

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

The Seventh Royal Canadian Henley Regatta The Thirtieth Regatta of the Canadian Association of Amateur Oarsmen July 30 & 31, 1909

July 30 and 31 were chosen as the dates for the Thirtieth Regatta so as not to conflict with the U.S. National Regatta which was to be held in Detroit the following weekend.

The big news among rowing people in early 1909 was that Harvey Pulford was restored to good amateur standing by the CAAO.

President [sic] Ed. Mack of the C.A.A.O., said to-day that Pulford had been reinstated a month ago.

“Pulford’s sins were never very serious as far as the C.A.A.O. was concerned, and Ottawa needed him for the good of rowing in the Capital, so we reinstated him,” said Mr. Mack to-day. [The Toronto *Daily Star*, March 29, 1909, p.9]

The CAAO’s decision did not sit well with everyone. The Manitoba Athletic Association took exception to it:

OBJECTION FROM WINNIPEG.

Winnipeg, April 2.—(Special.)—The reinstatement of Harvey Pulford of Ottawa to amateur standing to permit him to row in the Ottawa Rowing Club crew will be opposed strenuously by the Manitoba Athletic Association. To-day President DuVal voiced the opinion of western athletes when he sent the following telegram to both President Boyd [sic] of the C.A.A.O. and President J.G. Merrick, C.A.A.U. [Canadian Amateur Athletic Union]:—

“Regarding press despatches, M.A.A.A. [sic] strongly protest against reinstatement of Pulford, and if necessary will adopt such measures as will prevent C.A.A.O. taking such action.”

Winnipeg oarsmen have decided they will not recognize Pulford as an amateur, even if he is reinstated by the C.A.A.U.. They will lodge a protest through their President, G.F. Galt, who is on the Board of Governors of the Canadian Association of Amateur Oarsmen. It is well known that Mr. Galt is a strong supporter of pure amateurism, and would not consent for one moment to the celebrated hockey player’s reinstatement. [The Toronto *Globe*, April 3, 1909, p.16]

The Toronto *Globe* columnist who wrote “Jack at Play” responded in an editorial:

Excepting the Winnipeg Rowing Club, it is hard to see where any Manitoba organization is interested in the reinstatement of Harvey Pulford of the Ottawa Rowing Club by the Canadian Association of Amateur Oarsmen. He has never competed under the jurisdiction of the Canadian Amateur Athletic Union, nor is there any suggestion that he wants to do so. The C.A.A.U. and the C.A.A.O. have no direct relations whatever, and the latter have been recognized as having supreme jurisdiction in their own sphere. Consequently, the only manner in which any controversy might arise would be in the second degree, the result of a person who

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took part in other sports competing against Pulford in rowing, if the Ottawa man's status as defined by the governing body in rowing is not accepted by the bodies which control other pastimes. The Winnipeg Rowing Club's representative could logically raise the question in the C.A.A.O., but at present it seems no matter for the C.A.A.U., the Manitoba A.A., or any other body but that which controls rowing. I don't know on what authority the C.A.A.O. acted, but evidently they think they know how to manage their own business. [The Toronto *Globe*, April 3, 1909, p.16]

The CAAU did not go away quietly. The day before the Thirtieth Regatta, it fired the last arrow in its quiver, which was easily deflected by the CAAO:

C.A.A.U. CLASHES WITH THE OARSMEN AND PADDLERS

The Canadian Amateur Athletic Association, [sic] the Canadian Association of Amateur Oarsmen and the Canadian Canoe Association are in collision again.

To-day President Merrick of the C.A.A.U. intimated that the union would throw out any C.A.A.U. man who rowed with or against Harvey Pulford of the Ottawa Rowing Club's four, at the Canadian Henley to-morrow, and any man who paddles at the big Canadian Association meet here, August 7, against Walter Small and "Rufus" Ryan. Pulford, Small, and Ryan all played with and against professional hockey players, and while all say they did not take money, the C.A.A.U. says they are professionals.

"The C.A.A.U. might just as well dry up," said Ed. Mack, second vice-president of the C.A.A.O., and chairman of the regatta committee, "for Pulford will row at Henley. Pulford is the backbone of the Ottawa club. It was dead while he was out of it, and a week after he was reinstated the club was in full swing, and he raised \$1,800. If Ottawa thinks so much of him it's up to us to treat him right. He does not make his living by professional sport."

"Let the C.A.A.U. leave the C.A.A.O. to manage its own business: they are quite capable." says Joe Wright of the Argos. "It will not bother our football men." [i.e. Argonaut oarsmen]

Only one or two C.A.A.U. men row, so the Pulford threat will not make much trouble [The Toronto *Daily Star*, July 29, 1909, p.11]

So, how desperate was Pulford to have his amateur status restored so that he could row? In a glowing biographical column two weeks later, along with a litany of his athletic accomplishments we get this:

Pulford worked for two years for his reinstatement, bearing all the expenses of the trips of himself and several other officers of the Ottawa Club to Toronto, Montreal and other points. It is said that Pulford spent over a thousand dollars in legitimate expenses in connection with his reinstatement by the C.A.A.O.. Last winter Pulford declined a \$1,500 offer from the Ottawa hockey team because he wanted to row. [The Toronto *Globe*, August 13, 1909, p.7]

He obviously loved the sport which explains his involvement with the Ottawa R.C. until 1936.

Thankfully there was considerably less drama at the 1909 Regatta itself.

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Buoyed by Harvey Pulford's reinstatement, the Ottawa R.C. sent 22 men composing five crews to the Regatta who were entered in six events. Only the Toronto Argonauts had more entries. The Club rented a private rail car to transport the entire contingent of oarsmen, Club officers and coach James Ten Eyck.

So large were the number of entries in the Junior Singles and Fours, preliminary heats had to begin on Friday morning.

Playing on the name, Royal Canadian Henley Regatta, the *Globe* reporter described Friday's scene this way:

Royal weather, no rain, slight wind and plenty of sunshine prevailed for a royal event. The grand stand was filled to its capacity, both sides of the canal were thronged with the elite of a dozen different towns, and on the water itself beribboned craft of every description carried about the aquatic enthusiasts of eighteen competing crews. [The Toronto *Globe*, July 30, 1909, p.16]

Saturday's conditions and crowd were, if anything, even better than Friday's. Unfortunately, two incidents marred the afternoon. The first was a controversial decision by the Regatta Committee:

Criticism of the Regatta Committee in connection with the Cosgrave event [Senior Singles] was made, perhaps not unjustly, by the American oarsmen. Cosgrave yesterday defaulted in favour of Laing [having won the Junior Singles, James F. Cosgrave scratched from his heat in the Senior Singles against Charles Laing] rather than row with an intermission of only 45 minutes [and take a chance of being beaten, since only the winners of the heats proceeded to the final]. To-day's programme had Cosgrave matched for the intermediate singles at 4.15. At noon the committee, which has a strong Toronto representation, consented to place this event on at 1.45. As a result Cosgrave was given two hours' rest before his senior final instead of half an hour, while the senior doubles [won by the Harlem B.C. crew which included Fred Shepherd, one of Cosgrave's opponents in the Senior Singles] received but an hour between events, and the intermediate fours received no intermission. The committee, to say the least, laid itself open to criticism. [The Toronto *Globe*, August 2, 1909, p.6]

Although James F. Cosgrave may have won the Senior Singles under a cloud, his wins in the Junior and Intermediate Singles are untarnished. It needs to be noted that the Argonaut sculler accomplished his three wins weighing only 135 lbs. [61 kg].

The second unfortunate occurrence happened in the Senior Fours event. At the turn, Ottawa was ahead and made the turn first, but the Detroit boat rammed the Argonaut boat, which began to sink. The Detroit crew was disqualified, but the Argonauts declined to protest, and the Ottawa crew was declared the winner. The Argonauts were praised for their sportsmanship, but the decision was probably made easier by the realization that they could not beat Ottawa in a re-row.

Another odd decision of the Regatta Committee was having the Senior Doubles race rowed over the one mile, 550 yards straightaway course. No reason is given in the press.

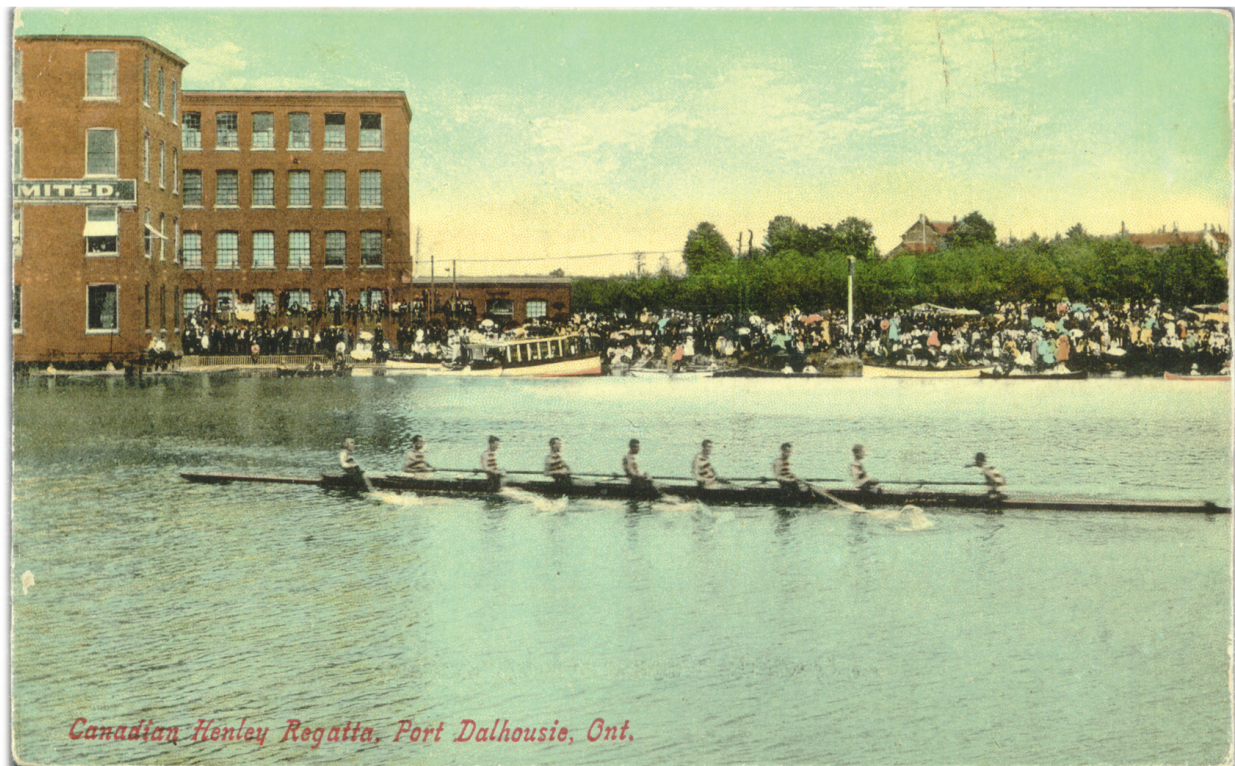
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We have a surfeit of photos from the 1909 Henley. A photographer set up his camera in the grandstand, aimed it at the white-painted pole which was the start/finish line marker on the far side of the course and photographed starts and finishes of races on Saturday, July 31.



John Burtniak collection.

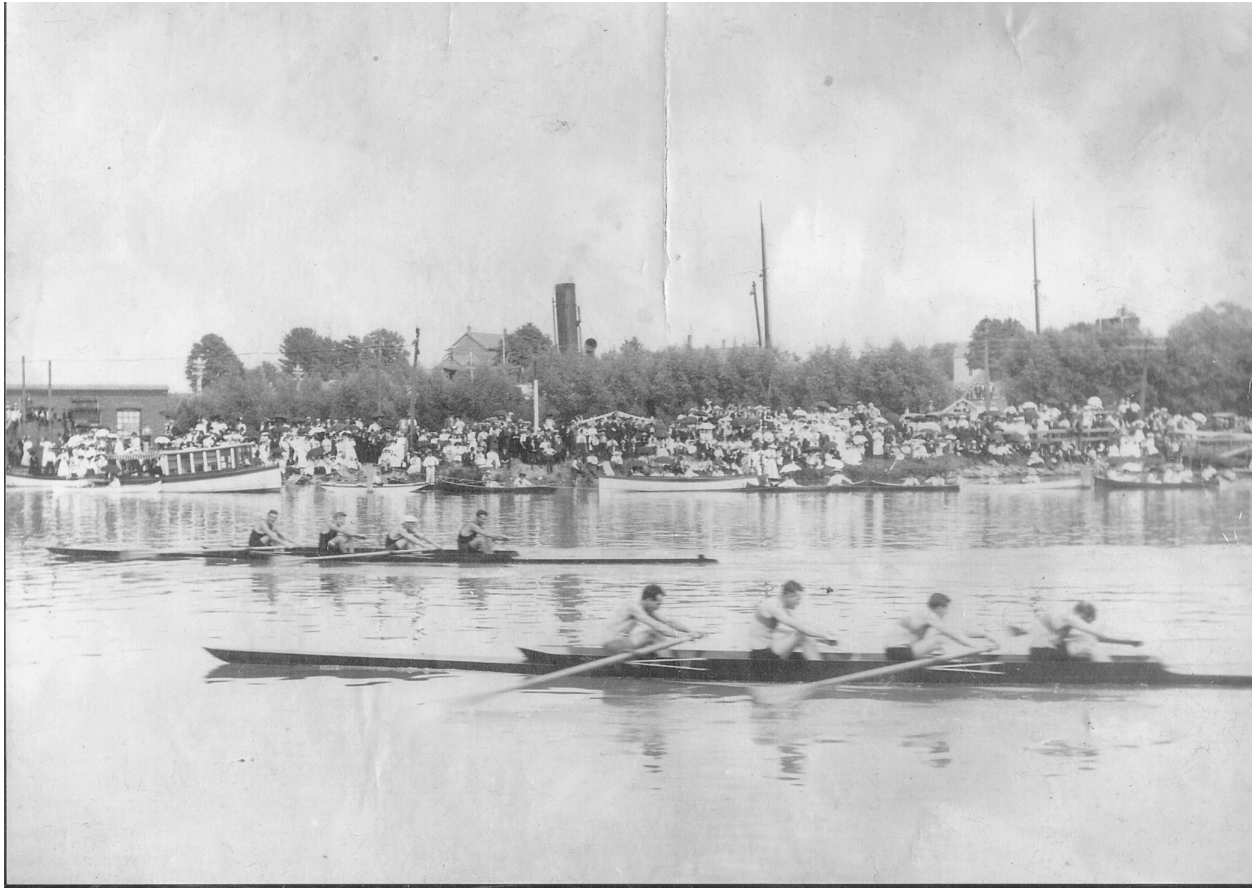
Above is the start of the Junior Fours (140 lbs.). That's the Agronaut R.C. crew in the foreground, and the eventual winners of the race, the Don R.C. in the background.



John Burtniak collection.

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Next is the Argonaut R.C. Junior Eight crossing the line ahead of the Ottawa R.C..



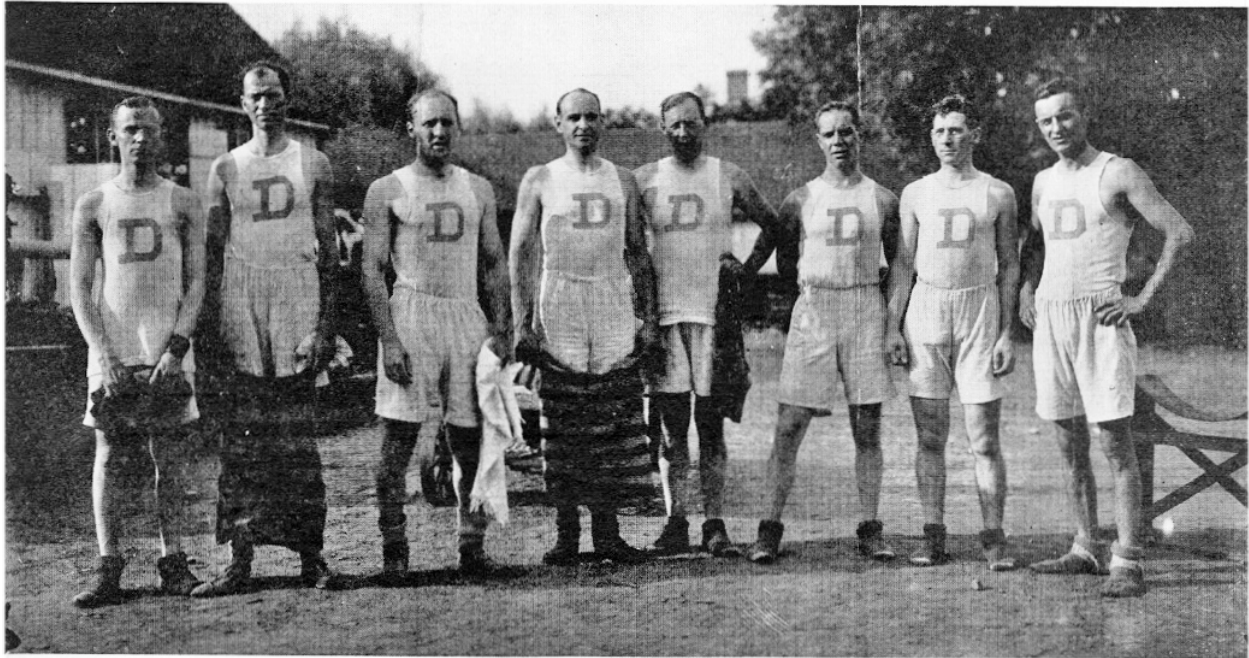
John Burtniak collection.

Finally, the Ottawa R.C. crew narrowly beats the Don R.C. in the Intermediate Fours. Note the smoke stack and masts of a lake steamer in Lock 1. Canal traffic did not interfere with the Regatta.

There must be more photos of starts and/or finishes from that afternoon. Two telltale things to look for are the boat with the white hull and canopy on the extreme left in the photo above, and a smaller boat with a white hull to the right of the start/finish line marker. The positions of the other boats remain virtually unchanged in the three photos, but those two boats are the easiest to pick out. *[If a reader has an additional photo, please contact me.]*

The Detroit B.C. win in the Senior Eights was big news. It was the first time an American crew had won the race, and only the second time that the Toronto Argonauts had not won it.

THIS 1909 CREW WON THE CANADIANS' SHIRTS



Winner of eight-oared event at Royal Canadian Henley, St. Catharines, Ont., July 31, 1909.

Photo from *Detroit Boat Club, Centennial Book, 1839-1939*. [Detroit, MI: Cliff Waner, 1940].

left to right: R. G. Craig, Bow; R. E. Pingree, W. R. Bewick, G. D. Slaymaker, D. B. Duffield, H. H. Emmons, F. E. Werneken, W. B. Maurice, Stroke. R. H. Webber, Cox, not pictured.

At left is the plaque which the Detroit B.C. crew won. Probably more important to them were the shirts which they won from the Argonaut Senior crew, as a result of a bet made at the start.

At the conclusion of the senior eights the supporters of the Argos seniors beheld a sad and mournful sight, viz.: the handing over of the Argo shirts to the victors. One by one the poor old Argos pulled off their striped jerseys and flung them across to their conquerors, while hysterical young misses in the grand stand covered their faces with their hands, but peered through their fingers. [The *Toronto Daily Star*, August 3, 1909, p.10]
Photo by Stephen Malbouef, Detroit Boat Club Crew. Used with permission.



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All the winners and times for the 1909 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

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

Below is a list of the participating clubs at the 1909 Royal Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. The Argonauts led all clubs with 14 entries winning five of the 12 events. (There was no Intermediate Doubles race in 1909.) The big surprise was the Ottawa R.C. who entered or qualified for eight events, and won three of them - the Junior, Intermediate and Senior Fours races.

Some new names appear on the list. Most notable is the Vancouver R.C. which entered Charles Laing, a highly-touted sculler on the west coast, in the Senior Singles.

Wyandotte A.A. also made its debut at the 1909 Regatta.

Arundel B.C. submitted an entry for the Senior Fours, but they did not appear.

Noticeably absent was the Winnipeg R.C.. They may have stayed away in protest because of Harvey Pulford's reinstatement, but that is not stated explicitly in the press.

Argonaut R.C.	(14/5)	Toronto, Ontario
Brockville R.C.	(2/0)	Brockville, Ontario
Don R.C.	(6/1)	Toronto, Ontario
Hamilton R.C.	(3/1)	Hamilton, Ontario
Lachine Boating & Canoeing Club		
	(5/0)	Summerlea, Quebec
Ottawa R.C.	(8/3)	Ottawa, Ontario
St. Catharines Rowing & Canoe Club		
	(3/0)	St. Catharines, Ontario
Toronto R.C.	(4/0)	Toronto, Ontario
Vancouver R.C.	(1/0)	Vancouver, British Columbia

American entries came from:

Arundel B.C.	(1/0)	Baltimore, Maryland
Detroit B.C.	(4/1)	Detroit, Michigan
Harlem B.C.	(3/1)	New York, New York
Lighthouse R.C.	(1/0)	Buffalo, New York
Mutual R.C.	(1/0)	Buffalo, New York
Union B.C.	(1/0)	New York, New York
Vesper B.C.	(1/0)	Philadelphia, Pennsylvania
Wyandotte A.A.	(1/0)	Wyandotte, Michigan

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The prizes were presented at the Welland House, in conjunction with a dance organized by the Imperial Order Daughters of the Empire.

The annual meeting of the CAAO was held Saturday morning at the Welland House.

The 1909 Officers were:

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

1st Vice-President: Edward Mack, Don R.C.

2nd Vice-President: George Frederick Galt, Winnipeg R.C.

Secretary: W.D. Greer, Toronto

Treasurer: Alex Boyd, Don R.C.

Here are the members of the Executive Committee:

Elected for three years (until 1912):

Capt. John Wilson, Toronto, W.A. Cameron, Ottawa, G.M Bosworth, Lachine

Although not stated in the newspaper account, the following were *probably* entering their second of three years

A.A. Vickers, Fort William, J.W. McAllister, Hamilton, Major Oliver Heron, Argonaut R.C.

To fill a vacancy until 1910:

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

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

The Association had a healthy bank balance of \$957.37.

The St. Catharines Rowing & Canoe Club promised to build an addition to the boathouse. With the number of competitors growing for each Regatta, more space to store the shells was needed.

“A resolution was passed amending the constitution so as to allow the Maritime Rowing Association consisting of various clubs to enter the C.A.A.O. as a body.” [The Toronto *Globe*, August 2, 1909, p.6] The Maritime Rowing Association was a new organization born out a movement among Nova Scotia and New Brunswick rowing clubs to leave the Maritime Provinces Amateur Athletic Association and form a rowing association. The CAAO resolution meant that any club that was a member of the MRA could compete at the CAAO Regatta without having to become an individual member.

Another amendment to the constitution “decreed that a winner in the 140-lb. event shall only qualify in that particular event, and not as a junior until he wins a junior event.” [The Toronto *Globe*, August 2, 1909, p.6] This rule had a long life. It meant that lightweights could win lightweight races and still be Juniors if they competed in open or heavyweight races. The rule remained in effect until 1999, after which most Junior and Senior weight classifications were abandoned in favour of the FISA age classifications.

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The Eighth Royal Canadian Henley Regatta The Thirty-First Regatta of the Canadian Association of Amateur Oarsmen August 5 & 6, 1910

The Regatta returned to the first week in August in 1910.

The weather on Friday was windy. A strong cross wind made the water extremely rough. As a result it was decided that having small fragile racing shells turn around solid fixed buoys was not a good idea, so all the heats and finals were rowed one mile, 550 yards straightaway. This led to some creative scheduling. Since there were only four entries in the Junior Doubles, rather than row two heats, all four crews raced together, with the two Toronto clubs, Argonauts and Dons, beating the two Michigan crews, Detroit and Grand Rapids.

The weather improved on Saturday, so only the Senior Eights rowed one mile, 550 yards straightaway. All the other races were one and a half miles with a turn.



Roy Baker photo from St. Catharines Museum. 1998.194

The photo above shows the finish of the Senior Eights. The Ottawa R.C. crew in the background came from a length and a half behind to beat the Argonaut R.C. Juniors by 2 metres. The Argonaut Seniors had scratched from both the Senior Eights and Senior Fours. Merton Kent, the brother of A.E.H. Kent and W.A. Kent, who were in both crews, drowned on the Thursday before the Regatta. He and a companion were taking the

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Argonaut launch across Lake Ontario to Port Dalhousie in rough water and he was lost. His grieving brothers returned to Toronto.

The photo gives us an idea of the size of the crowd in the grandstand on the second day of the 1910 Henley. Also of note is the barrier set up to keep non-official boats off the course. Photographers will applaud the nerve (or condemn the lack of good sense) of the photographer standing in the canoe with the white bottom to get his shot of the finish. Somewhere nearby, the 19th Regiment Band was set up to entertain the spectators.

The Ottawa R.C.'s senior eight were the first recipients of a new trophy, the Hanlan Memorial Challenge Trophy.



HANLAN MEMORIAL CHALLENGE CUP, FOR SENIOR EIGHTS

The Hanlan Memorial Challenge Trophy for senior eights in the C.A.A.O. was founded this year. It is the gift of a number of friends of the Canadian Association of Amateur Oarsmen, and is to be competed for yearly at the annual regatta of the association, and to be held by the winner for the succeeding year only.

This trophy, which is 36 inches high is made entirely of sterling silver of a heavy weight, approximately 450 ounces.

The cup is of unique design, the style of the bowl being of the loving cup series, deeply fluted on the body and supported by three massive laurel and ribbon handles. On the panel of each of the three sides of the bowl appears the presentation and memorial inscription, an exact representation of Edward Hanlan's early childhood on Toronto Island and also an exact representation of the championship of an eight-oared race on the Henley course, St. Catharines.

Applied on the base are twenty shields, each to contain the names of the winners from year to year. [The Toronto *Globe*, August 6, 1910, p.19]

The Royal Canadian Henley Regatta, Official Programme, 1912

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The first shield was inscribed with the names of the Ottawa R.C. crew: F. Snowden, T. Jolliffe, E. Philips, J. McCuaige, R. Green, E. Harrison, M. Kilt, E.H. Pulford, C. Payne (coxie).

We are not told who the “number of friends of the” CAAO who contributed to the purchase of the trophy were, but there must have been many. The Hanlan Memorial Trophy cost \$1,500. [The *Toronto Globe*, August 8, 1910, p.9] To put that in context, if a person in 1910 had \$1,500 to spend and wanted to buy a car, he could scan the advertisements in the newspapers where he could find a Humpmobile four-passenger Touring Car, “Guaranteed for Life,” with a 20 horse power, four-cylinder engine, sliding gears and Bosch magneto which could be purchased from the Automobile Supply Co. in Toronto for \$1,150. The Coupe went for \$1,385, the Torpedo for \$1,075 and the Runabout for \$950. By comparison, the top-of-the-line Model “T” Ford Town Car cost \$1,400.

The Hanlan Memorial Challenge Trophy continues to be competed for at the Royal Canadian Henley Regatta. Since 2000 it has been presented to the winners of the Senior Men’s Eight, where “Senior” now means 23 years old or older.

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

All the winners and times for the 1910 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

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

Below is a list of the participating clubs at the 1910 Royal Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. The Argonauts led all clubs with 12 entries winning six of the 13 events. The Don R.C. also won 50% of the races it was in, three of six.

A Winnipeg R.C. four won the Stewards’ Challenge Cup at the Henley Royal Regatta on July 7. It was hoped that they would compete at the Canadian Henley, but for the second year in a row, no Winnipeg crews were entered.

A new club, the Britannia Boating Club, was coached by James Ten Eyck, Jr., the son of the coach of the Ottawa R.C., James Ten Eyck, Sr.. Father and son accounted for three more wins.

Two new American clubs also competed in 1910, the Grand Rapids R.C., and the Union R.C. from Boston, fated to be confused with the Union R.C. in New York City.

Argonaut R.C.	(12/6)	Toronto, Ontario
Britannia Boating Club		
	(3/1)	Ottawa, Ontario
Brockville R.C.	(2/0)	Brockville, Ontario



St. Catharines Museum, 2001.8

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Don R.C.	(6/3)	Toronto, Ontario
Hamilton R.C.	(4/1)	Hamilton, Ontario
Lachine Boating & Canoeing Club	(5/0)	Summerlea, Quebec
Ottawa R.C.	(3/2)	Ottawa, Ontario
St. Catharines Rowing & Canoe Club	(3/0)	St. Catharines, Ontario
Toronto R.C.	(2/0)	Toronto, Ontario

American entries came from:

Celtic R.C.	(2/0)	Buffalo, New York
Detroit B.C.	(3/0)	Detroit, Michigan
Grand Rapids R.C.	(4/0)	Grand Rapids, Michigan
Lighthouse R.C.	(1/0)	Buffalo, New York
Mutual R.C.	(1/0)	Buffalo, New York
Union R.C.	(1/0)	Boston, Massachusetts

In the evening, the prizes were awarded at the Welland House, in conjunction with the annual dance.



Warwick Bros & Rutter, Ltd.. No. 2661. Courtesy of Toronto Public Library. PC-ON 1790

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The Welland House, pictured above as it appeared in 1910, was also the site of the annual meeting of the CAAO which was held at noon on Saturday.

The 1910 Officers were:

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

1st Vice-President: Edward Mack, Don R.C.

2nd Vice-President: George Frederick Galt, Winnipeg R.C.

Secretary: W.D. Greer, Toronto

Treasurer: Alex Boyd, Don R.C.

These men composed the Executive Committee:

In their first of three years (until 1913):

Edward F. Seixas, St. Catharines, Joseph Wright, Toronto, R.P. Sparks, Ottawa

In their second of three years (until 1912):

Capt. John Wilson, Toronto, W.A. Cameron, Ottawa, G.M Bosworth, Lachine

In their third of three years (until 1911):

A.A. Vickers, Fort William, J.W. McAllister, Hamilton, Major Oliver Heron, Argonaut R.C.

The most significant item on the agenda was the acceptance of the Hanlan Memorial Challenge Trophy.

1910

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The Ninth Royal Canadian Henley Regatta The Thirty-Second Regatta of the Canadian Association of Amateur Oarsmen August 4 & 5, 1911

At a meeting of the CAAO on April 24, 1911, August 4 and 5 were selected as the dates for the Thirty-Second Regatta.

Coverage of the Regatta contained some familiar observations about accommodations:

ST KITTS CROWDED,
HENLEY IS OPENED

Hotels Crowded, and Sturdy Oarsmen Sleep on Cots in Boarding Houses.

.....

Special to the Star by a Staff Correspondent.

St. Catharines, Ont., Aug.4.—The Canadian Henley opened to-day at Port Dalhousie. This city is full of oarsmen and their friends. The hotelkeepers are so taxed to find accommodation that they are engaging temporary quarters in adjacent boarding houses. When the Toronto contingents of Argonauts and Dons arrived, mine hosts were distracted. One hotel secured a room in an adjacent boarding house, and filled it with camp beds. Here four oarsmen slept. This all goes to show that the Canadian Henley is not losing any of its former popularity with the sporting public. [The Toronto *Daily Star*, August 4, 1911, p.17]

Special trolley service between St. Catharines and Port Dalhousie was available for the convenience of the Henley crowd:

The Niagara Central [as it did on Friday] handed out first-class accommodation, plenty of cars being on hand to carry the large crowds. . . . As a consequence the cars were operated on time all afternoon. [The St. Catharines *Daily Standard*, August 8, 1911, p.7]

Also for the benefit of the spectators, on Saturday, “[t]he Nineteenth Regiment band was present all afternoon, and enlivened the delays between the races with some very acceptable music.” [The St. Catharines *Daily Standard*, August 8, 1911, p.7] After years of running the races at 15 minute intervals, the CAAO quietly changed the time between races to 20 minutes. The crowd must have been grateful to have some music to fill the interlude.

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Friday's programme contained a new event: Senior Eights (140 lbs.). The lightweight class was popular and most clubs owned at least one eight-oared shell, so the new race was a natural development of the Henley programme. Making it a Senior event meant that the winners of the Junior Fours (140 lbs.) had a race that they could advance to. Only two crews were entered, with the Argonaut R.C. beating the Ottawa R.C. in the inaugural race in a time of 7:24.

The two most popular races on Friday's programme were the second heat of the Junior Fours (140 lbs.) which was won by the hometown crew, and the first heat of the Junior Fours which was won by the Don R.C..

On Saturday, July 1, hours before they were to host the Dominion Day Regatta, the brand new Don R.C. clubhouse on Ashbridge's Bay burned to the ground. The fire consumed all the equipment which had been moved in only days before. The Argonaut and Toronto Rowing Clubs lent the Don oarsmen equipment to train in.

The feature of the afternoon was the victory of the Don junior four. They rowed in an old boat loaned by the Argos. For four years the boat had not been off the shelf until it was taken down after the fire at the Dons. Despite that fact the Dons had no trouble in defeating Argos and Lachine, winning in 9:08 3-5. The course record is held by the Ottawa senior four. It is 9:08 ½, and was made last year, so the Dons were only a slight fraction of a second behind. [The Toronto *Globe*, August 5, 1911, p.22]

They also won the final, beating the Hamilton R.C.. In the Senior Fours, they lost to a strong Argonaut R.C. crew.

The Don R.C. entry in the first heat of the Junior Fours (140 lbs.) did not fare as well against their Argonaut R.C. opponents:

[The Dons] rowed in an old boat given to St. Catharines by the Argos several years ago. They were unable to secure any other, and as a consequence were compelled to pull twelve strokes rounding the buoy where seven are ordinarily required. Both crews got away together, and the Dons led for a considerable distance, but lost the lead on the turn, Argos getting around first, and getting away with almost three lengths to the good. [The Toronto *Globe*, August 5, 1911, p. 22]

This the only place where information about the mechanics of the turn appears in the press; seven strokes were the norm for rounding the buoy.

The Argonaut R.C. was the largest rowing club in Canada, and the perennial unofficial Regatta champion. It was also generous in its support of others. The St. Catharines Rowing and Canoe Club was the beneficiary of Argos' generosity when it was founded, as was the Don R.C. after the fire. The fact that Argos had a perfectly good four on their rack that hadn't been used in four years speaks to the size of their fleet.

All the winners and times for the 1911 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

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Below is a list of the participating clubs at the 1911 Royal Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. The Argonauts again led all clubs with 14 entries - the same number as the total of all the other Canadian club entries - winning seven of the 10 events. The number of participating clubs was down. In 1910, 15 clubs competed but in 1911, only 11 clubs entered. As a result, there were insufficient entries in the Senior Doubles, and all the Intermediate events: Singles, Doubles and Fours. Noticeably absent were the Toronto R.C., and the Ottawa R.C. senior eight and four which had competed at the Henley Royal Regatta.

Argonaut R.C.	(14/7)	Toronto, Ontario
Britannia Boating Club	(1/0)	Ottawa, Ontario
Brockville R.C.	(1/0)	Brockville, Ontario
Don R.C.	(2/1)	Toronto, Ontario
Hamilton R.C.	(4/1)	Hamilton, Ontario
Lachine Boating & Canoeing Club	(1/0)	Summerlea, Quebec
Ottawa R.C.	(3/0)	Ottawa, Ontario
St. Catharines Rowing & Canoe Club	(2/0)	St. Catharines, Ontario

American entries came from:

Detroit B.C.	(5/0)	Detroit, Michigan
Duluth B.C.	(2/0)	Duluth, Minnesota
Mutual R.C.	(1/1)	Buffalo, New York

The annual meeting of the CAAO was held on Saturday at the Welland House. There was discussion concerning establishing a new permanent Officer, Honorary President, as a way of honouring the retiring President, A. Claude Macdonell, who had held that position since 1903.

The Officers elected for 1911 were:

President: Edward Mack, Don R.C.

1st Vice-President: Major Oliver Heron, Argonaut R.C.

2nd Vice-President: W.A. Cameron, Ottawa R.C.

Secretary: Harold H. Nightingale, Argonaut R.C.

Treasurer: Alex Boyd, Don R.C.

The members of the Executive Committee were:

In their first of three years (until 1914):

Patrick J. Mulqueen, Toronto, J.W. McAllister, Hamilton, Edward Roach, Toronto.

In their second of three years (until 1913):

Edward F. Seixas, St. Catharines, Joseph Wright, Toronto, R.P. Sparks, Ottawa.

In their third of three years (until 1912):

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Capt. John Wilson, Toronto, G.M Bosworth, Lachine, W.D. Birchall, Montreal.

The resignation of the Vancouver R.C. was accepted. That club had joined in 1909 when it sent Charles Laing to compete in the Senior Singles.

Rowing and canoeing regattas were regularly held on a course on Toronto Island. The organizations that put on those regattas were not affiliated with the CAAO. However, every couple of years, when they were raising money to make improvements or repairs to the course or facilities, the organizers invariably made statements such as, "If we can do this ('this' was whatever they were raising money for at the time) we can have the Canadian Championship Regatta on our course." It's not clear if the organizers actually believed that would happen, or if it was simply a ploy to raise money from private and public sources.

However, after the 1911 Regatta, one organization that *was* affiliated with the CAAO, made, what apparently was a serious proposal:

OTTAWA WANTS THE HENLEY.

Ottawa is making a bid for the Canadian Henley. The Capital oarsmen have a well-protected course on the Rideau River, where good accommodation for public and contestants can be provided, The latter is lacking at Port Dalhousie. Ottawa's claims will be put forth at the annual meeting of the Canadian Association of Amateur Oarsmen. [The Toronto *Globe*, August 19, 1911, p.22]

We can only speculate as to what precipitated this proposal. Perhaps Ottawa oarsmen were among those who had to sleep on cots, four to a room, in a boarding house at the just-passed Henley. The Ottawa officials must have forgotten that the course in Port Dalhousie was chosen in 1903 because it was the best course in the country, not because the village offered "good accommodation for public and contestants." This proposal and others, would be revisited in 1912.

1911

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The Tenth Royal Canadian Henley Regatta The Thirty-Third Regatta of the Canadian Association of Amateur Oarsmen August 2 & 3, 1912

A BID FROM OTTAWA.

Ottawa, Jan, 21.—(Special.) — The Ottawa Rowing Club has decided to make another bid towards having the permanent Canadian Henley course located in the capital. Some time ago they put surveyors to work on the Rideau River and were advised that with a little dredging the course would be the ideal one. The only objection arose through the fact that they would not be able to have an absolutely straight course, there being a slight deviation near the finish. Yesterday engineers again measured off the course and notified officers of the Rowing Club that by acquiring a couple of acres and widening the river for about 100 yards they could have a perfect course. [The *Toronto Globe*, January 22, 1912, p.11]

In other words, the perfect course on the Rideau River existed only in theory. Ottawa was not the only Club after the Canadian Henley.

WINNIPEG WANTS THE REGATTA.

At the annual meeting of the Winnipeg Rowing Club . . . J.D. Pratt, who for many years was a prominent official of the club, spoke strongly about the advisability of some action being taken toward having the place of the Canadian Henley changed from year to year, instead of always being held at St. Catharines. He thought that it was time that Winnipeg was given a show, as it was only fair that the regatta should be held there, as the benefit derived would be of great help to rowing in the west. He said that the International regatta in the west was as good as, if not better than the Canadian regatta, and thought that it was unfair that Ottawa and Toronto could take boats to St. Catharines for a few dollars, while the local club had to pay a big figure for transportation. He was of the opinion that the coast clubs would uphold Winnipeg's contention to get the regatta. Other members of the club supported Mr. Pratt's contention. [The *Toronto Globe*, March 27, 1912, p.12]

Mr. Pratt ignored the fact that the Annual Regatta moved from city to city for the first 23 years of the CAAO's existence. That experience prompted the Association to hunt for a permanent course. He does have a legitimate point regarding the cost of transporting men and equipment. However, the Winnipeg R.C. seems to have found the funds to travel east to the U.S. National Regatta, and to England to the Henley Royal Regatta. Somehow, complaining about the cost of sending crews to the Canadian Henley sounds hollow.

The Olympic Games were to be held in Stockholm, Sweden in July, 1912. As it had done in 1908, the CAAO scheduled trials on the Henley Course for June 8. There were four events on the Olympic programme: singles, eights, coxed fours, and inrigged coxed fours. The CAAO decided to hold trials in the single, eight and straight four, with the expectation of borrowing a coxed four in Europe, since such craft did not exist in North

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America. The trials did not happen. There was no interest, so the CAAO nominated the Argonaut R.C. sculler Everard B. Butler, on the strength of his successes in 1911, and the Argonaut R.C. senior eight because, since Ottawa did not contest the eights trial (some crew members could not get time off from work to go to Sweden), they were generally held to be the best eight in Canada. Since the Canadian Olympic Committee was not willing to finance an Argonaut four, that entry remained undecided. If they could borrow a boat, and if the coxed four race did not conflict with the eight's race, they would use four oarsmen and the coxie out of the eight. That did not happen. As part of their preparation for the Olympic regatta, both Butler and the eight competed at the Henley Royal Regatta, with no success. At the Olympic Games, Butler received a bronze medal, but the eight lost its first heat and was eliminated. Immediately after the Olympics, the team returned to Canada. They had been entered in Canadian Henley events before they sailed to Europe. The Regatta organizers had hoped that if the Olympians returned home with medals, they would be added attractions at the Henley.

It was an inauspicious start to the Regatta. Rain fell continuously on Friday. As a consequence, attendance was poor.

The good news on Friday was the return to form of the Don R.C.. In 1911, because fire destroyed all their equipment, they entered only two races using borrowed shells. In 1912, with new equipment, they had 12 entries. Their return was announced in the first race, the Junior Doubles, in which a Don crew beat Argonaut and Detroit B.C. doubles. The Don double of F.H. Carter and L.A. Willis would go on to sweep the doubles events, also winning the Intermediate and Senior.

Following the Junior Doubles, Robert Dibble won the first of his three races, the Junior Singles. After watching Dibble easily win his heat and final in the Junior Singles, he prompted one observer to exclaim:

"There is the most promising looking single sculler I ever laid eyes on," said the veteran Captain John Wilson, of the Argonauts, yesterday, as he watched Robert Dibble of the Don Rowing Club, win his junior championship at yesterday's opening of the Canadian Henley. [The Toronto *Daily Star*, August 3, 1912, p.19]

The *Star's* correspondent, Lou E. Marsh, then adds some particulars:

Dibble, who is only 20 years old, is a son of Harry Dibble, a street foreman in the city's employ. He has only been rowing this season. This is his first attempt outside of club events. He is a husky big boy—a 180-pound lad, with everything in his arms and shoulders. He has all sorts of style. He gets away quickly and rows coolly. [The Toronto *Daily Star*, August 3, 1912, p.19]

After seeing Dibble's performance, the reigning Henley champion and Olympic bronze medalist, Everard Butler, sent "in post haste for his shell and [went] out for a trial spin to loosen him up for today's final." [The Toronto *Daily Star*, August 3, 1912, p.19]

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Saturday's programme was spoiled by delays: "The 19th regiment band played a lively programme of music and the spectators spent a very pleasant afternoon, only marred by the numerous and what seemed entirely unnecessary delays." [The St. Catharines *Daily Standard*, August 6, 1912, p.1]

The large crowd on Saturday was treated to Robert Dibble's second and third wins:

[T]he most startling feature [of Saturday's races] was the phenomenal victory of Robert Dibble of the Dons in the senior singles, when he triumphed over the Olympic sculler, E.B. Butler of the Argos, and won by half a length. Dibble was almost unknown in rowing circles outside of his own club until Friday afternoon, when he made his appearance as a junior sculler, won his heat, and afterwards carried off the final from Daniel Boguard of the Buffalo Mutuals. His grand showing on the first day, however, was as nothing compared with his beautiful work in the closing hours of Saturday afternoon. By winning the junior championship the plucky little Don qualified for the intermediate event; this he won with comparative ease, practically paddling home far ahead of Lewis A. Peterson of the New York Athletic Club. He even found time to converse with some of the spectators along the course.

Dibble's Triple Championship.

The grand struggle took place when he met the champion of America in the senior event. C.J. Sheehan of Buffalo was the only other competitor, Scallion of Halifax, and Lepper of the Dons scratching.

. . . .

[*Dibble came from behind to beat Butler by half a length.*]

The cheers of the Don's admirers were deafening, but they soon ceased, when Dibble collapsed completely as a result of his strenuous fight. He lay back in his boat and a moment later rolled from his shell into the cool waters of the canal. The new champion was hauled out and carried in a launch to the shore, where he soon revived. The long trip from Sweden no doubt effected Butler, but even at that Dibble deserved the victory. [The Toronto *Globe*, August 5, 1912, p.12]

Another race of note was the Senior Eights which featured the Geoffrey Taylor-stroked Argonaut crew against the Harvey Pulford-stroked Ottawa eight, a race two years overdue. In 1910, Ottawa won, but the Argos scratched because of the death of the brother of two of the men in the crew. In 1911, the Argos won, but the Ottawa crew was in England for the Henley Royal Regatta. In 1912, despite having missed training during the trip home from England and Sweden, the Argonauts prevailed, barely, as the photo below shows.

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THE TORONTO DAILY STAR, TUESDAY, AUGUST 6, 1912.



Greatest eights finish America ever saw—the finish of the senior eight-oared race at the Canadian Henley Saturday, where Argonauts' Olympic eight emphasized their right to go to Sweden representing Canada by defeating Ottawa by five feet. Detroit was only four feet back of Ottawa. It was a desperate race from gun-fire, with a thrilling finish, and all three crews finished all-in. The deceptive angle of the photo makes it look as if Detroit's (on the outside) have won, with Ottawas (in the middle) second, and Argos (on the inside) third. The reverse is true, the finishing line running from the bow of Argos' boat to a foot beyond the bow of the Detroit craft. [p.10]

"Page 10." *Toronto Daily Star (1900-1971)*, Aug 06, 1912, pp. 10. ProQuest, <http://search.proquest.com.ezproxy.torontopubliclibrary.ca/docview/1437224844?accountid=14369>.

All the winners and times for the 1912 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

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

The prizes won by the successful oarsmen were presented Saturday night on the tennis court of the Welland House, under the electric lights. In the crowd were a number of ladies. An orchestra of six pieces furnished good music before the presentation and at its close. The oarsmen were grouped at one end of the lawn and applauded and cheered heartily when victors went forward to receive their respective prizes. The cups, shields and medals were handed out on behalf of the Canadian Association of Amateur Oarsmen, by Capt. O. Heron, first vice-president, [sic] who said that this, the thirty-third Henley regatta had been the best in the history of the Association. [The St. Catharines *Daily Standard*, August 6, 1912, p.2]

Below is a list of the participating clubs at the 1912 Royal Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. Although Argonauts led all clubs with 13 entries, it was the Don R.C. that won seven of the 13 events on the programme. (Only the Hamilton R.C. entered the Junior Fours in Working Boats, so that race was not run.) Although Alfred Scallion from the Oxford Amateur Athletic Club in Halifax, Nova Scotia came with much fanfare to contest the Senior Singles, he scratched.

Argonaut R.C.	(13/5)	Toronto, Ontario
Britannia Boating Club	(3/0)	Ottawa, Ontario
Don R.C.	(12/7)	Toronto, Ontario
Hamilton R.C.	(8/0)	Hamilton, Ontario

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Lachine Boating & Canoeing Club	(3/0)	Summerlea, Quebec
Ottawa R.C.	(3/1)	Ottawa, Ontario
Oxford Amateur Athletic Club	(1/0)	Halifax, Nova Scotia

American entries came from:

Detroit B.C.	(5/0)	Detroit, Michigan
Mutual R.C.	(2/0)	Buffalo, New York
New York A.C.	(2/0)	New York, New York

Before team caps and shirts, club supporters showed their allegiance with ribbons.



Jim Minards collection

The annual meeting of the CAAO was held on Saturday morning.

The Officers for 1912 were:

Honorary President: A. Claude Macdonell

President: Major Oliver Heron, Argonaut R.C..

1st Vice-President: W.A. Cameron, Ottawa R.C.

2nd Vice-President: Capt. John Wilson, Argonaut R.C.

Secretary: Harold H. Nightingale, Argonaut R.C.

Treasurer: Alex Boyd, Don R.C.

Here are the members of the Executive Committee:

In their first of three years (until 1915):

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G.M Bosworth, Lachine, W.D. Birchall], Montreal, Joseph E. Thompson, Don R.C. In their second of three years (until 1914):

Patrick J. Mulqueen, Toronto R.C., J.W. McAllister, Hamilton, Edward Roach, Toronto

In their third of three years (until 1913):

Edward F. Seixas, St. Catharines, Joseph Wright, Toronto, R.P. Sparks, Ottawa
The big item on the agenda was yet another proposal to move the Canadian Henley Regatta. This time to Toronto:

Acting Mayor Church of Toronto made an earnest plea for the transfer of the regatta to Hanlan's Point at the annual meeting of the Canadian Association of Amateur Oarsmen this morning.

Mayor Merritte [sic] of St. Catharines contends the association is bound to use the permanent course here.

The matter was left in the hands of the incoming Executive. [The Toronto *Globe*, August 5, 1912, p.10]

Toronto civic leaders made preparations to keep the pressure on the CAAO:

CIVIC AUTHORITIES TO MEET OARSMEN

And Talk Over the Transfer of
Canadian Henley to
Toronto.

C.C.A. MEET CERTAINTY

A meeting between various local rowing and canoe club officers and Mayor Geary, Controller Church, and Ald. Alf. Maguire will be held next week to make definite plans to secure the Canadian Association of Amateur Oarsmen Regatta and the Canadian Canoe Association regattas for next season.

The civic authorities are ready to promise the completion of the new Hanlan memorial course, together with the protection of the north end of the course with booms, and the erection of grand stands and promenades for the oarsmen and paddlers. The C.C.A. meet is practically a fixture here, and that the Canadian Henley will be addressed Toronto instead of St. Kitts in future is a good even money wager. Toronto has everything St. Kitts has and a whole lot the Garden City lacks, including hotel accommodation, railroad accessibility, and a populace interested in aquatic sports. [The Toronto *Daily Star*, August 17, 1912, p.21]

As was the situation in Ottawa, the Toronto facilities were still mostly in the idea stage. Nevertheless, it was "a good even money wager" that the Canadian Henley would be moved to Toronto Island, after all, nine of the 15 Officers and Executive of the CAAO

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were from Toronto. However, some of those men and some of the men not from Toronto had been involved in establishing the permanent course in St. Catharines.

1912

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The Eleventh Royal Canadian Henley Regatta The Thirty-Fourth Regatta of the Canadian Association of Amateur Oarsmen August 1 & 2, 1913

In early 1913, the Hanlan Memorial Course project received a setback, but plans were still in the works:

HANLAN MEMORIAL COURSE WAS LAID OUT YESTERDAY

On account of the Harbor Commissioners' extensive improvements arranged for Toronto [Harbour?] the original places of the Hanlan Memorial Regatta Course will have to be changed. Park Commissioner Chambers and Ald. Burgess took an iceboat party composed of Major Heron, Joe Wright of the Argonauts, H.A. Stewart of the Toronto Swimming Club, Mr. Lowndes of the I.A.A. [Island Athletic Association], Bert Short of the Toronto Rowing Club, "Hub" Jackson of the Toronto Canoe Club and James Dolan of the Dominion Day Regatta Association, to Hanlan's Point yesterday afternoon to look over the course. The latter when completed will be one mile in length and 300 feet in width, with a minimum depth of nine feet. The course will be boomed on regatta days, as it is at Henley Eng., and no pleasure craft will be allowed in its waters.

No effort will be made to have the Canadian Henley in Toronto this year, as the course will not be completed until late in the fall.

....

This course when completed will be the finest in America. [The Toronto *Globe*, February 22, 1913, p.26]

It certainly sounds like the move from St. Catharines to Toronto was a *fait accompli*. Major Oliver Heron was the President of the CAAO, and Joe Wright was a member of the Executive Committee, and both were from the most powerful rowing club in Canada, the Argonaut R.C.. Their opinions mattered.

A new development in rowing circles was the formation of the Interprovincial Amateur Rowing Association. It had two goals: it would fill the need for more regattas and it would give different cities a chance to host a regatta each year. The first regatta was to be held in Hamilton on the weekend after the Canadian Henley. This organization and its regattas were not in competition with the CAAO: "This association is in every particular favored and mentioned by the Canadian Association of Amateur Oarsmen." [The Toronto *Globe*, June 23, 1913, p.13]

The Hanlan Memorial Course came in for some harsh criticism from the CAAO's 2nd Vice-President and member of the Argonaut R.C., Capt. John Wilson. Although the course was supposed to have a minimum depth of nine feet, soundings discovered that while the western lane was 10 feet at its shallowest, and averaged 12 ½ feet, the eastern lane was 4 feet 6 inches at its shallowest and averaged 5 ⅞ feet. Lanes 2, 3 4 and 5 fell in

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between those extremes. “‘The bottom of that course is like a washboard,’ remarked Captain Wilson, of the Argos. We must have uniform depth and the course boomed off. Then we will get the Canadian Henley and a meet of the new Interprovincial Rowing Association.” [The Toronto *Daily Star*, July 18, 1913, p.14] It should be mentioned that Captain Wilson was in charge of the facilities on the Henley course, so he knew what was required to make a good course.

Meanwhile, in St. Catharines: “New comforts and arrangements for both spectators and crews are promised.” [The Toronto *Daily Star*, July 21, 1913, p.11] What those “new comforts and arrangements” were is not specified in that article.

However, a subsequent article mentions arrangements for meals on the cross-lake steamers, and 5 o’clock tea on the lawn beside the grandstand. Perhaps these were the “new comforts and arrangements” promised above.

ANNOUNCEMENT.

The Executive of the St. Catharines Rowing Club have made the following arrangements for Friday and Saturday:—

On both days Mr. Boyle will have a tent on the grounds near the grand stand, and will supply afternoon tea and light refreshments. Special attention will be given to the convenience of visiting ladies for whose benefit a maid will be in attendance. [The St. Catharines *Standard*, August 1, 1913, p.1]

Winnipeg R.C. made a return to the Canadian Henley for the first time since 1908. Twenty-five oarsmen and supporters made the trip.

The Argonaut R.C. team was 40 strong and featured entries in all three eights races.

The weather was a topic of conversation in the days before the Regatta. Southern Ontario was suffering from a heatwave, with the temperature hovering around 30° Celsius. Mercifully the temperature on Friday was only 28° and a light breeze helped to keep athletes and spectators cool.

Special to The Star by a Staff Reporter.

Port Dalhousie, Aug. 2.—The opening day of the Royal Canadian Henley Regatta at Port Dalhousie was graced by the best of weather, the sun was shining brightly, but a nice breeze off the lake kept it from being too hot. The water was smooth, but inclined to be dead. When the first race was called at 2 o’clock, the stand was only about half filled, but by the time the second race was called, it was crowded, while on the opposite bank people and automobiles lined the course for some distance up the bank. Many ladies were present to enjoy the racing and their light summer dresses lent a gay touch to the regatta course. The Regatta Committee might have helped things along by stinging a few flags around, such things being noticeable by their absence. [The Toronto *Daily Star*, August 2, 1913, p.19]

On the opposite page, the *Star* reporter summed up Friday this way:

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The Best “First Day” on Record.

Yesterday was the best “first day” in the history of the Canadian Henley. The grand stand was completely filled, and, in addition, several hundreds viewed the races from boats and the bank opposite the stand. The officials deserve credit for the way they handled the races. There were no delays, and there were no protests or visible dissatisfaction on the part of the contestants or spectators. [The Toronto *Daily Star*, August 2, 1913, p.18]

The star of the first day was a Don R.C. sculler, Thomas Finley, who won his heat for the Junior Singles, then the final, and lastly, 40 minutes later, the Intermediate Singles. He didn't contest the Senior Singles on Saturday, but did win the Junior and Intermediate Doubles with W.J. Russell. The Senior Singles was won for the second year in a row by their club mate, Robert Dibble.

On Saturday, “The attendance was a record-breaker, the grandstand and canal banks fairly swarming with spectators.” [The Toronto *Globe*, August 4, 1913, p.10]



W. James photo.
Toronto Star Photo Archive.
tspa_0108200f.
Toronto Reference Library.

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The record-breaking crowd in the photo above are watching the start of what looks like a doubles race. The crew on the left appears to be aiming for the clubhouse of the St. Catharines Rowing and Canoe Club, the white smudge in the distance.

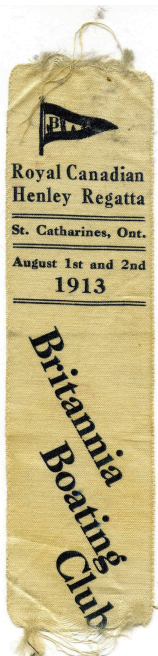
Saturday saw continued warm weather, and a much-hyped showdown between the senior fours and eights of the Winnipeg and Argonaut Rowing Clubs. (The Ottawa R.C. declined Winnipeg's challenge and did not send their senior four and eight.)

Unfortunately, the spectators did not see the clash they expected. The senior Argonaut eight disbanded after the Henley Royal Regatta and the empty seats were filled with lesser calibre oarsmen. That crew came fourth. They were beaten by Argos' senior 140 lb. eight, who came third. The Winnipeg crew beat them and Detroit B.C.. In the Senior Fours race, the Winnipeg four contained three of the men who had won the Steward's Challenge Cup at the 1910 Henley Royal Regatta and were expected to win the Senior Fours, which they did, handily beating an Argonaut crew, winners of the Intermediate Fours. As a point of interest, the stroke of the Winnipeg four, C.S. Riley, was 39 years old.

All the winners and times for the 1913 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

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

Below is a list of the participating clubs at the 1913 Royal Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. The Don R.C. had the most entries and the greatest success, winning all six sculling events on the programme with four scullers. The only blemish on their accomplishment was the fact that the Intermediate and Senior Doubles were both row-overs. New clubs of note are the London R.C., and the newly-formed West Side R.C. from Buffalo, New York, a club which would grow to be a powerhouse, and strike fear into the hearts of their opponents.



Argonaut R.C.	(11/3)	Toronto, Ontario
Britannia Boating Club	(2/1)	Ottawa, Ontario
Don R.C.	(13/6)	Toronto, Ontario
Grand Trunk B.C.	(1/0)	Montreal, Quebec
Hamilton R.C.	(5/0)	Hamilton, Ontario
Lachine R.C.	(2/0)	Summerlea, Quebec
London R.C.	(1/0)	London, Ontario
Ottawa R.C.	(2/0)	Ottawa, Ontario
St. Catharines Rowing & Canoe Club	(3/1)	St. Catharines, Ontario
Winnipeg R.C.	(3/2)	Winnipeg, Manitoba

American entries came from:

Detroit B.C.	(4/1)	Detroit, Michigan
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Mutual R.C.	(1/0)	Buffalo, New York
Union B.C.	(1/0)	Boston, Massachusetts
West Side R.C.	(2/0)	Buffalo, New York

For Saturday evening the executive [of the St. Catharines Rowing and Canoe Club] have arranged a dance in the Masonic Hall for the visiting oarsmen and members of the local clubs. The prizes will then be distributed, and light refreshments served. Tickets may be had by applying at "The Welland". [The St. Catharines *Standard*, August 1, 1913, p.1]

The annual meeting of the CAAO was held on Saturday morning at the Welland House.

The Officers for 1913 were:

Honorary President: A. Claude Macdonell

President: Major Oliver Heron, Argonaut R.C..

1st Vice-President: W.A. Cameron, Ottawa R.C.

2nd Vice-President: Capt. John Wilson, Argonaut R.C.

Secretary: J. Leslie Fergusson, Toronto

Treasurer: Alex Boyd, Don R.C.

The Executive Committee was made up of the following:

In their first of three years (until 1916):

Edward F. Seixas, St. Catharines, Joseph Wright, Toronto, E.W. Harrison, Britannia Boating Club

In their second of three years (until 1915):

George M. Bosworth, Lachine, W.D. Birchall, Montreal, Joseph E. Thompson, Don R.C.

In their third of three years (until 1914):

Patrick J. Mulqueen, Toronto R.C., J.W. McAllister, Hamilton, Edward Roach, Toronto

The big item on the agenda was Toronto's request to have the Canadian Henley Regatta moved to their, yet unbuilt, course:

The president said that the only matter left last year to the executive was that of the application to accept a course from the City of Toronto. The committee had dealt very fully with this, but so far Toronto had not furnished the proper course, and when it did it would be time to consider the offer. Greater interest was shown in St. Catharines in the regatta, both in rowing and social features. [The St. Catharines *Standard*, August 2, 1913, p.1]

Despite that clear statement, a Mr. Riley [not otherwise identified in the article - although he might have been Con Riley from Winnipeg] continued to belabour the point,

and the president informed him that the proposed site had been examined in detail, but it would be years before the scheme was carried out. The Dominion government was now on the

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ground and there was a conflict of opinion as to who would control it. Until Toronto had a rowing course it was out of the question to consider the proposition. He thought a great mistake would be made to leave the course on which much great success had been obtained.

Mr. Riley spoke of Toronto as the centre of rowing, and as preferable for events from the west and east.

Several members spoke of the excellence of the Port Dalhousie course [The St. Catharines *Standard*, August 2, 1913, p.1]

One of those members, Joe Wright, may, or may not have said this at the meeting, but he did say it publicly, "the Canadian Henley course is the best in the world." [The St. Catharines *Standard*, August 3, 1913, p.1]

One of the sub-headlines above the report of the meeting put Toronto's proposal succinctly: "Toronto Has no Course and is Not likely to Have One for Some Time." [The St. Catharines *Standard*, August 2, 1913, p.1]

In other matters, the CAAO was in excellent financial condition with a bank balance of \$1,580.82. [The St. Catharines *Standard*, August 2, 1913, p.1]

One interesting item was referred to the Executive Committee. Sid Smith of the Lachine R.C. asked them to consider excluding Juniors and Seniors from the 140-lb. races, i.e. anyone who rowed in the open weight classes would be barred from lightweight races.

1913

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The Twelfth Royal Canadian Henley Regatta The Thirty-Fifth Regatta of the Canadian Association of Amateur Oarsmen July 31 & August 1, 1914

On the same page that published the dates for the 1914 Canadian Henley Regatta, July 31 and August 1, readers may have been shocked to read:

CANADIAN HENLEY AT
WINNIPEG NEXT YEAR

ASSOCIATION OF AMATEUR OARS-
MEN PRACTICALLY DECIDES
UPON THE CHANGE.

Ottawa, March 27.—(Special.)—It is practically settled now that the championship regatta of the Canadian Association of Amateur Oarsmen for the season 1915 will take place at Winnipeg. St. Catharines has been the scene of the meeting for many years but the Winnipeg oarsmen recently complained, claiming that they were obliged to travel too far.

Captain Harvey Pulford of Ottawa to-day said that the Executive Committee of the C.A.A.O. had practically agreed to hold the regatta of 1915 at the Prairie City. Afterwards Toronto will likely be adopted as the permanent course, providing the present plans for the Hanlan course are completed. [The *Toronto Globe*, March 28, 1914, p.27]

The reaction from St. Catharines was swift but untroubled:

JUST A MISAPPREHENSION.

Of course there must be a mistake or misapprehension. The Canadian Henley is a permanent fixture for St. Catharines. That matter was settled a dozen years ago when St. Catharines put up half the cost of building the club house.

Aside from the fact that this city has the word of honor of the C.A.A.O. that the Canadian Henley will always remain here, our course is the best in the world. Visiting oarsmen from all parts have made this statement. Some Toronto men who do not know the real facts, have made efforts to move the Henley over there, but it may be said that if Toronto had an available course, or the means of providing one, the Canadian Henley would have gone there instead of coming to St. Catharines in the first place. [The *St. Catharines Standard*, March 28, 1914, p.1]

The *Globe* picked up the *Standard's* editorial, and restated it for its readers:

ST. KITTS HOLD THAT IT'S
THEIR'S [sic] FOR ALL TIME

MAINTAIN THAT CANADIAN HEN-
LEY MUST ALWAYS BE HELD

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ON OLD CANAL.

St. Catharines, March 29.—(Special.)—The statements published in despatches from Ottawa to the effect that next year the C.A.A.O. regatta will be held in Winnipeg and at Toronto thereafter, are not taken seriously here.

An agreement exists between the Executive of the association and the city of St. Catharines whereby the annual championship regatta shall take place on the course here perpetually in consideration of the expense of building the grandstand, clubhouses, etc., which was met by St. Catharines funds. [The Toronto *Globe*, March 30, 1914, p.12]

Then the lawyers got involved, and *The Globe* gave a brief history lesson:

ST. CATHARINES WILL SUE IF COURSE IS CHANGED

St. Catharines, March 30.—The statement made in a dispatch from Ottawa to the effect that next year's Canadian Henley regatta will be held in Winnipeg may be dismissed as incorrect. The Canadian Henley is a permanent fixture for St. Catharines, and any attempt to move the big national annual event from here would be met by a big action for damages brought by this city.

A dozen or more years ago the Canadian Association of Amateur Oarsmen came to St. Catharines with a proposition that if this city would put up half of the cost of the \$8,000 clubhouse on the course here the association would agree to hold the annual Canadian Henley permanently in St. Catharines. The city agreed and put up the money, and the clubhouse was built.

A dozen years ago Claude Macdonell, M.P., voiced the sentiments of the C.A.A.O. very plainly when he told the St. Catharines City Council that they had searched the Province over and could find nothing in any way approaching the present course. Visiting oarsmen from all parts of Canada and the United States have said it is the best course, from the fact that it so sheltered, being entirely land locked. No amount of rough weather can make it impossible for rowing. [The Toronto *Globe*, March 31, 1914, p.12]

While *The Globe* article displays a grasp of the legal and historical reasons for keeping the Henley in St. Catharines, *The Star* viscously attacks the St. Catharines facilities, something it had never done before:

St. Catherines [sic] is making a big outcry over the proposal to transfer the Canadian Henley to Winnipeg. A despatch from there threatens suit if the change is made, alleging an agreement between Claude Macdonell, then president of the C.A.A.O., by which the old canoe course was to be the permanent course if the St. Kitts Council built a grand-stand and made other suitable arrangements to handle and store boats and house crews. The threatened legal action will be as a puff of smoke in a gale of wind if the Toronto Harbor improvements ever give local oarsmen a chance for a fully-protected course. Toronto with a good course would get the regatta without a dissenting vote. The St. Kitt's [sic] grand-stand accommodation is inadequate,

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and the boat storage and accommodation for crews to say the least is crude. [The Toronto *Daily Star*, March 31, 1914, p.15]

The one nagging question in all of this brouhaha is, what prompted Harvey Pulford to announce the site change? He was not speaking for the CAAO, but he seems to have had some inside information. Yet, the CAAO was silent on the matter.

Mercifully, the site change controversy did not dominate the press coverage of the 1914 Regatta.

Regatta coverage was reduced to give space in the newspapers to report the worsening situation in Europe. On June 28, Gavrilo Princip, a Bosnian Serb Yugoslav nationalist, assassinated the Austro-Hungarian heir Archduke Franz Ferdinand in Sarajevo. In response, on July 23, Austria-Hungary issued an ultimatum to Serbia. Serbia's reply failed to satisfy the Austrians, and the two moved to a war footing. This was much on the minds of the competitors, spectators and officials at the Regatta.

One

competitor at the Canadian Henley had had a close-up view of events in Europe. Robert Dibble, reigning champion in the Senior Singles in Canada and the United States, along with an eight from the Winnipeg R.C., had competed at the Henley Royal Regatta in early July, Dibble in the Diamond Sculls, and Winnipeg in the Grand Challenge Cup. Both had lost in the semi-final round.

Competitors came in large numbers, led by the Argonaut R.C.

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Photo]

[Sport and General.

A TORONTO OARSMAN AT HENLEY.

R. Dibble, of the Don R.C., who won his heat in the Diamond Sculls on Wednesday.

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with a team of 60. The Ottawa R.C. and Britannia Boating Club combined to send 40, and the Lachine R.C. had 26 men.

The Ottawa, Lachine, senior Argos and Britannias are putting up at the Welland [House], where sample rooms and all available space is being turned into sleeping quarters for the visitors.

The Detroit, junior Argos and Hamilton crews are at the New Murray. [The St. Catharines *Standard*, July 30, 1914, p.1]

Shells were housed in the gate-yard building.

One competitor was conspicuously absent: Everard Butler. He had left the Argonaut R.C. and moved to the Toronto R.C. in May. He then went to the west coast to compete and although he was entered in the Senior Singles event, he was not able to return in time for the Canadian Henley.

In an effort to boost attendance, Friday was promoted as a “big day”: “[S]ome of the best racing of the regatta will be on Friday. . . . The C.A.A.O. officials are making a special effort to make Friday a big day, and have arranged for a military band and refreshments for the crowd.” [The Toronto *Daily Star*, July 29, 1914, p.10]

This will sound familiar to lightweight rowers and coaches: “At a meeting of the officials to-night Ottawa claimed that at least five of the Lachine 140-pound crew were overweight. The men will weigh in before the race.” [The Toronto *Globe*, July 31, 1914, p. 10] They must have made weight, because the Lachine R.C. 140-lb. primary eight did not scratch.

Readers may wonder, “What is a 140-lb. primary eight?” Perhaps to avoid confusion, the CAAO dropped the terms “Junior” and “Senior” when classifying 140-lb. crews, reserving those words for the heavy crews. As a consequence, rowing historians and researchers have been confused ever since.

The definitions in the 1915 Royal Canadian Henley Official Regatta programme are not as clear as they might be:

“JUNIOR FOUR OARS—MAIDENS (for crews no member of which shall weigh more than 140 lbs. weight at waterside, and who have never won an open sweep oared race.” Today, we might have used the word “novice” instead of “maidens.” This was what previously had been called the “Junior Fours (140 lbs.)” I will refer to them as “140-lb. Fours (Maidens).”

A new event in 1914 was: “EIGHT OARS PRIMARY—For contestants not weighing over 140 lbs. at waterside, who have never won a race, except the 140 lb. Maiden Fours.” This was something like an Intermediate class although it is usually equated to the Junior class. I will use the term “140-lb. Eights (Primary).”

“EIGHT OARS SPECIAL—(for crews no member of which shall weigh more than 140 lbs. at waterside, and who have never won an intermediate or senior sweep oared race).” This was formerly called the Senior Eights (140 lbs.). I will use the term “140-lb. Eights (Special).” [To avoid becoming frustrated while trying to keep Primary and Special separate, use this mnemonic: *Special and Senior begin with the same letter.*]

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the Ottawa R.C. crew stroked by Harvey Pulford. Pulford had announced before the Regatta that this would be his last year as a Henley competitor. He was 39 years old.

Also of note was Robert Dibble's third consecutive win in the Senior Singles for the Don R.C.. He and Fred Lepper also won the Senior Doubles for the second year in a row.

However, the most exciting news for St. Catharines supporters was the win by Alan H. Greenwood of the St. Catharines Rowing and Canoe Club in the Junior Singles, the first sculler from that club to win a Henley medal and the Muir Challenge Cup.



Courtesy of the Greenwood family.

Above is the medal which Alan Greenwood won at the 1914 Royal Canadian Henley Regatta.

On a sad note, the last race of the day, the Senior Fours was stopped at the turn and later restarted because of a drowning:

YOUNG BANK CLERK
DROWNED DURING REGATTA

MURRAY MARTIN SEIZED WITH
SPELL OF SOME KIND AT THE
"HENLEY."

(Special Despatch to The Globe.)

St. Catharines, Aug. 2.—The first drowning accident on the Canadian Henley course during the progress of a regatta occurred Saturday evening. Without waiting for the last race, which was behind time, Murray Martin, a member of the staff of the King street branch of the Imperial Bank, St. Catharines, started for home in a canoe with a companion. When near the

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turning point, Martin, who was apparently seized with a spell of some kind, disappeared from the boat, sank below the surface of the water, and did not again appear, although an excellent swimmer and athlete. When the competitors in the last race reached the spot, the race was stopped and several of the oarsmen endeavoured to recover the body. It was later brought to the surface by the use of a grappling outfit. He was nineteen years of age and a member of the Y.M.C.A. track and field team. [The Toronto *Globe*, August 3, 1914, p.14]

All the winners and times for the 1914 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

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

Below is a list of the participating clubs at the 1914 Royal Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. Although the Argonaut R.C. had the most entries, both it and the Don R.C. amassed the same number of wins. Also of note is the two wins by the Hamilton R.C..

Argonaut R.C.	(12/5)	Toronto, Ontario
Britannia Boating Club	(4/0)	Ottawa, Ontario
Don R.C.	(10/5)	Toronto, Ontario
Hamilton R.C.	(4/2)	Hamilton, Ontario
Lachine R.C.	(4/0)	Summerlea, Quebec
Ottawa R.C.	(5/1)	Ottawa, Ontario
St. Catharines Rowing & Canoe Club	(4/1)	St. Catharines, Ontario
Toronto R.C.	(1/0)	Toronto, Ontario

American entries came from:

Black Rock R.C.	(1/0)	Buffalo, New York
Detroit B.C.	(6/0)	Detroit, Michigan
Mutual R.C.	(2/1)	Buffalo, New York
New York A.C.	(1/0)	New York, New York
West Side R.C.	(1/0)	Buffalo, New York

At the annual CAAO meeting, the following Officers were chosen for 1914:

Honorary President: A. Claude Macdonell

President: Major Oliver Heron, Argonaut R.C..

1st Vice-President: W.A. Cameron, Ottawa R.C.

2nd Vice-President: Capt. John Wilson, Argonaut R.C.

Secretary: J. Leslie Fergusson, Toronto

Treasurer: Fred H. Carter, Don R.C.

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The members of the Executive Committee were:

In their first of three years (until 1917):

Patrick J. Mulqueen, Toronto R.C., J.W. McAllister, Hamilton R.C., Thomas A. Murphy, Don R.C.

In their second of three years (until 1916):

Edward F. Seixas, St. Catharines, Joseph Wright, Toronto, R.P. Sparks, Ottawa

In their third of three years (until 1915):

George M. Bosworth, Lachine, W.D. Birchall, Montreal, Joseph E. Thompson, Don R.C.

Three of the main agenda items from the annual meeting are reported in the press: the Lachine R.C. requested that the CAAO petition the Dominion Government to remove the duty on rowing shells and equipment made in England. A committee was appointed headed by Honorary President Claude Macdonell, M.P., to press the government.

There was also discussion about the 1916 Olympic team: "The executive is taking active steps to select a strong all-Canada team of 16 for the German Olympia next year." [The St. Catharines *Standard*, August 1, 1914, p.8] Although it is never spelled out, the intent seems to have been to supplement a club crew with men from other clubs.

Finally, the CAAO put an end to the speculation about holding the Regatta in Winnipeg:

At St. Catharines Next Year.

Members of the association were practically one mind against granting of an application of Winnipeg for the holding of the regatta at Winnipeg in 1915, but went on record in recognition of Winnipeg's status as a rowing city of prominence. The regatta will be held again next year at St. Catharines, and the Executive will endeavor by that time to have a large building for housing shells built opposite the grandstand, together w[ith bleac]hers for accommodating spec[tators for a] nominal admission. [The Toronto *Globe*, August 3, 1914, p.8]

The plans for the improvements were already prepared. All that was required was funding:

What is needed is improvement to the course in the building of a new boathouse for 60 boats, and a stand to accommodate about 400 bleacherites. Mr. Seixas had had plans prepared, which called for an expenditure of about \$4,000, of which the association could probably produce \$1,000. [The St. Catharines *Standard*, August 1, 1914, p.8]

Although the site for the 1915 Regatta was set, Toronto was not ruled out as a possible site in the future.

However, all discussions about the future of the Canadian Henley would be academic. Three days after the Regatta, on August 4, Britain declared war on Germany. With that declaration, all the dominions, including Canada, were automatically at war.

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Articles such as the following helped to bring home the reality of the War on a human, personal level. Every rowing club in Canada would be affected by the War.

TORONTO ATHLETES IN THE FIRST CONTINGENT ATTRACT KING GEORGE

. . . King George and Queen Mary [paid a visit] to the Canadian troops at Blustard Camp, Salisbury Plain, yesterday. The first contingent, as is also true of others which will follow, includes a large number of Canadians who have distinguished themselves in various sporting activities.

Among the athletes who attracted the attention of their Majesties were two well-known Toronto men, "Bill" Grant and "Jeff" Taylor. King George spoke personally to "Soldier Bill," who for many seasons played in the Argonaut scrimmage in the O.R.F.U. [Ontario Rugby Football Union] and the Interprovincial Union. Grant is also a veteran oarsman, having pulled an oar in Argonaut eights at many regattas.

"Jeff" Taylor stroked one of the best eight-oared crews ever turned out by the Argos. Twice at Henley and once at the Olympic regatta at Stockholm, and many times at the Canadian and American national regattas, Taylor stroked Argonaut eights. He also made the University of Toronto and Argonaut football teams. Taylor has been in England for a year attending Oxford University, and has enlisted in the Highland brigade of the first Canadian contingent. [The Toronto *Globe*, November 5, 1914, p.11]

1914

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The Thirteenth Royal Canadian Henley Regatta The Thirty-Sixth Regatta of the Canadian Association of Amateur Oarsmen August 6 & 7, 1915

When the Ottawa R.C. publicly suggested that the 1915 Canadian Henley Regatta not be held because of a shortage of men, Argonaut head coach, Joe Wright, responded. Although a modern reader with 20-20 hindsight might cringe at some of what he says, his opinions were probably widely held:

THE WAR WILL NOT
STOP HENLEY REGATTA

A Training Ground for the
Front—Argo Senior Eight
Has Four Left.

By LOU E. MARSH.

“There is nothing in this talk about the Canadian Henley at St. Kitts being postponed because of the war,” emphatically declared Joseph Wright of the Argonaut Club, a member of the executive of the Canadian Association of Amateur Oarsmen. “They like to hear themselves talk down around Ottawa. Why should we postpone Henley because Ottawa will be weak or will not have crews? Why, to postpone the regatta would be suicidal. Forty or fifty men who rowed at the last Canadian Henley are on active service now, and I’ll venture to say that there are no better men at the front than these same boys. We want athletes at the front, so the very best thing we can do is to go ahead with our Henley and get another big squad of men ready to go to the front in case they are needed next fall. There isn’t any better training for soldiering than rowing. No chance! Henley will go on, and we will have just as much contention as ever. . . .” [The Toronto *Daily Star*, March 23, 1915, p.12]

At a CAAO meeting on April 10, 1915, it was decided to hold the Thirty-Sixth Regatta on August 6 and 7. It was also decided to try to persuade more American crews to come than had participated in the past. Because the United States was not at war, their rowing clubs, unlike Canadian clubs, were not depleted.

Every rowing club in Canada was publicizing the role its members were playing in the War. This is typical, excerpted from T.J. Birney’s annual report to the Don R.C.: “Since the war broke out our club has contributed 16 active members to the Canadian contingents. . . . [A]s our active membership is only about 70 men, it is a record which we are proud of.” [The Toronto *Daily Star*, April 13, 1915, p.13]

Harvey Pulford was in the news again, and the CAAO was not happy, again. In the winter of 1914-1915, he had refereed NHA [National Hockey Association] games and in so doing had broken a new rule prohibiting oarsmen from having any official dealings

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with professional sports. [The Toronto *Daily Star*, April 17, 1915, p.15] Either the CAAO forgot, or it was not taking Pulford's promise to retire from competition seriously.

On May 1, a list with the names of 14 officers of the 15th Battalion (48th Highlanders) who were killed or missing in action at Ypres was published in the Toronto newspapers. One of the names would have been familiar to anyone associated with rowing not just in Toronto, but across Canada and the United States: Lieut. Geoffrey Taylor.

The Germans certainly took a fearful toll of Toronto's champion athletes and premier sportsmen at Ypres and Langemarck, where the gallant Canucks hurled back the Hun hordes and saved the situation for the allies.

....

This morning Lieut. G.B. Taylor of the 48th. Highlanders—good old “Geoff” Taylor, champion oarsman, champion rugby player, good boxer, Rhodes scholar, and all-around “good fellow” in the best application of the term—is reported missing. [The Toronto *Daily Star*, May 1, 1915, p.16]

Although the first notice from the Militia Department listed him as missing, it was subsequently determined that he had died from gas poisoning on April 24. He was 25 years old.

Geoffrey Taylor was not forgotten. In 1923, the Geoffrey Barron Taylor Memorial Trophy was donated for competition at the Canadian Henley. As a testament to how respected he was, it was not his home club, the Argonauts, that presented the trophy, nor was it another Canadian club; rather, it was the Detroit B.C.. It is still in competition, for the Under 23 Women's Eight. To learn more about this and all the trophies which are competed for at the Royal Canadian Henley Regatta, go to <http://goldmedalphotos.com/trophies.html>

There must have been continuing pressure to postpone the 1915 Regatta, because on June 23, the CAAO President stated emphatically:

“The Canadian Henley will be held this year as usual,” said Major Heron of the C.A.A.O. executive to-day. “There was never any discussion by the executive or regatta committees to the contrary. In some quarters there was some expression that under the circumstances it was not quite in good taste to hold our regatta, but the idea did not meet with the approval of the officers of the association, so the big regatta will be held the first week in August as usual. There is no real reason why we should not hold it. There has been talk of shortage in entries, but I fail to see any evidence of any shortage.” [The Toronto *Daily Star*, June 23, 1915, p.10]

In the same article which quotes Major Heron above, we learn that military duties were not restricted to oarsmen:

The resignation of J. Leslie Fergusson as secretary of the regatta [and the CAAO] was accepted and Walter Harris was appointed. Mr. Fergusson is a lieutenant in the Army Service Corps, and

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his military duties are too pressing to allow him to handle Henley affairs. [The Toronto *Daily Star*, June 23, 1915, p.10]

On the eve of the Regatta, the Don R.C. revealed that they had only 18 competitors. Some of those would join the 20 Club members who had already enlisted.

Henley promotion turns up in an unusual place in 1915. In the *Star's* "Social and Personal" column, under "Social Notes," between a report of a successful bazaar in Muskoka and a list of the patronesses of the Sir Henry Pellatt Chapter of the I.O.D.E. dance on Toronto Island, we get:

The Henley Regatta at Port Dalhousie on Friday and Saturday afternoons will be a great attraction to the society people of Toronto, St. Catharines, and Welland. Refreshments will be served near the grand stand by ladies from St. Catharines interested in Red Cross work, and the proceeds at the gate are to be given to the fund. [The Toronto *Daily Star*, August 3, 1915, p.8]

All the proceeds of the 1915 Canadian Henley were donated to the Red Cross organization of St. Catharines.

The Grand Trunk B.C. and the London R.C. were the beneficiaries of the generosity of the Argonaut R.C.. The Toronto club brought two working boat fours with them to lend to the Montreal and London clubs.

The effects that the War had on attendance and the number of competitors were obvious on Friday: "The crowd was scarcely so large as in previous years, and many familiar faces were missing from the shells and grandstand on account of the war . . ." [The Toronto *Globe*, August 7, 1915, p.16]

The local reporter was much more positive:

The first day of the Canadian Henley Regatta of 1915, was as usual favored with beautiful weather and there was a large attendance of spectators in the grand stand and lining the banks.

The races were all keenly contested some of the finishes being exceedingly close. The band of the 37th regiment from Niagara camp was present and played delightful music all afternoon. Young ladies sold refreshments for the Red Cross and there were several booths as well at which you could buy all kinds of refreshments.

The races were all run on good time and there were no waits on the part of the officials though some of the oarsmen kept the crowd waiting at different times.

The course was a trifle choppy due to the wind driving up the course from the south, and this handicapped the oarsmen a little in coming down the stretch. [The St. Catharines *Standard*, August 7, 1915, p.1]

Anyone who has bowed a straight four will feel the pain of Hogarth, the bow-man of the Argonaut R.C. lightweight four. In the 140-lb. Fours (Maidens) race, he took his crew on a sightseeing trip; at the start, they veered off the course and hit a flag used to mark the edge of the course. Then they zigzagged from side to side before making the turn. Four lengths behind the Don R.C. four at the finish, they got off course again and collided with a row boat containing spectators.

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The star of Friday's races was Harry Dibble, (left in the photo) the younger brother of Robert. He won his heat of the Junior Singles, then won the final. He and Josh Ingham (right in the photo) also combined to win the Junior Doubles. [The CAAO record books give the wrong names.] Although Harry came last in the Intermediate Singles, he won the admiration of the crowd for not quitting. On Saturday, Dibble and Ingham won the Intermediate Doubles and carried the Don R.C. colours in the Senior race, placing second. The photo shows them with the CAAO plaques they won.

Walt Dickson photo from the Don R.C. archives. Used with permission.

Harry's older brother, Robert, focussed on the Senior Singles, and won for the fourth time, beating Everard Butler, for the third time. Butler was sculling again for the Argonauts,.

Sharing the spotlight with Harry Dibble in 1915 was the Argonaut R.C. junior four, who won the Junior on Friday, the Intermediate and Senior on Saturday, and were the stern four of the Argonaut R.C crew that won the Junior Eights. The four were H. Duke, stroke, J. Millen, 3-seat, J. Allen, 2-seat, and A. Stoskoff, bow.

The much-touted Senior Eights race between the Argonaut R.C. and first-time Canadian Henley competitors Undine Barge Club was a close one with the Argonauts winning by a length.

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The races were run at half hour intervals, an increase of 10 minutes over the previous two years and twice the interval time compared to 1903. Because many competitors did double and triple duty, the long gap between races gave them time to recover.

Both the *Globe* and the *Star* cover the 1915 Regatta on their social pages as well as the sports pages. Among the long lists of names of notable people in the grandstand, for example, we find William C. Muir, the donor of the Muir Challenge Cup. His presence is not a surprise, since he lived in Port Dalhousie, but it is a surprise to find Indian royalty occupying a box: the Maharajah of Kapurthala, the Maharanee, and Prince Karamjit. [The Toronto *Daily Star*, August 9, 1915, p.8]

All the winners and times for the 1915 Canadian Henley Regatta can be found in tabular form at: <http://goldmedalphotos.com/records.html>

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

Below is a list of the participating clubs at the 1915 Royal Canadian Henley Regatta. In the parentheses are the number of entries, which gives an idea of the relative size of the club, followed by the number of wins, which suggests the relative strength of the club. Toronto rowing clubs dominated the Regatta. The Argonaut R.C. with 32 competitors had the most entries and the most wins, while the Don R.C. with 18 competitors managed the second largest number of entries and wins. The push to attract more American crews to fill out the programme resulted in attracting only one new club, the Undine Barge Club.

Argonaut R.C.	(14/9)	Toronto, Ontario
Britannia Boating Club	(3/0)	Ottawa, Ontario
Don R.C.	(9/5)	Toronto, Ontario
Grand Trunk B.C.	(1/0)	Montreal, Quebec
Hamilton R.C.	(3/0)	Hamilton, Ontario
London R.C.	(1/1)	London, Ontario
Ottawa R.C.	(3/0)	Ottawa, Ontario
St. Catharines Rowing & Canoe Club	(3/0)	St. Catharines, Ontario

American entries came from:

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

During the evening the medals were presented to the winners, in the ball-room of The Welland, St. Catharines, by Mrs. E.F. Seixas, assisted by Miss [Gladys] Jukes of Montreal. The

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applause which greeted the recipients was deafening, due partly to the fact that the contesting oarsmen had unanimously voted that the committee this year should replace the usual handsomely engraved gold medals by plain, small, silver ones, and the difference in price, about six hundred dollars, should be given as their contribution to the Red Cross Fund. It is interesting to know that out of fifteen hundred of our Canadian oarsmen, past and present, one-half are now doing their "bit" here or overseas. [The Toronto *Globe*, August 9, 1915, p.5]

To be more accurate, "of a active membership in the Canadian Association of Amateur Oarsmen of 1,301, exactly 734 were serving overseas by August, 1915." [The Toronto *Globe and Mail*, July 25, 1940, p.12] That's 56.4%.

At the annual CAAO meeting, the following Officers were chosen for 1915:

Honorary President: A. Claude Macdonell

President: Major Oliver Heron, Argonaut R.C..

1st Vice-President: W.A. Cameron, Ottawa R.C.

2nd Vice-President: ~~Capt. John Wilson, Argonaut R.C.~~ [died]

Secretary: Walter Harris, Argonaut R.C.

Treasurer: Fred H. Carter, Don R.C.

The members of the Executive Committee were:

In their first of three years (until 1917):

Patrick J. Mulqueen, Toronto R.C., J.W. McAllister, Hamilton, Thomas A. Murphy, Don R.C.

In their second of three years (until 1916):

Edward F. Seixas, St. Catharines, Joseph Wright, Toronto, R.P. Sparks, Ottawa

In their third of three years (until 1915):

George M. Bosworth, Lachine, W.D. Birchall, Montreal, Joseph E. Thompson, Don R.C.

One resolution passed at the annual meeting was not made public for eight months. It was decided that if the War was still going on in the spring of 1916, there would be no CAAO Regatta in 1916.

A week after the Regatta, at the annual banquet of the Police Amateur Athletic Association, Joe Wright spoke about the contribution Argonaut oarsmen were making to the War:

Coach Joe Wright of the Argonaut Rowing Club stated that his club was represented by over 100 members, ten of whom had met death on the battlefields of Flanders. He said that the club had thirty-two members at the Henley regatta at St. Kitts last week. After the regatta he called his men together and asked all those who had no responsibilities at home to respond to the call for volunteers, and twenty-two of the crew responded. (Cheers.) [The Toronto *Globe*, August 12, 1915, p.6]

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It isn't until October the the final tally of the sum raised for the Red Cross at the 1915 Henley is published. The figures also serve to give us a glimpse into the business side of the Regatta.

Henley Regatta
Made \$1,300

Red Cross Fund Gets Excellent
Return From Oarsmen's
Enterprise.

The Canadian Henley at Port Dalhousie yielded the magnificent sum of \$1,300 for the St. Catharines Red Cross Fund. Grand stand receipts and entry fees brought \$538.76, the sale of advertising tags, programs, etc., by the young ladies netted \$775.70, and the tea tent, presided over by St. Catharines ladies, \$300.

The presenting of silver war medals instead of gold accounts for the amount credited to grand stand receipts and entry fees, and this, in effect was really a contribution to the Red Cross Fund by the competitors in the Regatta. [The Toronto *Daily Star*, October 7, 1915, p.14]

Notes in the 1915 Henley programme express thanks to the Boy Scouts for helping to sell programmes, and "the young misses" for selling tags on Tag Day, August 7.

One donation was overlooked when the total above was published: "[T]he amount of \$302.42 was not included. This sum was made up by the sale of soft drinks, etc., by the Woman's [sic] Patriotic League of Port Dalhousie." [The Toronto *Globe*, October 9, 1915, p.18] That pushed the amount raised to over \$1,600.

The following spring, on April 6, 1916, the CAAO made the decision which had become inevitable:

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

1915

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Here are the six clubs with the most wins at the Canadian Henley Regatta between 1903 and 1915. The number after the club's name is the number of wins, and the number in parentheses is the club's standing from Chapter 2 (1880 to 1902):

1. Argonaut R.C. 68 (2)
2. Don R.C. 40 (1)
3. Ottawa R.C. & Toronto R.C. (3) 10
5. Winnipeg R.C. 8
6. Hamilton R.C. 7

Bayside R.C., Detroit B.C., and Grand Trunk R.C./B.C. do not appear on this list. They were tied for 4th place on the Chapter 2 list.

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 October 20, 2023. If you find errors or omissions, use the Contact link at <http://goldmedalphotos.com/> to point them out to me. Stan Lapinski.