling of the Association: “It’s one of the best things that has been done here in years.” [The St. Catharines *Standard*, July 29, 1939, p.3]

The Canadian Canoe Association held its Championship Regatta on the Henley course on the following Saturday.

On September 1, Germany invaded Poland; World War II had begun. On September 10, following the United Kingdom, Australia, New Zealand, India, France and Newfoundland, Canada declared war on Germany.

The minutes of a meeting of the Executive Committee held at the King Edward Hotel in November contain one subtle change which reflects the new world situation. Honorary President James Tice, who had previously been identified as Dr. J.W. Tice, is identified as Major J.W. Tice. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. November 4, 1939]

The first Canadian troops arrived in Britain on December 18.

# 1939

## Chapter 5: 1931 to 1963: A New Era

### **The Thirty-Fifth Royal Canadian Henley Regatta The Fifty-Eighth Regatta of the Canadian Association of Amateur Oarsmen July 25 to 27, 1940**

The minutes of the March meeting of the Executive Committee held at the King Edward Hotel do not contain any mention of cancelling or cutting back on the Fifty-Eighth Regatta. It was decided to continue holding it over three days, Thursday, July 25 to Saturday, July 27. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 30, 1940]

However, at the next meeting, held in the Manitonna Hotel in Brockville, there was “considerable discussion . . . concerning the advisability of holding the Royal Canadian Henley Regatta this year, or of restricting the number of days of the Regatta.” [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Brockville. July 6, 1940] In the end, it was decided to hold the Regatta, but to have the Regatta Committee use the number of entries to decide the duration. In what appears to be a move to encourage entries, it was decided to financially help clubs coming from a great distance to a total of \$800.

The Association also agreed to lend \$500, interest free, to the Don R.C.. On May 19, Toronto was hit by a fierce wind which tore off the roofs of buildings, including the Don boathouse, then located on Stadium Rd., on the Toronto waterfront. All the shells except the single used by Jack Guest to win the Diamond Challenge Sculls in 1930, and a privately-owned double were destroyed. [The Toronto *Globe and Mail*, May 21, 1940, p. 14] The Argonaut R.C. came to their aid by offering the use of their facilities and equipment while Dons rebuilt.

Although the *Globe and Mail* reported that the number of competitors had plummeted from 450 in 1939 to 95, [The Toronto *Globe and Mail*, July 24, 1940, p.14], at the St. Catharines Rotary Club luncheon, CAAO President, Bob Dibble, said that the actual number of competitors was “more than 300,” [The St. Catharines *Standard*, July 25, 1940, p.16] or about a 33% decrease.

At that meeting, Dibble made the CAAO’s annual appeal to have the course dredged:

“[The course] is getting very shallow. Two boats ran aground this morning during workout. We realize that there is a war on, and that it is unfair to ask you to spend money at this time, but we would like to see it dredged. It is a lovely course, calm and sheltered, and I don’t believe there is another one can equal it in Canada, or even in the United States.” [The St. Catharines *Standard*, July 25, 1940, p.16]

The advertisement below was meant to show the friendship which existed between Canadian and American oarsmen, and Canadian and American rowing officials,



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represented by P.J. Mulqueen and Henry Penn Burke. The world may have been at war, but Canada and the United States were still friends.



Jimmy Allen. *The St. Catharines Standard*, July 23, 1940, p.10

In addition to news stories related to the War, the newspapers in late July contained stories about the prolonged heat wave which southern Ontario and the north-

## Chapter 5: 1931 to 1963: A New Era

eastern United States was suffering from. People were being hospitalized with heat prostration, and some were dying from the heat. On Thursday, the temperature in St. Catharines was 33.3 °C, the highest temperature of the month. On Friday, the temperature dropped slightly to 32.2. On Saturday, the temperature dropped again to 28.9. [[https://climate.weather.gc.ca/climate\\_data/daily\\_data\\_e.html?hlyRange=%7C&dlyRange=1882-05-01%7C1995-05-31&mlyRange=1882-01-01%7C1995-05-01&StationID=4682&Prov=ON&urlExtension=\\_e.html&searchType=stnName&optLimit=specDate&StartYear=1840&EndYear=2020&selRowPerPage=25&Line=0&searchMethod=begin&Month=7&Day=26&txtStationName=St.+Catharines&timeframe=2&Year=1940](https://climate.weather.gc.ca/climate_data/daily_data_e.html?hlyRange=%7C&dlyRange=1882-05-01%7C1995-05-31&mlyRange=1882-01-01%7C1995-05-01&StationID=4682&Prov=ON&urlExtension=_e.html&searchType=stnName&optLimit=specDate&StartYear=1840&EndYear=2020&selRowPerPage=25&Line=0&searchMethod=begin&Month=7&Day=26&txtStationName=St.+Catharines&timeframe=2&Year=1940)] The temperatures in Port Dalhousie would have been a degree or two cooler because of the moderating effect of Lake Ontario. For example, the Thursday programme with the official results contains a note that the temperature was 88 degrees [31.1 °C].

The heat was a factor in the Senior Eights race on Saturday.

Unfortunately, Buffalo Westsides delayed the start of the big eight race and paid the penalty. Pres. Bob Dibble of the C.A.A.O. officially disqualified them when the Bison eight kept Argos and Leander waiting half an hour. On the earnest sporting plea of the latter two Canadian clubs for admission of Bisons, they were allowed to start and by a super-powered crew that was fresh, compared to the Canadians who sat under a boiling sun for 30 minutes, the Bufalonions [sic] took the Hanlan Memorial. Barring officialdom, the big stand knew nothing of that sporting gesture in which Argonauts and Leander gave Bisons a chance and likewise lost the big race. [The St. Catharines *Standard*, July 29, 1940, p.10]

The Argonaut and Leander crews finished in a dead heat for second place.

The next race on Saturday, the Senior 150-lb. Fours, which was won by the Leander B.C., with a St. Catharines R.C. crew second, also had some heat-related drama:

[A]s soon as the St. Kitts four had crossed the lines, Russ Kempling, in No. 2 position, collapsed and went overboard. Seen to be in difficulty B. Cottrell immediately dived in to rescue him and with prompt assistance, Kempling was hauled into the timer's boat, as 2nd Vice-Pres. Bill Ross took his place in the shell. In some way, at [the] inter-change, the city shell tipped and all four had to be rescued a second time, with no additional thrills. [The St. Catharines *Standard*, July 29, 1940, p.10]

Saturday's programme was meant to begin with a Junior Consolation Eights race featuring a Detroit B.C. crew and a West Side R.C. crew. However, there were no medals and no points, and it is likely that the shells were needed for a later race, so both crews scratched. The idea of a consolation race had been tried before with the same result. It was dropped from the 1941 programme.

To the surprise of no one, Joe Burk won his fourth successive Championship Singles race.

According to Andy Lytle, sports reporter for the Toronto *Star*, Burk was going to retire. Lytle mentions two other scullers who had retired and were present as spectators, Charlie Campbell and Jack Flavelle. It wouldn't be a Lytle article without a dig at

## Chapter 5: 1931 to 1963: A New Era

pompous officials. He reuses one of his pet peeves: The “C.A.A.O official list . . . is considerably larger than the number of competitors.” However, he seems to have taken a liking to CKTB sports announcer Rex Stimers and his penchant for “telling you on the air that St. Catharines is the Miami of Canada.” [The Toronto *Daily Star*, July 29, 1940, p. 12]

Spectators got a preview of special races involving service men (and women) to come at future Regattas: “Two crews of R.A.F. members of St. Thomas’ flying school gave an exhibition eight-oared race, all being former rowing club members.” [The St. Catharines *Standard*, July 29, 1940, p.10]

All the winners and times for the 1940 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1940 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 West Side R.C. was declared Regatta champion. The list illustrates the reduction in numbers and the weakening of Canadian clubs as men were being lost to the armed forces and war-related work. In 1939, Canadian clubs had 64 entries. In 1940, that number had dropped to 49.

Argonaut R.C.	(20/4)	Toronto, Ontario
Brockville R.C.	(1/0)	Brockville, Ontario
Don R.C.	(3/0)	Toronto, Ontario
Kenora R.C.	(1/0)	Kenora, Ontario
Lachine R.C.	(4/1)	Lachine, Quebec
Leander B.C.	(9/3)	Hamilton, Ontario
St. Catharines R.C.	(10/1)	St. Catharines, Ontario
Winnipeg R.C.	(1/0)	Winnipeg, Manitoba

American entries came from:

Detroit B.C.	(22/2)	Detroit, Michigan
Ecorse R.C.	(6/2)	Ecorse, Michigan
New York A.C.	(2/0)	New York, New York
Penn A.C.	(2/2)	Philadelphia, Pennsylvania
West Side R.C.	(18/7)	Buffalo, New York
Wyandotte B.C.	(6/3)	Wyandotte, Michigan

High school entries:

Brockville C.I.	(1/1)	Brockville, Ontario
Ecorse H.S.	(1/0)	Ecorse, Michigan

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Grosse Pointe H.S.	(3/2)	Grosse Pointe, Michigan
Lachine H.S.	(2/0)	Lachine, Quebec
Lafayette H.S.	(2/0)	Buffalo, New York
New York H.S.	(1/0)	New York, New York
Westdale S.S.	(1/0)	Hamilton, Ontario

The annual meeting of the CAAO was held on Friday evening at the Hotel Leonard.

All the 1939 Officers were re-elected for 1940:

Honorary President: James W. Tice, Hamilton

President: Robert G. Dibble, Toronto

1st Vice-President: Henry B. Burgoyne, St. Catharines

2nd Vice-President: William M. Ross, Toronto

Secretary: John L. Murray, Timmins

Treasurer: Arthur W. Carter, Toronto

Curator of Trophies: H.E. Rose, St. Catharines

Executive Committee:

Retiring 1941: F.B. Steacy, Brockville, C.S. Riley, Winnipeg, P.T. Hickey and William G. Crawford, Toronto.

Retiring 1942: Richard L. Schram, St. Catharines, Robert S. Hunter, Hamilton and Roy L. Byron, Ottawa

Retiring 1943: T.T. Lawson, Lachine, Thomas R. Loudon, Toronto, William A. Macdonald, Vancouver, and C.H. McFaddin, Toronto.

Major J.W. Tice was now Lieutenant-Colonel J.W. Tice.

Tom Loudon was now Wing Commander T.R. Loudon.

Dredging the course was the most important item on the agenda. President Dibble urged member clubs to press the Federal Government to carry out the dredging as soon as circumstances permitted. Henry Burgoyne, President of the Henley Aquatic Association, said that dredging had been promised, but because of the War, it was postponed.

Treasurer Arthur Carter recommended that since the Association was in good financial condition, that it purchase \$500 worth of war savings certificates for \$400.

At a dinner held in the Hotel Leonard on Friday evening, life memberships and illuminated, framed scrolls were presented to Patrick Mulqueen and Joe Wright, Sr. in recognition of their many years' contribution to rowing. In 1895, in Hamilton, the two, rowing for the Toronto R.C., won the Pairs event in a row-over. Wright's involvement had been mainly in competing and coaching, while Mulqueen had served in many administrative capacities, including President of the CAAO and the Canadian Olympic Committee.



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While the Henley was being held, the Battle of Britain was being waged. On Thursday, 11 of 21 ships in a convoy travelling through the Dover Straits, plus two British destroyers were sunk by German aircraft. [<https://battleofbritain1940.com/entry/thursday-25-july-1940/>] On Friday, German aircraft attacked shipping off the south coast, but were repelled by the RAF. [<https://battleofbritain1940.com/entry/friday-26-july-1940/>] On Saturday, German aircraft twice attacked the Port of Dover and sank three destroyers, one in the harbour and two at sea. [<https://battleofbritain1940.com/entry/saturday-27-july-1940/>]

Four members of the Executive Committee, plus President Dibble and Treasurer Carter met at the King Edward Hotel in December. Bob Hunter was now Flying Officer R.S. Hunter.

After a review of the Association's finances, it was decided to invest \$2,000 in Dominion of Canada Bonds. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. December 7, 1940]

# 1940

## Chapter 5: 1931 to 1963: A New Era

### **The Thirty-Sixth Royal Canadian Henley Regatta The Fifty-Ninth Regatta of the Canadian Association of Amateur Oarsmen July 24 to 26, 1941**

The Executive Committee of the CAAO met at the King Edward Hotel in March:

The first and most important matter, the decision as to whether or not the Royal Canadian Henley Regatta would be held this summer, was fully discussed by all members present, and letters were read from those members not present and from clubs not represented at the meeting. After a very full discussion of the matter from all angles, it was moved by C.H. McFaddin, seconded by Major H.B. Burgoyne, that the Annual Royal Canadian Henley Regatta be held this year as usual, and that the dates be Thursday, Friday and Saturday, July 24th., 25th., and 26th.

CARRIED.

[Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 22, 1941]

With that difficult decision made, the next problem to deal with was getting crews to compete. The minutes of the March meeting contain a note at the end asking for the co-operation of all clubs; in other words, "We need your crews."

President Dibble personally went to Quebec to try to interest clubs there to send crews to the Henley. He also put pressure on clubs to send crews to the U.S. National Regatta in Minneapolis, Minnesota, the weekend before the Canadian Henley, in the hope that American clubs would return the favour. "As you know, it has been American scullers and American crews that have kept us going in the past few years." [The *Toronto Daily Star*, June 25, 1941, p.16]

Since the War began, 60 of the Don R.C.'s 98 members, and 75 Argonauts had joined the armed forces. The Vancouver R.C. had ceased operation.

Dibble, a man in the position to know the feeling of the Association, had some chilling words: "This will be our last fling until happier days come to a troubled world. This will be our last attempt until the war is over." [The *Toronto Daily Star*, June 25, 1941, p.16]

Andy Lytle, the *Star's* sports reporter was not a fan of rowing, but he did have this to say about the men who participated in the sport:

What I do know is that it is a game for brave and courageous men who ply their oars for the love of competition, for the health it brings and seldom for monetary gain.

It is a game that builds good men. It also makes good soldiers, we have found once again, for a soldier today is a specialized technician not merely a foot slogger. [The *Toronto Daily Star*, June 25, 1941, p.16]

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His words about oarsmen making good soldiers eerily echo those of Joe Wright, Sr. at the beginning of World War I.

At the meeting of the Executive Committee held at the King Edward Hotel in early July, the Eastern Rowing Association requested financial aid from the CAAO to help its member clubs (Brockville, Ottawa and Lachine) send competitors to the Henley. The CAAO responded by granting \$5.00 per man to a maximum of \$100 per club. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. July 5, 1941]

As the Regatta drew closer, prospects were looking better, “because all of the Canadian boys will be on leave from the army or on call for it.” [Bob Dibble. *The Toronto Daily Star*, July 11, 1941]

Heats were still required on Thursday morning for the Junior 140-lb. Fours event.

Stifling heat was again a problem in 1941. The programme with the official results for Thursday includes this note: “Heat 90 on water.” That converts to 32.2 °C. The next day, “the terrific humidity on the water (105 to 110 degrees [40.6 to 43.3 °C]) took [a] stiff toll on Friday’s contestants in every event.” [The St. Catharines *Standard*, July 26, 1941, p.10] The temperature in St. Catharines hit 34.4 °C but dropped to 30.6 °C on Saturday. [[https://climate.weather.gc.ca/climate\\_data/daily\\_data\\_e.html?hlyRange=%7C&dlyRange=1882-05-01%7C1995-05-31&mlyRange=1882-01-01%7C1995-05-01&StationID=4682&Prov=ON&urlExtension=\\_e.html&searchType=stnName&optLimit=specDate&StartYear=1840&EndYear=2020&selRowPerPage=25&Line=0&searchMethod=begin&txtStationName=St.+Catharines&timeframe=2&Day=26&Year=1941&Month=7#](https://climate.weather.gc.ca/climate_data/daily_data_e.html?hlyRange=%7C&dlyRange=1882-05-01%7C1995-05-31&mlyRange=1882-01-01%7C1995-05-01&StationID=4682&Prov=ON&urlExtension=_e.html&searchType=stnName&optLimit=specDate&StartYear=1840&EndYear=2020&selRowPerPage=25&Line=0&searchMethod=begin&txtStationName=St.+Catharines&timeframe=2&Day=26&Year=1941&Month=7#)]

Races [Thursday] and today were rowed in a temperature of 90 in the shade, but despite the oppressive heat the competition yesterday was excellent and the small crowd was treated to an outstanding show. [The St. Catharines *Standard*, July 25, 1941, p.1]

The last race on Thursday, the Quarter-Mile Dash, Open Singles, featured 10—count ‘em 10—scullers. If that wasn’t enough excitement, the result was a dead heat. Both Harvey Hutcheon from the St. Catharines R.C. and Art Gallagher, a Penn A.C. sculler, crossed the line together in a time of 1:24. The rest of the field was so tightly bunched together that a third place finisher could not be picked from the crowd.

Attempts to have the two men re-row the dash at the start of Friday’s programme did not go well:

In the row-off of yesterday’s quarter-mile open singles which resulted in the first [sic] dead heat in Henley history, Harvey Hutcheon of St. Catharines was awarded the race this afternoon when fouled by Art Gallagher, Penn A.C. . . . Three starts were made with fouls each time. On the final attempt the rowers were placed 100 yards apart but had locked oars again before covering 100 yards of the course. The decision was made on the basis of one foul by Hutcheon against two by Gallagher, judges explained. [The St. Catharines *Standard*, July 25, 1941, p.1]

For the benefit of irony-challenged readers, note that on Thursday, 10 men raced without incident, but on Friday, in a two-boat race, three fouls were committed.

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The photo above shows Harvey Hutcheon receiving his medal. Medals were put in a kitchen strainer which was attached to a long bamboo pole which was extended out to the winners. It is not certain when that practice began, but it probably dated back to the first grandstand. American readers with sharp eyes will notice that Hutcheon is wearing a Syracuse University crew jersey. He was a student there and as a freshman, he had stroked the 1940 freshman eight. In 1941, he had rowed two-seat in the varsity eight.

The heat was a factor in the Intermediate 150-lb. Fours on Friday. The Leander B.C. crew was ahead of the West Side R.C. crew with 45 metres to go, but faded and with a length to go to the finish line the bow-man collapsed. That allowed the Nereid B.C. to pass them for second place.

A new race, High School Fours (Coxswain) made its debut on Friday. With the number of adult oarsmen on the decline, it made sense to try to encourage high school men to row. Another race for them on the programme was a step towards that end.

On Friday and Saturday, Chief Smiley and Victoria Hallworth again did some precision shooting with Colt revolvers and Remington rifles in front of the grandstand.

As he had the week before at the U.S. National Regatta, Theo Dubois from the Winnipeg R.C. beat Joe Angyal from the Ravenswood B.C. in the Championship Singles.

All the winners and times for the 1941 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1941 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.

## Chapter 5: 1931 to 1963: A New Era

With 88 of their 98 members having enlisted, and their equipment all but destroyed, the Don R.C. had ceased to function. Moreover, the Argonaut R.C. had lost 65% of its men to the army. [The St. Catharines *Standard*, July 25, 1941, p.15] The West Side R.C. were declared Regatta champions again.

Argonaut R.C.	(20/6)	Toronto, Ontario
Brockville R.C.	(1/1)	Brockville, Ontario
Lachine R.C.	(2/0)	Lachine, Quebec
Leander B.C.	(18/0)	Hamilton, Ontario
Ottawa R.C.	(1/0)	Ottawa, Ontario
St. Catharines R.C.	(11/1)	St. Catharines, Ontario
Winnipeg R.C.	(1/1)	Winnipeg, Manitoba

American entries came from:

Detroit B.C.	(19/2)	Detroit, Michigan
Ecorse R.C.	(11/3)	Ecorse, Michigan
Nereid B.C.	(1/0)	Belleville, New Jersey
Penn A.C.	(5/2)	Philadelphia, Pennsylvania
Ravenswood B.C.	(2/0)	Long Island City, New York
Undine Barge Club	(2/0)	Philadelphia, Pennsylvania
West Side R.C.	(23/11)	Buffalo, New York
Wyandotte B.C.	(2/0)	Wyandotte, Michigan

High school entries:

Bennett H.S.	(2/1)	Buffalo, New York
Brockville C.I.	(1/1)	Brockville, Ontario
Ecorse H.S.	(2/0)	Ecorse, Michigan
Grosse Pointe H.S.	(4/1)	Grosse Pointe, Michigan
Lafayette H.S.	(2/0)	Buffalo, New York
Roman Catholic H.S.	(1/0)	Philadelphia, Pennsylvania
St. Catharines C.I.	(1/0)	St. Catharines, Ontario
Theodore Roosevelt H.S.	(1/0)	Wyandotte, Michigan
Westdale S.S.	(1/0)	Hamilton, Ontario
Western Technical - Commercial School	(1/0)	Toronto, Ontario

The annual meeting of the CAAO was held on Friday evening at the Hotel Leonard.

The Officers elected for 1941 were:

Honorary President: Robert G. Dibble, Toronto

President: Henry B. Burgoyne, St. Catharines

1st Vice-President: William M. Ross, Toronto

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2nd Vice-President: T.T. Lawson, Lachine  
Secretary: John L. Murray, Timmins  
Treasurer: Arthur W. Carter, Toronto  
Curator of Trophies: H.E. Rose, St. Catharines

Executive Committee: [*All names are unconfirmed.*]

Retiring 1942: Richard L. Schram, St. Catharines, W.H. Roderick, Hamilton and Roy L. Byron, Ottawa.

Retiring 1943: Thomas R. Loudon, Toronto, William A. Macdonald, Vancouver, and Joe Wright, Jr., Toronto.

Retiring 1944: F.B. Steacy, Brockville, C.S. Riley, Winnipeg, P.T. Hickey and William G. Crawford, Toronto.

Only two agenda items are reported in the newspapers.

Outgoing President, Bob Dibble, expressed the thanks of the Association to the American clubs which had come to the Regatta:

A strong resolution of thanks to the many American crews participating at Henley was placed on the records by Pres. Dibble, who claimed that their fine support last year and this year was a vital factor in making possible a war-time Henley. "I wish to convey to all American clubs the sincere thanks of this body for the assistance given us this year and last," he said. [St. Catharines *Standard*, July 26, 1941, p.14]

The second item had to do with high school rowing. While the CAAO had sanctioned the regattas sponsored by the Canadian Secondary Schools Rowing Association, which had been formed in 1939, the CAAO was upset with the CSSRA for two reasons: first, the high school association had not applied for membership in the CAAO, and second, the CAAO objected to the use of the word "Canadian" in the name of the CSSRA. As far as the CAAO was concerned, it was the only "Canadian" i.e. national rowing organization. Only the winners of high school events at Henley could be called Canadian champions. The CAAO felt that the CSSRA was infringing on its turf. [The minutes of the Executive Committee for March 22, reveal how upset the CAAO was. First the Association was going to send a letter to the CSSRA telling it to use "Toronto", not "Canadian" in its name, but before that was passed an amendment was added removing the word "Toronto." {Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 22, 1941}]

However, one of the points of contention, membership in the CAAO, was resolved:

In line with the plans for furtherance of high school rowing in Canada, the Association last night accepted the application of the Schoolboy Rowing Association for affiliation with the C.A.A.O. However, the determination of the exact name for the junior body was referred to the new executive. The C.A.A.O. has granted the schoolboy group permission to hold an annual

## Chapter 5: 1931 to 1963: A New Era

regatta for the past three years, but Henley schoolboy winners have always been recognized as Dominion schoolboy champions. [St. Catharines *Standard*, July 26, 1941, p.14]

“The feeling was expressed that with the strength of rowing clubs depleted by pressure of war, every effort must be made to foster rowing interest among younger boys.” [The Toronto *Globe and Mail*, July 26, 1941, p.14] The CAAO acknowledged the need for high school rowing; the problem was the CSSRA’s choice of a name.

Elsewhere on July 26, U.S. President Franklin Roosevelt ordered the freezing of Japanese assets in the U.S., and ordered an embargo of all petroleum exports to Japan. British and Dutch governments also declared trade embargoes and froze Japanese assets.

Theo Dubois, the Winnipeg R.C. sculler who won both the American and Canadian Championship Singles, was co-named, along with Bill Cowley of the Boston Bruins hockey club, the Canadian Press outstanding male athlete of 1941.

Dubois was also named Canada’s top athlete of the year and was awarded the Lou Marsh Trophy.

# 1941



## Chapter 5: 1931 to 1963: A New Era

### **The Thirty-Seventh Royal Canadian Henley Regatta The Sixtieth Regatta of the Canadian Association of Amateur Oarsmen July 23 to 25, 1942**

The programme of the 1942 Regatta was greatly altered to reflect the reality of the manpower situation in Canada.

Most of the changes were decided upon at the March meeting of the Executive Committee at the King Edward Hotel.

There was no discussion about cancelling the Regatta; to mark its sixtieth anniversary, it would be called the “Diamond Jubilee Regatta” and it would be held for three days as usual, Thursday, Friday and Saturday, July 23, 24 and 25. However, the programme was to be stripped down. The Intermediate races were to be dropped, but the biggest change was the merging of the 140-lb. and 150-lb. weight classes into the 145-lb. class. Both measures would help to ensure that there were enough bodies to fill boats and enough boats to fill races.

The Association also requested that member clubs that had military installations in their area, make equipment and coaches available to form crews made up of military personnel to compete in ¾ mile [1,207m] races at Henley.

Two representatives from the Canadian Secondary Schools Rowing Association, R. Moran and J.A. Forlong, were present, and they were scolded like recalcitrant children by the CAAO and peremptorily told what to do about their Association’s name:

After a long discussion concerning the name to be adopted by the Schoolboy Rowing Association, it was moved by W.M. Ross, seconded by W.H. Roderick, that the representatives of this Association at the present meeting report to their Association that they should change their name to The Secondary Schools Rowing Association, and that they should also appoint an official representative to our Executive Committee.

CARRIED

[Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 7, 1942]

Before the Regatta, Henry Burgoyne, President of the CAAO, and the Henley Aquatic Association, spoke at a Rotary Club meeting. He stressed the importance of the publicity which the Regatta garnered for St. Catharines. He also had some sobering data:

About 90 to 95 percent of the members of rowing clubs who participated in the Henley in 1940-41 have enlisted. Of the St. Catharines Club, 27 of the 28 who rowed in 1940 are on active service and some have paid the supreme sacrifice, he said. [The St. Catharines *Standard*, July 23, 1942, p.10]

However, the War was going to provide a benefit for the course:

## Chapter 5: 1931 to 1963: A New Era

### To Clean Out Course

Operations now under way by the Ontario Hydro Electric Power Commission will result in dredging the Henley course 30 feet wider and five feet deeper. About twice as much water will flow down the course but the current will not be swifter because of the larger channel. But the course will be cleaned out of sewage and silt and fresh water will make the course even more ideal. [The St. Catharines *Standard*, July 23, 1942, p.10]

The Hydro-Electric Power Commission of Ontario was about to begin building DeCew Falls Generating Station No.2 to meet the demand for electric power from local industries involved in the war effort. That would mean that the water leaving the station would need a fast, unobstructed route to Lake Ontario. To accommodate the increased outflow, Twelve Mile Creek was to be dredged, widened, and straightened from the base of the Niagara Escarpment all the way to Lake Ontario. The welcome side effect for the HAA would be the widening and deepening of the Henley course at no cost to the Association.

Thursday's programme was thin, with three singles finals and four heats. The first race of the day, at 2:00 p.m., was the Quarter-Mile Dash, 145-lb. Singles, which was won by Ken Thorburn from the Argonaut R.C.. Finishing fifth in the five-boat race was Wesley

"Doc" Durnan [pictured]. After the race, he gave the grandstand crowd a demonstration of what not to do in a single. He had been competing at Henley for the Argonaut R.C. in lightweight singles events since 1919. Doc had never won a race, but long-time Henley fans looked forward to his appearances and trick exhibitions. In 1942, the osteopathic physician was in his sixties, and took pride in being called the oldest competitor at the Henley.

The High School Fours races on Friday were unusual. There were five entries. Rather than have five inexperienced crews race together, two heats, but no final, were run. The winning time of Heat 2 was faster than the winning time of Heat 1, so the winner of Heat 2, Ecorse H.S., was pronounced the winner, and the two crews in Heat 1 were ranked fourth and fifth.

Saturday had several attractions, in addition to the rowing races. It was called "Navy Day," and two training ships, HMCS *Pathfinder* and HMCS *Venetia* were anchored



## Chapter 5: 1931 to 1963: A New Era

across from the grandstand. St. Catharines Sea Cadets were spectators and there were two races featuring servicemen.

One was a half mile race in work boats, won by the Royal Norwegian Air Force crew, which beat a Royal Canadian Air Force crew from Toronto, and an HMCS *Star* crew from Hamilton.



St. Catharines Museum - S1942.25.18.1.

The other was a half mile race in whale boats. An HMCS *Star* crew beat an HMCS *York* crew from Toronto.

The photo is probably of the winning HMCS *Star* crew. The first thing someone associated with rowing will notice is that there are five rowers in a whale boat! The second thing is that the coxswain is standing. Steering a straight course must have been difficult.

Although HMCS stood for His Majesty's Canadian Ship, neither the *Star* nor the *York* were ships. HMCS *Star* was a recruiting depot and training barracks for the Royal Canadian Navy and the Women's Royal Canadian Naval Service. HMCS *York* was also a recruiting depot.

The HMCS *Star* crew which came fifth in the Junior Eights contained several Leander B.C. oarsmen.

Saturday's crowd must have been thunderous, because, in addition to a

contingent of sea cadets and sailors, a large group of notoriously loud canoe enthusiasts were in the grandstand. The Canadian Canoe Association held its West Division Regatta in conjunction with the Henley. The first of three canoe races began at 1:15 p.m. and the rowing finals began at 2:00 p.m.. Four more canoe races were run between the rowing races. We have to assume that this was meant to fill out the thin rowing programme.

With the addition of a new race, the High School Doubles on Friday, plus the seven canoe races and the two races for servicemen on Saturday, the CAAO did a good job of disguising the fact that the number of finals had dropped to 24 from 30 in 1941.

The multitude of attractions on Saturday resulted in "the largest grandstand attendance in the past ten years." [The St. Catharines *Standard*, July 27, 1942, p.10]

The story behind scratches is usually mundane: fatigue, or conflict with another race are the most common reasons. However, Art Walker from the Nereid B.C. had to scratch from the Senior 145-lb. Singles because he could not get leave from the U.S. Navy to attend the Regatta. [The St. Catharines *Standard*, July 27, 1942, p.10]

## Chapter 5: 1931 to 1963: A New Era

Theo Dubois won the Championship Singles for the second year in a row. However, he was not wearing Winnipeg R.C. colours, because he was now in the army and stationed in Ottawa, so he sculled for the Ottawa R.C..

The penultimate race on Saturday, the Senior Fours, was something of a gong show. The *Standard's* description is confusing and thin on details, but this seems to be what happened: six boats started. There was a foul committed early, but the race continued. A second foul was committed near the half-way point, and the race was stopped. The Argonaut crew and two others, not named, were disqualified by Referee Bob Dibble. The three crews not involved in the foul - also not named - requested that two of the disqualified crews - but not the Argonauts - be allowed to continue, so Referee Dibble consented and the race was continued from that point with five of the original six boats. Fifteen metres from the finish, the Nereid bow-man was thrown out of his boat, and it did not finish. It was a close finish, with West Side winning.

The newspaper accounts of the 1942 Henley are sparse and stick to the events. However, thanks to Andy Lytle, Sports Editor of the *Toronto Star*, we get some stories, not otherwise reported. In his "Speaking on Sports" column, Lytle reveals that the large boat owned by Bob Dibble and used by the starter, the Toronto Harbour Commission hospitality boat hosted by Pat Mulqueen, and the press boat were not able to operate because of gas rationing. Henry Burgoyne, President of the CAAO and the Henley Aquatic Association, appealed to the local member of Parliament in Ottawa for an exemption, to no avail. Henley officials had to rely on American boats and American gas.

Lytle also says that "[o]wing to war priorities or some such, there were no medals distributed to winners at this Henley." [The *Toronto Daily Star*, July 27, 1942, p.12]

He also quotes Henry Burgoyne as saying that the grandstand would be completely paid off in a week or two. At that time, a ceremonial mortgage-burning would be held. He also reveals the name of one of the men who purchased boxes in 1931:

[The grandstand] was built by subscription. The rowing boys didn't fool. They had influence. Right off the bat they sold eleven boxes to gentlemen with money like Sir Harry Oakes, for one thousand smackers each. [The *Toronto Daily Star*, July 27, 1942, p.12]

Sir Harry Oakes was the richest man in Canada. He was an American-born gold mine owner, entrepreneur, investor and philanthropist who earned his fortune mining in northern Ontario. He and his family lived in Niagara Falls, Ontario from 1924 to 1934, and it would appear that a member of the Henley Aquatic Association knew him well enough to persuade him to buy a box.

All the winners and times for the 1942 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1942 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the

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club, followed by the number of wins, which suggests the relative strength of the club. The Argonaut R.C. regained the title of Regatta champion. Scullers accounted for every Argo win.

Argonaut R.C.	(29/5)	Toronto, Ontario
Brockville R.C.	(4/1)	Brockville, Ontario
HMCS <i>Star</i>	(1/0)	Hamilton, Ontario
Leander B.C.	(6/0)	Hamilton, Ontario
Ottawa R.C.	(4/2)	Ottawa, Ontario
St. Catharines R.C.	(8/1)	St. Catharines, Ontario

American entries came from:

Detroit B.C.	(7/0)	Detroit, Michigan
Ecorse R.C.	(13/3)	Ecorse, Michigan
Fairmount R.A.	(3/2)	Philadelphia, Pennsylvania
Nereid B.C.	(5/0)	Belleville, New Jersey
West Side R.C.	(15/4)	Buffalo, New York
Wyandotte B.C.	(5/2)	Wyandotte, Michigan

High school entries:

Ecorse H.S.	(4/2)	Ecorse, Michigan
Grosse Pointe H.S.	(5/1)	Grosse Pointe, Michigan
Lafayette H.S.	(3/0)	Buffalo, New York
Ottawa C.I.	(1/0)	Ottawa, Ontario
Roman Catholic H.S.	(1/0)	Philadelphia, Pennsylvania
St. Catharines C.I.	(1/0)	St. Catharines, Ontario
Theodore Roosevelt H.S.	(4/0)	Wyandotte, Michigan
Westdale S.S.	(1/1)	Hamilton, Ontario

The annual meeting of the CAAO was held on Friday evening at the Hotel Leonard.

The Officers elected for 1942 were:

Honorary President: Robert G. Dibble, Toronto

President: Henry B. Burgoyne, St. Catharines

1st Vice-President: William M. Ross, Toronto, in Newfoundland in 1942

2nd Vice-President: T.T. Lawson, Lachine

Secretary: John L. Murray, Kingston

Treasurer: Arthur W. Carter, Toronto

Curator of Trophies: H.E. Rose, St. Catharines

Executive Committee:

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Retiring 1943: Thomas R. Loudon, Ottawa, William A. Macdonald, Vancouver, and Joe Wright, Jr., Toronto.

Retiring 1944: F.B. Steacy, Brockville, C.S. Riley, Winnipeg, and William G. Crawford, Toronto.

Retiring 1945: Richard L. Schram, St. Catharines, W.H. Roderick, Hamilton, and Roy L. Byron, Ottawa.

The biggest agenda item was the decision to hold the Regatta in 1943. The Association was pleased with the number and quality of entries, and expected the same in 1943.

Publicity was another topic of discussion, something which had been talked about several times before. It was decided to ask clubs to submit reports of their members' enlistment to Secretary Murray. This would be passed on to the press, the object being to let the public know the extent of rowing's involvement in the war effort.

President Burgoyne also brought the members up to date regarding the dredging. One unforeseen consequence was the need to remove the tin boathouse which had been built in 1932. [The St. Catharines *Standard*, July 25, 1942, pp. 1 & 2]

While the Regatta was going on, Jews were being deported from the Warsaw Ghetto, the Russian army was in retreat from the German army near Rostov-on-the-Don, in western Russia, and the British army was unsuccessfully trying to defeat Erwin Rommel's German force at El Alamein in North Africa.

True to his word, thanks to a prosperous economy, President Burgoyne was able raise enough money to pay off the last \$15,000 owing on the grandstand. [The Toronto *Daily Star*, July 24, 1943, p.14]

# 1942

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### **The Thirty-Eighth Royal Canadian Henley Regatta The Sixty-First Regatta of the Canadian Association of Amateur Oarsmen July 29 to 31, 1943**

A brief meeting of the CAAO Executive Committee was held at the King Edward Hotel at the end of January.

A very full and complete discussion was given to the question of the advisability of Holding [sic] the Annual Royal Canadian Henley Regatta this coming summer, and it was decided in view of the importance given to athletic competition by the Government, that every effort would be made to hold the Regatta as usual even if it had to be still further restricted from the programme of last year. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. January 30, 1943]

An old topic - a starting platform - was discussed, and hope expressed that one would be in place at the 1943 regatta. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. January 30, 1943]

As had happened in World War I, obituaries of athletes killed in action appeared in the sports pages of the newspapers. Former Argonaut R.C. oarsman, Sergeant-Pilot Edward Frezell, had been in the crew that won both the Junior and Senior 140-lb. Fours in 1941. Following the Regatta, he joined the RCAF, received his wings 11 months later and was posted overseas to the RAF. In February, 1943, he was killed during a bombing raid over Lorient, France. He was 22. [The Toronto *Daily Star*, February 19, 1943, p.10]

Frezell was just one of the approximately 250 Argonaut oarsmen and football players who had enlisted. [The Toronto *Daily Star*, March 20, 1943, p.14]

The Executive Committee met again at the Hotel Leonard on May 29, 1943 and decided to hold the Sixty-First Regatta on Thursday, Friday and Saturday, July 29, 30 and 31.

The biggest item on the agenda was the starting platform. After lengthy discussion, it was decided to invest \$1,400 to have it built and in place for the 1943 Regatta. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. St. Catharines. May 29, 1943]

President Burgoyne provided a few more details about the starting gate in the press: "The dock, 178 feet long, will be fixed on piles driven into the bottom of the course and will accommodate at least eight singles and up to six eight-man shells." [The Toronto *Globe and Mail*, June 1, 1943, p.16]

At the beginning of July, the Executive Committee met at the Manitonna Hotel in Brockville. At that meeting, the Lackie Manufacturing Co. was awarded the contract for the medals. A note in the margin of the hand-written minutes, emphasizes the importance of that item. In capital letters, it reads: "MEDALS AT HENLEY." [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Brockville. July



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10, 1943] Since there were no medals presented at the 1942 Regatta, this was, indeed, and important decision.

The only other item of note states that the “Rules for High School Crews be dispensed with for the duration” [of the War.] [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Brockville. July 10, 1943] No clarification is given, but that suggests that the age limit and prohibition against composite crews were being lifted to encourage as many high school oarsmen and crews to compete as possible.

When crews and spectators arrived for the 1943 Henley, they would have noticed some improvements:

Visitors to the Henley next week . . . will scarcely recognize the old place. . . . The Rowing course has been freshened by much new water. The old stagnant pools, weedy and polluted, around the starting place are gone forever. The whole nature of the channel near the lake mouth has been altered by new canals and spillways. A new bridge spans the approach to [Port] Dalhousie. [The Toronto *Daily Star*, July 24, 1943, p.14]

Note that a new starting gate is not mentioned.

Also not mentioned was the fact that the tin shellhouse, built in 1932, had been moved from the foot of James St.:

Hydro development, adjacent to the shell houses at Port Dalhousie . . . necessitated the removal of one of them to a position behind the St. Catharines R.C. clubhouse [i.e. the gate-yard building], forces the entire list of scullers and oarsmen to use one landing and loading float and that, more than anything else, is the answer to the delay in scheduling the Friday events. [The St. Catharines *Standard*, July 31, 1943, p.18]

We can thank Andy Lytle of the Toronto *Star* for some additional background information. He writes that days before the Regatta began, West Side R.C. and Detroit B.C. had not been able to secure rail car transportation. It was President Burgoyne who arranged for Canadian rail cars to be used. Burgoyne also had to arrange for an officials’ boat and gas. Before the War, four boats were the normal complement, however,

[w]artime gas restrictions threw them all out. A small outboard motorcraft was secured for Thursday. But it kicked out and the skipper couldn’t start it again for hours.

Burgoyne telephoned to Hamilton, finally got a boat promise for Saturday. He tried the navy at Hamilton. It had a boat but lacked the proper gas marker [i.e. ration permit] for it. That was fixed up.

Then a driver was lacking. Finally the boat reached the canal locks at Port Dalhousie about race time yesterday [Friday].

But the lock men had received their pay cheques and had gone to St. Catharines to cash them!

### **Nothing Fazes ‘Em!**

It is expected the navy boat will be available for today’s program. And a band as well.

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....

Lacking gas and course transportation, ingenuity anchored a craft at the starting point and a little outboard coughed up and down with the referee and the timer as though suffering from an attack of asthma. [The Toronto *Daily Star*, July 31, 1943, p.12]

Lytle also gives us an insight into the hardships that clubs were experiencing. He reports that the St. Catharines R.C. had 17 active competitors in 1942. By 1943, 16 were in uniform and the seventeenth was in the reserves. He mentions that Doug Morris [he meant either Des or Dan] was in the RCAF, stationed in Lachine, Quebec, but returned home to row. To fill the under-manned St. Catharines eight in practice, coxswain/coach, Len James, a 50-something tailor stroked the boat.

Even the Argonaut R.C. was short of manpower. It had 14 competitors, including sexagenarian Wesley "Doc" Durnan, perennial entrant in senior 140- and 145-lb. singles events.

Lytle enjoys poking at pompous bureaucrats, and in this article he has some unflattering things to say about the CAAO:

It cost the Henley Aquatic association \$2,600 annually to stage this show and of that sum, they dig up \$1,000 which is paid to the C.A.A.O. for running the Henley.

St. Catharines' civic bodies and the city's good sportsmen dig up this annual charge cheerfully year after year.

The C.A.A.O. seems to have outsmarted the Aquatic association because it doesn't cost anything close to \$1,000 for the part it plays in this happy adventure . . . [The Toronto *Daily Star*, July 31, 1943, p.13]

CAAO Secretary, John Murray, spoke at the Rotary Club luncheon on Thursday and he says nothing which would have changed Lytle's opinion of the CAAO. Murray's theme was publicity, and he encouraged the Rotarians and all local businessmen to promote the Henley. To get the action he wanted, he brought out the old "do-it-or-we'll-move" threat:

### **May Move Regatta**

Mr. Murray reported that the Henley Aquatic Association, which operates the course at Port Dalhousie, has a 20-year agreement with the C.A.A.O. to hold their annual regatta here, but this agreement expires in five years.

"Just because the regatta has been run at Port Dalhousie for the last 40 [sic. it should be 38] years is no reason to believe that it is going to stay here. That may not be the case," warned Secretary Murray.

He reported that 10 years ago the C.A.A.O. had an attractive offer to take the regatta to a point in Quebec, and were assured that if the change were made, all transportation for oarsmen and their equipment from any point in Canada would be paid for. This is a most important consideration for any rowing club, he said. When the present agreement with the Henley Aquatic Association expires, it is possible that this attractive offer will be renewed, he said. [The St. Catharines *Standard*, July 30, 1943, p.11]

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The offer from Quebec was never made public, so it is impossible to know how serious it was, and in the 10 years since it was made, much had changed in Canada.

Despite the optimistic predictions, Canadian entries were down. Even the mighty Argos plummeted from 29 entries in 1942 to 15 in 1943. Gas rationing was probably a contributing factor for the lack of entries from outside southern Ontario. However, American entries remained about the same, and more than one Canadian official publicly thanked the Americans for attending. Without them, there would have been no Regatta.

Not a single heat was needed for rowing events.

There were only four races on Thursday, the High School Singles (a row-over), High School Fours (Coxswain) and the two dashes, but inexplicably they were spaced 30 minutes apart. The only competitor to attract local fans to Thursday's races was Harvey Hutcheon who was in the RCAF and stationed at the Manning Depot in Toronto. He placed second behind Bill Reid from the Argonaut R.C. in the Quarter-Mile Dash, Open Singles. Placing fifth in the dash was Claude Saunders, stroke of the Canadian eight at the 1936 Berlin Olympics, from the Leander B.C.. It was his first foray into singles sculling. In his second race, the Association Singles on Friday, he came third.

There was a large naval presence on the course and in the grandstand on Saturday. The 45-piece band from HMCS *Star* entertained the spectators, and two heats and a final were rowed by sailors and airmen in work boats and whalers over a half mile course. A special guest was Honourable Angus Macdonald, Federal Minister of National Defence for Naval Services, who served as referee-in-chief for the service races. An RCAF crew from the Manning Depot, stroked by former Argonaut sculler, Lou Scholes, Jr., won the work boat event, and an HMCS *Star* crew from Hamilton, the whaler final. In charge of the rowers from HMCS *Star* was Lieutenant Bob Pearce, R.C.N.V.R., former Olympic gold medalist, Diamond Challenge Sculls winner, Canadian Henley and U.S. National champion, and professional world champion. Pearce paddled around in a single in front of the grandstand for the entertainment of the crowd. [*R.C.N.V.R. stood for Royal Canadian Naval Volunteer Reserve.*]

Harvey Hutcheon placed second in the Championship Singles, which was won by Russ Reynolds from the Ecorse B.C.. It was Ecorse's fifth win.

All the winners and times for the 1943 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1943 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 named Regatta champion for the second year in a row. Four finals were decided by scratches and row-overs: Ecorse B.C. had two such wins, and Argonaut R.C., and Grosse Pointe H.S., one each.

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Argonaut R.C.	(15/6)	Toronto, Ontario
Leander B.C.	(10/3)	Hamilton, Ontario
Royal Canadian Air Force	(2/0)	Toronto, Ontario
St. Catharines R.C.	(2/0)	St. Catharines, Ontario

American entries came from:

Detroit B.C.	(9/0)	Detroit, Michigan
Ecorse R.C.	(12/5)	Ecorse, Michigan
Fairmount R.A.	(2/0)	Philadelphia, Pennsylvania
Nereid B.C.	(4/1)	Belleville, New Jersey
West Side R.C.	(12/3)	Buffalo, New York
Wyandotte B.C.	(1/1)	Wyandotte, Michigan

High school entries:

Delta S.S.	(1/0)	Hamilton, Ontario
Ecorse H.S.	(3/1)	Ecorse, Michigan
Grosse Pointe H.S.	(7/1)	Grosse Pointe, Michigan
Lafayette H.S.	(2/0)	Buffalo, New York
Ottawa C.I.	(1/0)	Ottawa, Ontario
Roman Catholic H.S.	(1/0)	Philadelphia, Pennsylvania
St. Catharines C.I.	(1/0)	St. Catharines, Ontario
Theodore Roosevelt H.S.	(2/2)	Wyandotte, Michigan
Westdale S.S.	(3/0)	Hamilton, Ontario

The annual meeting of the CAAO was held on Friday evening at the Hotel Leonard.

The Officers elected for 1943 were:

Honorary President: Henry B. Burgoyne, St. Catharines

President: William M. Ross, Toronto

1st Vice-President: Alex G. Muir, Hamilton

2nd Vice-President: Roy L. Byron, Ottawa

Secretary: John L. Murray, Kingston

Treasurer: Arthur W. Carter, Toronto

Curator of Trophies: H.E. Rose, St. Catharines

Director of Publicity: Cliff Shuttleworth, Hamilton

Executive Committee:

Retiring 1944: F.B. Steacy, Brockville, C.S. Riley, Winnipeg, and William G. Crawford, Toronto.

Retiring 1945: Jack A. House, St. Catharines, L.V. Venne, and Cliff Shuttleworth, Hamilton.

## Chapter 5: 1931 to 1963: A New Era

Retiring 1946: Thomas R. Loudon, Ottawa, William A. Macdonald, Vancouver, and Joe Wright, Jr., Toronto.

High on the list of agenda topics was the need for more high school oarsmen. To help them establish or expand a high school programme, clubs were encouraged to look into obtaining a grant from a Federal fund which had been set up for the training of youths.

The starting platform was also discussed. Henley Aquatic Association President Henry Burgoyne reported that the platform idea had been approved by the Ontario Hydro Electric Power Commission. However, the Commission engineers had recommended waiting until the spring so that ice conditions on the newly-widened and dredged course could be studied. Those conditions might not be conducive to erecting a permanent platform. Since the CAAO was paying for it, the final decision to build was left to the Executive Committee. [The St. Catharines *Standard*, July 31, 1943, p.18]

While the Regatta was taking place, the Allies were having success in Sicily, and hundreds of RAF and RCAF bombers were dropping thousands of tonnes of bombs on Hamburg and the Ruhr Valley.

The Executive Committee met at the King Edward Hotel and the end of October. It was decided to hold a Regatta in 1944, the dates to be decided later.

There was only one other piece of business:

After a review of the Association's finances it was moved by the Treasurer and seconded by Wm.C. Crawford that a sum not exceeding \$3,000 be subscribed to the next Dominion of Canada Victory Loan.

CARRIED.

[Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. October 23, 1943]

# 1943

## Chapter 5: 1931 to 1963: A New Era

### **The Thirty-Ninth Royal Canadian Henley Regatta The Sixty-Second Regatta of the Canadian Association of Amateur Oarsmen July 27 to 29, 1944**

At the April meeting of the Executive Committee, which was held in the King Edward Hotel, the dates for the 1944 Regatta were discussed, but not finalized. It was decided to ask the member clubs to vote. The choices were the last week of June (June 29, 30 and July 1), or the traditional last week in July (July 27, 28 and 29).

The reason for this suggested change of date is that most of our clubs are depending on schoolboys to fill their crews this year and many of these will enlist in the armed services when schools close at the end of June, or will be going to work on farms or in munition production this summer. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. April 15, 1944]

The Executive Committee held a special meeting at the Leander B.C. a month later to consider the results of the vote on the dates. After 45 minutes of discussion, it was decided to hold the Sixty-Second Regatta on two days only, Friday and Saturday, July 28 and 29. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. May 13, 1944]

The last time the CAAO Regatta had been a two-day event was 1923. The reality of reduced manpower forced the Association to consolidate its programme and offer two full days for spectators.

There was reason for optimism in the summer of 1944. On June 6, the Allies began the massive invasion of Normandy. The liberation of France had begun.

Officials' boats were not a problem as they had been in 1943. They were supplied by the Toronto and Hamilton harbour commissions. [St. Catharines *Standard*, July 29, 1944, p.1]

Although there were no programmes printed for Thursday, two heats were scheduled for the Junior 145-lb. eights. Then finals for the High School Fours, and the High School Fours (Coxswain) were moved from Friday's and Saturday's programmes.

The big story on Thursday was the weather. The *Standard's* headline reads: "Squall Cancels Henley Races; Twilight Events Make History." [The St. Catharines *Standard*, July 28, 1944, p.16] The *Globe and Mail's* headline was even more dramatic: "Henley Postpones Event for First Time in 62 Years." [The Toronto *Globe and Mail*, July 28, 1944, p.12] That headline was wrong, of course. From 1880 to 1902, postponements were common, and were one of the reasons the CAAO Regatta was moved to St. Catharines. However, in the previous 38 years that the Regatta had been held on the old Welland Canal, no race had been postponed, so it *was* a big story. The two heats for the



Under the esteemed patronage of His Excellency, the Governor-General of Canada,

# THE ROYAL CANADIAN HENLEY SIXTY-SECOND ANNUAL REGATTA

WILL BE HELD ON THE PERMANENT COURSE OF THE  
CANADIAN ASSOCIATION OF AMATEUR OARSMEN,

## St. Catharines, Ontario

### Friday and Saturday JULY 28th and 29th, 1944

#### PROGRAMME - 1944

##### Friday, July 28th

- 2.00 p.m. Quarter-Mile Dash 145 lb.
- 2.15 p.m. Junior 145 lb. Eights
- 2.30 p.m. Junior Singles
- 2.45 p.m. Junior 145 lb. Singles
- 3.00 p.m. Junior Eights
- 3.15 p.m. Junior 145 lb. Fours
- 3.30 p.m. High School Singles (Dist. 1 mile)
- 3.45 p.m. Junior Doubles
- 4.00 p.m. Junior Fours
- 4.15 p.m. Junior 145 lb. Doubles
- 4.30 p.m. Association Singles

This race will be open to all duly qualified scullers, excepting the winners of similar races in previous regattas of any association. The successful competitors of each regatta shall be entitled to compete in the Senior Championship Race.

- 4.45 p.m. High School Fours (Dist. ¼ mile)
- 5.00 p.m. Quarter-Mile Dash, Open
- Heat, where necessary in Junior Events, to be rowed Friday morning
- Heats, where necessary in Senior Events, to be rowed Saturday morning

**All Events to be rowed Straightaway.  
Races the Henley Distance, One Mile, Five  
Hundred and Fifty Yards.**

J. A. HOUSE, St. Catharines Chamber of Commerce, St. Catharines, Ont., upon application, will furnish all information as to customs arrangements, hotel accommodation, rates, train and boat connections, etc., and will also arrange for the Local Reception Committee to meet all visitors.

##### Saturday, July 29th

- 2.00 p.m. Senior 145 lb. Eights
- 2.20 p.m. Senior Doubles
- 2.40 p.m. Senior 145 lbs. Singles
- 3.00 p.m. High School Doubles (Dist. 1 mile)
- 3.20 p.m. Championship Singles
- 3.40 p.m. Senior 145 lb. Fours
- 4.00 p.m. High School Fours (Coxswain)
- 4.20 p.m. Senior Eights
- 4.40 p.m. Senior 145 lb. Doubles
- 5.00 p.m. Senior 145 lb. Fours (Coxswain)
- 5.20 p.m. Senior Fours
- 5.30 p.m. High School Eights

A Junior sweep oarsman is a contestant who has never won a sweep-oared race.

A Junior sculler is a contestant who has never won a sculling race.

A sweep oarsman, who has won a Junior sweep-oared race, is not eligible to row in any other Junior sweep-oared race, but can row in any Intermediate or Senior race, providing he makes weight.

A sculler who has won a Junior sculling race, is not eligible to row in any other Junior sculling race, but can row in any Senior race, providing he makes weight.

A sweep oarsman, who has won an Intermediate Sweep-oared race, is not eligible to row in any other Junior or Intermediate sweep-oared race, but can row in any Senior race, providing he makes weight.

The above clauses do not prevent an oarsman, who has won a Junior sweep-oared race, from entering in a Junior sculling race, or vice versa. Draw to be made and published prior to the first day of the Regatta.

The 145 lb. class to weigh in each day between 8 a.m. and 12 noon. Any man overweight will be allowed to report to the Clerk of the Scales for re-weighing, up to one hour before his race.

##### RULES FOR HIGH SCHOOL CREWS

1. All members of High School crews must be bona fide day students in regular attendance.
2. All members of High School crews must be under 19 years of age on August 15th, 1944.
3. Entries of High School crews for regattas must come through a rowing club, which is a member of the C.A.A.O.
4. Entry must be made in the name of the school represented.
5. A certificate must be furnished by the Principal of the school, along with the entry for each regatta, stating that all members of the crew from his school have been in regular attendance at the school for the six (6) months immediately prior to the regatta.
6. Composite crews will NOT be allowed.
7. High School Events require entries from two clubs to fill.

**ENTRANCE FEES:** Single Sculls \$2.50 Double Sculls \$5.00 High School Fours \$1.00  
Fours \$10.00 Eights \$2.00 High School Eights \$2.00

ENTRY FEES MUST ACCOMPANY ENTRIES OR CREWS WILL NOT BE DRAWN IN HEATS

Draw cheques to the order of the Treasurer, C.A.A.O.

All entries must be signed by a Club Official.

Send Entries to A. W. CARTER, Treasurer, 1385 Queen St. East, Toronto, Ontario.

List will be closed on Thursday, July 20th, 1944, at 6 p.m.

Clubs are requested to be sure to give complete list of each crew, with initials, for the purpose of record.

H. B. BURGOWNE  
W. M. ROSS  
A. W. CARTER  
L. V. VIENNE  
C. SHUTTLEWORTH

##### REGATTA COMMITTEE

R. L. SCHRAM, Chairman  
R. L. BYRON  
A. G. MUIR  
T. R. LOUDON  
HON. W. A. MacDONALD, K.C.  
J. L. MURRAY, Secretary

F. B. STEACY  
J. WRIGHT, JR.  
C. S. RILEY  
W. G. CRAWFORD  
J. A. HOUSE

From the estate of a resident of Grosse Pointe, Michigan, who competed at the 1944 Regatta.



## Chapter 5: 1931 to 1963: A New Era

Junior 145-lb. Eights race were scheduled for mid-afternoon. However, a rain squall and rough water with white caps forced President Ross and Secretary Murray, in consultation with the crews' coaches, to postpone the heats for an hour. The squall passed and it was decided to row the High School Fours race, which was scheduled for Friday. Grosse Pointe H.S. won. The eights' heats were then run at 7:30 p.m. and 8:00 p.m. and by that time it was near sunset. However, at the request of the competitors, the High School Fours (Coxswain), which was scheduled for Saturday, was run, hence the "Twilight Events Make History" part of the first headline. Ecorse H.S. won that event.

The High School Singles race involved a protest on unique grounds. Gabe Beaudry from Ottawa Technical School won. However, the race had been shortened, without notice, from one mile to  $\frac{3}{4}$  mile. Dick McIntyre, from Roman Catholic H.S. in Philadelphia, spoke at the meeting of the Executive Committee on Friday evening and argued that he and third-place finisher, Bob Couch from Lafayette H.S. in Buffalo, and J. Gregan from Ecorse H.S. had trained for the mile distance, which was the distance published by the CAAO. (See the poster above.) The protest was allowed and the race was re-rowed at 11:00 a.m. on Saturday, over the one mile distance. In that event, Beaudry was ahead of McIntyre, but the Ottawa sculler caught a crab 140 metres from the finish and was thrown out of his shell. McIntyre passed him and won, but Couch, who was in third place refused to cross the finish line because of Beaudry's plight. For some unknown reason, it is Beaudry's name that appears in the CAAO record book.

Spectators on Saturday were entertained by the 50-piece brass band of HMCS *Star*, from Hamilton.

Harvey Hutcheon was now stationed with the RCAF in Ottawa, and rowed in Ottawa R.C. colours. He placed second behind Ken Thorburn of the Argonaut R.C. in both the Quarter-Mile Dash, Open Singles and the Championship Singles. Coming third in the Championship Singles was Claude Saunders, from the Leander B.C., who had won the Association Singles.

Ken Thorburn was a 32-year old lightweight sculler who had won the Senior 140-lb. Singles and the Quarter-Mile Dash, 140-lb. Singles in 1940 and 1941, and the Senior 145-lb. Singles and Quarter-Mile Dash, 145-lb. Singles in 1942 and 1944.

Sweeping all the singles events—lightweight and heavyweight—at the 1944 Regatta was unprecedented. However, two blemishes mar his accomplishment. First, the Senior 145-lb. Singles was a row-over, and second, he had never won the Association Singles, so he should not have been permitted to race in the Championship Singles. Still, it says something about his ability that he could beat two men who *had* won the Association Singles.

One half-mile, and four quarter-mile service races helped to fill the Saturday programme. The half-mile race was for work boat fours and was won by a Royal Norwegian Air Force crew, whose names were not listed in the programme "[o]wing to war secrecy." [The St. Catharines Standard, July 31, 1944, p.8] They collided with the HMCS *Star* crew at the finish and over turned. Then, to the delight of the crowd, they swam and towed their boat to the shipyard across from the grandstand, emptied and righted it and rowed to the grandstand to receive their silver medals. HMCS *York* won

## Chapter 5: 1931 to 1963: A New Era

the 145-lb. whaler race, and HMCS *Star*, the senior whaler race. There was also a race of sea cadet cutters, which was won by RCSC *Lion* from Hamilton. However, the event that got the most press coverage was the Wrens race. Wrens—more accurately WRNS—stood for Women’s Royal Naval Service. It was the first time that women competed at the Canadian Henley Regatta. An HMCS *York* crew won.



Above, HMCS *York*, the first women’s crew to win a Canadian Henley race. Seated in their whale boat, coxswain, L. Thomas is wrapped in a coat after being tossed into the water by her crew. The rest of the history-making crew are H. Hawke, J. Loukes, M. Hyslop, B. Greenhalgh, and L. Wylie.

All the winners and times for the 1944 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

Since the National Association of Amateur Oarsmen had cancelled its National Regatta, the CAAO hoped more American competitors would come to the Henley. The hoped-for increase did not materialize.

Below is a list of the participating clubs at the 1944 Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the

## Chapter 5: 1931 to 1963: A New Era

club, followed by the number of wins, which suggests the relative strength of the club. The Argonaut R.C. was named Regatta champion for the third year in a row on the strength of more second and third place finishes than the Leander B.C.. All five of the Argo wins were by scullers, and four of those were by Ken Thorburn.

Argonaut R.C.	(16/5)	Toronto, Ontario
Leander B.C.	(9/5)	Hamilton, Ontario
Ottawa R.C.	(4/1)	Ottawa, Ontario
St. Catharines R.C.	(2/0)	St. Catharines, Ontario

American entries came from:

Detroit B.C.	(8/2)	Detroit, Michigan
Ecorse R.C.	(11/1)	Ecorse, Michigan
Penn A.C.	(3/0)	Philadelphia, Pennsylvania
West Side R.C.	(8/1)	Buffalo, New York
Wyandotte B.C.	(4/2)	Wyandotte, Michigan

High school entries:

Ecorse H.S.	(3/2)	Ecorse, Michigan
Grosse Pointe H.S.	(3/1)	Grosse Pointe, Michigan
Lafayette H.S.	(5/1)	Buffalo, New York
Ottawa Technical H.S.	(2/0)	Ottawa, Ontario
Roman Catholic H.S.	(1/1)	Philadelphia, Pennsylvania
St. Catharines C.I.	(1/0)	St. Catharines, Ontario
Theodore Roosevelt H.S.	(2/0)	Wyandotte, Michigan

The annual meeting of the CAAO was held on Friday evening at the Hotel Leonard.

All the Officers from 1943 were re-elected for 1944:

Honorary President: Henry B. Burgoyne, St. Catharines

President: William M. Ross, Toronto

1st Vice-President: Alex G. Muir, Hamilton

2nd Vice-President: Roy L. Byron, Ottawa

Secretary: John L. Murray, Kingston

Treasurer: Arthur W. Carter, Toronto

Curator of Trophies: H.E. Rose, St. Catharines

Director of Publicity: Cliff Shuttleworth, Hamilton

Executive Committee:

Retiring 1945: Jack A. House, St. Catharines, L.V. Venne, and Cliff Shuttleworth, Hamilton.

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Retiring 1946: Thomas R. Loudon, Ottawa, William A. Macdonald, Vancouver, and Joe Wright, Jr., Toronto.

Retiring 1947: F.B. Steacy, Brockville, and William G. Crawford, Toronto. C.S. Riley from Winnipeg resigned but it appears no replacement was named.

The starting platform was on the agenda again, and Henley Aquatic Association President Henry Burgoyne outlined the problems which had prevented the installation of the platform, and the plans for the future. No details are provided in the minutes.

After the dredging and widening of the course, the current must have increased, because the following appears in the minutes:

It was moved by Major H.B. Burgoyne, seconded by R.L. Schram, that a letter of appreciation be sent to Dr. Hogg, of the Ontario Hydro Electric Power Commission thanking him for lessening the flow of water in the old canal during the afternoons of the Regatta.

CARRIED.

[Canadian Association of Amateur Oarsmen. Annual Meeting. St. Catharines. July 28, 1944]

It became normal practice for Ontario Hydro to reduce the flow of water during racing hours. This minimized the possibility that some lanes might be “faster” than others.

While the Regatta was taking place, the War continued on several fronts. On Thursday the 27th, the Russian army freed the Majdanek concentration camp on the outskirts of Lublin, Poland. On Friday the 28th, the U.S. 4th Armored Division of the 1st Army entered Coutances, France, and 307 British bombers attacked Hamburg, with the loss of about 22 planes. On Saturday, the 29th, the Allied air force bombed Germany for 6 hours.

At the October meeting of the Executive Committee, a new practice was proposed: prior to the beginning of the Regatta, coaches and coxswains would meet with CAAO officials who would explain the rules of the Regatta. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. October 14, 1944]

# 1944

## Chapter 5: 1931 to 1963: A New Era

### **The Fortieth Royal Canadian Henley Regatta The Sixty-Third Regatta of the Canadian Association of Amateur Oarsmen July 26 to 28, 1945**

Although the First Regatta of the CAAO was held in 1880, and the first regatta on the permanent course in Port Dalhousie was held in 1903, the 1945 Regatta had so many innovations that it must have felt like a new Regatta to the competitors, coaches, officials and spectators. Many of the new features were initiatives of Cliff Shuttleworth, Director of Publicity. However, before anything new could be implemented, a basic question had to be answered: whether or not to hold a Regatta in 1945.

The CAAO Executive Committee met at the King Edward Hotel in March and dealt with that question and decided to hold the Regatta over three days, Thursday, Friday and Saturday, July 26, 27 and 28.

Henry Burgoyne, President of the Henley Aquatic Association reported on plans to drive piles above the starting line with the aim of anchoring a starting platform to the piles in time for the Regatta. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 24, 1945]

On April 30, Adolf Hitler, Eva Braun, and Joseph Goebbels committed suicide in Berlin as Russian troops advanced through the city.

The Executive Committee met again in May at the King Edward Hotel. Cliff Shuttleworth introduced some new initiatives to promote the Regatta. The St. Catharines Junior Chamber of Commerce was to sponsor a Royal Canadian Henley Ball on Thursday evening. That organization was to begin operating the Regatta in 1946, and was to assist in 1945. There was also to be an opening ceremony on Thursday, which was to include raising the banners of all the participating clubs. And, a Regatta office was to be opened from noon on Wednesday until 6:00 p.m. Saturday at the Hotel Leonard.

[C]rews and officials will register there: guest badges, official and competitors' badges will be issued only from there as well as club badges for club members. It will also serve as an Information Bureau for all matters connected with the Regatta. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. May 5, 1945]

One has to wonder how all those functions were handled in previous years.

On May 7, Germany surrendered unconditionally, and the next day V-E (Victory in Europe) Day was declared.

To mark Victory in Europe, the 1945 Regatta was called the "Victory Regatta."

## Chapter 5: 1931 to 1963: A New Era

Three weeks before the Regatta, the Executive Committee met again at the King Edward Hotel, or as the minutes say, “Kind Edward Hotel.”

Henry Burgoyne had some bad news to report. Ontario Hydro officials had decided that they did not want piles driven above the starting line. Instead, they proposed stringing cables from the shore to a stone-filled crib in the water and attaching the platform to those cables. There was insufficient time to install that set-up, so

it was moved by C. Shuttleworth, seconded by H.B. Burgoyne, that the secretary be authorized to order six floats, as advertised in the daily papers, to be delivered to the Henley Aquatic Committee at Port Dalhousie, to test their use for the Regatta. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. July 7, 1945]

That is how navy surplus emergency floats found their way to the 1945 Regatta. The Executive Committee had voted to pay the expenses incurred by Cliff Shuttleworth while performing his duties as Director of Publicity, and at this meeting he was given an additional \$200.

An unsigned memo entitled “SPECIAL NOTICE TO CLUBS, JULY 12, 1945.” was probably issued by Shuttleworth. It contains eight points, some of which are new proposals, and some of which are reminders of plans already in work. Among the new ideas, is a plea for clubs to encourage former oarsmen to attend the Reunion Dinner at the Hotel Leonard on Friday evening. Clubs are also asked to submit names of members

who might wish to become Henley officials. Also new was an awards ceremony to be held each evening in the rotunda of the Hotel Leonard at which medals, plaques and trophies would be presented to that day’s winners. The memo also included a reminder about a procedure which had been decided upon the previous July; a meeting of coaches, coxswains and officials was to be held every morning at which time starting and race procedures would be explained.

A substantial portion of Cliff Shuttleworth’s budget must have gone towards newspaper advertising. In the week before the Regatta, the *St. Catharines Standard* contained numerous ads. The one shown here is a summary of all the material covered in the previous ads. Some claims need explanation: “World-Wide Broadcast” might be hyperbole, although CKTB’s Rex Stimers was to cover some races for both the CBC in Canada, and NBC in the United States. “Walkie Talkie Descriptions of Races” involved Bob Dibble describing races over a walkie-talkie from an officials’ boat to a receiver in the grandstand which then amplified it for the spectators. The equipment was on loan from Addison Industries and was manned by the signalling platoon of the 2nd Irish Regiment from Toronto. [The *St. Catharines*



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*Standard*, July 27, 1945, p.9] “Paramount and Movietone Movie Coverage” meant that film crews were on site and shooting material for the newsreels shown in movie theatres. While not mentioned, the National Film Board of Canada also sent a film crew. Shuttleworth’s twin objectives seem to have been: offer incentives to entice spectators into the grandstand, and promote the Regatta in multiple ways to reach as broad an audience as possible.

To mark the Victory in Europe, small (185 mm long) aluminum oars were given to every competitor.



Because aluminum would have been required for the War effort, it is unlikely any would have been spared for these souvenirs before 1945, so this was probably the first year they were given out. The practice continued—minus the inscription—into the 1960s. They came in two colours: silver and gold.

The 1945 programme contained some new features, including a new cover design. Conspicuously missing were the words “With the Co-operation of The Henley Aquatic Association, Limited.” That phrase had appeared below “Canadian Association of Amateur Oarsmen” since 1922. There is no mention of the HAA inside the programme. Nor is there an advertisement for the St. Catharines *Standard*, the newspaper which Henry Burgoyne, President of the HAA, was the Publisher of. Perhaps the two omissions are not linked, or perhaps there is an interesting story to be uncovered.

The photo below shows Detroit B.C. crews rigging their shells after unloading them from the baggage car parked in the rail yard on the east side of Port Dalhousie Harbour. Once they were rigged, they would have been rowed across the harbour to the gate-yard.

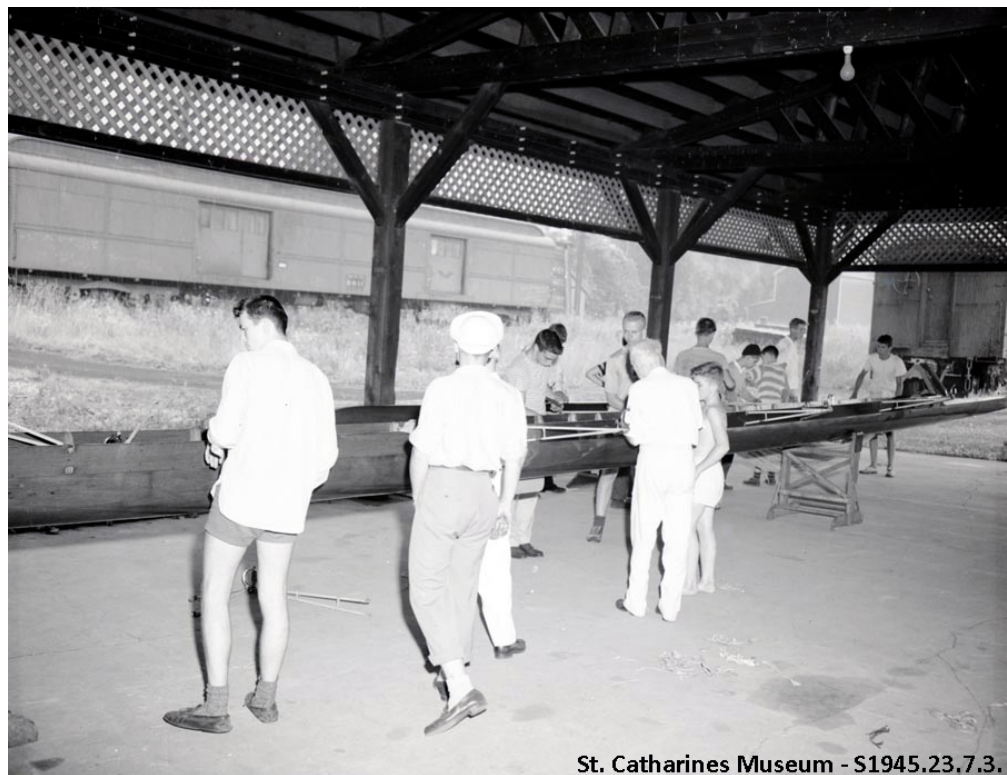




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Here's another Detroit B.C. crew rigging their eight in the shade. Normally, the shed would have been used by farmers waiting to load their fruits and vegetables onto boxcars, or by canning factories to keep their shipping cartons out of the weather before sending them across North America. Obviously, someone from Detroit seized the opportunity to use the empty shed to get out of the hot sun.



## Chapter 5: 1931 to 1963: A New Era

Although there were seven races on Thursday's programme, only one, the Quarter-Mile Dash, 145-lb. Singles, was a final. It was won by John Trinsey from the Pennsylvania Barge Club. This was a preview of things to come. Ken Thorburn, the Argonaut R.C. sculler who had owned the lightweight sculling events since 1940, was not competing. Argos would not be able to rely on him for points towards the Regatta championship. Trinsey would also win the Quarter-Mile Dash, Open Singles, and the Senior Doubles with Herb Maguire.

In any other year, Trinsy's accomplishments might have been the big story of the Regatta. However, in 1945, a tall 18-year-old, weighing 82 kg, from the Vesper B.C. in Philadelphia, captured the attention of the media. He was John B. Kelly, Jr., whose father had won gold medals in the Single Sculls and Double Sculls at the 1920 Olympics, and medals at the 1921 CAAO Regatta in the Senior Fours and Senior Doubles. On Friday, Jack, Jr. opted to skip the Junior Singles, but won the High School Singles for William Penn Charter School, and then an hour and 20 minutes later, he won the Association Singles. On Saturday, he won the Championship Singles.

The CAAO had hoped to have flags at the grandstand from every competing club and to raise the flag of the winning club after each race. Unfortunately, some of those club flags did not materialize. Instead, the flags of Canada or the United States were raised when a Canadian or American club won. When John Kelly, Jr. won his three races, his father was in the grandstand and raised the American flag each time in his honour.

The opening ceremony at the Hotel Leonard on Thursday evening featured a speech by the Premier of Ontario, Colonel George Drew. The Mayor of St. Catharines, W.J. Macdonald, proclaimed that week "Henley Regatta Week."

A period of silence was observed for oarsmen who had given their lives in the war and a bugler sounded "Last Post."

....

After "Last Post" had been sounded for the oarsmen who had given their lives for the Allied cause—the cause of freedom, decency and civilization—Rev. Allan Hill offered a prayer of thanks. [The St. Catharines *Standard*, July 27, 1945, p.9]

There were reminders of the War everywhere at the 1945 Regatta, but none was as powerful as Jim Moorman who rowed 6-seat in the Ottawa R.C. junior eight on Friday. Moorman had lost most of his right leg, and rowed without a prosthetic.

## Chapter 5: 1931 to 1963: A New Era



The St. Catharines *Standard* photo.

The man wearing the dark shirt and striped tie in the centre of the photo is Rex Stimers, or as *Globe and Mail* sports reporter, Jim Coleman, called him “Rexford (The Lung) Stimers.” [The *Toronto Globe and Mail*, July 9, 1945, p.14] According to Coleman, Stimers’ voice could be heard 50 km away without the need of a microphone. Note that the second announcer is speaking into a CBC microphone. The Senior Eights race was scheduled to be broadcast over the national network

at 4:08 Saturday afternoon. [The St. Catharines *Standard*, July 28, 1945, p.16] The photo was taken on Saturday, on the roof of the grandstand, a vantage point which gave Stimers and photographers an unrivalled view of the course.



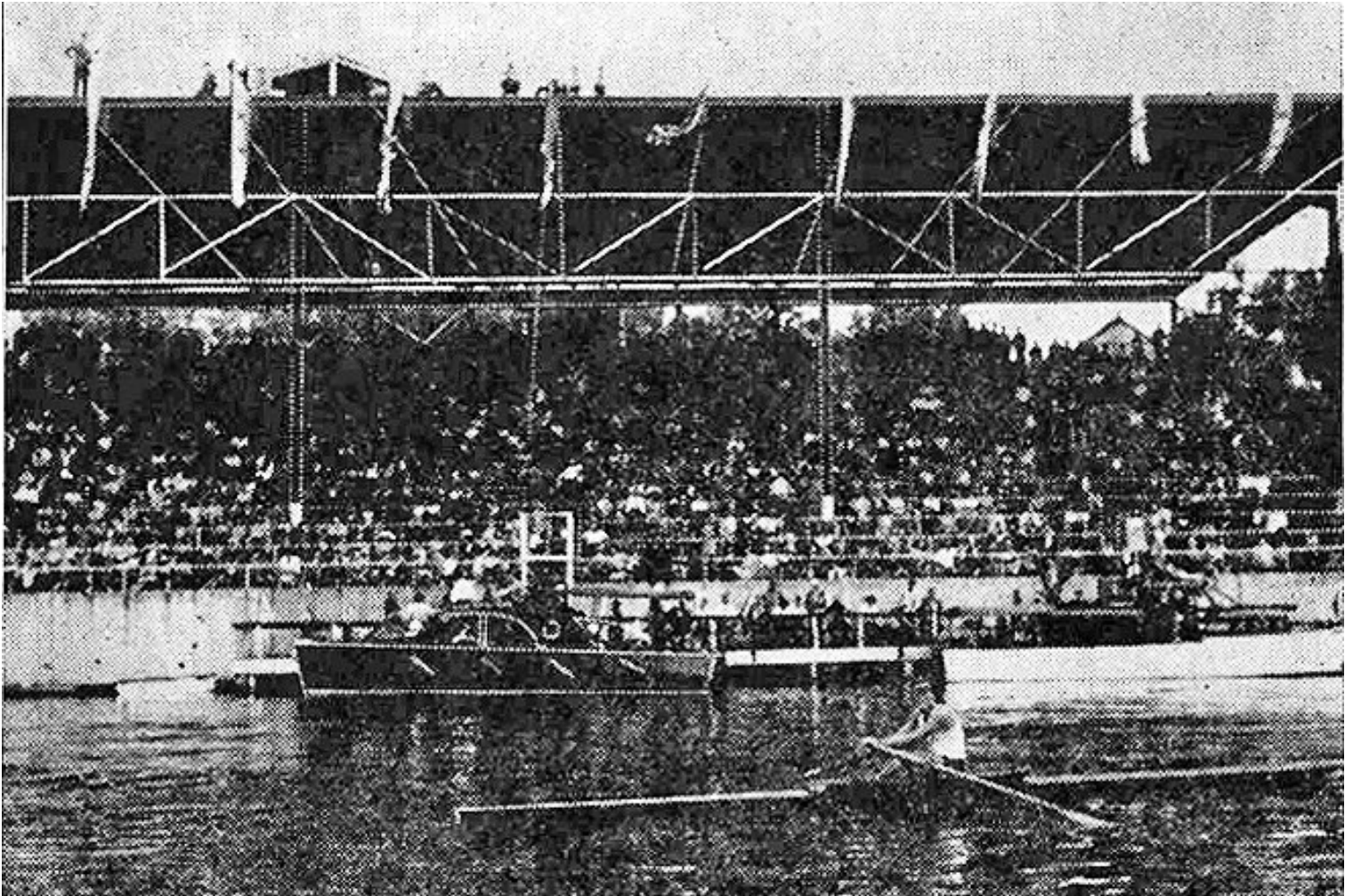
The St. Catharines *Standard* photo.

## Chapter 5: 1931 to 1963: A New Era

The photo above shows the start of the Senior 145-lb. Fours race. Most clubs were given nicknames by the sports reporters, so in this race, closest to the photographer are the West Side Bisons, then the St. Catharines Vikings, next the Leander Scarlet Runners, and on the far side, the Wyandotte Black Boilermakers. The Scarlet Runners won.

The photo also gives us a good look at the navy surplus emergency floats which were bought from a newspaper advertisement when the Henley Aquatic Association was unable to install a permanent starting ramp. Each of the seven floats came with a surprise inside: food rations. "Each raft came complete with rations sealed in a centre waterproof compartment, and carried enough dehydrated food and canned water to last eight men for four days." [The St. Catharines *Standard*, July 26, 1945, p.17] The rations were removed before the floats were positioned.

Until a better copy of the photo below comes along, this will have to do.



The sculler in the foreground is John B. Kelly, Jr.. He had just won his third Henley race, the Championship Singles. The photo also shows what the *Standard* called the "[b]iggest crowd in the history of Henley regattas." [The St. Catharines *Standard*, July 30,



## Chapter 5: 1931 to 1963: A New Era

1945, p.8] That may be stretching the truth a bit, since the photograph of the “Peerless Four” at the 1931 Regatta when the grandstand first opened, shows a bigger crowd. The third thing to note in the photo is the radio booth on top of the grandstand. That was where Rex Stimers did his broadcasts from, and where non-vertigo-suffering photographers took photos of races.

The last race of the Regatta was the High School Eights. It was won by Grosse Pointe H.S.. Crews from that school also won the High School Fours and Fours (Coxswain) events. Winning the eight came with added prestige, since the new Calder Cleland Memorial Trophy was presented to them. The trophy was named for RCAF Pilot Officer Calder Cleland who was killed in action over Sicily, July 3, 1943. Calder Cleland participated in several sports, but not rowing, nevertheless, his father thought that rowing was a fitting sport to donate the trophy to, and by specifying that it go to the High School Eights, he hoped that it would encourage young men to pursue the sport.



The photo, taken in the rotunda of the Hotel Leonard on Saturday evening, shows the trophy's donor, William B. Cleland, making the inaugural presentation to Jud Ross, the Grosse Pointe H.S. coach, while CAAO President Alex Muir, on the left, holds the plaque and medals which the crew also received. The crew, from the left are: Jule Heubner, Don McPhail, Ted Mumford, Earl Lapp, Bill Baker, Ron Dykstra, Bob Beaupre, H. Blair, and Dick Bracken.

## Chapter 5: 1931 to 1963: A New Era

The CAAO already had a trophy for the High School Eights, the Propeller Club Trophy, which had been presented since 1938. That trophy was reassigned to the High School Fours (Coxswain). Since Grosse Pointe had won that race as well, they not only received the new trophy for the eight, but the old one as well.

The Calder Cleland Memorial Trophy was “valued now near the \$10,000 mark.” [The St. Catharines *Standard*, July 30, 1945, p.8] To put \$10,000 into context, for \$9,500, a person could buy a detached, 10 room, two bathroom house with an oil burner, oak flooring, a sunroom, private driveway, and garage in the Rosedale area of Toronto. [The Toronto *Globe and Mail*, July 4, 1945, p.18]

The National Association of Amateur Oarsmen cancelled its National Regatta again in 1945. As a result, the number of American competitors at the Henley was up slightly. However, the number of American high school competitors was up significantly. Heats were necessary for the High School Fours and Eights.

All the winners and times for the 1945 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1945 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. There were 476 oarsmen competing, 42 of whom belonged to the Leander B.C., and 30 to the Ecorse B.C.. However, the Pennsylvania Barge Club, with four scullers, were declared the Regatta champions. [The St. Catharines *Standard*, July 30, 1945, p.8]

Argonaut R.C.	(11/1)	Toronto, Ontario
Leander B.C.	(10/2)	Hamilton, Ontario
Ottawa R.C.	(8/2)	Ottawa, Ontario
St. Catharines R.C.	(4/0)	St. Catharines, Ontario

American entries came from:

Detroit B.C.	(8/2)	Detroit, Michigan
Ecorse R.C.	(16/3)	Ecorse, Michigan
Nereid B.C.	(2/0)	Belleville, New Jersey
Pennsylvania Barge Club	(8/4)	Philadelphia, Pennsylvania
Ravenswood B.C.	(1/0)	Long Island City, New York
Vesper B.C.	(3/2)	Philadelphia, Pennsylvania
West Side R.C.	(11/1)	Buffalo, New York
Wyandotte B.C.	(6/3)	Wyandotte, Michigan

High school entries:

Bennett H.S.	(1/0)	Buffalo, New York
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## Chapter 5: 1931 to 1963: A New Era

Ecorse H.S.	(1/0)	Ecorse, Michigan
Grosse Pointe H.S.	(4/3)	Grosse Pointe, Michigan
Lafayette H.S.	(2/0)	Buffalo, New York
Northeast Catholic H.S.	(2/1)	Philadelphia, Pennsylvania
Ottawa Technical H.S.	(4/0)	Ottawa, Ontario
Our Lady of Mount Carmel H.S.	(2/0)	Wyandotte, Michigan
Riverside H.S.	(1/0)	Buffalo, New York
Runnymede C.I.	(1/0)	Toronto, Ontario
St. Catharines C.I.	(2/0)	St. Catharines, Ontario
Technical H.S.	(2/0)	Buffalo, New York
Theodore Roosevelt H.S.	(3/0)	Wyandotte, Michigan
William Penn Charter School	(1/1)	Philadelphia, Pennsylvania

After the last race, and after the grandstand had emptied, 54 veterans split up into six eights and had a fun paddle. The *Standard* lists all the crews [The St. Catharines *Standard*, July 30, 1945, p.8], but there are too many names to include here. However, here is a sampling of some of the men who went messing about in boats Saturday evening: Soper, Shuttleworth, Gilmore, Reid, Serviss, Dibble, Ross, Wright, Janes, Cline, Kelly, Cossitt, Belyea, Muir, Wehmeier, Flavelle, and Schaab. These men, plus the others, not mentioned, all had a hand in creating the history of the Canadian Henley Regatta. See Appendix K to Chapter 6 for all the names.





## Chapter 5: 1931 to 1963: A New Era

Another post-Regatta activity was loading equipment into baggage cars for shipment home. The photo above appears in a Detroit B.C. periodical with a caption that celebrates that club's two wins, and Grosse Pointe H.S.'s three wins at the 1945 Regatta: "Victories won, the shells are loaded for the return to Detroit." [*Boat Club News*, September, 1945 (Vol. 25, No. 8)]

The annual meeting of the CAAO was held on Friday evening at the Hotel Leonard.

The Officers elected for 1945 were:

Honorary President: William M. Ross, Toronto

President: William Alex G. Muir, Hamilton

1st Vice-President: Roy L. Byron, Ottawa

2nd Vice-President: William G. Crawford, Toronto

Secretary: John L. Murray, Kingston

Treasurer: Arthur W. Carter, Toronto

Curator of Trophies: H.E. Rose, St. Catharines

Director of Publicity: Cliff Shuttleworth, Hamilton

Chairman of Regatta Committee: Richard L. Schram, Toronto

Executive Committee:

Retiring 1946: Thomas R. Loudon, Ottawa, William A. Macdonald, Vancouver, and Joe Wright, Jr., Toronto.

Retiring 1947: L. Richardson, Brockville, C.S. Riley, Winnipeg, and Robert G. Dibble, Toronto.

Retiring 1948: Jack A. House, St. Catharines, B.F. Kerr, Ottawa, and Cliff Shuttleworth, Hamilton.

The starting platform was again on the agenda, and Henry Burgoyne again delivered the official position of Ontario Hydro: piles could not be driven above the start, and it was recommended that cables be strung from the shore to a stone-filled crib to be constructed in the water, and the starting platform attached to the cable. It was decided to let the incoming Executive Committee deal with this.

The St. Catharines Junior Chamber of Commerce was thanked for its assistance in putting on the new events: the official opening, the reception and the old boys' reunion dinner.

The Association acknowledged the receipt of the Calder Cleland Memorial Trophy. What is not acknowledged is the fact that Mr. Cleland donated the trophy to the Henley Aquatic Association, not the CAAO. [The St. Catharines *Standard*, July 27, 1945, p.2] Perhaps this is another hint of friction between the two organizations.

The application of the Canadian Secondary Schools Rowing Association for membership was accepted. Neither the newspaper nor the minutes comment on the use of the word "Canadian" in its name, something to which the CAAO had objected in 1941 and 1942 on the grounds that it was the governing body of Canadian rowing.

## Chapter 5: 1931 to 1963: A New Era

While the Victory Regatta was being held, hostilities involving Japan were continuing. The Allied leaders were meeting in Potsdam, Germany, and on Thursday the 26th, Britain, the United States and China issued the Potsdam Declaration which gave an ultimatum to Japan: surrender unconditionally. Japan rejected the ultimatum. On Friday the 27th, in a effort to get Japanese citizens to put pressure on their government to surrender, the United States Army Air Force dropped 600,000 leaflets over 11 Japanese cities, warning civilians of probable air raids. On Saturday the 28th, Japanese *kamikaze* pilots sank their last Allied ship; the *USS Callaghan* went down off Okinawa.

On August 6, an atomic bomb was dropped on Hiroshima, Japan. Three days later, another was dropped on Nagasaki.

On August 14, Japan agreed to unconditional surrender.

On September 2, Japan signed the formal surrender agreement on board the *U.S.S. Missouri* in Tokyo Bay. World War II was over.

The CAAO's Executive Committee met at the King Edward Hotel in September. One item discussed gives us an insight into some Regatta problems which usually don't get mentioned in print. The Henley Aquatic Association and the St. Catharines Junior Chamber of Commerce were asked to address:

1. Condition of the Ladies' toilets at the Grand-stand.
2. Toilet facilities and showers for competing oarsmen at the shell-houses.
3. Night and day watchmen for the shell-houses during the entire week of the Regatta.

[Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. September 29, 1945]

For years, Clayton Browne, sports reporter for The St. Catharines *Standard*, had been using the points system he devised to determine the Regatta champion. He sent his results, via Canadian Press, to newspapers across Canada and the United States. Often, it was the points standings, which pitted club against club, that the newspapers focussed on. The results of races were secondary. Browne never consulted the CAAO for the official results, but used the results that were announced. The CAAO had never condoned his undertaking, and over the years had expressed its displeasure with it. By 1945, it had become a nuisance to the CAAO, the most annoying feature being the equal points given to all events, from singles to eights. Since the NAAO had been using a points system, the CAAO asked its members for their opinions of that system. They must have finally realized that most readers of the sports pages understood club vs. club, even if they did not understand crew vs. crew in a particular race.

There was one other odd item discussed. It concerned the Calder Cleland Memorial Trophy. "[T]he Deed of Gift stipulated that the race for this must be held on the present Regatta Course at Port Dalhousie. After some discussion it was decided to obtain more information on the matter for the next meeting." [Canadian Association of

## Chapter 5: 1931 to 1963: A New Era

Amateur Oarsmen. Meeting of the Executive Committee. Toronto. September 29, 1945]  
Why this should be an issue is not clear, unless the Association had thoughts of moving the Regatta.

# 1945

## Chapter 5: 1931 to 1963: A New Era

### **The Forty-First Royal Canadian Henley Regatta The Sixty-Fourth Regatta of the Canadian Association of Amateur Oarsmen July 25 to 27, 1946**

At the March meeting held at the King Edward Hotel, the Executive Committee again discussed the wording of the Deed of Gift of the Calder Cleland Memorial Trophy to the Henley Aquatic Association, and it was decided to discuss it further at a later meeting. In another piece of old business, Secretary Murray was again instructed to send out copies of the NAAO system for scoring and to ask clubs for feedback.

Also at that meeting, it was decided to hold the Sixty-Fourth Annual Regatta on Thursday, Friday and Saturday, July 25, 26 and 27.

Perhaps as a show of optimism, a second lightweight class was to be reintroduced, as an experiment; the 155-lb. class. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. March 23, 1946] The CAAO rationalized not returning to the 140- and 150-lb. weight classes this way: "The Association pointed out that Canadian young men would appear to be growing in weight and stature." [The Toronto *Globe and Mail*, March 25, 1946, p.16]

In May, the rowing community got some good news: the Don R.C. which had been moribund since 1940, when its shellhouse and most of its equipment was destroyed by a powerful wind storm, was starting to rebuild under the leadership of Club President, Jack Guest. [The Toronto *Daily Star*, May 4, 1946, p.12] A lack of equipment would prevent them from competing in 1946.

Another piece of good rowing news came from the Henley Royal Regatta which was being held for the first time since 1939. John B. Kelly, Jr. was entered in the Diamond Challenge Sculls, the event his father had been barred from in 1920, because he had done some bricklaying, and manual labourers were not allowed to compete at that time. Nineteen-year-old John, Jr. made it to the finals, but was beaten by a French sculler, Jean Séphériadès.

The Executive Committee met at the Hotel Leonard in June, at which time it was decided to continue with the innovations which were introduced in 1945. Henry Burgoyne reported that the Henley Aquatic Association was improving the facilities at the grandstand and the oarsmen's quarters. The NAAO system of scoring was to be used for a one year trial. it seems that there had been no RCMP presence on the course in recent years, and they were invited to send two constables from the Niagara Falls Detachment. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. St. Catharines. June 29, 1946]

In a article lauding oarsmen and the sport of rowing, Toronto *Star* sports reporter, Frank Ayerst, mentions some facts which do not appear elsewhere. For instance, he outlines the training regimen of the Argonaut R.C., which was probably typical of most clubs: beginning in February, oarsmen trained two to four times a week on indoor

## Chapter 5: 1931 to 1963: A New Era

machines. When the ice on the course melted, in early April, they would begin rowing in shells, twice a day, seven days a week. He mentions that all clubs were suffering from a lack of new equipment, with, typically, a one year waiting period. Singles were being ordered for \$250 and eights for \$2,000. [The Toronto *Daily Star*, July 13, 1946, p.13]

Those prices were probably “ball-park” estimates. A letter from British boatbuilders George Sims & Sons to the St. Catharines R.C. lists their prices, with the caveat that “I am afraid it will be some months before we are able to build you a new VIII as materials are not yet available.” [R. Sims. “To A.I. Wallis.” January 10, 1946] By good luck, Mr. Wallis or someone else at the St. Catharines R.C. converted the British pounds to Canadian dollars. So an eight with oars delivered in a case to the London dock was £270 (\$1,210.40), a straight four with oars, £156.90 (\$696.20) and a double with sculls, £69 (\$307.05). Those were only the base prices. There was also sales tax and of course, shipping from London to St. Catharines. However, the notes with the letter indicate that there was no duty on rowing equipment.

The 1946 Regatta was going to be the biggest in many years. More than 600 competitors were entered, with West Side R.C. bringing 62 oarsmen, Detroit B.C., 54, Leander B.C., 51, St. Catharines R.C., 30, Ottawa R.C., 16, and Lachine R.C., 14. [The Toronto *Globe and Mail*, July 24, 1946, p.13] (Two days later, the *Globe* revised the number of competitors to “more than 500,” still an impressive number. [The Toronto *Globe and Mail*, July 26, 1946, p.15]) Another indication of its size, was the fact that eight heats were scheduled for Thursday morning for Thursday afternoon finals, and another eight heats in the afternoon for Friday finals. Six heats were scheduled on Friday afternoon for Saturday finals. Even Saturday had two heats in the morning for an afternoon final. In addition to adding 155-lb. races, two Intermediate races were also back on the programme. There were 27 club finals plus four high school finals. It is not surprising, then, that when Henry Burgoyne was at St. Catharines City Council asking for a grant of \$1,000, that he suggested that the 1947 Regatta might be five days long. [The St. Catharines *Standard*, July 22, 1946, p.1]

Thursday’s conditions were fair and cool, with almost no wind: ideal. Six finals were rowed, five more than were rowed in 1945.

The opening ceremonies were held at the grandstand on Thursday evening. A motorcade drove from downtown St. Catharines to Port Dalhousie, where it was met by the Lincoln and Welland Regimental band who led the parade of provincial and local politicians, and rowing officials to the grandstand where speeches were made and club pennants raised. In his speech, CAAO President Alex Muir predicted that the 1947 Regatta would be four days long. The Honourable Charles Daley, Member of the Legislative Assembly for Lincoln, and Ontario’s Minister of Labour, officially opened the Regatta. In his speech, he drew attention to the quality of the water:

“It’s the finest course, but maybe not the cleanest water,” he added, amid the cries of approval from the oarsmen. “But maybe a little pressure by your executive on me and my government will assist in correcting that condition. It should be corrected.” [The St. Catharines *Standard*, July 26, 1946, p.12]

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Daley was no fool, so he realized that few of the 600 people in his audience were voters from his riding, and, moreover, that the body of water in question did not fall under provincial jurisdiction, but he was an astute politician who knew what made good press.

To conclude the ceremony:

Rev. Ongley said a fitting prayer in memory of the oarsmen who “had rowed their last race” in Great War II, and a bugler sounded The Last Post as the Union Jack was lowered to half staff. The ceremonies concluded with the band playing “The Star Spangled Banner” and “God Save the King.” [The St. Catharines *Standard*, July 26, 1946, p.12]

After World War I, the press often mentioned the number of men from various clubs who had perished. That did not happen after World War II. However, we do know that 13 men from the Brockville R.C. died. [Donald H. Swayne, *The Brockville Rowing Club: 100 Years of Rowing* (Brockville: Brockville Rowing Club, 1994) p.44]

The big story on Friday was the two wins by the St. Catharines R.C. Junior 145-lb. and Junior 155-lb. Eights. The former would also win the Senior event on Saturday, while the latter would come second to West Side. The beginning of the rise of the St. Catharines R.C. can be traced directly to those two eights, coached by Russ Wood. All 18 young men in those boats stayed involved with the Club in some capacity, some for decades. Four of them, Bill Dick, Frank Dwyer, Gerry Lienert and Alex Wilson would go on to have successful coaching careers at the high school, club and national levels.

On Friday evening, the Old Boys’ Reunion Dinner was held at the Hotel Leonard.

Apparently the radio broadcast of the Senior Eights race in 1945 had gone over well, because the CBC allotted half an hour on Saturday for Henley coverage in co-operation with St. Catharines station CKTB. The “Radio Log” in Saturday’s *Star* shows a half hour slot for “Henley Regatta” on CBL beginning at 4:00 p.m.. [The Toronto *Daily Star*, July 27, 1946, p.20] That allowed coverage of both the Championship Singles, scheduled for 4:00 p.m. and the Senior Eights, scheduled for 4:15 p.m.. Thanks to Jim Coleman, sports reporter for the *Globe and Mail*, we know that both races were described over the air by Rex Stimers:

On Saturday afternoon Stimers was called upon to broadcast the senior singles and senior eights in rapid succession. Each of those crews rowed 1 mile 560 [sic] yards, but Stimers was compelled to row 2 miles 1,120 yards in his monumental stint. [The Toronto *Globe and Mail*, July 29, 1946, p.12]

The Championship Singles was won for the second year in a row by John B. Kelly, Jr., and the Senior Eights, for the third year in a row, by the Leander B.C..

Coleman, who was on the roof of the grandstand with Stimers, related the enthusiasm with which the announcer described the High School Eights race, won in an upset by the St. Catharines C.I. crew. According to Coleman, Stimers was so exhausted

## Chapter 5: 1931 to 1963: A New Era

after the race that “he will be bedded for a considerable period with warped tonsils.” [The Toronto *Globe and Mail*, July 29, 1946, p.12]

That Collegiate crew won the Calder Cleland Memorial Trophy the value of which was given as \$5,000, half the stated value from 1945. Sadly, the donor of the trophy, William B. Cleland, died just days before the beginning of the Regatta. [The Toronto *Globe and Mail*, July 24, 1946, p.13]

Although not mentioned anywhere else in print, Jim Coleman reveals that there was a whaler race for Sea Cadets, and a camera crew in the grandstand:

One disgruntled youth was the coxswain of the Sea Cadet crew which won the whaler race. As he saluted the judges his gleeful crewmates swarmed to the stern of the jolly craft and tossed him overboard. The moving-picture cameramen on the grandstand had failed to record this dousing for posterity so, as the coxswain scrambled aboard, they ordered: “Do it again—we didn’t get it.” The amiable oarsmen grabbed the startled coxswain and tossed him overboard again with rare gusto. [The Toronto *Globe and Mail*, July 29, 1946, p.12]

All the winners and times for the 1946 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1946 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.

Using the NAAO formula for determining the Regatta champion, the Association declared the Leander B.C. the champion. The basic difference between the unofficial formula used for years by Clayton Browne and the one used by the NAAO is that Browne’s method gave eight points to all winners, while the NAAO method gave 10 points to winners of singles events, 15 to doubles winners, 20 to fours, and 30 to eights. So, while both the Argonaut R.C. and West Side R.C. won four races, all the Argo wins were in sculling events, while West Side won a single, two fours and an eight. Under the Browne system, both clubs would have received 32 points. Under the NAAO system, Argos got 45 while West Side got 80. Both formulae had a sliding scale for awarding points to non-winning crews, but the NAAO system seems to have been developed by an MIT graduate and uses the number of contestants and percentages to determine those. It can be found in Appendices - 1931 to 1964 at the end of Chapter 5.

Argonaut R.C.	(26/4)	Toronto, Ontario
Brockville R.C.	(3/0)	Brockville, Ontario
Lachine R.C.	(7/0)	Lachine, Quebec
Leander B.C.	(13/7)	Hamilton, Ontario
McGill University	(5/2)	Montreal, Quebec
Ottawa R.C.	(13/0)	Ottawa, Ontario
St. Catharines R.C.	(7/3)	St. Catharines, Ontario



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American entries came from:

Detroit B.C.	(9/0)	Detroit, Michigan
Ecorse R.C.	(12/2)	Ecorse, Michigan
Fairmount R.A.	(4/0)	Philadelphia, Pennsylvania
Nereid B.C.	(6/2)	Belleville, New Jersey
New York A.C.	(4/0)	New York, New York
Penn A.C.	(2/0)	Philadelphia, Pennsylvania
Pennsylvania Barge Club	(3/0)	Philadelphia, Pennsylvania
Ravenswood B.C.	(3/0)	Long Island City, New York
Undine Barge Club	(2/1)	Philadelphia, Pennsylvania
Vesper B.C.	(5/1)	Philadelphia, Pennsylvania
West Side R.C.	(20/4)	Buffalo, New York
Wyandotte B.C.	(5/0)	Wyandotte, Michigan

High school entries:

Brockville C.I.	(1/0)	Brockville, Ontario
Ecorse H.S.	(4/0)	Ecorse, Michigan
Grosse Pointe H.S.	(3/1)	Grosse Pointe, Michigan
La Salle H.S.	(4/2)	Philadelphia, Pennsylvania
Ottawa C.I.	(1/0)	Ottawa, Ontario
Our Lady of Mount Carmel H.S.	(2/0)	Wyandotte, Michigan
Parkdale C.I.	(1/0)	Toronto, Ontario
Riverside H.S.	(2/0)	Buffalo, New York
Runnymede C.I.	(1/0)	Toronto, Ontario
St. Catharines C.I.	(3/1)	St. Catharines, Ontario
St. Joseph's Preparatory School	(2/0)	Philadelphia, Pennsylvania
St. Patrick's H.S.	(1/0)	Ottawa, Ontario
Theodore Roosevelt H.S.	(2/0)	Wyandotte, Michigan
West Philadelphia Catholic H.S. for Boys	(1/1)	Philadelphia, Pennsylvania

The annual meeting of the CAAO was held on Friday evening at the Hotel Leonard.

All the Officers who were elected for 1945 were confirmed for another year:

Honorary President: William M. Ross, Toronto

President: William Alex G. Muir, Hamilton

1st Vice-President: Roy L. Byron, Ottawa

2nd Vice-President: William G. Crawford, Toronto

Secretary: John L. Murray, Kingston

Treasurer: Arthur W. Carter, Toronto

Curator of Trophies: H.E. Rose, St. Catharines

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Director of Publicity: Cliff Shuttleworth, Hamilton

Chairman of Regatta Committee: Richard L. Schram, Toronto

Executive Committee:

Retiring 1947: L. Richardson, Brockville, C.S. Riley, Winnipeg, and Robert G. Dibble, Toronto.

Retiring 1948: Jack A. House, St. Catharines, B.F. Kerr, Ottawa, Cliff Shuttleworth, Hamilton, and D. Huestis.

Retiring 1949: Thomas R. Loudon, Ottawa, Joe Wright, Jr., Toronto, Les Callan, Vancouver, and S.M. Elliott, Lachine.

The scoring system came in for some criticism, and minor changes were discussed but no action was taken.

The year ended on a sad note, Patrick J. Mulqueen died on December 21 at the age of 79. His involvement in rowing began in the 1890s at the Toronto R.C.. He served as President of the CAAO from 1921 to 1923, and continued to attend meetings and offer his opinion. In recent years he had also been Referee-in-Chief and the host on the Toronto Harbour Commission boat during the Regatta.

# 1946

## Chapter 5: 1931 to 1963: A New Era

### **The Forty-Second Royal Canadian Henley Regatta The Sixty-Fifth Regatta of the Canadian Association of Amateur Oarsmen July 23 to 26, 1947**

On March 25, the Argonaut R.C. was destroyed by fire for the second time in its history. The only item to survive was the Grey Cup which the Argonaut football club had won in 1945 and 1946. "An Argonaut Club member pointed out the trophy amid the ruins and a fireman hook-latched it into the arms of Joe Wright, Jr." [The Toronto *Globe and Mail*, March 26, 1947, p.4] Among the 50 racing shells and work boats destroyed was the single used by Jack Guest to win the Diamond Challenge Sculls in 1930. It had survived the wind storm which destroyed the Don R.C. in 1940, and had been stored in the Argo boathouse. Joe Wright, Jr. said that the Club would rebuild, and it had received offers of help from several clubs. In addition, three shells on order from England were expected for the 1947 season.

True to predictions made in 1946, the 1947 Annual Regatta was expanded to four days, Wednesday to Saturday, July 23 to 26. This decision was made at the April meeting of the Executive Committee held at the King Edward Hotel. [Canadian Association of Amateur Oarsmen. Meeting of the Executive Committee. Toronto. April 19, 1947]

With more competitors and more equipment, logistics were a concern. Henry Burgoyne reported that the new owners of the Muir Bros. Dry Dock had offered the use of one of their buildings to store shells, and a landing float. Additional landing floats and storage facilities at the gate yard were also promised.

Since the Olympic Games were to resume in 1948, selecting the rowing team was discussed, and it was decided to use Henley results as the basis for picking the team.

Also at that meeting it was resolved to use the NAAO points formula again.

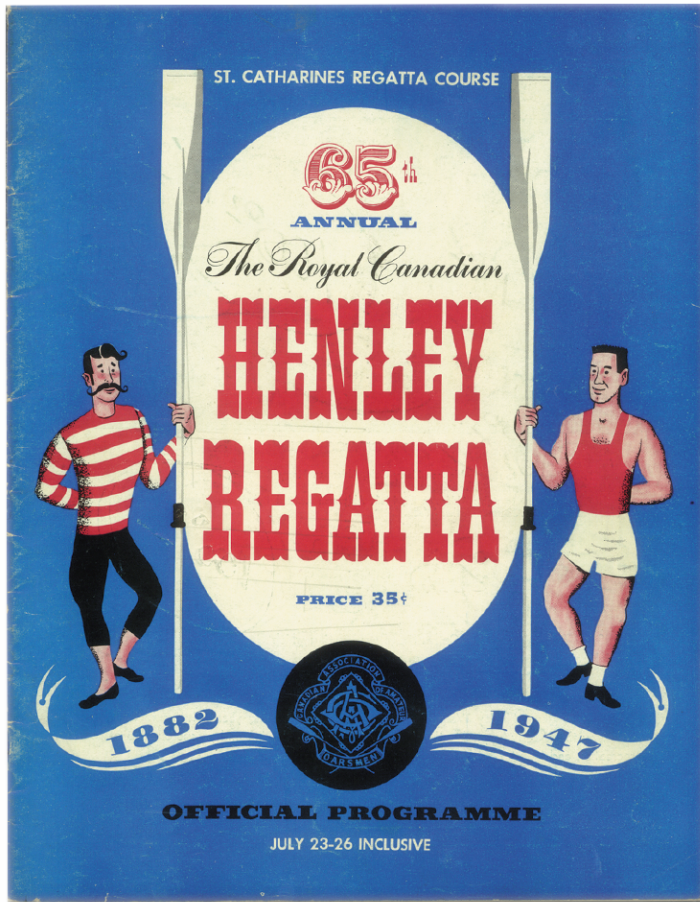
With over 700 competitors in town, an old problem - accommodations - became a concern. Crews were quartered in the usual places - private homes, rooming houses, and hotels - but a unique facility was also used. "The staff house of a new canning factory awaiting fall operations was turned over to 150 [oarsmen] with every convenience provided." [The Toronto *Globe and Mail*, July 23, 1947, p.16]

The club with the largest number of competitors did not have to worry about accommodations. The St. Catharines R.C. had 110 oarsmen who were able to sleep in their own beds in their own homes. By comparison, the West Side R.C. sent 40 oarsmen, and the Ecorse B.C., which had won the points championship at the U.S. National Regatta the weekend before in Detroit, 27. [The Toronto *Daily Star*, July 23, 1947, p.12]

One incident marred the Regatta for Secretary John Murray; he was robbed. "Last night Secretary J.L. Murray of the C.A.A.O. reported theft of clothing, typewriter and other belongings from his car parked on a St. Catharines Street. Official records were left untouched in a brief case." [The Toronto *Daily Star*, July 23, 1947, p.12] Although the incident must have been distressing to Secretary Murray, the loss to rowing historians could have been catastrophic if the official records had been taken. Those records, now

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safely stored at the St. Catharines Museum, provide a wealth of information about racing conditions and distance between finishers, in addition to being more accurate and complete than the records in the CAAO record books. The loss of his typewriter meant that he had to hand write his notes on the programme in 1947. Fortunately, his penmanship is mostly legible.



A newly designed programme was introduced in 1947. The theme of the periodical was history. It contains a long history of the CAAO Regattas, and historical sketches of 11 Canadian and American rowing clubs. However, as had been the case in 1946, it contains only a passing mention of the Henley Aquatic Association in the Henley history. For some unknown reason, the CAAO was trying to portray itself as the sole organizer of the Regatta, without the aid of the HAA.

This cover design was used until 1951, and no one seems to have noticed that the date to the left of the CAAO logo was wrong. The Association was founded in 1880.

Adding a fourth day proved to be helpful in running heats. Although only two finals were run on Wednesday, 12 heats for six events were also run. The scratch in the second heat of the High School Singles has a unfortunate story behind it. Brockville C.I. sculler Doug

Timleck's single was rammed by an Ottawa R.C. four during a morning practice. The single "was badly damaged , and Timleck was taken to hospital for treatment for a bad gash in his upper left thigh." [The St. Catharines *Standard*, July 23, 1947, p.1] The Ottawa R.C. four won its heat of the Junior Fours, and its final on Thursday. Besides the High School Singles, the other final on Wednesday was the Quarter-Mile Dash, 145-lb. Singles. Conspicuously absent from the course was 70-year-old Wesley "Doc" Durnan. His three shells and four pairs of sculls had been destroyed in the Argonaut clubhouse fire, so he had to watch the race from the grandstand, something he had rarely done since 1919. [The Toronto *Globe and Mail*, July 25, 1947, p.15]

Given the programme that was being offered, It is not entirely surprising that, "[a]ttendance at the first day the four-day regatta was light." [The Toronto *Globe and Mail*, July 24, 1947, p.17]

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On Wednesday evening, after the CAAO-hosted dinner at the Hotel Leonard, a motorcade composed of “fifteen sleek new convertibles” [The St. Catharines *Standard*, July 24, 1947, p.1] made its way to the grandstand for the official opening by Syl Apps. “Apps, chairman of the Ontario Athletic Commission and captain of the world-champion Toronto [Maple] Leafs, was mobbed by autograph hunters on his appearance at the Henley grandstand.” [The St. Catharines *Standard*, July 24, 1947, p.1]

On Thursday, for the first time since 1905, a Senior Pair-Oars race was held. West Side R.C. beat four other pairs. Lack of entries had been the problem in the past, but perhaps the fact that clubs were competing for a Regatta championship had something to do with the healthy entry; clubs wanted to get points at every opportunity.

The scramble for points was also the reason that there were more post entries than ever.

The Junior 155-lb. Fours race on Thursday pitted two men who would go on to great things, rowing against one another. The bow-man of the winning Brockville R.C. four was Craig Swayze, who would do more to publicize rowing than any other person. He would also hold a multitude of executive rowing positions at all levels. Not only would a Henley trophy be named for him, but in 2000, the grandstand would be named “The Craig Swayze Memorial Grandstand.” The Craig Swayze collection at the St. Catharines Museum is a gold mine for researchers. Craig kept everything. The bow-man in the Argonaut R.C. four in the lane next to Craig was George McCauley. After a long rowing career, during which he won the Junior 155-lb. Eights in 1948 and competed in the Canadian eight at the Helsinki Olympic Games in 1952, George became the Argo historian. He too, never threw anything away. As the dean of Canadian rowing historians, he patiently answered, in hand-written letters, queries from other rowing historians. His valuable collection is available to researchers at the City of Toronto Archives.

The Friday crowd was estimated at 3,000. [The Toronto *Daily Star*, July 26, 1947. p.9]

Although they came fifth in a five boat race, the Don R.C. made their return to Henley competition for the first time since 1940 in the Junior 145-lb. Eights, the first race on Friday. A photo in Thursday’s *Star* shows a mixed eight. It was probably a publicity stunt, meant to promote the return of the Club, but the four young women in the boat appear to know what they are doing. [The Toronto *Daily Star*, July 24, 1947, p.12]

Bob Platt, the former Argonaut R.C. sculler, also competed for the Don R.C.. coming second to Joe McIntyre from the Vesper B.C. in the Association Singles.

The Ottawa R.C. crew were victims of something beyond their control in the Junior Eights final:

The capital oarsmen struck a half-submerged log on the old Welland Canal halfway down the mile and 550-yard course. They lost three strokes, but came on to finish strongly half a length behind Wyandottes, with Westsides [sic] in third place. Pending hearing of the protest, Wyandottes were not credited with the win. [The Toronto *Globe and Mail*, July 26, 1947, p.15]

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Officials of the Canadian Association [of] Amateur Oarsmen met until the early hours this morning to straighten out a protest by the Ottawa club arising out of the junior eights event yesterday. Ottawa protested the race since their octet struck a submerged log in the old Welland canal. The C.A.A.O., however, disallowed the protest and awarded the race to Wyandotte with Ottawa second and Buffalo third. [The Toronto *Daily Star*, July 26, 1947, p.9]

“No immediate word was received from officials for the basis of their ruling . . .” [The Ottawa *Citizen*, July 26, 1947, p.22]

The CAAO did eventually explain its decision, saying Ottawa’s mishap was “‘an act of God’ — a floating log is like a cyclone or volcano.” [The St. Catharines *Standard*, July 28, 1947, p.16]

While the citizens of Ottawa might not have been happy with the CAAO, the St. Catharines *Standard* was singing its praises:

[A]fter ten finals and eight heats in the afternoon, preceded by six heats in the morning . . . the CAAO were only 30 minutes behind time on the last event. When an association can run 24 races in one day, scant wonder it is the largest affair of its kind on the North American continent — and growing bigger every year. [The St. Catharines *Standard*, July 26, 1947, p.14]

The Championship Singles had some added drama. John B. Kelly, Jr., had won the race the previous two years, and the Diamond Challenge Sculls at the Henley Royal Regatta earlier that month, but at the US National Regatta, he had caught a crab and been beaten by Theo Dubois, now a civilian and sculling again for the Winnipeg R.C.. So the stage was set for a showdown between the two at the Canadian Henley. The race turned out to be anticlimactic; Kelly beat Dubois by two open lengths.

The 4,000 spectators overflowing the Henley grandstand and almost as many lining the course near the finish pole saw Kelly’s green peaked cap bobbing rhymecally [sic] all the way down the course, and always his shell was in front. [The Toronto *Globe and Mail*, July 28, 1947, p.15]

One of the spectators in that crowd who was cheering for John B. Kelly, Jr. was his 17-year-old sister - future movie star and Princess of Monaco - Grace. In an unpublished letter written on Welland House stationery, dated “Monday” [July 28], she writes: “The Regatta in St. Catherines [sic] was lovely - I’ve never seen such a nice regatta before. The Canadians really go in for rowing - so it was very colorful. Kelly won his race and Vesper won three others . . .” The Kellys may have been rowing royalty, but they did not put on airs. They had dinner at the home of Charlie and Mildred Dick in Port Dalhousie. [Reminiscence of Joan Dick as reported by her daughter Lore Dick, September 13, 2020.]

The *Standard* describes the number of spectators on Saturday as “the record crowd of all Henleys . . .” It then goes on:

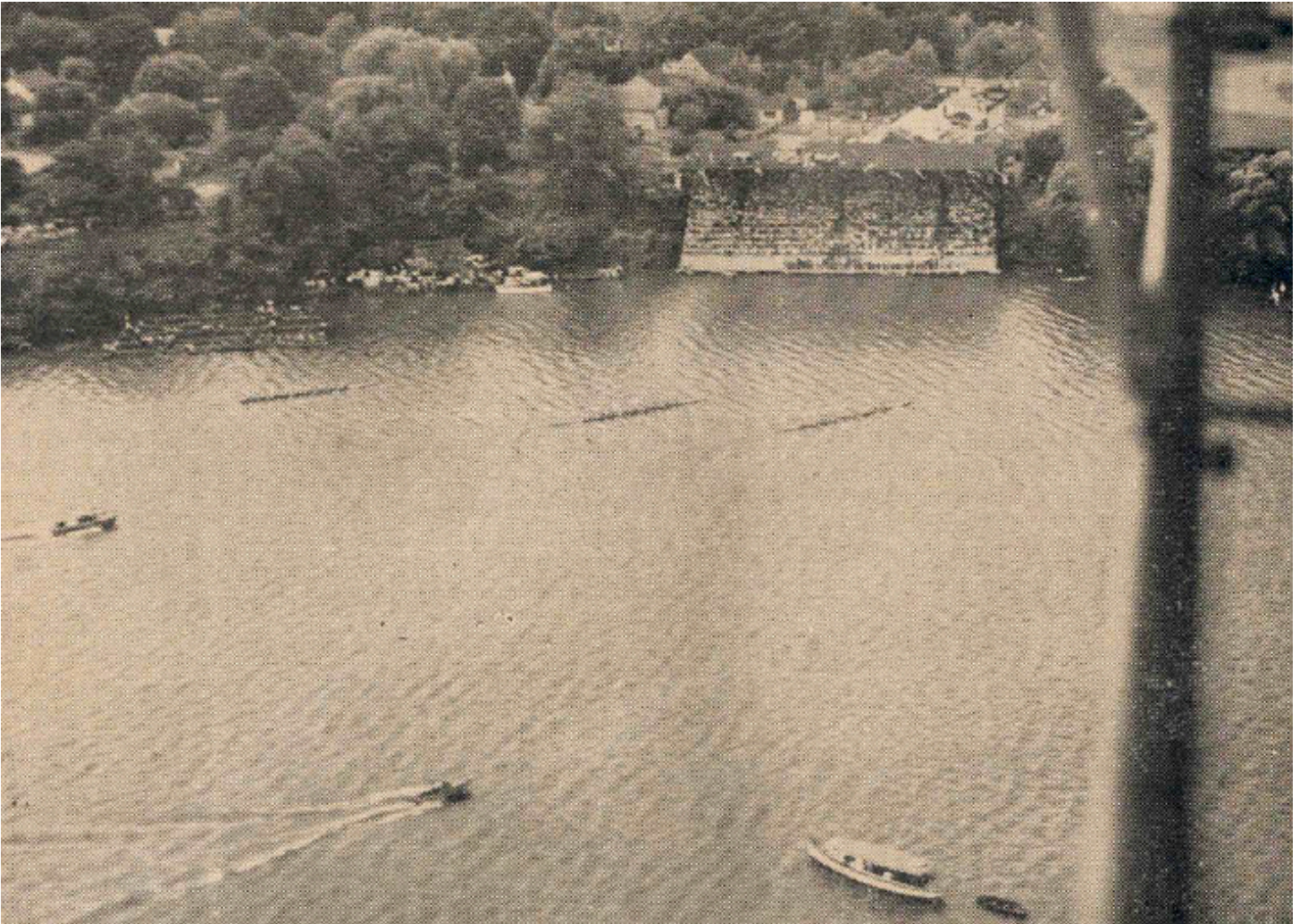
The finish stand was jam-packed with its 3,500 capacity, folk stood lines deep on every vantage point right and left and it was estimated that 10,000 to 15,000 saw the biggest and



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best-run meet of the 44-year run on St. Catharines water. [The St. Catharines *Standard*, July 28, 1947, p.16]

The photo below confirms that the grandstand was, in fact, filled to, or beyond its 3,500 capacity.



The Royal Canadian Henley Regatta, Official Programme, 1949.  
[The photo by Ted Steel, Aero Services, first appeared in The St. Catharines *Standard*, July 28, 1947, p.1.]

The photo above shows the finish of the Senior Eights final. Thanks to Jim Coleman, we know that a helicopter was flying over the course at that exact time: “[Rex ‘The Lung’] Stimers will be describing the aquatic events as usual for the radio audience, but this year he plans to broadcast from a helicopter hovering over the race course.” [The Toronto *Globe and Mail*, July 22, 1947, p.12] That’s West Side R.C. beating Leander B.C. and Detroit B.C.. “[T]he Hanlan Memorial race and the senior singles final were broadcast over CBC coast to coast and short-waved to England. Rex Stimers, CKTB



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sportscaster, gave the description of the races.” [The St. Catharines *Standard*, July 28, 1947, p.1] Since the *Standard* makes no mention of Stimers being in the helicopter, we can assume that Jim Coleman was having some fun at the expense of his friend.

On Saturday, “Chief” Jim Smiley entertained the grandstand crowd with a demonstration of marksmanship.



St. Catharines Museum - Craig Swayze collection 2001.8. Standard photo.

All the winners and times for the 1947 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 1931 to 1963 are available in an appendix at the end of Chapter 5.

Below is a list of the participating clubs at the 1947 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 NAAO formula for determining the Regatta champion was used again. The West Side R.C. was declared the Regatta champion. Although the Argonaut R.C. managed a healthy number of entries, because of the fire in March, they were not competitive enough to win.

Argonaut R.C.	(16/0)	Toronto, Ontario
Brockville R.C.	(7/2)	Brockville, Ontario

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Don R.C.	(3/0)	Toronto, Ontario
Lachine R.C.	(1/0)	Lachine, Quebec
Leander B.C.	(9/1)	Hamilton, Ontario
McGill University	(2/0)	Montreal, Quebec
Ottawa R.C.	(18/1)	Ottawa, Ontario
St. Catharines R.C.	(15/1)	St. Catharines, Ontario
Vancouver R.C.	(1/0)	Vancouver, British Columbia
Winnipeg R.C.	(3/1)	Winnipeg, Manitoba

American entries came from:

Central R.C.	(4/0)	St. Louis, Missouri
Detroit B.C.	(17/0)	Detroit, Michigan
Ecorse R.C.	(24/3)	Ecorse, Michigan
Fairmount R.A.	(4/0)	Philadelphia, Pennsylvania
Nereid B.C.	(5/1)	Belleville, New Jersey
New Rochelle R.C.	(2/0)	New Rochelle, New York
New York A.C.	(5/3)	New York, New York
Undine Barge Club	(2/0)	Philadelphia, Pennsylvania
Vesper B.C.	(4/3)	Philadelphia, Pennsylvania
West Side R.C.	(20/6)	Buffalo, New York
Wyandotte B.C.	(19/6)	Wyandotte, Michigan

High school entries:

Beaumont H.S.	(1/0)	St. Louis, Missouri
Belleville H.S.	(3/2)	Belleville, New Jersey
Brockville C.I.	(1/0)	Brockville, Ontario
Ecorse H.S.	(5/0)	Ecorse, Michigan
Grosse Pointe H.S.	(6/0)	Grosse Pointe, Michigan
[unnamed] Hamilton H.S.	(1/0)	Hamilton, Ontario
La Salle H.S.	(1/0)	Philadelphia, Pennsylvania
Lafayette H.S.	(2/0)	Buffalo, New York
Our Lady of Mount Carmel H.S.	(2/0)	Wyandotte, Michigan
Riverside H.S.	(1/0)	Buffalo, New York
St. Catharines C.I.	(4/0)	St. Catharines, Ontario
Theodore Roosevelt H.S.	(4/2)	Wyandotte, Michigan
Western Technical - Commercial School	(2/1)	Toronto, Ontario

The annual meeting of the CAAO was held on Friday evening at the Hotel Leonard.

The Officers elected for 1947 were:

Honorary President: Alex G. Muir, Hamilton

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President: Roy L. Byron, Ottawa

1st Vice-President: William G. Crawford, Toronto

2nd Vice-President: Stan M. Elliott, Lachine

Secretary: John L. Murray, Kingston

Treasurer: Arthur W. Carter, Toronto

Curator of Trophies: H.E. Rose, St. Catharines

Director of Publicity: Cliff Shuttleworth, Hamilton

Regatta Chairman: Richard L. Schram, Toronto

Executive Committee:

Retiring 1948: Jack A. House, St. Catharines, B.F. Kerr, Ottawa, Cliff Shuttleworth, Hamilton, and D. Huestis.

Retiring 1949: Thomas R. Loudon, Ottawa, Joe Wright, Jr., Toronto, Les Callan, Vancouver, and L.A. Rowell

Retiring 1950: C.S. Riley, Winnipeg, Jack S. Guest, Toronto, and E.R. Phillips.

Among the items discussed at the annual meeting was the possibility of expanding the Regatta to five days to avoid morning heats. It was left to the incoming Executive Committee to decide. [The St. Catharines *Standard*, July 26, 1947, p.14]

The CAAO changed its mind about using the Henley results as the basis for selecting the 1948 Olympic team. Instead, it would hold trials on the Henley course on June 12, 1948.

A bulletin sent to all member clubs in November included the all-important financial prerequisites. The Canadian Olympic Association was budgeting \$6,000 for an 11-man team. Of that sum, "a portion . . . must be raised by the C.A.A.O., and by the Clubs whose members qualify for the Olympic team." [CAAO. Special Olympic Bulletin to All Canadian Rowing Clubs, November, 1948] Although that statement tries very hard not to say so, past practice would suggest that the onus would be on the clubs to raise the money. Clubs were expected to raise a minimum of \$300 per man. There was no incentive to raise that money before the trials, because "any money raised . . . before the trials . . . must be turned over to the olympic [sic] fund even if the crew from that club is not selected." [CAAO. Special Olympic Bulletin to All Canadian Rowing Clubs, November, 1948]

# 1947

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PLEASE NOTE: This History is a work in progress. I will post chapters as I finish them and I will make changes to chapters which are already posted as I become aware of new information, or have errors pointed out to me. This version was completed on August 13, 2024. If you find errors or omissions, use the Contact link at <http://goldmedalphotos.com/> to point them out to me. Stan Lapinski.