

## THE GREAT BOAT RACE AT LACHINE.

THE TYNE AND ST. JOHN (PARIS) CREWS.

The hour of our going to press prevents us from giving the result of the great four-oared boat race, fixed for Thursday last, the 15th, over a six mile course on the waters of the St. Lawrence, at Lachine. Extraordinary interest has been manifested in this race, which was brought about by the challenge of the Tyne crew to the whole world, after they had beaten the Thames crew, which challenge was manfully accepted by the gallant oarsmen who won for the British American Provinces a cosmopolitan reputation on the Seine at the regatta held during the Paris Exhibition in 1867. From this victory they take the somewhat inappropriate title of the "Paris" crew, a title which, whether they won or lost the championship, we hope they will surrender for the more patriotic one of "St. John." As New Brunswickers they owe it to their native Province to shed the glory of their achievements on its chief city to which they belong. The race of Thursday was for the championship of the world and a purse of five hundred pounds sterling. We publish the articles of agreement in No. 23 of vol. 1, page 359. High and honourable as are the stakes, the money portion thereof represents but a small proportion of the "currency" which was doomed to change hands on the result of the race, for the betting was active, and even extravagant, Canadians generally backing their own men with odds. This spirit is not to be attributed to a want of hospitality towards our fellow countrymen of the Tyne crew, who crossed the ocean to preserve their laurels and give friendly battle to the doughty colonists who took up their challenge. It is rather an outgrowth of the character begotten of this western clime and the self-reliant habits of the people. But no matter who may have won, the contest itself is one of a friendly character, tending to cement the feelings of good-will between the people of old and new Britain, and perhaps to show that the sturdy old race has not degenerated under our western sky. Defeat could be accepted by Canadians with equanimity, a triumph for the St. John crew would be esteemed a glory. In our supplement this week we give portraits of the rowers in both crews, and here subjoin some particulars concerning the contestants, which we have gleaned from the accounts published in the daily journals, whose reporters have been indefatigable in their exertions at "interviewing" the oarsmen.

## THE TYNE CREW.

James Renforth, the stroke, and champion sculler of England, is a fine broad-shouldered man of blonde complexion, of enormous muscular development and uncommon strength indicated in every feature. He weighs 174 lbs., is 5 feet 7½ inches in height, and girths 42 inches round the chest. He was born at Newcastle, and is now 28 years of age. He is very quiet and unassuming, sociable, but not over talkative, and there is nothing in his ordinary conversation that would for a moment warrant a stranger in supposing that he was without a successful rival in all England as an oarsman.

James Taylor, who pulls the bow oar, is a very intelligent looking man, with activity and elasticity indicated in every movement. He is, perhaps, the smallest of the four, but very tough and wiry-looking, and with every muscle developed to its fullest extent. He is of a brown complexion, and very affable and communicative. His weight is 149 lbs., 5 feet 7½ inches in height, and 39 inches around the chest. He was born at Gateshead, County of Durham, and is now 33 years of age.

Thos. Winship, who pulls No. 2 oar, is of light complexion, full featured, and evidently built on the high pressure principle. He has a very intelligent look, and the appearance of an active, wide-awake and spirited oarsman. He weighs 153 lbs., is 5 feet 7½ inches in height, and 38 inches round the chest. He was born at Elswick near Newcastle, and is 27 years of age.

John Martin, No. 3, and tallest man of the four. In point of strength he perhaps has few equals, either in England or in Canada, and presents one of the finest specimens of muscular development to be often seen. He is strongly and compactly built, with a firm step and symmetrical form, with nothing angular, awkward or out of place. Every muscle is full and rounded, and he looks what he evidently is, the active and highly trained oarsman. He is intelligent-looking and of a light brown complexion. His weight is 178 lbs., height 5 ft. 8½ inches, and measure 40 inches round the chest. He was borne at Daneshole, near Newcastle, and is 27 years of age.

John Adams is an extra man, brought along in case of any mishap occurring to either of the before mentioned four. He is not a professional oarsman, but as an amateur rower on the Tyne, has gained considerable celebrity. He is 34 years of age and a well-built, powerful-looking man.

The Tyne crew as it now stands, have rowed together only about 14 months. Renforth and Taylor, however, have worked together for about three years. Martin and Winship joined a year ago last June. Since the present team was formed, they have won the chief prizes at all the local regattas they have attended, including those held at Burton-on-Trent, Sunderland and two in successions at both Chester and Durham. In 1869, when the crew rowed for the £300 prize on Thames, against Kelly, Sadler, Messenger and Hamilton—the Thames crew—they failed to secure the prize, through the occurrence of an accident. A small row-boat happened to pass immediately in front of them, and the delay thus occasioned lost them the race. In contest, however, with the Thames crew since that time, they have asserted their superiority beyond all question.—On the 5th November last, on the Thames, and on the 18th of the same month, on the Tyne, they not only secured the £200 stakes in each case, but proved themselves to be the champions of England. On the 4th of June last, at the Durham regatta, they also easily distanced all competitors. In addition to this joint record, we may state that Winship and Taylor were declared the champion pair at the Thames regatta in 1860, while Taylor, in company with Matthew Scott, another Newcastle oarsman, was similarly distinguished in 1868, at the same place. Renforth is well known to be without a successful rival in England as a sculler, and for

some time has been the acknowledged champion. Before leaving England on the present trip, they challenged any four men in the country to row them, in order that there might be no question, either with themselves or the public, as to superiority.

A correspondent who saw them practice at Lachine, says:—"Renforth and Martin were down first, and between them lifted their ticklish looking craft, and carried it to a landing nearly opposite their present home, and gently launched it into the water. Soon all were embarked, and gently pushing off from the landing, paddled out a short distance, and steadying themselves for an instant, began their first spin on Canadian waters. From the shore they seemed to work like one man, arms and back went forward like lightning, and then came that long, steady sweep, the back gradually straightening as they came up."

They have a curious mode of raising money:—"To the many who are interested in the approaching contest they make the following offer:—"To any person who may purchase their colours, valued at \$5, they will give, in the event of their losing the race, the \$5 back again and the colours for nothing. Should they win the race you forfeit the \$5 but are at liberty to retain the colours. The colours offered are a beautiful piece of silk, about three feet square, the body of which is white with blue border edged with white. In the centre there is a picture of the four men seated in their boat, striped, and as if waiting for the contest."

Their boat is thus described:—"The cover of the box in which it was encased was soon taken off and the boat, the "Dunston-on-Tyne," drawn out and carried to the beach. The "Dunston-on-Tyne" is a beautiful mahogany shell, about 40 feet long and 19 inches wide, and weighs 90 pounds. One of its peculiarities is the steering apparatus worked by the feet of the bow oarsman.

## THE ST. JOHN-"PARIS"-CREW.

The following account of the "Paris" Crew is copied from a late number of the *Montreal Gazette*:

"The names of the crew are Robert Fulton, Elijah Ross, Samuel Hutton and George Price.

"Mr. Walker and Dr. Potter accompany them, the former to make their business arrangements, and the latter to look out for their health and training.

"Fulton, stroke, is 25 years of age, stands 6 ft. 1 inch, and weighs 168 pounds. His complexion is a swarthy brown, and his face bears the impress of indomitable energy and pluck. His shoulders are broad, chest well developed, and loins spare. In fact he is in every way beautifully proportioned, and would make a capital model for a sculptor.

"Elijah Ross, No. 3, is 5 feet 11 in. in height, weighs 158 pounds, and is 25 years of age. He too is of a dark complexion, and is a decidedly handsome man. His muscular development is immense, and his whole appearance is that of a well-trained athlete.

"Samuel Hutton, who pulls No. 2 oar, is of a dark complexion, and has dark brown hair. He is compactly made, possesses a very considerable development of chest and shoulders, and exhibits every appearance of great strength. From his countenance we should judge him to possess more nervous energy than any of his comrades, and that he is not one of the slow, dogged kind, but rather given to going at things with a view to finishing them in a hurry. He is 25 years of age, stands 5 feet 10, and weighs 158 pounds.

"George Price, bow oar, is the veteran of the crew, being 39 years of age. His height is 5 feet 10, and he weighs 154 pounds. His expression of countenance is stern, and indicates a dogged perseverance. Unlike the rest of the crew his complexion is light, and notwithstanding long exposure to the sun, his skin retains its natural colour.

"All of the men were born in or about St. John, and from their childhood up have been almost more at home on water than on land. Fulton, Hutton and Price are fishermen in summer, and in the winter do ship carpentering, or turn their hands to any kind of employment in that line which may offer. Ross has for some years past been a light-house keeper.

"In aggregate the Tyne crew are 29 pounds heavier than their opponents from St. John. The difference is made up between Renforth and Martin, who weigh 174 and 178 pounds respectively. Winship and Taylor are both lighter than any of the St. John men.

"The crew was first organized between five and six years ago, and since that time they have stuck together without ever having had any serious disagreement.

"Their first noteworthy performance was at their native place, St. John, where some four years ago they won four matches with crews from that place. Since that time they made their name famous at Paris, where they won an international race, for which they somewhat injudiciously claim the championship of the world. But by odds their best performance was beating the Ward Brothers,—at that time champions of the United States, on the Connecticut River, Springfield, Mass., in the autumn of 1868. This match excited a great deal of interest over the whole continent, and capped the climax of the fame which the St. John oarsmen had already acquired. There have been several different versions of the time given, but we believe 39 min. 38½ sec. to be the time in which the six miles were covered. Since that time they have won several races of less interest, making in all 19 contests in which they have successfully engaged."

In due course we shall give such illustrations of the race as may have suggested themselves to our artist, who was present to witness the race.

## COUNT DE PALIKAO.

Count Palikao, the French statesman, who a short time ago succeeded M. Ollivier as Premier, has passed a very active life. His full name is Charles Guillaume Marie Cousin de Montauban, Count de Palikao, and he was born on the 24th of June, 1796. He was employed at an early age in Algiers, and distinguished himself there as a cavalry officer. On September 4, 1826, he was made chief of a squadron of horse; on the 7th of May, 1843, lieutenant-colonel; and on the 2nd of August, 1843, colonel of the 2nd Chasseurs. He became general of brigade on the 21st of September, 1851, and commanded the division of Flemeen; general of division after 28th of September, 1855, he commanded the division of Constantine. Recalled to France he was put at the head of the 21st Military Division during the siege of Limoges. The year 1860 was marked in the life of General Montauban by one of the most extraordinary events of modern history. Invested with the chief command of the French expedition into China, he had the honour of accomplishing that almost fabulous invasion

which brought the arms and banners of the French and English even to the capital of this vast and distant Empire. The capture of the forts of Takou at the mouth of the Peiho on the 20th of August, the great victory of Palikao over General Sang-ko-hiosin, on the 21st of September, the destruction of the royal palace, the entry into Peking on the 12th of October, forced the Chinese to accept the treaties imposed by the allies, and assured, at least temporarily, the respect of European interests in the extreme East. The General left there at the end of the same year and returned by way of Japan, many of whose principal cities he visited, and re-entered France in July, 1861. In recompense for these great successes, the Emperor had already elevated him to the dignity of the Grand Cross of the Legion of Honour on the 26th of December, 1860, and had made him Senator on the 4th of March, 1861. On the 22nd of January, 1862, he conferred on him the title of Count de Palikao, and submitted to the Corps Legislatif a project of pensioning him, which excited a lively opposition there. The General demanded its withdrawal; the Emperor opposed this, and the project was accepted by the Chamber with a modification. On the 22nd of June, 1865, he was made, in place of Marshal Canrobert, who was called to Paris, commander of the 4th Army Corps, of which the head-quarters are at Lyons, and of the 8th Military Division. He was made Commander of the Legion of Honour on the 23rd of December, 1858, and Grand Officer on the 28th of December, 1859. In 1860, when he was given the Grand Cross, he could count forty-two years of effective service, twenty-eight campaigns, and one wound. At the outbreak of the present war it was rumoured that Count Palikao was to be put in command of the 2nd Army Corps, but his command was subsequently given to the unfortunate Frossard, and the new Premier, instead of figuring in the present war, has been compelled by the march of political events, following on the reverses of the French arms, to escape from Paris and seek refuge in Belgium, where he now is. When the Emperor had surrendered it is currently reported that the Empress contemplated signing an act of abdication, but her Ministers, the chief of whom was Palikao, dissuaded her from the step. Time only can develop the fate of these Imperial exiles. It is at least to be said of Count Palikao, better known as General Montauban, that his brief administration in Paris was marred by no mistake of his, or of his colleagues. The Palikao Ministry only fell when, by the fortunes of war, the Emperor was a prisoner, and by the decree of the popular will in Paris the Imperial régime had terminated. It is honourable to Count Palikao and his associates that while they refused to take an active part in the establishment of the Republic, they neither did nor counselled any act which was calculated to distract the attention of the French people from the supremacy of defending the integrity of their country. Their advice to the Empress-Regent was equally patriotic; they desired her not to sign an abdication which might compromise the rights of the dynasty hereafter, but they did not recommend that the integrity of France should be compromised by intestine brawls. In spite of the inglorious end of his Ministerial career, we think Count Palikao retires with far more honour than did his predecessor, the lawyer Ollivier.

## GENERAL TROCHU.

In the present war events have followed one another with such lightning-like rapidity that it has been nearly impossible to fancy what would happen next. All the more credit is due to an American contemporary—the *Army and Navy Journal of New York*—for venturing upon a prediction which has received fulfilment in the most literal manner. A month ago this journal said:—"As Von Moltke was hardly known to readers out of Prussia anterior in the splendid campaign which ended at Sadowa, the man to whose brain will be due whatever of successful strategy shall characterize the French arms in the coming war is as yet unnamed. General Louis Jules Trochu is to day undeniably the best soldier of France. He is now fifty five years of age. A graduate of the Staff School of St. Cyr, he was made lieutenant in 1830, and promoted to a captaincy in 1843. His first staff service was with that fine soldier, Bugeaud, in Algeria. Chef d'escadron and major in 1846, and lieutenant-colonel in 1853; his first European service was in the Italian campaign. At the commencement of the Crimean war he was made chief of the general staff, and by reference to Kinglake's history it will be seen that in all conferences with Lord Raglan, Trochu, rather than St. Arnaud or Canrobert, was spokesman on the part of France. Throughout the campaign, having been made General of Brigade in 1854, he occupied this position of confidential staff officer of the Commander-in-Chief, an office analogous to that of Gneisenau under Blucher, given in just recognition of his military ability and skill. In 1864 he reached his grade of General of Division. Two years after he was charged with the preparation of a plan to reorganise the army. Instead of, as has been suggested, lacking the imperial confidence, he has it in the most flattering degree. His essay upon organisation, 'L'Armée Française,' published in 1867, ran through ten editions. Trochu is known to have anticipated the event of a war with Prussia. A recent pamphlet from his pen, which unfortunately cannot be obtained in this country, develops an immense deal of study of the Rhenish frontier as a fighting field, and palpably indicates the national impulse as occupying the strategist's mind. Should the war survive its first battle a fortnight, and promise, as seems very likely, to be a long one, Trochu's name may chance to appear at the head of the French armies." We need hardly remind our readers that exactly fourteen days after the commencement of the war the Emperor of the French summoned General Trochu to his assistance. However much the fallen potentate may have trusted in the military genius of the general who now has chief control in Paris, the very heart of France, it is certain that Napoleon was not unwilling to have gone through this war without Gen. Trochu's assistance and that he only accepted his services in the hour of supreme difficulty. It is complimentary to the discretion of the newly declared Republican Government that its members not only continue Gen. Trochu in the chief command of Paris but that they have also conferred upon him the title of President of the Committee of Defence, i. e., virtually successor to the Emperor, if not dictator of France. Every friend of order will pray that he may use his great and newly acquired power with discretion, firmness and wisdom.

## ARREST OF A SUPPOSED PRUSSIAN SPY ON THE BOULEVARDS, PARIS.

The almost universal suspicion that has pervaded Paris for some time past that a regular system of espionage has been carried on through France has led in some cases to very un-