

Aquatics.

CLUB RACES.

Quite a number of clubs have gone in for club races this season, and we are glad to note this because it is the essential to a club's future that the younger members should be encouraged to go in for racing. Every club should hold a series of races throughout the summer and fall the majority of them for juniors, so as to fill up the ranks of the representative crews at the open regattas. Two often is it the case that the representation of a club is left in the hands of four or five oarsmen who are very much like so many dogs in their respective mangers. They are not capable of doing anything to uphold the good name of their club, and prevent by their presence the development of any latent strength in the club. A young man when he joins a club is enthusiastic, and that is the period of his career when he should be taken hold of by the captain or some one of his deputies and properly instructed in the art of rowing. As an inducement for these novices to persevere races, both rowing and sculling, should take place at frequent intervals confined to the junior members and for small prizes. Whenever a race is won the successful oarsmen or sculler, as the case may be, should be classed as a club senior, and thus still keep the juniors at work for future races. When a fair number of seniors have been secured during a season, races might be got up between them, and then towards the close of the year's rowing, representative crews of the old and young members should have races to see how the youngsters compare with the seasoned men. By these means the captain knows who are the likely men to fill up his best crews with next year, and replace inefficient, though willing oarsmen who have got past their prime, or those who are good but won't train or row "cunning," the latter an all too common to practice with men who have been at the game for two or three years.

The *Mail* a short time since had some rather severe remarks upon the club fours of the Toronto R. C., and quite ridiculed the idea of racing for three quarters of a mile only. We cannot at all agree with our excellent contemporary in this matter, for we consider that no club race should be much over that distance, and certainly the more a club has of half a mile the better for the club. First of all your men are only half-trained. They should not be drawn at all fine, but be in rude health, except for some more important race towards the close of the season. As an evidence of the result of continued training take Hanlan's case. New men in the condition we have stated, cannot race over half or three quarters of a mile without laying themselves open to injury. They might form component parts in a procession for another mile or more, but race they cannot. What you want in club races is a test as to a man's ability to keep at his best speed, and to encourage him to stick to his work and struggle for every pound he is worth. As a matter of fact short races are, as long as they last, more severe than longer ones, but the reaction is quicker and there is not the evil of long continued exertion when not in condition to stand it. Another thing about club races and most important of all is, that you get your men used to racing, and when they have had several turns at it there is no flurry about them, but they know exactly what to do and how to set about it.

At present we presume the majority of the leading clubs are too seriously interested in the Amateur Regatta to attend to other matters, but we would earnestly impress upon all club officers the great advantage of making their own oarsmen out of their younger members. The only way that can be done is to give them a few lessons, quietly connecting and at the same time explaining their faults so that they can be remedied understandingly. If you have a couple of good oarsmen or a sculler in the club get him to show off before the novices so that an impression may be formed as to what they are expected to aim at so far as

style is concerned. This is a point we have great faith in, and believe that more errors will be avoided and others corrected much easier in that way than by any other method. The first stage over let them go on practising for a junior club race, and let that be one of half a mile. Two-year-old horses only run half miles and three quarters, they are not capable of doing more at racing speed. The same in rowing, it is speed you want and you can only get that by beginning with a course over which they can go at racing pace all the way. Your non-stayers can be picked out even then or any way long before they have passed through a full season's ordeal and got as far as mile races. The long continued success of the London Rowing Club is due we might almost say entirely to the attention paid to the teaching and encouragement of the young members, and to say that three fourths of the men now representing that famous English Club are "home bred" oarsmen is well within the truth. It would amaze some of the lethargic club captains on this side of the Atlantic to see the amount of work an English club captain and his deputies do in the course of a season, in the way of teaching the raw recruits. That is the duty of the captain of a club, and those clubs which have not got the captains duties set forth in their by-laws should make a point of correcting the omission at the first possible opportunity.

THE ASSOCIATION REGATTA.

Two additional Committee meetings have been held since our last issue, and the regatta is now settling down into shape. Omitting a number of minor details of management, etc., which have been brought forward and passed upon by the committee, the more important matters are. The subscription list foots up over \$1,300 and only some \$500 more will be required to ensure the association against loss, that is not taking into account any receipts from railroads, entrance fees, etc. Col. Otter, an old oarsman, has consented to officiate as umpire, and the Harbor Master will do all in his power to ensure a clear course during the racing. Already the entries have come in very freely, and a first class regatta may be confidently expected.

TORONTO ROWING CLUB.

On Saturday evening the single scull race for the Dufferin medal was decided, the course being a mile and a half one, from the Northern Elevator to the foot of Princess Street. After a tedious delay Messrs. H. Morse, E. Roach and J. Phillips started, W. Dunsbaugh being an absentee. Soon after starting Phillips broke his foot strap and drew out, and Morse when opposite the club house also withdrew leaving Roach to finish by himself.

BOYD ON THE PROVIDENCE REGATTA.

Robert Watson Boyd arrived at his residence in Middlesbro', Eng., on Saturday, July 3. The reporter of the *Newcastle Daily Chronicle* called upon him on Saturday evening, and in the course of a long conversation Boyd gave an account of the great race of June 17, and the circumstances under which both he and Hanlan occupied such unexpected positions at the finish. With regard to himself Boyd states that his boat, the *Alexandra*, could not be put in the hold on the passage across the Atlantic, and during the frightful storms they experienced the water got into the boat, with the consequence that when he got her into use on the Seekonk River it went dreadfully heavily with him, and putting it on the scales he found it to weigh 37lb. He then had to look elsewhere for a boat, and succeeded, through the interest of Mr. Ward, in getting a paper boat, the property of Hanlan. This boat carried him well enough as long as the water was smooth, but when a southerly wind sprang up, about half a mile from the stake-boats, it began to fill rapidly, and he was water-logged by the time he had made the turn, from which part he had the greatest difficulty in keeping himself from sinking. With regard to Hanlan, Boyd attributes his defeat mainly to the enormous exertions which he made to neutralise the disadvantages under which his station at the start placed him. Boyd estimates that Hanlan had at least

one hundred and fifty yards further to go than Ross, who had also further advantages of slack water and shelter. Nevertheless, Hanlan succeeded in scouring and holding a lead of from two to three lengths until the wind sprang up, when the extra distance he had travelled and the rough water seemed to tell upon him all at once, and Ross shot past him a quarter of a mile from the stake-boats. Then Hanlan gave up, and neither him nor Boyd passed the finish point. Boyd reports Ross to be a much-improved sculler, and likely to prove formidable to whoever may meet him.

Mr. Emiline Jarvis—thanks to the *Hamilton Evening Times* for the interpretation of that mysterious diptong—has received his new Warren skiff which was built on the lines of Hanlan's boat. All that Mr. E. requires now to be successful at Toronto on the 4th of August is, that he should be built on Hanlan's lines, minus the stitch of course.

A half mile race in double scull working boats took place on the Canal at Brantford on the 12th inst. Rubridge and Ingles won by a half a length from Phipps and Digby.

The Idlewyld Cup will be rowed for on the 22nd.

There being no chance of Quinn and Macdonald coming to terms, the stakeholder has returned the forfeit money. It strikes us that wild horses couldn't drag these men into a race.

We have a lot of good friends at London so we must introduce this clipping by saying that it is from the *Chatham Planet*. "The first words spoken by Ed. Hanlan on his arrival in London Wednesday night were:—I have been requested to ask you if there is any water in your river."

Wallace Ross must be awfully hard up for a match to be compelled to challenge Leahy of San Francisco. Lemmence isn't there a party by the name of Smith living in Halifax?

That was a pretty good hoax about a race between Courtney and Josh Ward. Josh must have cocked his head more to one side than ever when he read that press telegram. What a flood of recollections rush in at the mention of Josh Ward's name. Some day we must drop off at Cornwall and call at the little hotel below the big mountain and talk over old times with our old friend.

Courtney's sawn boat is for sale. Ned you should buy that and hang it up in your new hotel. Write to C. S. U., Bracket House, Rochester, N. Y.

The American National Amateur Association wants turning up. Gaiel the "sporting barber" of New York is a member of the "Harlem Gang," a nefarious clique of gamblers who are doing their best to ruin amateur rowing. Mumford of New Orleans has a "proprietor," and Murray the Virginian, a "business manager." That accounts for there being able to travel so far and so often.

Rowing axioms from *The Spirit*: "No genuine amateur oarsman can make an intentional foul." "No gentleman, be he amateur or not, can deliberately foul an opponent."

Briceland of London thinks he can beat Gaudaur of Toronto. Well, money talks in all such cases Mr. Briceland, and the more your friends can put up for you the better it will suit Gaudaur. The Thames is not the best course in the world however, and a good one should be selected for a race for \$1,000 aside.

Messrs. Wells of Chatham and Jarvis of Hamilton will represent Canadian amateurs at the Bay City, Mich., Regatta this week.

THE FORTY THIEVES.—A Yankee who had never paid no more than twenty five cents to see an exhibition went to a New York theatre one night to see the "Forty Thieves." The ticket-seller charged him seventy-five cents for a ticket. Passing the pasteboard back, he quietly remarked: "Keep it, mister, I don't want to see the other thirty-nine," and out he marched.

It is hardly necessary to call attention to the celebrated "White Shirts" made by White, of 65 King street west. Being made of the best material, by skilled labor, they recommend themselves to all lovers of a fine shirt at a moderate price. Every shirt warranted to be a perfect fit. Keeping a well-selected stock on hand, gentlemen can get what they want at a minute's notice. The address is White, 65 King St. West.