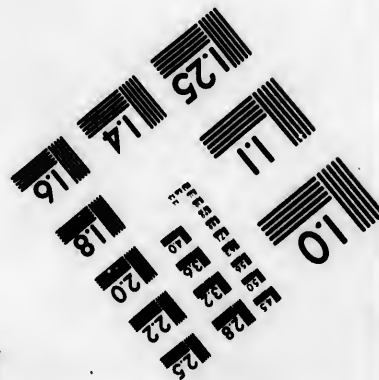
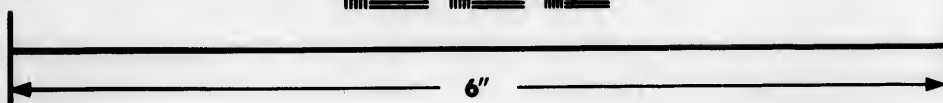
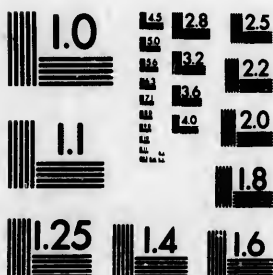


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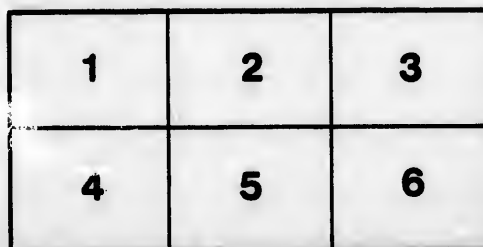
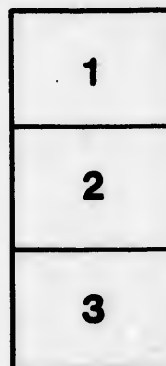
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AND COMPLETE  
RECORD

OF HIS GREAT  
AQUATIC  
VICTORIES.



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To the Editor.

The Life of Ed Hanlan, the World's Champion Swimmer. A handsome illustrated book, entitled "The Life of Edward Hanlan," has just been issued by Richard K. Fox, publisher, New York. The work is embellished with portraits of the great Canadian swimmer and some of his most noted competitors, as well as illustrations of some of the famous towing matches in which he has taken part. The most striking feature being his aquatic exploits, not the most brilliant and professional. Every one of the matches in which he has taken part are described in detail. In addition to his life are short biographies of swimmers of various who have competed with him for leading honors. No swimmer of modern times and physical manhood should fail to secure his history of a man who has done so much to make Canadians proud of their country as the hero of physical prowess. The work will be mailed on receipt of 50c, by the publisher, Richard K. Fox, 122 William Street, New York.

The Life of Ed Hanlan, the World's

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With History and Portrait.

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HISTORY AND PORTRAIT OF

# EDWARD A. TRICKETT,

The Great Australian Oarsman.

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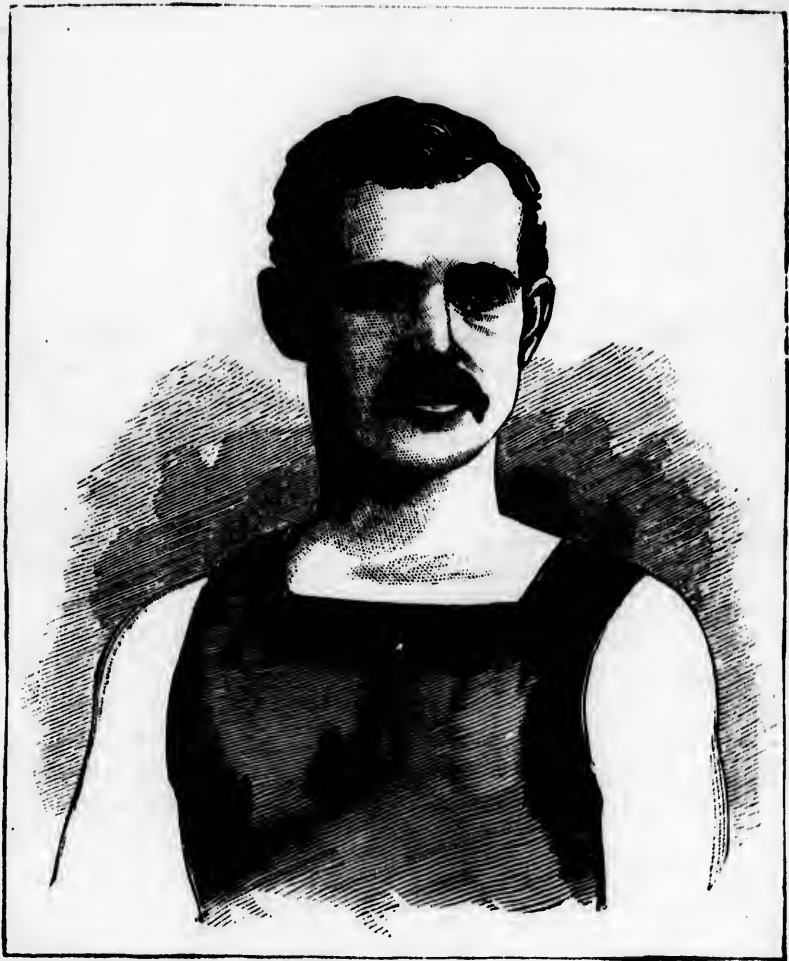
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EDWARD HANLAN.



## INTRODUCTION.

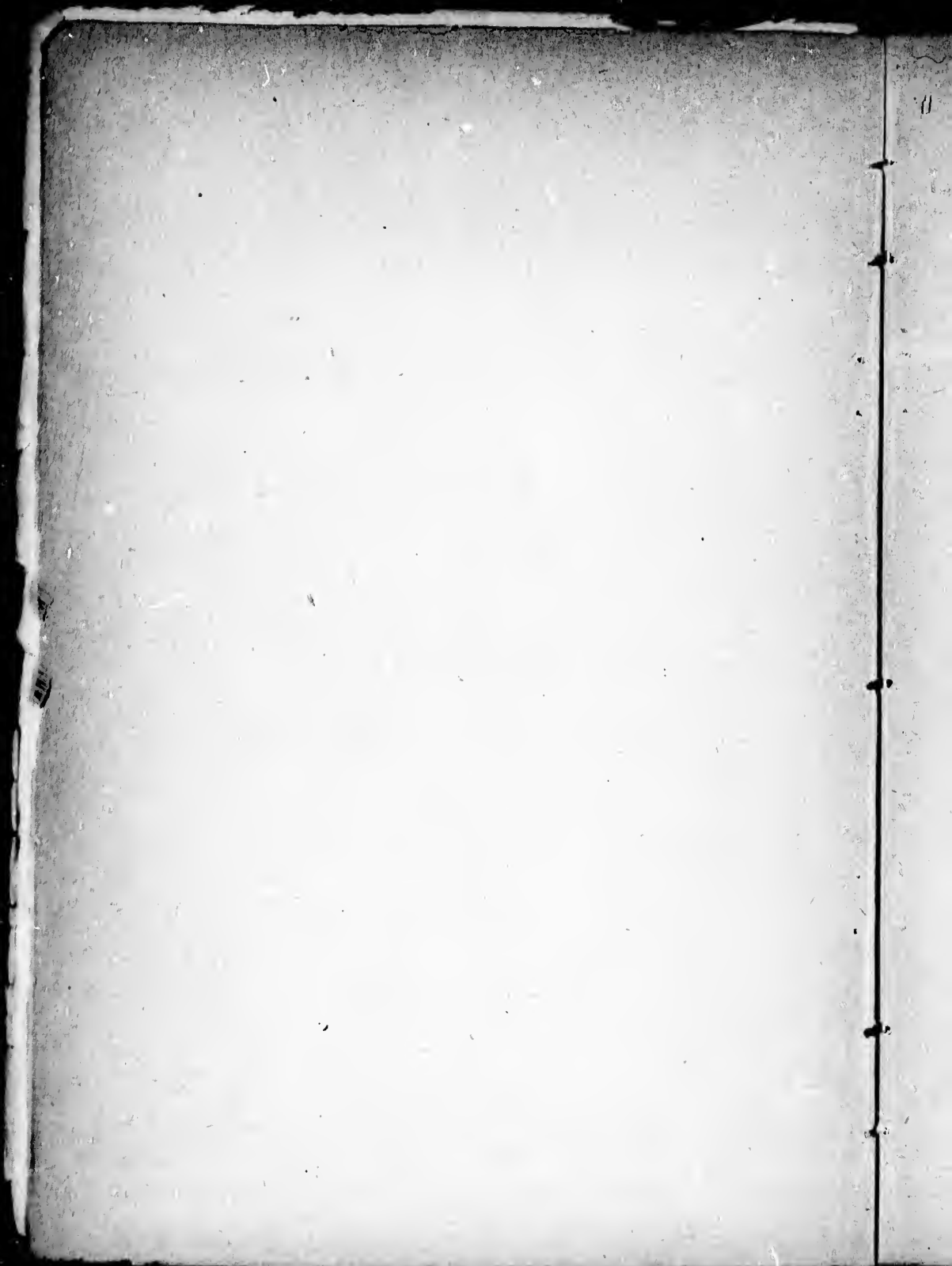
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The wonderful victories of Edward Hanlan, the champion oarsman, both in America and Great Britain, have created quite a sensation in sporting circles all over the world. On behalf of the distinguished champion we present to the public a book which contains a faithful picture of the great oarsman, and a complete and authentic history of his life from the time he first learned to paddle a "dingy" on Toronto Bay until he won the proud title of **CHAMPION OARSMAN OF THE WORLD**.

The book also contains a picture of Edward A. Trickett, of Australia, the champion of the world before Hanlan defeated him. A full and complete history of Trickett also appears in this work, with a tabular history of all the great boat races for the championship of England from 1831 to 1880.

Other interesting matter is published, which makes the compact little work interesting and valuable as a record.

The book has been compiled by Wm. E. Harding, the Sporting Editor of the **POLICE GAZETTE**, of New York, Richard K. Fox, Publisher, No. 183 William street, New York.





# HANLAN.

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## WHY HE EXCELS OTHER OARSMEN--HANLAN'S STYLE OF ROWING.

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Hanlan's, the champion oarsman, great victories have been rung on the changes and chronicled throughout the sporting world. All the champion oarsmen and wielders of the "spruce" have been compelled to succumb to his wonderful prowess at the oar.

Wallace Ross, Charles E. Courtney, John Hawdon, William Elliott, James Riley, Edwards and Trickett—United States, Canada, England and Australia, have all been compelled to acknowledge Hanlan's supremacy over them with the oar.

The question now arises, are all these wonderful victories the result of skill, dexterity and muscular development, or have models, systems and methods played an important part. Hanlan's victories over oarsmen who were in many cases his superior physically have created universal wonder and surprise.

The secret is, Hanlan is one of the most finished scullers that ever sat in a shell. By constant practice and invention he has become master of a style which it will take years for oarsmen to copy. He rows without the least apparent fatigue or exertion, and although an opponent may do twice as much work, and strain himself to a pitch of muscular tension, his shell will fail to travel as fast as Hanlan's.

Hanlan's style, practice, and his knowledge of the oar from long and tried experience, has been the means of his success.

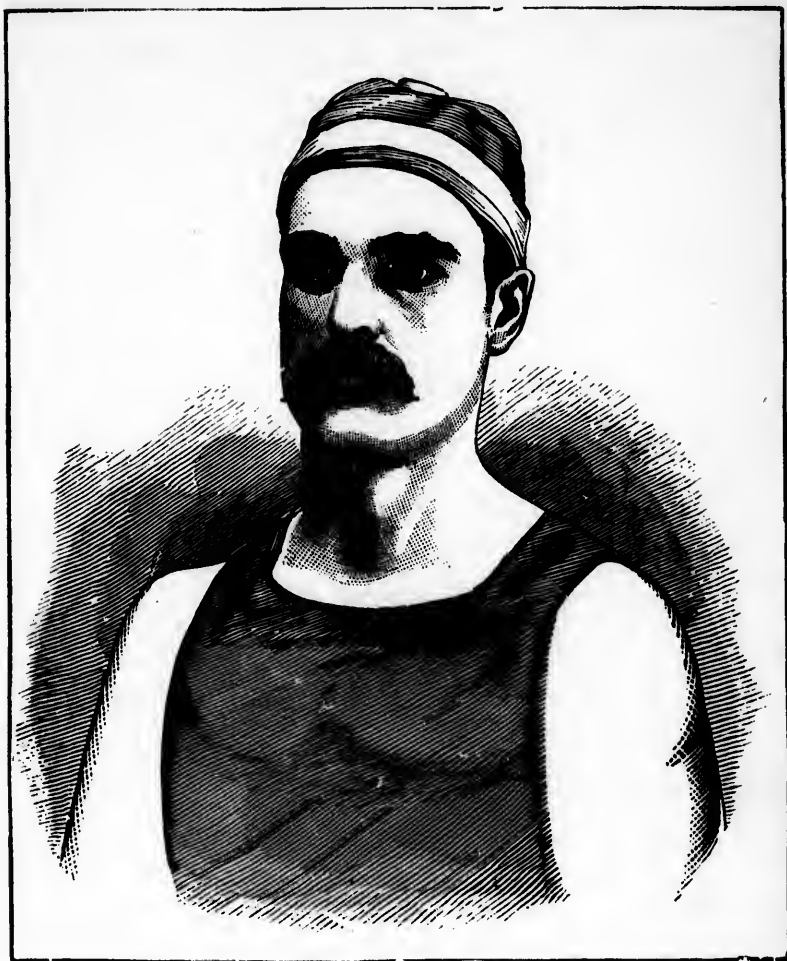
English oarsmen, prior to Hanlan's invasion of England, boasted that their style was the best. Joseph H. Sadler, in 1870, came here from England and easily defeated every oarsman who dared meet him. Trickett then visited England, and by slight improvements in his shell, combined with muscle and extra strength, defeated Sadler. Since that time a great advancement has been made in boat building in America. Sliding seats, invented by Walter Brown, one of America's champion oarsmen, have been improved, patent out-riggers and swivel rowlocks have been invented and also added to American racing shells, so that English oarsmen are behind the age, as they failed to adopt the American inventions. These advantages, in a measure, have gained for Hanlan the proud title of champion of the world, and created a revolution in the building of racing shells and the style of rowing among boating men in England.

Hanlan claims that any oarsman, to become an expert, must row as follows: "A full, long reach out over the toes, with both arms straight; a sharp, clean 'catch' of the water; a powerful, steady, horizontal stroke, with an application of the whole force at the moment of immersion; a clean feather and a low, quick recover, shooting out at the moment of the finish. Good form is especially desirable, and this can only be gained by steady practice. Some professionals claim that the long slide to the seat is the best, but among the crack oars the

short slide is being adopted. It is of the greatest importance in a long race that the lower part of the chest should be as free as possible, otherwise the wind will not last. It has been shown that the best way to hold out in a long race is to keep the back straight, head erect, shoulders thrown back and stomach out. Oarsmen should bend from the hip, and not double themselves up; if one does, he is certain to lose the action of the lower part of the lungs. The head should be up and eyes in the boat; nothing is so bad as to have any member of a crew turning or looking around. The knees should be spread well apart, thereby giving the loins an easy and more powerful action. In commencing a stroke, the arms should be straight and at full length. There are many faults to be avoided in handling the oar, one of the most important being the dropping of the hands too low at the end of the recover. Another fault is that of dipping too deep, very common in beginners, and caused partly from raising the hands in the middle of the stroke instead of pulling the oar straight through the water. The oar should be put on its face, the inner part slightly turned toward the water. In this way only the blade of the oar will be immersed, and at the finish will come out cleanly without lugging or danger of crabs. Of the forward reach and dip, the best authorities on rowing say: When the forward reach is taken the blade of the oar should travel backwards in the air after the dip, horizontally, at a distance of a few inches from the water, of course the distance depending whether the water is rough or smooth. As regards the dip, the blade should descend to the proper depth before any force is applied, otherwise the stroke will cut. To effect this the hands must be raised sharply, and the stroke must commence at once."

#### HISTORY OF THE CHAMPION.

Edward Hanlan was born in Toronto, on July 12th, 1855, but while he was still an infant his parents removed to the Island, which has continued the home of the family ever since. Prior to his coming out as a professional sculler Hanlan divided his time between fishing and looking after the hotel which his father had opened on the Island not long after he first moved thither. From his childhood the Canadian champion, though very fond of manly sports, has always been industrious, temperate, and very correct in his habits and conduct. He stands five feet eight and three-quarter inches, and has rowed most of his races at from 148 to 164 lbs., though perhaps 152 or 153 lbs. would be considered his best weight for a hard race. From his childhood Hanlan was very much on the water; and when quite young became ambitious to win fame as an oarsman. His first attempts at rowing with outriggers were made in a very novel craft of his own design and construction. It was a two-inch plank sharpened at both ends, and furnished with a slightly elevated seat and outriggers. Though uniformly successful in his earlier engagements, Hanlan was singularly slow in obtaining the fame and reputation that his abilities as an oarsman fairly merited. His first appearance in a race was made when he was sixteen years of age, he forming one of a crew composed of fishermen. In the following year he figured as a successful competitor in a couple of skiff races, and in 1873 first rowed a race in a shell, the contest being for the amateur championship of the bay. He was again victorious, defeating Sam Williams and McKen. Next year he met Thomas Loudon in a race for the championship of Burlington Bay, this being his initial professional engagement. The result added another to his list of victories. Loudon challenged him to row another race over a mile course for \$100 a side, in the summer of 1875, and they met on Toronto Bay, Hanlan again showing himself to be the better man, he winning by nearly two lengths. During the same season he won a medal offered by the Governor-General, in a two mile pull at Toronto, defeating Loudon and James Douglas. In the spring of 1876 he vanquished Douglas and Wm. McKen, and on August 12th following became possessed of the belt emblematic of the championship of Ontario, offered by the



CHARLES COURTNEY.



Toronto Rowing Club, his only opponent being McKen. At this regatta Hanlan likewise won a fisherman's race, three pair of sculls, his partners being McKen and A. Elliott, and the craft engaged being boats actually in use that summer. All of these races were of minor importance, however, and the reputation they brought was but local.

Hanlan at this time became ambitious, and he decided to enter the International Centennial Regatta held at Philadelphia in 1876. Among the United States oarsmen entered to row in the single scull race, which was for the Championship of the World, was Patrick Luther of Pittsburg, F. A. Plaisted of New York, and Harry Coulter of Manchester, Penn., the ex-champion of America. Besides, Halifax also sent Alexander Brayley, their champion, who was confident of success.

Hanlan quietly went to Philadelphia, and without the least pomp or display entered into training for the race. The great event was decided, and Hanlan won easily, rowing the three miles in 21m. 9 1-2s., beating the fastest time on record. After this great victory, Hanlan's name became famous all over the world, and he was looked upon as a wonder.

In the trial heats of the regatta Hanlan defeated Harry Coulter, Pat Luther, Plaisted, and easily disposed of Alex. Brayley in the final heat. When Hanlan left his native city for the Centennial Regatta both he and his friends were heartily laughed at for their temerity in starting an unknown callow boy against a lot of seasoned professionals. When he came back, however, a great change had come over public opinion concerning him, and a torchlight procession and a very handsome testimonial awaited him. In March, 1877, the Secretary of the Ontario Rowing Club forwarded one hundred dollars in gold as a deposit for a proposed match between Hanlan and Billy Scharff (then champion) to row three miles, for \$1,000 a side, on Toronto Bay; but as Scharff had just made a match with Eph Morris, the challenge from the Canadian was not accepted. Hanlan next appeared at the regatta held on Silver Lake, near Boston, Massachusetts, June 13, when he was defeated by Fred. Plaisted, Frenchy Johnson, and others, he meeting with a mishap in the shape of an injured outrigger. On June 25th another regatta was held on the same water, when Hanlan won first prize, beating Johnson and Driscoll, Plaisted not starting.

Hanlan then visited Boston, Mass., and on July 4th, 1877, he participated in the single scull race at the Citizens' Association Rowing Regatta held on the Charles River, Boston, and was ruled out for fouling Plaisted, whom he ran into at the turning-stake. His conduct upon this occasion gave great offence to the regatta officials, who subsequently passed a resolution recommending that in future Hanlan be debarred from participation in all races under municipal management. This action was, however, upon appeal from Hanlan himself, and through representations of gentlemen who had taken him in hand after his return to Canada, reconsidered, and the bar against him removed. After the victory of Wallace Ross over Alexander Brayley in the fastest time on record for four miles, the Toronto sculler published a challenge to Ross, whose backers were not prepared to talk business on this basis. However, Ross's defeat of F. A. Plaisted, of New York, coupled with the indifferent performances of Hanlan at Boston and vicinity, inspired them with greater confidence, and about the middle of August Ross came out with a challenge to row any man in the Dominion, Hanlan preferred, a five mile race for \$1,000 a side, offering to give or take \$300 for expenses, to row at St John, N.B., or Toronto; or to row at Springfield, Massachusetts, each paying his own expenses. This suited Hanlan, and articles were signed to contend for \$1,000 a side.

This race was the real turning point in Hanlan's career. True, his performance at the Centennial had for the time placed him very high in public estimation, but his want of success in the Eastern regattas had done much to shake public confidence in his abilities. Though supported by good men for this con-



test with Ross, he did not receive anything like that care and attention which he has since come to regard as a matter of course. The boat he had was a very indifferent sort of craft, manufactured by George Warin, of Toronto, and whatever attention it required he had to bestow upon it himself. In those days, instead of having his food carefully selected for him by a thoroughly competent trainer, he used to walk out to the butcher stalls and select his own steaks. He had good friends who stuck by him, though on the very day of the race, October 15th, 1877, a majority of those who had placed their money upon him weakened and hedged out as much as they could, gladly giving \$100 to \$75 in favor of Ross. In spite of all these discouragements, however, Hanlan's matchless pluck and coolness never forsook him. He took his work regularly as clock-work, ate heartily, and actually took such a satisfactory siesta after an early dinner on the day of the race that he had to be waked out of a sound sleep to go out upon the water and row down the man who was selling in the pools at \$100 to \$75, and this at a time when Hanlan well knew that many who had been his staunchest supporters were hedging out what they had invested on him just as fast as they could find takers at the odds just quoted. When the word "Go" was given Hanlan was determined no mistakes should occur so far as he was concerned. He shot right to the front, and drawing away from Ross with the utmost ease, won without any trouble, making a melancholy exhibition of Ross, who was evidently in no kind of shape for the contest.

At Toronto Bay, on May 15, 1878, Hanlan met F. A. Plaisted, of New York city, in a two mile race, straightaway, for \$2,000.

Hanlan won so easily, and made such a laughing stock of Plaisted's abilities as an oarsman, that the judges did not take the time.

Hanlan's next race was for the championship of America, for which he had challenged the then famous sculler Evan Morris, of Pittsburg. This race took place on the Hulton course, Alleghany River, near Pittsburg. This was perhaps the hardest race Hanlan ever had in a match. It was five miles with a turn, that is, they rowed two and a half miles down the river and then back to the starting point against the current, which was a very stiff one. Morris came far short of being as good a man as Hanlan that day, but the course was very much in his favor. Of course any novice might row down to the turning buoys with the current easily enough, but it took a pilot to creep along close to the bank and take advantage of all the little inshore eddies on the way back to the starting flags. Hanlan had the race won, however, before the turn was made, for, contrary to the expectations of the Hanlan party, Morris made his grand effort when pulling down with the current, and he was dead beaten before he turned his buoy. He struggled on gamely to the finish, and made such a terrible effort to retrieve his fortunes that it is very doubtful if he has ever been the same man since.

Hanlan did not rest long after his championship victory. On July 1st, 1878, he won the first honors at Brockville, beating Plaisted, Riley, Ten Eyck, Pat Luther, John A. Kennedy, McKen, and Elliott, in a race of four miles with a turn.

On the Fourth of July following he beat nearly the same lot of scullers in a regatta at Cape Vincent. In both these regattas Hanlan had it all his own way from start to finish.

Without returning to Toronto after winning first money in the two regattas just mentioned, Hanlan crossed over from Cape Vincent to Kingston, and thence made his way eastward to St. John, N. B., where he was matched against his old rival, Wallace Ross. The race was to take place on the Kennebecasis, some seven miles above the city, and Hanlan was soon quartered close to the water side in the cosy and comfortable old Claremont House, Torryburn, the very house in which the great Renforth breathed his last.

Here Hanlan had just the climate, food and accommodation that appeared



to suit him best. He had plenty of time to put himself in perfect trim, as (notwithstanding the two regattas in which he had rowed) he had been enjoying an almost entire "let up" since the race for the Championship. It was while he was at the Claremont House that the Canadian champion could do almost any amount of work, eat incredible quantities of the very best food, enjoy absolutely perfect digestion and sleep sound, dreamless sleeps. Here, when "pointed" for the race, he was as "hard as nails," though he weighed somewhere about 154 or 155 lbs., while at Pittsburg he only scaled 148 lbs. when in rowing trim. Though no pains were taken to time Hanlan during his stay on the Kennebecasis, his friends accidentally learned enough of what he could do to make them think from that time forward that when right and fit he could row down any man that ever lived.

After numerous postponements on account of rough water, the race finally came off on July 31st, 1878. The distance was five miles with a turn, for \$2,000. At the start Wallace Ross went away with the lead, but held it for barely a quarter of a mile. They both went a tremendous clip, however, but when they had gone a little over a mile, and when Hanlan was leading by fully two lengths, Ross rolled out of his boat, and it only remained for Hanlan to paddle over the course and claim the money.

Hanlan's next appearance was at the Barrie regatta, August 19, 1878, where he won first money, Wallace Ross coming second, and Hosmer third. The other contestants were Evan Morris, Harry Coulter, Pat Luther, Fred. Plaisted, Wm. McKen, Alex. Elliott, and Edward Ross.

Hanlan was then matched to row five miles against Charles Courtney, of Union Springs, N. Y., for \$2,000. Considerable interest was manifested in this contest, as Courtney had won numerous races, and was credited with rowing three miles in the unprecedented time of 20 m. 14 1-2 s. The race was rowed at Lachine, Canada, on October 3d, 1878. Thousands of sporting men from all parts of the United States and Canada assembled to witness what they anticipated would be a close and exciting struggle. Large sums were wagered on the race. The betting, which was at first in favor of Courtney, all of a sudden changed to \$100 to \$60 on Hanlan. The race, as far as a contest was concerned, was a farce. Courtney rowed at a lively pace for two miles and a half, and then he was no company for Hanlan, who won as he pleased. After the race, there were numerous rumors that the race was a fixed up affair, but the truth of the matter is, Courtney was outrowed and fairly beaten.

After Hanlan had defeated the great overated Courtney, there was no oarsman in the United States eager to meet the invincible Champion, and Hanlan, like Alexander, looked for new worlds to conquer.

A noted sporting man of Newcastle-on-Tyne, England, was authorized to match Hanlan against John Hawdon, of Deleval, England, who was at the time looked upon as the coming champion oarsman of England. The match was made for £400, both oarsmen agreeing to row over the Tyne Championship Course.

#### JOHN HAWDON'S HISTORY.

This noted oarsman was born in 1852, is five feet seven inches in height, and weighs, in condition, 150 lbs.. He commenced his career as a sculler at the Tyne regatta in 1876, when he won the prize for scullers under twenty-one years of age. In that year he defeated H. Atkinson and Ralph Forster. He was taken in hand in 1877 by James Percy, under whose care he was carefully trained. He competed at the Thames International Regatta in 1877, in the junior scullers' competition, and in the final heat was beaten by J. Anderson, of Hammersmith. He also competed in the open scullers' handicap at the same regatta, and succeeded in winning the first prize. He remained quiet until March, 1878, when he

rowed J. R. Hymes, of Stockton, over a two mile course on the Tyne, and defeated him; and three weeks later the pair met again on the Tyne, when Hawdon was again the victor.

In April he had an easy victory on the Tyne over Robert Bagnall, who at one time was thought good enough to be matched for championship honors. He took part in the Thames International Regatta, when he won the second-class sculls. A match was now made between him and Joseph Sadler, ex-champion, who was not satisfied even to quit even after Harry Kelly warned him. The race took place September 14th, 1878, for £200, but the ex-champion was out of all form, a mere shadow of his former self, and the north countryman won all the way. Comment, therefore, is unnecessary.

By this easy victory the winner's race with Joseph Cannon, of Kingston, on October 1st, did not look such a rosy affair as it was considered in some quarters, and the parties who had Cannon in hand lost no opportunity in training up their man. The race was an event of considerable importance, and the greatest interest was manifested by the "talent," who were on the *qui vive* as to the real ability of the north countryman, he never having been extended in any of his previous matches. From the excellent form shown by Cannon in his latest races, it was considered that Cannon would surely make Hawdon "spin," and many were of opinion that he would win, especially when it was noticed, on Hawdon's making his appearance at the Aqueduct, that he looked rather stale. In consequence, 70 to 40 was readily taken, but the men had not long started on their journey before 20, and then 30 to 1 was offered upon Hawdon, who won with the greatest ease in the excellent time of 22m. 57s.—a performance which at once carried him into the front rank.

After Hawdon's easy victory over Sadler and Cannon, it was only natural that he should become a great favorite when matched against William Lumsden, whom it was supposed had lost a great deal of the form he at one time possessed. As the affair had been decided upon before Hawdon had so decisively proved his title to a place in the front rank, it was now looked upon as a bad match for Lumsden; nevertheless, every means was adopted to bring him to the post in good condition, and, perhaps, he was never seen to better advantage. They had to row on the Tyne, for £100 a side, from the High Level to Scotswood Suspension Bridge, November 11th, the race creating a great amount of excitement in Newcastle and in the vast mining districts adjacent thereto; but as it had been reported that Lumsden had failed when an important question was asked, betting on the event came almost to a standstill. On board the accompanying steamboats, just before the start, however, some speculation took place, but not before 3 to 1 was offered on Hawdon, and then it was only of a limited character. To the surprise of most people who saw the race, Lumsden made a far better fight than had been expected, and headed his opponent right up to the Elswick Colliery Staithes, nearly two miles, a most desperate race having taken place from the start. The water had been very rough for Hawdon, who had the outside berth, but he was in no way deterred, and, as soon as the chances became equalized, he showed a decided superiority, and went clean away. A foul occurred, which Lumsden claimed, but was disallowed, and the Blyth man acknowledged that he had been beaten by a better man.

At the time the match was arranged, English boating men both on the Thames and Tyne generally laughed at Hanlan's ambition in crossing the Atlantic to row Hawdon. And from the time the match was made the boating men backed Hawdon heavily, being confident that he would defeat Hanlan. English boating men little knew that Hawdon was only selected by Hanlan's backers as a test before he met the best man in England. After the Canadian began to train on the Tyne every possible means were taken by his backers to keep the

Champion's advantages, rig and form from Hawdon, but in spite of their efforts Hawdon's friends became afraid of Hanlan's rig and refused to bet any amount unless the Hanlan party would give good odds.

The race was rowed on the Tyne, from the Mansion House to Scotswood Suspension Bridge, on May 8, 1880. Betting was seven to four on Hanlan, and was pretty freely accepted early in the evening, but later fifty to twenty-five was freely laid. An excellent start was obtained, but the Toronto, bearing Hanlan, soon forged ahead in spite of Hawdon's desperate rowing. Hanlan, with his long sweep, away over his toes, soon gained more and more on Hawdon, with his exhausting thirty-eight to forty-two stroke, with quick recovery, but without much forward reach. When Skinnersburn was reached Hanlan was two lengths ahead. Hawdon was rowing with wonderful energy at thirty-eight strokes to the minute. As the two men sped on towards Redheugh bridge Hawdon had the misfortune to deviate considerably from his correct course. Meanwhile Hanlan was pulling steadily and looking around to see that there was no danger of his running into any craft that might be ahead of him. He looked composed and sure of victory. Meanwhile the wind, which was blowing down stream, was increasing in force and the water becoming rougher and rougher. In spite of this disadvantage, Hanlan steadily increased his lead, till it had grown to three lengths. From this point it was evident that he had the race well in hand. He now slowed his stroke from thirty-two to thirty. Hawdon, who was beginning to show signs of exhaustion, also moderated his strokes from thirty-eight to thirty-two. Hawdon was again guilty of bad steering. Hanlan was watching him as a cat does a mouse, and playing with the Tyne oarsman. It was evident now that Hawdon had no chance. The betting was 100 to 1 on Hanlan, barring accidents. The champion's boat flew through the water, he keeping well in the middle of the stream. The water was meanwhile breaking over Hanlan's boat, and as he stopped to bail out the water he nodded and laughed to the spectators, who were running alongside the river's edge. The spectators shouted themselves hoarse. This scene occurred when the meadows were reached. Great laughter and fun followed. Poor Hawdon was manfully struggling along, but he was in a piteous plight, thoroughly exhausted. When Crane's was reached Hanlan led by two boats' lengths, apparently reducing his lead for the fun of the thing, for he saw that Hawdon was badly out-rowed. Hanlan soon after put on a spurt, and, as he approached the goal, was rowing at 25 to 28. At Benwell's boat-house Hanlan enjoyed some merriment laughter, and nodded pleasantly to those on shore. "Hurrah! Hurrah!" was the deafening cry which was heard at this time. Hanlan bowed and smiled. When Scotswood bridge was reached Hanlan was four lengths ahead, winning by this distance. Cheer after cheer rent the air as he was proclaimed winner. The correct time of the winner is 22 minutes 5 seconds. Hanlan could have beaten Hawdon half a mile if he had wanted to do so.

While Hanlan was training to row Hawdon, Mr. Renwick published a challenge offering to match an unknown to row William Elliott, the English champion of Great Britain, for £200, and agreed to be present at the Beehive, Newcastle, at an appointed time to arrange the match. Both parties met at Chris Barrass' Beehive Inn, Newcastle. Joseph J. Walton, sporting editor of the *Newcastle Chronicle*, was voted to the chair, on taking which he addressed the meeting at length, saying he considered the most judicious and straightforward way of getting to business was for Mr Renwick to name his man at once. A discussion ensued, the result of which was that Mr Renwick said he would bind himself to limit his choice of a sculler to Robert Watson Boyd of Gateshead or Edward Hanlan of Toronto. Preliminary articles were then and there signed.

At the second meeting, May 5, at Brownlee's Oxford Back Bar, Clothmarket, Newcastle, Mr. Whitefoot of the *Sportsman* presided, and among the company were Colonel Shaw, Mr. J. Davis, Mr. C. J. Starling, and Mr. Samuel Wallace, who represented Hanlan. There were also present W. Elliott, champion; James

Taylor, Mr. Richard Thompson, Mr. Chris. Barrass, Mr. S. Brownlee, Mr. Richard Renwick, Mr. George Peel, Wallace Ross, F. A. Plaisted, Mr. Jonathan Cooke. Mr. Renwick named Edward Hanlan as the unknown to row Elliott. After much discussion about a match between Hanlan and Wallace Ross, which finally ended in all parties agreeing that a race between the two provincials ought more properly to be rowed in America, and in Mr. E. Sterling, one of Hanlan's backers, offering to stake \$5000 to \$4000 for a race between the two on Toronto Bay after their return to America, the

#### ARTICLES OF AGREEMENT.

The draughting of the articles supplementary to those already in existence, which had been interrupted, was then proceeded with, and without the slightest semblance of dispute the following code was agreed to, Colonel Shaw intimating that if the state of the weather should render compulsory an adjournment from the day originally fixed he would pay all expenses:

NEWCASTLE, May 5, 1879.

Articles of agreement entered into this day between Edward Hanlan of Toronto, Canada, and William Elliott, of Blyth, to row a straightaway, scullers' race over the Tyne championship course from the High Level bridge to Scotswood suspension bridge, in best-and-best boats, for the sum of £200 a side and the championship of England, together with the challenge cup presented for competition by the proprietors of the *Sportsman* newspaper. The match shall be rowed on June 16, 1879, one hour and a half before high water on the afternoon tide, according to the A. B. C. tide-table. The scullers shall start from two boats moored twenty-five yards apart, the said boats to be moored to the satisfaction of the referee before the toss for choice for stations takes place. The race shall be rowed under the provisions of the rules laid down for the competitions for the *Sportsman* challenge cup, and according to such of the new Thames rules of boat-racing as are applicable. The scullers shall start by mutual consent, but if they do not start within fifteen minutes of the time above fixed the referee shall start them by signal or otherwise. The first deposit of £100 a side is now down in the hands of the sporting editor of the *Newcastle Chronicle*, who is hereby named final stakeholder in this match. The second and final deposit of £100 a side shall be made good at the house of Mr. Christopher Barrass, Beehive Hotel, Newcastle, between the hours of 7 and 9 p.m. on Friday, June 13, 1879. The referee shall be chosen at the final deposit, but if the authorized parties cannot agree upon a referee, the representatives of the stakeholder and of the *Sportsman* shall toss for power of nominating one.

The referee shall have entire jurisdiction over the race from the start to finish, and his decision shall be final, and subject to no appeal at law or otherwise. The referee shall have power to postpone the match from day to day, should he consider that the state of the wind and water will not permit the race to be rowed with fairness and safety to both parties.

Cutters are to be allowed in attendance upon the scullers. Either of the parties to these articles failing to comply with the conditions herein contained, or any of them, shall forfeit the whole of the money deposited.

(Signed)

RICHARD RENWICK.  
WILLIAM ELLIOTT.

Witness to the signatures, Joseph James Walton.

At the close of the meeting, £500 to £400, £1000 to £800, and various other sums were offered on Hanlan, who was a strong favorite. Bets on him were made at £60 to £40 and £5 to £20. During the meeting, Christopher Barrass offered to back Robert Boyd to row Ross on the Tyne for from £100 to £500 a side. Ross declined this challenge. Hanlan, after a tour through Scotland, returned



to his old training quarters, and went through a regular routine of training for the race. The final deposit was made in accordance with the articles of agreement, and the final arrangements made.

#### THE TYNE COURSE.—THREE MILES AND 760 YARDS IN LENGTH—ITS FAULTS AND THE DANGERS OF FOULING.

The course, measured in the centre of the channel, is 3 miles and 760 yards, but by keeping well to the north shore, this may be reduced about 30 or 40 yards. The start was from the Mansion House, 150 yards above the High Level bridge, leaving the distance to be covered 3 miles and 570 yards. The course is comparatively straight. The river inclines southward from the High Level bridge, and just above Low Elswick—one and three-quarter miles from the bridge—it curves gradually, and takes a slightly northward direction. The great blemishes of the course are the long gangways of the Tyne General Ferry Company, which run far out into the river, and to avoid which and the steamboat landing stages scullers have to veer out from the north shore into mid-channel. Such manœuvres being rendered necessary imminent risk of fouling are run. The man having the outside station naturally keeps as close as he can to the north shore, without venturing into his opponent's water, with the object of shortening his journey, and can scarcely be expected to be able always to divine when his antagonist may choose to begin pulling out so as to row clear of the gangways.

Many fouls have occurred at these spots, and on various occasions the umpire has had the greatest difficulty in deciding which to blame. In other respects the Tyne course possesses many merits. However, it is more exposed than the Thames, and a comparatively slight wind from certain quarters renders it very choppy. At the High Level bridge the width of the channel is about 600 feet. Then it begins gradually to widen: till Grindstone quay is reached, then gradually contracts, and off Cooper's stairs is very little wider than at the High Level bridge. From this point the channel expands very considerably, until at Low Elswick it is nearly 1,200 feet across. Two and a half furlongs further on the bottom of a long, narrow island, precisely in mid-river, is reached. This obstruction, known as King's Meadows, is three-quarters of a mile in length, and on either side the channel is rather less than 300 feet wide at the narrowest part. From the top of the King's Meadows the breadth of the channel is about 700 feet. This is a capital stretch of water, though the banks on either side, being remarkably low and bare, afford no protection whatever from the wind. From the High Level bridge the scullers have a nearly straight run of five furlongs to the lead works.

Then comes a bend in the river, which is rendered all the more difficult to pass without accidental collisions in consequence of a contrivance known as the coal staith putting out a long way from the shore. For three furlongs the scullers have to manipulate the curve, taking care to avoid the extremely awkward Dunn street gangway, and if they succeeded in reaching Mile point without a mishap, the worst of their perils are over. They then enter upon a capital reach of water extending right up to the foot of King's Meadows. Sir William Armstrong's hydraulic crane marks the mile and a half stage of the journey, and the great crane, or, as it is now called, the platform, the two-mile limit. The head of King's Meadows is two miles and 350 yards from the starting point, but the best landmark for reckoning is the crane at the east end of Paradise quay, precisely two miles and a half from the High Level bridge. Benwall ferry is 305 yards higher up the river, and thence the scullers coast along Scotswood Haughs right to the Suspension bridge and the end of the course.

## WILLIAM ELLIOTT'S ROWING CAREER SINCE 1875.

William Elliott was born at Hay Farm, Northumberland, November 26, 1849. He stands five feet seven and one-half inches in height; untrained he weighs 176 pounds; trained, 167 pounds. He began his rowing career in 1875, when he defeated William Martin, of Blyth, and afterwards J. Hogarth, the champion of the Wear. His third race was with J. Finnegan, who defeated him after a desperate race. In August, 1875, he entered the Manchester and Sanford regatta. He rowed in the handicap single-scuil race and won the first heat, defeating Cobbett, to whom he conceded five and a half lengths; but in the second series J. Anderson, of Hammersmith, beat him easily. In the final Nicholson and Smith ("Biscuits") came together, and the former was the winner. In March, 1877, Elliott had displayed such form and made such fast rowing on the Tyne that he was entered to compete for the championship cup and £200, open to all comers. The race was rowed on the Tyne, distance 3 miles 713 yards. Robert Watson Boyd won, and Elliott, with Nicholson and Lumsden, were defeated. Elliott's first match of importance was against George Tarryer, of Bermondsey, which he won easily. Having beaten so good a man as the Thames sculler, who is credited with having rowed from Putney aqueduct to the Ship at Mortlake in the fastest time on record, his friends became jubilant, consequently they soon cast about for a fresh opponent, and on the Tyne Robert Bagnall, of the Ouseburn, and William Nicholson went down before him.

On March 4th, 1878, Elliott again competed for the champion cup and £200 on the Tyne course, 3 miles 713 yards straightaway, his opponent being William Nicholson. Elliott rowed a grand race, rowing in high wind and rough water, and winning easily. These successes led the Newcastle people to think they had another champion at hand ready to do battle for the championship, which had vanished from their sight by the last defeat of Boyd by Higgins, and there is little doubt at that time they really had got the best man in the north. With commendable spirit they issued the *defi* to the champion, and they also made a match with Thomas, of Hammersmith, to row on May 6th, 1878, for £200. Higgins, who was then champion of England, accepted the challenge to row Elliott, and the match was made. Thus it will be seen that in the short space of five months Elliott had scarcely been out of training, and he had to row four matches. For this most recent event Elliott, after beating Thomas, went home to James Taylor's, at Newcastle, when he was sent to Whitley, journeying to the Tyne each day for his rowing exercise. The race took place on the Thames, from Putney to Mortlake, June 6, 1878, for £200 and the championship. The course was four and three-eighths miles. The Tyne boatmen were confident he would win, and £50 to £40 was readily offered by his backers.

On the day of the race Elliott looked big, and did not take so well in the preliminary spin as Higgins, who never appeared in such good trim for a sculling race before, and the offers of 7 to 4 on Elliott, which were then current, found more takers. Elliott gained two lengths on the first mile; then Higgins took the lead, and reached Barnes railway bridge in 20 minutes 13 seconds, Elliott then being 1 minute 13 seconds in the rear, and finally Higgins passed the judge (Mr. Moore, of the London Rowing Club) opposite the ship, a winner by about 600 yards, his time for the whole course being 24 minutes 38 seconds, nearly two minutes before Elliott. There never was a north vs. south struggle in which more money was speculated in Newcastle than on this occasion. The coin was fairly piled on Elliott, until at one time as much as two to one was laid on the Blyth sculler. Book-makers, however, did not tire of accepting the odds, and were enabled to reap a slight profit through telegraphing to Putney to be on at starting price. This might possibly account for the position which Elliott occupied when the race was begun. Immense interest was manifested in the struggle by the inhabitants of the metropolis of the north, and at 3 o'clock on Monday



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WILLIAM ELLIOTT.



afternoon there could not have been less than 5,000 persons assembled in front of the offices of the *Newcastle Chronicle* to learn the result. The most lively excitement prevailed in the crowd, and as much as 5 to 1 was laid on Elliott by one sanguine individual. When the telegram, "Higgins won easily," was exhibited, therefore, the people were perfectly paralyzed, and for a long time they treated the thing as a practical joke. Elliott was not satisfied with his defeat, for he issued the following challenge. "William Elliott, of Blyth, will row any south country sculler a match over the Tyne championship course, in two month's time, for £200 a side." Higgins wanted to row on the Thames, and no match was then made.

On August 31st, 1878, Elliott entered the single-scutt race at the Thames international regatta, against J. Higgins, and defeated him easily over the Thames championship course; and, with Nicholson, Boyd and Lumsden, won the four-oared championship. After this race Elliott accepted a challenge from Higgins to row for £200 and the championship, and the race took place on February 17th. Elliott was victorious, and since he has held the title of champion. Elliott is a well-formed, muscular athlete, and the fastest oarsman in Great Britain, and boating men both on the Thames and Tyne were confident he could outrow any one.

The great race was rowed on June 16th, 1879. A tremendous crowd congregated to witness the contest. Elliott's cutter was first seen making its way down towards the High Level, and the crew disembarked at the logs in front of the Mansion House, where Elliott was in waiting. The ten rowers were: Robert Bagnall (bow), J. Crony, W. Simpson, W. Thompson, W. Lakey, T. Sadler, J. Parker, W. Winship, W. Armstrong, and Jos. Gallon (stroke), W. Taylor (coxswain). Hanlan's ten-oar followed down on the Gateshead side, and she carried his boat the "Toronto," the crew proceeding below the High Level to Boyd's boatyard, where the Canadian was ready to meet them. His cutter was manned as follows: H. Kempster, Wrightson Foster, R. Humble, J. Farrer, M. Cairns, J. Kempster, Alexander Hogarth, W. Wilkie, T. Barnes, and F. A. Plaisted, the American sculler engaged to row Nicholson on the Tyne for £200 rowed the after oar, and J. Greensitt handled the rudder lines.

Among the Americans present were Mr. J. Davis, Windsor, Ontario; Mr. Starling, Belville, Ontario; Mr. John Elliott, Montreal; Mr. J. Duggin, Toronto; Mr. D. S. Keith, Toronto; Mr. David Walker, Toronto; Mr. M'Farren, Toronto. At 11:50 Elliott was seen on the Mansion House Quay almost ready for action, and he looked brimful of confidence. James Percy, Taylor, and Ralph Kepplewhite launched the fragile "England" upon the waters as tenderly as if it had been a baby, and the Blyth man was not long in getting afloat. His adversary, however, did not embark until nearly ten minutes later, and as both men made their appearance on the river they were repeatedly cheered in the most enthusiastic manner, and Hanlan removed his cap in response, while a band on one of the steamers played "Bonny Pit Lad," in the north countryman's honor. As soon as it was known that Elliott had won the toss for choice of stations, the men proceeded to their stake boats, but the commencement of hostilities was delayed until 14 minutes past 12 o'clock. The greatest excitement prevailed amongst the thousands of visitors on shore and afloat, and the scene was such as is seldom witnessed even on Tyneside. Elliott selected the northern or Newcastle station, and the men began to perform their racing toilets, the Englishman stripping to the buff, while the Canadian, as on the previous occasion, rowed in a dark blue sleeveless jersey and blue drawers.

#### THE RACE.

All were on the *qui vive* for the start, and there was almost breathless silence while the sterns of the men's boats were being held, Mr. Ward, of Toronto, doing duty for Hanlan, and a friend for Elliott, Jas. Taylor being in the head of

the latter's cutter, and Bright in that of Elliott's opponent. Hanlan, who won the toss for stations when he rowed Hawdon, lost on this occasion, although there was little to choose in this respect, as the boats were well out in the centre of the tide, which, owing to the weight of land water, was moving very slowly.

Elliott chose the Newcastle or northern side, and after the Tynesider's boat had once or twice drifted away from his station they got off on pretty even terms. Hostilities had hardly commenced, however, before Elliott appeared to be going unsteadily; he dug his sculls deeply, and his style already bore unfavorable contrast with that of his opponent, who was rowing in beautiful form, although putting his sculls in at the rate of 42 to the minute against 40 on the part of Elliott. As they ploughed along at this terrific rate the excitement was beyond all description, more especially that for 150 yards or so the Canadian had not taken more than a lead of half a length, and Elliott's thousands of admirers on Tyneside began to congratulate themselves that their man was not going to be so easily beaten after all. He, however, was evidently not *au fait* with the long slide and swivel rowlocks; he splashed very much; moreover, he seemed anxious, and, passing Wylie's Quay he looked over his right shoulder to see how far Hanlan was in front of him. Finding that the latter was fully a length in advance, he set to work again in the most determined manner, but it was of no avail, for Hanlan, still rowing at 40 strokes to the minute, and Elliott at the same rate, was still increasing his lead. At the Skinner Burn there was nearly a length of daylight between the boats, but from that point to the Redheugh Bridge Hanlan was unable to increase the distance, owing, probably, to his deviation from the course slightly, and that Elliott was working his sculls more evenly than when he started. The bridge was reached in 2m. 35s., and both scullers kept well out in mid-stream, neither relaxing the slightest in his efforts. Presently it could be seen that Hanlan had the race in hand, for he was evidently not rowing at his fastest pace, and still improving his position. Between the Lead Works and Cooper's stairs Elliott once got very deep with his left-hand scull, and his boat was almost brought to a standstill, which enabled Hanlan to get further away, and at Hall's Quay corner he was four lengths in advance. The American Champion was now rowing with comparative ease, and occasionally he looked over his shoulder to see if all was clear. As they approached the Dunn street gangway Elliott improved very much in style, and he came up a little, the cheers upon the water and on land being of the most deafening kind.

The mile, less 150 yards, was reached in 6 minutes 11 1-2 seconds from the time of starting, which is considered to be exceedingly fast, and although Hanlan was beginning to show his usual indifference, Elliott strained every nerve to alter the aspect of affairs, the race proceeding in this way to the High Sheer Legs at Armstrong's Works, where Hanlan led by three lengths, rowing 32 strokes to the minute against Elliott's 37. Half way up the meadows, where there were immense crowds on either side of the river, Hanlan took Elliott's water, and then rowed on in front of him, both in midstream, but from here to the two mile post the leader improved his position, being as nearly as possible five lengths in advance. The time was 12m. 8s. for the distance, less 150 yards, and, as they were rowing on to the Paradise Quay, Elliott went across into Hanlan's water, but the umpire's boat, which had been a very long way astern all the time, was now shut out from a view of the race by some of the steamboats, and it became impossible to see by how far Hanlan was leading. It was evident, however, that, bar accident, all was over, for Hanlan seemed to be doing just as he pleased; sometimes he appeared to be half a dozen lengths in front, then only half that distance, but he must have considerably increased his lead after passing the ferry above Paradise, for the judge, Mr. Swaddle, stated that he had won the race by 11 lengths. Time 21m. 1s., just one minute faster than when Elliott beat Higgins.

Hanlan, after his victory, was pronounced a wonder, and the English press

acknowledged him to be the most speedy and finished oarsman that was ever seen on the Thames or Tyne. Hanlan returned to America. He received a grand reception in New York, and Toronto, his home, received him with open arms. Of course Hanlan was received by his fellow-citizens and countrymen in the warmest manner when he came home, after teaching the Englishmen that "Champion of Canada" was a prouder title than "Champion of England."

Hanlan was doomed to meet with something very like a reverse soon after his return to his native city. On the 18th of August he was foolish enough to start in the professional race at the Barrie Regatta, though he knew very well that he was far from being in condition for anything like a hard contest. His trip to England had certainly done him no good, and he did not improve after his return to Canada as he ought to have done. He was not high in flesh and out of condition in that respect, but on the other hand he was thin and light enough for a hard race, but at the same time comparatively soft and flabby. Indeed, at this time it was feared by many of his friends that the Champion was breaking up altogether, and that, young as he was, he was already passing into physical decadence. Their great anxiety was to induce him to put on flesh again with the same surprising rapidity that had been his wont in 1878, but it seemed as though this could not be done. For a time he had almost quit rowing, and devoted himself as nearly as possible to absolute rest, and it was during this time that he suddenly made up his mind to start at the Barrie Regatta.

In the race there were numerous starters, but the dangerous men were James H. Riley and John O. Kennedy. Hanlan was placed near the outside of the course and Riley more in shore. Now it happened that the scow which constituted the judges' stand at the start and finish, had dragged anchor somewhat the night before the race, and as the starting line was an imaginary one drawn from a flag on this scow to one on a corner of one of the piers inshore, the course drawn by Hanlan must have been a length or more longer than Riley's, while the score for start and finish was not at right angles to the course as it was supposed to be.

When the word was given Hanlan struck off at a great rate, and was soon so far ahead that he looked like a sure winner. He lost some time at the turn, however, and as they were on their way home Riley gained upon him rapidly. While they were yet some distance from the finish Riley secured a lap on him, and then Hanlan struck out more vigorously, though he was evidently pretty tired. As he neared the finish Hanlan kept his eye on the inshore flag, and he could sight this easily across the prow of Riley's shell, looking at right angles to the course, he felt sure he had won the race when the gun was fired, but from the scow the judges saw the finish differently and declared it a dead heat. Hanlan declined to row the race off the next day, and first money was accordingly awarded to Riley.

Hanlan's next appearance in public was at Chatauqua Lake, where he was to row Courtney a race of five miles with turn for a purse of \$6,000. The circumstances attending this attempt at a race did much to weaken hold which aquatics had taken upon the esteem of the Canadian people. The whole truth of the case may never come out, but this much is pretty certain: Courtney was funkling and did not want to start unless the race could be fixed for him to win. Hanlan's friends promised that he would be allowed to win, without any intention of keeping to their agreement. In other words, they proposed meeting fraud with fraud, making Courtney's supporters, and not Hanlan's, the victims. On the day before the race one of Ward's most intimate friends made a play or pay bet of \$1,000 on Hanlan to \$700 on Courtney. The thing was done very quietly, and the man who backed Courtney was a total stranger to the Canadian party. Unfortunately for the "little game" that was being played, however, the stranger was only betting \$200 of his own money, the other \$500 being put up for Courtney's friend and adviser, J. H. Brister. When Brister learned the name of the gentle-

man who had put up the \$1,000, he knew that he and the rest of the Courtney party were getting what is known in sporting parlance as the "double cross." That evening Courtney's boats were sawed, and very few are now found who doubt that the sawing was done with the knowledge and consent of both Brister and Courtney. This closed the season of 1879 so far as Hanlan is concerned.

On the 19th of May, 1880, Hanlan defeated Courtney with ridiculous ease on the Potomac at Washington, and on the 26th of the same month he defeated Riley over the same course, without ever being compelled to exert himself. A few weeks later Hanlan rowed in the regatta at Providence, R. I., June, 1880. The distance was four miles with a turn. The following started:

Wallace Ross, St. John, N. B.; Geo. W. Lee, Newark, N. J.; James H. Riley, Saratoga, N. Y.; Horatio Delano, Chelsea, Mass.; James A. Ten Eyck, Peekskill, N. Y.; F. A. Plaisted, Boston, Mass.; Jacob Gaudaur, Toronto, Can.; Jas. H. Dempsey, Geneva, N. Y.; R. W. Boyd, Middlesbro', Eng.; Edward Hanlan, Toronto, Can.

Of those who had entered the following withdrew:

John A. Kennedy, Geo. W. Weisgerber, Frenchy Johnson, and G. H. Hosmer.

Not within our recollection were so many high-class scullers previously started in a race, and the stillness which fell upon the vast throng, and the eager intensity of their gaze as the men sat with oars poised and teeth set awaiting the signal, showed how deeply concerned all were in the contest between these giants of the oar. All eyes were fixed on Hanlan and his next-door neighbor, Boyd, and when it was noticed that the champion began at once to draw away from the Englishman, the manifestations of satisfaction were unmistakable. Fast as Hanlan went, however, Plaisted traveled still faster, jumping away with the lead, but he was early called upon to resign it to Ross, who was putting in long, powerful strokes, which proved more than Fred could withstand, and he quietly fell back to fourth place as Riley dashed past after Ross, who at the three-quarters was a little in advance of Hanlan.

For a mile and a half the race between Ross, Hanlan and Riley was terrific, but the former's vigorous stroke had by that time forced him almost a length ahead—not much to gain ordinarily in that distance, but a lot for anybody to snatch from the champion. At this time the fourth man was Gaudaur, and he was followed by Dempsey, Lee, Ten Eyck, Plaisted, Boyd, and Delano, the fast work done by Plaisted and Boyd at the start having tired them badly, and thus sent them to the rear. About a quarter of a mile from the turn Hanlan, who had been rowing in front of Riley, was observed to cease pulling long enough to lose several strokes, and when he resumed he did not put the life characteristic of him into his work, and Riley managed to get around his stake ahead of the Canadian, who seemed to be in difficulties from some cause. Ross turned both his own buoy and the one next to it, by which he didn't gain anything, although, as the sequel proved, he didn't need more than he already had to make his election sure. He had pulled a magnificent race so far, and the pace all the way very fast—faster than the New Brunswick sculler had ever before carried an opponent along, and it was not to be wondered at that there should be tired men in the ranks. Gaudaur was fourth man to make the turn, his followers being, in succession, Lee, Ten Eyck, Delano, Plaisted, and Boyd, the last-named seemingly distressed, and as he fouled his buoy in turning, whereby he lost valuable time and distance, he evidently now regarded his case as hopeless, and did not afterwards make an effort to win anything, although continuing on down the river. Dempsey did not go to the stake at all, having had enough of it before reaching that point.

The pull back taxed the strength and skill of the oarsmen to the utmost, as soon after rounding the buoys the wind increased greatly in force, breaking the water up into good-sized hillocks, surmounted with white-caps, and it was a difficult matter to keep one's shell from swamping, while all were obliged to carry



water home with them. It was astonishing to see the way in which Ross, who had earned the title of "champion smooth-water man," made his shell travel through the young sea; but then he was the only man who had taken the precaution to fit his boat with a wind-sail, which, with that wind to contend against, was a really necessary article, and would have materially helped all who tried it. When about two and one quarter miles had been rowed Hanlan was again seen to quit rowing, and an inquiry from those on the press-boat elicited a reply by signal, he placing his hand to his side to indicate that the trouble was there. He did not persevere, merely paddling down to the boathouse, arriving long after the winner had been made known. Ten Eyck succeeded in wresting the third prize from Gaudaur. Time: Ross, 29m. 54s.; Riley, 30m. 30 1-2s.; Ten Eyck, 30m. 58s. A roar of applause greeted Ross at the finish, and then the people hurried back to the city, surprised but not displeased at the result of the race.

Hanlan's trouble was stated to be a severe pain in the side, which first attacked him in Washington, and on account of which he for some time wore a plaster over the affected part, this bringing him the desired relief, when he dispensed with the plaster. The reason given for Boyd's failure to do better is that he was not in as good condition as such a hard race required. The prizes were presented at the Coliseum, a mammoth pavilion at Rocky Point. After the presentation a number of invited guests were entertained by the E. R. A. at the hotel at the Point.

In the meantime Hanlan had, after numerous endeavors, been matched to row Edward A. Trickett, of Sydney, Australia, who claimed to hold the title of Champion Oarsman of the World. A match was made for the rival oarsman to row over the Tyne Championship Course for £400, Championship, and the Sportsman Challenge Championship Cup that Hanlan had won from Elliott. All the preliminaries for the match were quickly and satisfactorily arranged.

Trickett arrived in England in company with his Australian backers and Laycock, a noted oarsman. He went directly into training, and displayed great form. Hanlan arrived on the Thames soon after, but rowed his trials well within himself, so that the Australian sporting men were confident that Trickett would defeat Hanlan.

The race was rowed over the Thames Championship Course on November 15th, 1880, a day long to be remembered in the history of international aquatic contests.

English reports of races on this course usually describe the progress of the contest by localities instead of distances; and for the information of American readers we append a memorandum of the distances from the start, in eighths of a mile, of the most commonly mentioned points along the river, starting from the Aqueduct: Star and Garter Hotel, 1 furlong; Bishop's Walk, 1 to 3 furlongs; the Polars, 1 to 3 furlongs; the Boat-houses, 2 furlongs; Bishop's Creek, 3 furlongs; Craven Cottage, 6 furlongs; Dung Wharf, 7 furlongs; Rose Cottage, 1 mile 1 furlong; Crab Tree, 1 mile 2 furlongs; Soap Works, 1 mile 4 furlongs; Distillery and Iron Foundry, 1 mile 5 furlongs; Hammersmith Bridge, 1 mile 6 furlongs; Biffens and the Lead Mills, 1 mile 7 furlongs; the Doves, 2 miles; Upper Mall, 2 miles to 2 miles 2 furlongs; Old Mills, Old Ship, Brewery, and Round House, 2 miles 2 furlongs; Lower Reservoir, 2 miles 2 furlongs to 2 miles 4 furlongs; Terrace, 2 miles 3 furlongs; Chiswick Ait and Chiswick Mall, 2 miles 3 furlongs to 2 miles 5 furlongs; Upper Reservoir, 2 miles 6 furlongs to 3 miles; Corney Lane, 2 miles 7 furlongs; Hobb's Cottage and the Meadow, 3 miles; the Bathing Place, 3 miles 1 furlong; the Creek, 3 miles 3 furlongs; Bull's Head, 3 miles 4 furlongs; Barnes Terrace, 3 miles 4 furlongs to 3 miles 6 furlongs; Barnes Bridge and May's Boat-house, 3 miles 5 furlongs; the White Hart, 3 miles 6 furlongs; the Limes, 3 miles 7 furlongs; the Ozier Beds, 3 miles 6 furlongs to 4 miles 4 furlongs; Samuel's Queen's Head and the Church, 4 miles; Brewery and

Creek, 4 miles 1 furlong; Ship, Leyden House, Cromwell House, and White House, 4 miles 2 furlongs to 4 miles 3 furlongs.

Hanlan used his white cedar boat built by George Wharin, of Toronto, and rowed in his well-known suit of blue. Trickett used a boat built at Newcastle, and rowed stripped to the waist. On account of the crookedness of the course, it is customary in England to allow to each sculler a pilot, who sits in the bow of an eight-oared cutter, follows closely behind the contestants, and steers his man by shout and gesture.

The weather was unpleasant. During the early morning an unusually cold, thick, clammy fog enveloped London, and during the forenoon this mass of mist seemed to melt into a steady, drizzling rain. About noon the fog became so thin that the assembled crowds could see across the river, and when the race was started, at 12:14 P. M., the weather was cool and damp, but without actual rain, the tide almost full and flooding slowly, a very light wind from northwest, and water as smooth as could be wished.

The race, if race it can be called, hardly merits description, and was a farce of the broadest sort. From numerous independent despatches we arrange the following account:

The start was made from boats moored 25 yards apart, opposite the Star and Garter Hotel. Trickett won the toss, and choosed the Middlesex, or right hand side, but there was little choice in the actual condition of wind and tide. Hanlan seemed in perfect condition—cheerful, confident, and even playful. Trickett appeared to be a trifle overtrained, and looked sallow, careworn, and anxious. Each man, however, expressed himself as in good health, well-trained, satisfactorily equipped, ready to row the race without excuses, and to acknowledge the winner as the best man. Trickett's backers also were satisfied with his condition, and invested their money freely, even after the men were in their boats. It is, therefore, probable that Trickett's appearance was due to his personal habits and physical characteristics, and that his anxious, careworn looks were usual to him, and not significant of poor condition.

At the moment when the struggle commenced there was an easily observable contrast in the demeanor of the men. Trickett had evidently braced himself up. Some moments before he dipped his sculls into the water for his initial stroke his legs were firmly set, and there was a brave look of determination about him. His face was careworn, as he had appeared when preparing for the contest; the lines in his countenance were now much more prominent, and he seemed positively haggard. Hanlan, on the contrary, maintained a cheerful, almost rollicking demeanor. The air of bravado with which he had gambolled to the stake-boat had not deserted him, and he did not look as though embarking on a race concerning which so many interests were at issue. At the very moment when he got under way he was apparently engaged in criticising his rival, and it was not until the contending boats were well on the move that he turned his eyes toward the stern of his skiff and devoted the whole of his energies to the business in hand.

During the first minute Hanlan rowed 35 strokes, Trickett 40, and it was evident, thus early, that the Canadian had the race at his mercy. He was sculling easily, and plainly within himself, while Trickett labored heavily, and was clearly exerting himself to the utmost limit of his powers.

At the mile post the time was not taken, as the press boat was too far behind. Hanlan was about a couple of lengths to the good, and this advantage he did not seem to care to increase. At the Crab Tree (time 6m. 4s.) about the same distance separated the boats, and immediately afterward Trickett improved visibly. He not only held his own, but had the best of the pace up to the Soap Works, at which point (time 7m. 46s.) he was about a length and a half in the rear. Hanlan nodded affably to the applauding multitude, and devoted so much attention to them that he steered right out of his course, veering over for the

northern shore. But a single vigorous stroke with his left put the boat straight again, and he now demonstrated that he considered he had a comparatively easy task before him, for he sculled in a literally lazy style. However, he braced up again as Suspension Bridge, with throngs of excited onlookers, was neared, and treated the assemblage to an exhibition of his marvelous skill, passing beneath the structure with a couple of lengths in hand. His time to this point was 9m. 31s., and Trickett's, 9m. 34s.

He kept on at his smart pace until off Biffen's Boat-house, where he treated the onlookers to a dose of those remarkable manœuvres which created such intense astonishment among the multitudes who saw him contend with Hawdon on the Tyne. Ceasing to row for a moment, he leaned back in his boat and indulged in a leisurely survey of the scenery, and when he once more got to work it was in a half-hearted way, as though he would prefer to linger, did not circumstances compel his progressing. Before he had gone thirty yards, however, he stopped again, and having thoroughly got his hand in at this game he continually repeated it.

Trickett was a rather sorrowful spectacle from the start. He had kept his eyes on his mentor, Kelly, and no can accuse him of neglecting his task for a single instant, but there was a painful lack of power about his manipulation of the sculls, and it was evident before Hammersmith was reached that the exertion he had made had told upon him very seriously. His face had assumed a leaden hue, and it grew well-nigh livid as he approached the Doves. With fast decreasing energy he kept on, and the wild expression of his countenance marvelously contrasted with the demeanor of his opponent.

About the Oil Mills a large flotilla of small craft encumbered the river, but they kept fairly out of the way, though Hanlan seemed to entertain suspicions that he might come into collision with one of them, as he constantly looked around. Having apparently satisfied himself that all was right he dashed in half a dozen vigorous strokes and was quickly four lengths ahead. He now attempted a piece of harlequinade, the like of which was never before witnessed in a race. Dropping his sculls clumsily into the water, he fell right forward upon his face and lay there for a second or two. So long did he remain in a recumbent position that a kind of groan came from the spectators, who imagined something terrible had befallen him, but before they could find their voices to shout and inquire what was the matter, he had sprung up, suddenly resumed the sculls, and was at work again, laughing merrily. A roar of laughter greeted this feat, and it was some minutes before the intense excitement occasioned by it had abated.

Trickett had meanwhile approached within two lengths, but he had no power left to draw nearer, and Hanlan, apparently as fresh as the moment he started, went away again with consummate ease. He had a spell of rowing with alternate sculls, stopped repeatedly, looked anywhere but at his pilot, dawked in every conceivable style, and generally was as full of antics as a clown. His time to Chiswick Church was 15m. 34s. Trickett was three lengths behind. A little further on Elliott was observed ahead, pulling in the direction of Barnes. Hanlan pulled toward him and the pair went on in company, maintaining an animated conversation.

All along the Duke of Devonshire's meadows this farce was kept up. Hanlan and Elliott rowing leisurely side by side, talking, and Trickett, with blanched face and labored breathing, toiling in the rear. As the Bull's Head, at Barnes, was neared, Hanlan bore away from the Middlesex shore once more. Some of the inspired ones in the press boat now burst into prophesy. They observed that Hanlan had threatened to beat Trickett out of sight, and they imagined he was about to commence that effort. Really there seemed some ground for the supposition, for the Canadian had squared his shoulders, and was skimming along at a rapid pace.

This newly developed energy was evanescent. In a second or two he dropped his sculls, dipped his right hand in the river, and scooped up the water, nodding genially in the direction of the approaching steamers. He pretended to drink, then smoothed his hair, passed his palm across his brow, and once more resumed work in a languid fashion. By this time Elliott was once more alongside, and the political or social discussion was resumed.

In the vicinity of Hanlan's training quarters, the Bull's Head, an immense concourse had assembled, and they applauded lustily as he was seen with a commanding lead, and progressing at his ease. He ceased to work, and drawing forth a white handkerchief, waved it gracefully in the direction of his admirers, while peals of laughter and rounds of cheers greeted him time after time. He passed beneath Barnes Bridge in 21m. 40s. from the start. Trickett, utterly jaded and worn out, passed under 9 seconds later. Thenceforth the pair plodded on steadily, Hanlan gazing about him with supreme indifference. A cannon shot announced the arrival of Hanlan at the winning post in 26m. 12s. Trickett's time was 26m. 19s. Trickett stopped exactly opposite the flag-staff, and apparently was not sorry that the journey was over. Mr. Moore, the distance judge, gave the verdict that the race was won by three lengths.

We publish this long and rambling description of the match because in no other way could we so clearly show the absolute hollowness of the race, and the marked superiority of Hanlan to Trickett. The Australian was a man who had been tried thoroughly and successfully, and was heavily backed by cool-headed experts, yet Hanlan made child's play of the race, and beat him with the same ridiculous ease that marked his triumphs over Courtney, Riley, Hawdon, and Elliott.

The affair was a procession, not a race, and the Canadian—to speak after the manner of men—made a "holy show" of his Australian opponent. The walk over—for such it was—offers no point of special interest, and the match is only noteworthy as a remarkable example of mistaken judgment by men who are, or should be, experts.

For a month before the race Hanlan was hard at work on the same course with Trickett, and the Australian party had every opportunity to watch his daily practice, to see him row his trial spins, to time him over measured fractional portions of the course. But nothing that they thus saw and heard could shake their blind confidence in the Australian giant. They backed him freely and persistently, from the day of their arrival to the day of the race, and all sensational stories about Trickett's ill health, poor condition and over-training are swept away by the simple fact that his backers were full of confidence and betting their money freely up to the very moment of starting.

On this side of the Atlantic they followed similar tactics. They took all offered bets, deposited round sums of "Tricket" money in all the prominent sporting resorts, actually bet New York city to a stand-still, and the market, an hour before the race, could have been correctly quoted:

"— offering united sums on Trickett, with no takers."

And yet in the race Trickett never had the ghost of a chance, and Hanlan actually made sport of him, and played monkey capers all over the river in a race which decided more money than any ever rowed in the world.

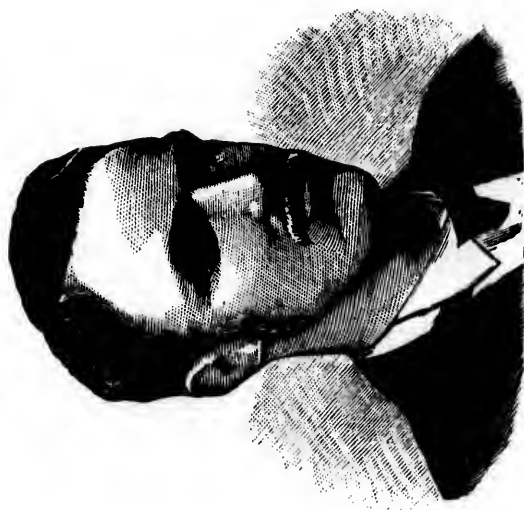
Not only were the Australians deceived, but many of England's aquatic experts backed Trickett freely; and no one of them all, after seeing the men at their work, doubted that the race would be close and severe. It is almost incomprehensible that so many intelligent men could have been so strangely wrong, and it would seem that aquatic knowledge and experience are practically useless in judging the abilities of individual scullers.

Perhaps in the history of boating there was never so much excitement over a race or such a vast amount of money wagered as on the great contest between Hanlan and Trickett. Trickett's backers were the Thompson brothers, well-

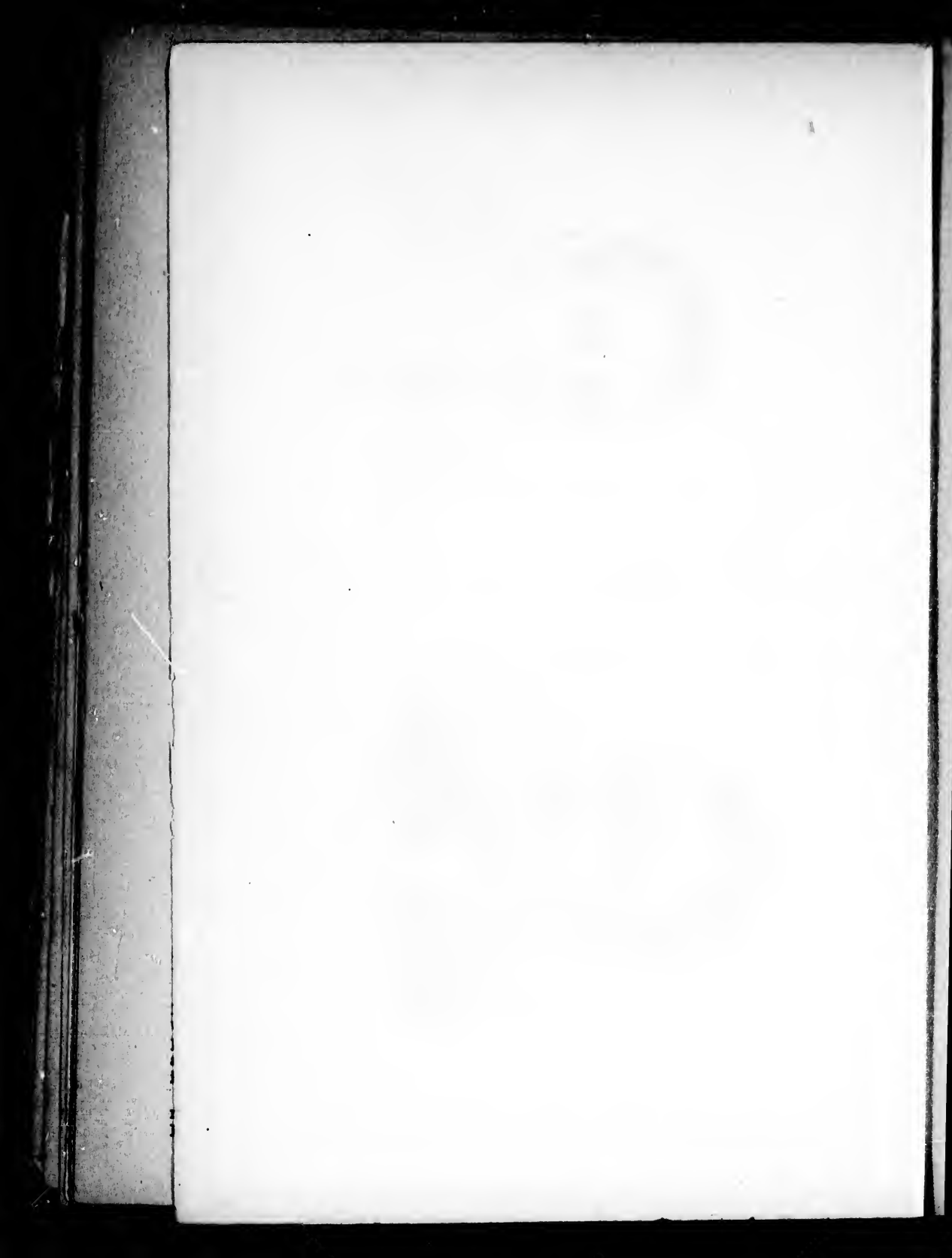
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WALLACE ROSS.



EDWARD A. TRICKETT.





known book makers, of Sydney, New South Wales. One of them, Barney, left Sydney April 22d, duly authorized to make a Hanlan-Trickett match in America. He arrived in New York early in June, and attended the Providence regatta. After seeing Ross, Hanlan, Boyd, and all the other scullers at practice and in the actual race, he felt assured that his man could easily row away from the whole fleet. Alas! The losses of the Thompson's were enormous.

Hanlan has abolished the cross-handed style. He has shortened his sculls inboard considerably, and what he has taken off at the handles he has put into the blades. His style of pulling, too, is different to anything hitherto seen, and it is wonderful with what clock-like regularity he swings backward and forward, impelling his boat through the water with a force that seems truly marvelous when compared with the apparently small amount of power. In Trickett's rowing the case is very different. There the motor can be clearly traced, and a novice can tell where the power is being put, and, great sculler as Trickett undoubtedly is, he evidently lacks the knowledge of how to equalize his enormous strength like Hanlan. There is a lack of that harmony of the members which the casual beholder cannot fail to perceive when Hanlan reaches forward or swings backward with the finish of the stroke.

Regarding the Champion's contest with Trickett, the *London Sporting Life* published the following remarks:

"Of the race itself there is not much to say. Trickett could not go fast enough to give Hanlan serious trouble, and after he had played with his man for a few hundred yards the Canadian merely kept his opponent at full tension till he had rowed himself out. The result of Trickett's exertions shows the value of the term "a stayer." Trickett was to have rowed the last mile faster than the first, and so very likely he would had he been allowed to make his own pace. As it was, he was obliged to bustle himself from the outset, and tired to a standstill before Hammersmith Bridge was reached. He persevered gamely enough, but all the fire and strength were gone, all his faults became exaggerated. Hanlan's sculling was worth travelling a hundred miles to see, and was just as good as the other's was weak. Trickett, with all his long inboard, made small use of his natural advantages of reach, and as he tired, did nearly all his work with his arms alone, taking a very short stroke. Some excuse may be made for him, as he was overtrained—if not ill; but, fit and well, he is not of the same class as the Canadian. Hanlan's style has already been described, and as he never allowed himself to be in any way hurried he showed to great advantage. His victory was very popular, as he was the public favorite of the two. Trickett has managed to make himself anything but liked at Putney—a curious thing, as Mr. Thompson and Laycock have everyone's good word; the other has not made friends where he might. Hanlan, perhaps thoughtlessly, has lowered himself in the estimation of many well-thinking people. The clowning business in which he indulged when he had Trickett beaten was very foolish. It is quite possible that he was only giving vent to his satisfaction at finding he had such a good thing on, but consideration for the feelings of his plucky opponent ought to have kept him from showing anything but respect for him, beaten as he was. Another way of looking at this tricky performance is suggested by the possibility of his having lost the race through it. Suppose that when he invited accident he had brought about some mishap, how much of his own and his backer's money would have been sacrificed for the sake of senseless larking? Worse than all, he might some day find he had "cried Wolf!" too often, and not got assistance when he had really met with an accident. In carrying thousands of pounds entrusted to his skill he had a heavy responsibility, and, moreover, after the show he made of Trickett, may be a long while before he gets another chance of so easily earning a fortune. Besides, there should be a certain amount of dignity attaching to the possession of the title of Champion, and tricks certainly do not add to the value of his position. The main thing is, though, that while exposing

himself and his backers to unnecessary risk, his behavior can be construed as ungenerous to Trickett. As a rule, watermen's desire of achieving fame outlives their powers of execution, and no best performer of his day has, in our time, at any rate, learned the decadence of his powers before defeat has rudely forced the unpleasant fact upon him. From this, if from no nigher feeling, consideration for the beaten cannot be too strongly insisted on. Apart from the unpleasant episode just dealt with, Hanlan's exhibition was splendid, and his superiority markedly established. For Trickett, it is hard lines to have come so far to experience such a decisive reverse, and he and his party are heavy losers. It is poor consolation for the second to know that in a match some one must lose; let us hope that Trickett's next engagement after he has recovered his health may help to make amends for his recent defeat. If the contest be taken as a test of the merits of the Australian method of sculling, the very much cross-handed business may be considered as done with."

After Elias C. Laycock, of Sydney, Australia, won the first prize in the International Thames Regatta, his admirers authorized him to challenge Hanlan to row for £200 a side. Hanlan refused to row unless he was allowed six weeks to train, he having gained over ten pounds since he ran away from Trickett, on November 15, 1880, besides, he had sold his racing shells. Hanlan finally decided to meet Laycock and row for £500 and the championship of England, and the race was fixed for January 17th, 1881. Hanlan would have rowed for the Championship of the World, but he desires to row any man in the world for that title on Toronto Bay during 1881. About the time Hanlan and Laycock were arranging the preliminaries for the race, the *Toronto Globe* published the following:

"It has always been very hard for the *Spirit of the Times* to acknowledge Hanlan's supremacy as a sculler, but now that he has literally "made a show" of every American oarsman who lays claim to any degree of prominence, any but the most pronounced of braggarts would be quite ready to "own up" and accept the inevitable; but that is just the hardest task that can be set for the average through and through Yankee to accomplish, and if there is a man and a journal that are typical Yankees in this respect the man is Charles E. Courtney, and the journal is the *Spirit of the Times*. Before the race at Lachine, Courtney was sure he could beat Hanlan, and a few days later, after Hanlan had good-naturedly conceded him a close finish there, the "big duffer" was again boasting that he could beat the Canadian. They met at Chatauqua Lake, and before Courtney would go out upon the water he wanted a promise from Hanlan in writing that he (Courtney) would be allowed to win, and when he found that Hanlan meant to pull the race "on his merits" he sawed his boats to sneak out of the contest. At last they met at Washington, and Hanlan made a sorry exhibition of the Union Springs man, just as he had promised to do if ever he caught him on the water again. And yet after all this the *Spirit of the Times* has the assurance to say: 'if a certain American sculler had Laycock's heart inside his vest, the Champion of the World would have lived in New York since 1876.' What in the name of common sense has Courtney ever done to warrant such an impudent assertion? Admitting that Hanlan frightened the heart out of him at Lachine, and that thirty or forty thousand dollars from Toronto frightened the hearts out of the so-called sporting men who followed him, so that before the race came off it was hard to get money on Hanlan at any odds, that is no reason why Courtney should tremble at the mention of Trickett's name; and yet if Trickett ever comes to this part of the world to row a race with Courtney the Australians will have to put their money on at three to one. If, as the *Spirit of the Times* still persists or impudently insinuating, Courtney can row five miles in less time than Hanlan can, he surely need not be afraid to row against a man with whom Hanlan literally played. The big Yankee would not require the heart of a British colonist under his vest to win such an easy race as that would

be; and yet if Courtney and his twin brother, who edits the aquatic portion of the *Spirit of the Times*, could only muster sufficient courage to make such a match—and win it—they could take more money out of the Australians than would cover the combined losses of all American citizens who have, from time to time taken the "short end of it" against Hanlan. They could in their own classical venacular win barrels of money. But of course they won't do it. They might possibly bring in some sort of a purse for a purse, but when it came to risking any money they wouldn't put in a cent."

The same article, a large portion of which was forwarded to us by telegraph and published some days since, closes with the following allusion to Hanlan: "But the general public will hardly fail to believe that he avoided the regatta because Ross was a dangerous customer, and now runs away from Laycock because, in a contest with him, there would be blows to receive as well as blows to give.

"If Hanlan was afraid of Ross why did he row him down on Toronto Bay, on the Kennebecasis, and on Kempenfeldt Bay? If he was afraid of Laycock why did he engage in a match with Trickett, who at the time was supposed to be Laycock's superior. If he is anxious to run away from Laycock, why does he want to raise the stake from £200 to £500? A man who is a beating one would imagine that he would like to have his name and his friends as little as possible. The truth of the matter is simply this: Hanlan cannot make his record more illustrious by defeating any superior rower in the public, and he would be very foolish to engage in another contest, the results of which would be eaten up between loss of time and expenses. He has only acted in a common sense manner in insisting that his next race, if it be rowed away from home, shall be for a sum more than sufficient to cover loss of time and expenses. If the Australians think Laycock can beat him they will put up the money fast enough; and if they do not, they have no business to ask him to remain over merely to lead another procession from Putney to Mortlake."

Hanlan's speed in a shell is amazing. He is not a very big man, nor all over a powerful one, though he is exceptionally well developed, not only where an oarsman always wants it—in the loins—but where one who rows as he does absolutely must have it—in the extensor muscles of the legs. For he does not kick his stretcher, or shove his feet against it with anything like a jerk; but he sets them against it and pushes with the heaviest and mightiest force he can possibly apply, much as a man pushes with his legs and feet upon the floor when he bestrides half a ton and lifts it—if he can. This supreme push, far more forceful than any sudden kick could be, throws every ounce of pressure against that fulcrum that he can possibly impose. Hence he gets more power into his work than any less effective pusher could get, and it rushes him forward accordingly. This is largely why thirty-six of his strokes send him faster than forty-one of Trickett's, and put him two good lengths to the front before either is off the Crab Tree, and while both are comparatively fresh. It is hard work, and accounts for Hanlan's many stops to rest, but it does the business. It looks about hopeless for a rower on the old method to try to cope with him. It really need not be so, for at least to the more intelligent among the rowing men it must seem astonishing that a man like Trickett, a professional, who has for years been champion of the world, has not sense and judgment enough to let such a rusher go on about his business, and instead of trying like a freshman to catch him by crazy spurts at the start, so distribute his strength and wind as to carry him his fastest, whatever that may be, over the whole four miles and three furlongs, not over a paltry half mile. For, as usual in Hanlan's races, the time over the whole course is slow, though marvelously fast for a little way as long as it is necessary. If on that dead flat water, and with the current as it was, Trickett and his friends had not thought before the fight he could have done the distance in less than twenty-five minutes they would probably never have let him leave Aus-

tralla. And yet his little rival thrashes him hopelessly, and makes a laughing stock of him in twenty-six minutes and twelve seconds. There is a lesson for Oxford and Cambridge in all this. There is a lesson for Harvard and Yale in it, and for every oarsman or sculler, amateur or professional, who ever means to row a race. Let us see who will first learn it.

Hanlan resides at Toronto, Canada. He has been made a freeholder, and the Canadians presented him with a free lease of the island opposite Toronto, and they also presented him with his home, which cost over \$20,000. Hanlan has a large circle of social friends. He is gentlemanly in his manners, and wherever he goes boating men honor him. While in London, England, he gained a host of friends. It will be a long time before another oarsman crosses the Atlantic and wins the honors and laurels for his country as Hanlan did.

Hanlan is one of the greatest oarsman that ever appeared. He is in his golden prime, and what may be done with a pair of sculls and a racing boat he can do. He is a man of very symmetrical build, muscular and strong without being clumsy, his wind is good, his constitution excellent. He abounds in resolution, and he is conformable to the wishes of his trainer. At the same time he weighs more, when in condition, than many think. When he beat Courtney one of the sage reporters of this city described him as a boy, the fact being that he was bigger and heavier than Tom Sayers, champion of England, had ever been, in fighting condition, in his life.

Hanlan's victory, or rather his series of victories, teaches a lesson, of course. He is not nearly so powerful-looking a man as Trickett, or as half a dozen oarsmen whom he has defeated. A man, however, is like a machine. He is just as strong as his weakest part. Great muscles are of little use if there are not lungs equally good to back them, and powerful lungs are next to nothing in a race if heart and other organs are not fully as able to bear their part of the strain. Hanlan is like the deacon's celebrated "one-horse shay." All his parts are equally balanced. Every muscle seems to be just as strong as its fellow, and probably when Hanlan gives way he will go altogether, as the "one-horse shay" did.

Hanlan bears the same relation to the art of rowing that Rowell does to that of walking. As in Rowell's case, his victories have always left the extent of his powers a matter of conjecture. Neither of the athletes have ever been pushed to his utmost, and each has been satisfied to merely win his event and leave the definite measure of his abilities undecided.

#### HISTORY OF THE ENGLISH CHAMPIONSHIP.

The history of the Championship of England is briefly as follows: The title was first claimed in 1831, by the winner of a match race, and for 45 years thereafter it passed from man to man by matches made and rowed by the holder and some ambitious challenger. There was no trophy to represent the championship, and when a new sculler came to the front he received the name and nothing more. The record of these races is given below.

Sept. 9, 1831, Westminster to Hammersmith—C. Campbell, Westminster, beat Williams.

Aug. 19, 1846, Putney to Mortlake—R. Coombes, Vauxhall, 26m. 15s.; C. Campbell, 2. All subsequent matches on the Thames were over this course.

May 24, 1852—T. Cole, Chelsea, 25m. 15s.; R. Coombes, 2.

Nov. 20, 1854—J. A. Messenger, Teddington, 24m. 25s.; T. Cole, 2.

May 12, 1857—H. Kelley, Fulham, 24m. 30s.; J. A. Messenger, 1.

Sept. 29, 1859—R. Chambers, Newcastle, 25m. 24s.; H. Kelley, 2.

Aug. 8, 1865—H. Kelley, 23m. 26s.; R. Chambers, 2.

Nov. 22, 1866—R. Chambers, 25m. 4s.; H. Kelley, 2.

May 6, 1867, on the Tyne, from High Level Bridge to Leamington Point—H. Kelley, 31m. 47s.; R. Chambers, 5.

Nov. 17, 1868, Putney to Mortlake—J. Renforth, Newcastle, 23m. 15s. ; H. Kelley, 2. Renforth died without another race for this title.

April 16, 1874—J. H. Sadler, Surbiton, 24m. 15s. ; R. Bagnall, Ouseburn, 2.

Nov. 15, 1875—J. H. Sadler, 18m. 11 1-2s. ; R. W. Boyd, Gateshead, 2.

June 27, 1876—E. Trickett, Sydney, New South Wales, 24m. 35s. ; J. H. Sadler, 2.

Trickett soon afterward sailed for his far-off home, carrying with him this championship, and, as no English sculler wished to travel so far for a chance to win back the lost title, innumerable disputes arose as to who was the resident champion, and where the race should be rowed. To bring order out of this chaos, the proprietors of the Newcastle *Daily Chronicle* offered a beautiful silver cup as an emblem to represent the Championship of England, to be rowed for first in an open regatta, and subsequently by challenge, in the same manner as the old championship, and to become the permanent property of any sculler who should win it in three successive races.

The regatta was held March 17, and 19, 1877, on the Tyne, from the Mansion House to Scotswood Suspension Bridge. First heat, W. Nicholson, Stockton, 30m. ; W. Elliott, Pegswood, 2. Second heat, R. W. Boyd, Gateshead, 30m. 18s. ; W. Lumsden, Blyth, 2. Final heat, Boyd, 25m. 45s. ; Nicholson, 2.

May 28, 1877, Putney to Mortlake—R. W. Boyd, 29m. J. Higgins, Shadwell, 2.

Oct. 8, 1877, same course—J. Higgins, 24m. 10s. ; R. W. Boyd, 2.

Jan. 14, 1878, Tyne course—J. Higgins beat R. W. Boyd on a foul.

June 3, 1878, Putney to Mortlake—J. Higgins, 24m. 38s. ; W. Elliott, 2.

Higgins now became the permanent owner of this Cup, and to promote and encourage sport, the proprietors of the London *Sportsman* gave a cup on similar conditions.

The regatta was rowed Sept. 16 and 17, 1878, from Putney to Mortlake. First heat, W. Elliott, 25m. 35s. ; J. Higgins, 2. Second heat, R. W. Boyd, 28m. 22s. ; T. Blackman, Dulwich, 2. Final heat, Elliott beat Boyd on a foul.

Feb. 16, 1879, Tyne course—W. Elliott, 22m. 1s. ; J. Higgins, 2.

June 16, 1879, Tyne course—E. Hanlan, Toronto, Ont., 21m. 1s. ; W. Elliott, 2.

Nov. 15, 1880, Putney to Mortlake—E. Hanlan, 26m. 12s. ; E. Trickett, Sydney, New South Wales, 2.

Should Hanlan win the cup again, it will become his absolute property.



## EDWARD A. TRICKETT.

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The Australian sculler certainly has not such a meteor-like record as the Toronto representative, but, at the same time, his biography is worth recording. He is a fine specimen of the human race, standing, as he does, six feet four inches in his stockings. He is broad in proportion, and of fairly pleasing features, though he has at times a somewhat aged and careworn expression. He is now just thirty years of age, and was born in Australia. His weight varies very little, and may be put down at 13 stone 8 lbs. He is a man of "very few words," most reticent as regards himself, and it is at all times difficult to get any information out of him. As his history naturally has to be dragged out of him, it is necessarily sparse. At the same time sufficient information has been given to one of our correspondents to show the leading events in the Sydney champion's aquatic career. Like many of the most famous English oarsmen, he began his life on the river early, and at the age of fourteen rowed his first race—a small event of little importance. For five years he continued steadily at practice, occasionally varying his life with a match with one or another of his local rivals. On the day after Christmas, 1868, by which time he had reached his eighteenth year, he brought off his first contest of any moment. Tempted by his success in a home regatta, he challenged a man named William Hickey, who was then champion of Australia. The young aspirant for fame had, however, cause to rue his temerity, for he was beaten hollow by Hickey. This defeat seemed to have thoroughly knocked the conceit out of him, for he did not again tempt the fates for some time. When he next emerged from his shell it was to meet a promising sculler named H. Pearce, whom he rowed in Sydney Harbor for a stake of £25 a side, the distance covered being four miles amongst the islands. In this instance he went away at a rattling pace, and came out of the fray an easy victor. His opponent was, however, not satisfied, and again challenged him. A second match was made, and the pair once more met, the betting being in favor of Trickett, who merited the confidence placed in him by literally knocking his opponent "into a cocked hat." These victories gave the Sydney man a lift up in the world, and from that time he was looked upon as a man of promise, and one who must not be neglected. The year 1874 next saw him in a racing skiff; in this instance his rival was Michael Rush. The scene of the struggle was the Clarence River regatta, and as Rush had earned the somewhat ambiguous title of champion, and had the credit of being a first-class man, the event was awaited with perhaps more interest than any previous bout at the Antipodes. Trickett in this instance was not successful, his opponent holding him to the end. The backers of the loser, however, were not disposed to let the matter drop, but Rush would not again come to the mark, and the match fell through. Trickett thereupon immediately assumed the title of champion of Australia, and for some time no oarsman was found clever enough or plucky enough to dispute his title to the same. The deadlock continued until the month of January, 1876, when a man named R. Green was found bold enough to try his luck with Trickett for the championship scull prize, value £25, an event which came off in Sydney Harbor. Here Trickett once more came to the front, for he had things virtually all his own way. A proof of his stamina was also given in



the fact that, in company with his elder brother, William, he won a double sculling race for fifteen guineas on the same day. And now came a turning point in Trickett's career. No one—not even Laycock, who was then coming forward in public estimation—could be found bold enough to challenge him. At this juncture a speculative publican in Sydney, Mr. James Punch, took Trickett in hand, with a view of trying the tall oarsman's skill against foreign talent. With an almost lavish hand he provided him with funds, and offered to pay the whole of his expenses if he would make a journey to England and row Joseph Sadler, who was then "cock of the walk" on the Thames, and who had assumed the ambiguous title of "Champion of the World." The undertaking was undoubtedly a bold one, but, nevertheless, Trickett possessed heart enough to engage in it, and duly set sail for the Old World. Curiously enough he arrived in England on the day of the great University aquatic carnival, the Oxford and Cambridge boat race. The Bells at Putney has from time immemorial been the headquarters of rowing men on the Thames, and it was at this comfortable hostelry that Trickett and his friends found good quarters. On the noble English river the Australian took dally practice, and as the weather was charmingly fine, thoroughly enjoyed his visit. It could not be expected that the Englishmen would believe that a Colonial could possibly beat their champion, "Old Jo," as he was familiarly bedubbed, and as a consequence the betting ruled strongly in favor of the Thames man, as much as two to one being laid on his chance. Certainly a little modification was made before the day of the race, and six to four was all that could be obtained when the official steamer started on its way up the river in the wake of the competitors. Details of this great race, which will ever stand prominent in the history of sculling, have already been printed and published wherever the English language is spoken; still this may be a fitting opportunity for recalling certain of the leading features of the contest. Harry Kelly, who had charge of the Australian, had brought his man to the pink of perfection, and at the time he stepped into his boat he scaled exactly 12 stone 1-2 pounds. The day was terribly hot, for the race took place in the middle of June. No fewer than eleven steamers followed in the wake of the competitors, and the banks of the stream were lined with spectators. It was nearly six o'clock before a start was made, owing to the tide, which would not have suited in an earlier part of the day. It was seen at the outset that Trickett had slightly the lead, but when at Hammersmith the Australian passed under the bridge fully twelve seconds in front of his opponent, the betting went round with a bang, and ten to one was offered in favor of the leader.

After this, though Sadler made a determined spurt, the race resolved itself into a procession of two, and the English champion was easily defeated, the winner coming in paddling, the time occupied being 24m. 55s. Various excuses were of course offered to account for Sadler's shocking exhibition of pace, the one gaining most credence—and probably the true one—being that poor Joe was unwell and utterly unfit to row. The Australian party were in fine feather over the achievement, and challenges were thrown out like waste paper, the only person found to pick one up being William Lumsden, of Newcastle. Owing to a hitch in the negotiations, however, this match did not come off, and Lumsden paid forfeit.

Trickett then resolved to go back to Australia, but before doing so delivered a parting shot by offering to row any one who had heart enough to go to the Colony for £500 a side, and to allow £150 for expenses. This tempting offer was not accepted, and, so far as English scullers were concerned, Trickett went home with flying colors.

Arriving there he was received by the Colonials with open arms, treated like a hero, feted and presented with testimonials, and was for a time the "hon" of Sydney. Thinking, probably, that he should accumulate a larger pile of dollars by embarking in trade than by embarking in skiffs, Trickett set up as a hotel

keeper. In this capacity he was fairly successful, but the aquatic party did not seem disposed to let him rest, for his old rival of the Clarence River, Rush, challenged him to prove his title to the championship of the world, or throw it down at the feet of a better man. Once more Trickett put on the "swonkes," and went into training steadily and unostentatiously as usual. The day of the race again saw the hotel-keeper's colors in the ascendant, for at the mile distance he broke the heart of his opponent, and rowed in winner as he pleased. The victorious man, however, was destined to haul down his flag.

Entering in the annual regatta in Sydney Harbor, he was beaten hollow by his present companion, Laycock. Every excuse, however, must be made for Trickett, as there is no doubt that at the time of the race he was unwell, besides which he was still feeling the effects of an accident by which he had lost one of his fingers. Once more he met Laycock. This time on the Paramatta River, and then Laycock had to succumb. The match was for £500, and the victory undoubtedly placed Trickett at the head of the oarsmen in the Colony.

Trickett then rowed in the International Regatta and was beaten in the trial heats. On Nov. 29, 1880, he rowed Wallace Ross, of St. John, N. B., over the Thames championship course, from the Aqueduct to the "Ship" at Mortlake. The betting just before the start was in Ross' favor, but there were no takers. In drawing for position Ross secured the Surrey station. A capital start was effected and the Canadian immediately went to the front a length or more, where he remained until Hammersmith was reached. Here a foul occurred, Trickett's scull touching Ross' boat. They quickly drew apart and Ross again pulled ahead a little. The race to the top of Cheswick Eyot was a good one, the men being on almost even terms most of the way. At Chiswick Trickett took his boat in hand and rowed away from Ross as he liked. The Canadian was thoroughly beat at Barnes Bridge, where Trickett was several lengths ahead and pulling a fast, easy and graceful stroke. He slackened his pace before reaching the goal, and landed an easy winner by 4 lengths in 30m. 23s.

Ross immediately put in a claim of foul, and the umpire, after hearing both sides, decided the race must be rowed over on December 4th, over the same course. The race was won by Wallace Ross with the greatest of ease. Ross' portrait appears in this work.

This race was the fifth International Single-Scull Match in which America has sent out a representative to meet the champions of the Thames and Tyne. In July, 1866, James Hamill, having defeated Joshua Ward, was sent to England to row Harry Kelly, the English champion. Hamill was a Pittsburgh fire lad, and in numerous contests had proved himself a wonder in a shell. Two races were rowed, and Harry Kelly, who was then in the zenith of his prime, easily won both races, which were for three and five miles. In 1869, Walter Brown, having won the Championship, went to England to row Sadler and Renforth, the English champions. Brown made a match with Sadler, but had to forfeit through being afflicted with boils. Brown, however, met Sadler's brother on the Tyne, and, although he met with anything but fair play, he won easily. During the race Joe Sadler tried to swamp his shell by running a steamboat close to him. Brown put on spurt after spurt, and his opponent, being pressed so hard, fainted in his shell. Joseph Sadler afterward made up for his losses by attacking Brown, with a gang of roughs, near Putney. Brown, however, was treated with great kindness by Newcastle boating men, and received handsome testimonials.

The next International race was between Edward Hanlan and John Hawdon. The race took place over the Tyne championship course on May 6, 1879. Hanlan won easily, rowing the course in 32m. 2s. During the race Hanlan stopped frequently and balled his boat out. The next great international race, America against England, was between William Elliott, of Newcastle-on-Tyne, and Edward Hanlan, for £400, Championship of England, and the *Sportsman* Champion

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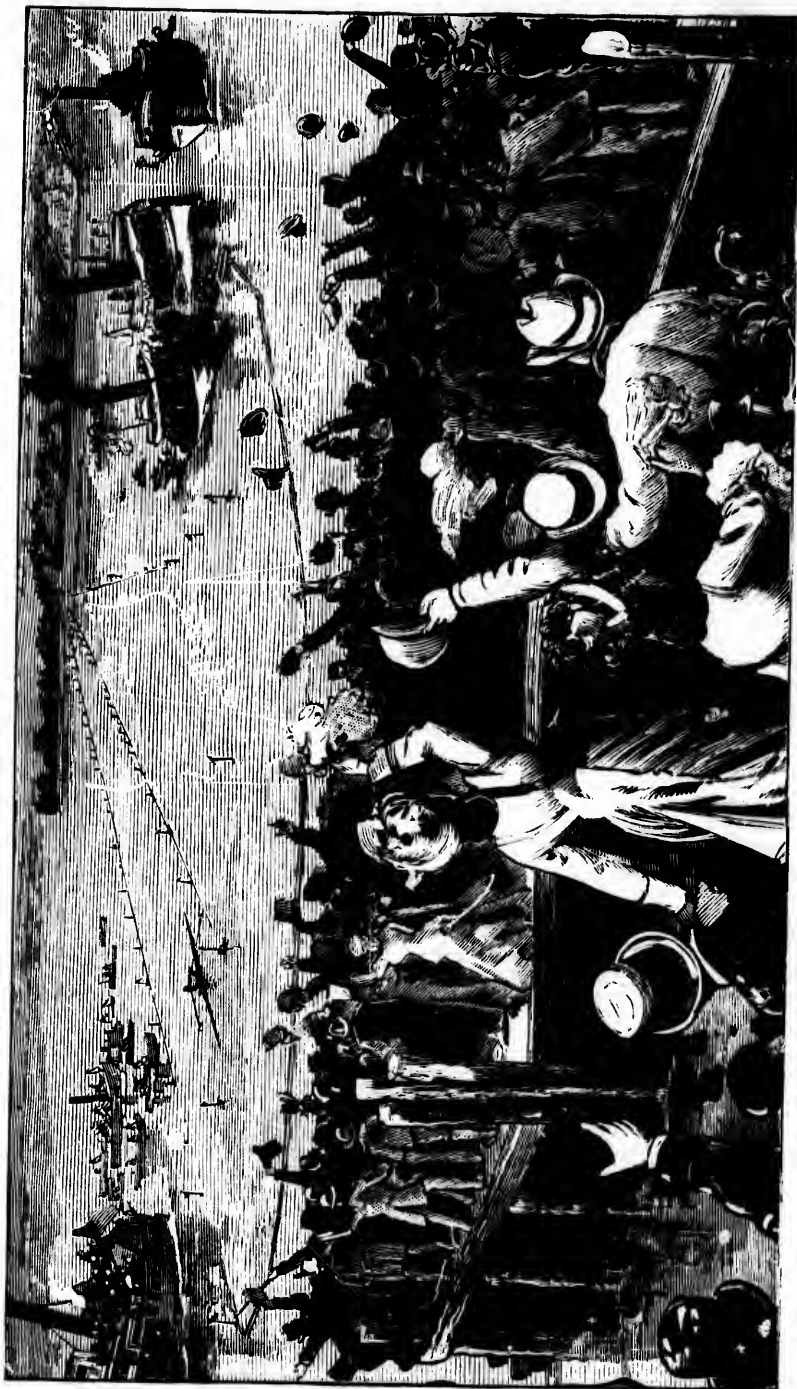
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EDWARD HANLAN DEFEATING TRICKETT, THE CHAMPION OARSMAN OF THE WORLD, ON THE THAMES, LONDON, ENGLAND.



Challenge Cup. It was rowed over the Tyne championship course on June 16, 1879, and created great interest all over the world. The distance of the Tyne championship course is 3 miles 760 rods. America was again triumphant, for Hanlan won as he pleased, and rowed the course in faster time than it was ever rowed before. Hanlan's style of rowing created a revolution in boating circles in England, and he was looked upon as a wonder.

The English sporting press published the following after Hanlan's victory. The *Standard* said:

"It proves Hanlan to be one of the greatest scullers, if not the greatest, that has yet appeared. His victory to-day is a victory of perfect style over sheer force. By what distance Hanlan would have won if he had pulled his best throughout the race it is impossible to say, but he probably would have passed the 'Ship' at Mortlake somewhere about half a mile in advance of his gigantic opponent. From the very first, judging from Hanlan's manner, he must have felt confident of victory. Before a quarter of a mile had been rowed Hanlan's face wore a cheerful look. Indeed, at times one could see him smiling to his mentor in the cutter, while, on the other hand, Trickett looked haggard and anxious. Considerable interest was taken in the race, judging from the crowd, which assembled in great numbers at Hammersmith and Barnes. Hanlan's victory, too, was evidently very popular, loud cheers invariably following the announcement of the result on the return journey home."

The *Sportsman* thus explains Trickett's defeat: "We believe, first, that Hanlan is superior as a sculler to Trickett, and second, we do not think Trickett was at all as well as could be hoped for. Weeks ago, when he made the trip to the Isle of Wight and France, he was overtrained. He had worked himself to a pitch of muscular tension which nature refused to sustain long and relaxation ensued. Probably he was suffering from one of those relapses yesterday. It must also be remembered that Trickett has always a bronchial affection, but we do not hesitate to say that he would never beat Hanlan, even if in the best of health. With regard to Hanlan, probably many years will elapse before such a perfect sculler again appears."

Trickett is terribly cut up over his defeat. He thinks Hanlan a steam engine in a shell, and was greatly surprised at his opponent's great turn of speed and easy style of propelling his shell over the water. It is estimated that over £100,000 changed hands on the race.

How Trickett assumed the title of champion oarsman of the world is a mystery. On June 27, 1876, Joseph Sadler was champion of England. Trickett, unknown to fame, was on a professional visit to the land of the rose, and made a match to row Sadler over the Thames Championship Course, from Putney to Mortlake, for £200 a side. The race was for the championship of England, not of the world. Trickett won easily (in fact the race was as one-sided as Hanlan's race on the Tyne with Elliott) and rowed the distance in 24m. 45s. It must, however, be remembered that in 1876 no race between England and Australia oarsmen could carry with it the championship of the world, because at that time the oarsmen of the United States of America proper were of sufficient reputation and tried ability to rightfully claim a voice in the disposition of the single scull championship of the world question. In 1876 Edward Hanlan, Charles E. Courtney, James Riley and Evan Morris were ready and willing to row against Sadler, Higgins, Trickett, or any oarsman in the world. Hanlan made the fastest three-mile single scull time on record at the Centennial regatta, beating all comers. At that time Courtney was rowing three miles in 20m. 14s., and Riley in 20m. 24s., while Morris was in his prime, and looked upon as invincible. Trickett, after he defeated Sadler, left England hastily, refusing to arrange a match with Higgins. He promised to row in the Centennial regatta at Philadelphia, but failed to do so. Higgins, the then champion of England, did so, and was easily beaten by Hanlan. Since 1874 no oarsman either in England or Aus-

tralia could lay any claim to the single-scuil championship of the world. If there was any oarsman that had a right to style himself champion of the world it was Hanlan. He went to England, as Trickett did, but with more publicity, and defeated Hawdon, and then Elliott, the English champion, the latter being a faster oarsman than Sadler ever was, and since he has defeated the two fastest oarsmen in the United States. Trickett's title was, therefore, an assumed one which he did not usurp after he met Hanlan in the recent great race.

Trickett's style and form of rowing has greatly improved since he rowed Sadler, then the champion. He rows with the same graceful, and altogether deceptive, stroke that first brought him into public notice, when he ran away from Sadler, who was then looked upon as the fastest oarsman in the world, as he had beaten all the champions at Montreal, Canada, and in the international open regatta at Saratoga, N. Y., while at home he had also conquered all of the Thames and Tyne champions. Trickett now uses sliding seats, and, it is understood, will have his boat fitted up with patent swivel rowlocks and wind sail, the great American invention of Mr. Davis, of Portland. It is a well-known fact that Elliott, after he saw Hanlan defeat Hawdon on the Tyne, had a boat built and rigged just the same as Hanlan's, and he tried to copy Hanlan's style. He was unable to do so, and when he came to the post to meet the great American oarsman he was in a quandary.



## ELIAS C. LAYCOCK.

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Elias C. Laycock was born in May, 1846, in Pitt street, New South Wales, near the spot where Trickett's hotel now stands. He is 6ft. 1 1-2in. in height, and weighs at 175 lbs. His father was the son of Capt. Laycock, one of the first of colonial pioneers, and in true English style we may claim for Laycock a good old ancestry dating back to the "conquest of the island." Capt. Laycock, as was usual with officers of the British army serving in the new colony, received several extensive grants of land, but, little anticipating their future value, considered them little else than unnecessary encumbrances. Thus it fell out that one grant of over 300 acres, with an extensive water frontage to the harbor, was actually the stake played for at a game of cards, and lost. Of the remainder but a small portion came to the hands of Laycock's father. The increasing value of land, however, coupled with a keener sense of business than the old Captain's soon gained for Mr. Laycock, Sr., a comfortable independency. During the time of his father's prosperity our sculler made his first appearance in the world, according to his own statement "with a silver spoon in his mouth." On arriving at a sufficiently mature age to "learn to shoot," he was consigned to a boarding school at Newtown, supervised by the Rev. Mr. Kemp, and after remaining there for a few years he changed to the Cleveland House School, Cleveland Paddocks. He had been at the latter place but a short time when an event occurred which not only had the effect of influencing the whole course of his future life, but compelled him at brief notice to strike out a course and trust to his own resources for a livelihood. It appears that his father, a much respected citizen, and at one time a member of Parliament, owned the Prince of Wales Theatre and surrounding buildings, on the site of the present Theatre Royal; in them he had invested his fortune. The property had always been fully insured, but, whether intentionally or not it is hard to say, the policy of insurance at this particular time was allowed to remain unrenewed for a couple of weeks. During this fatal period a dreadful fire first totally consumed the theatre, and then the surrounding buildings. Next day Mr. Laycock found himself a ruined man, his losses being estimated at £40,000. Young Laycock then commenced life on his own account. First on a station in the Clarence district, where he was soon initiated into the arts and shifts of rough country life. Then as a sailor to England; as a gold miner away upon the Gilbert diggings, Gulf of Carpentaria. Then as a stockman with cattle to Gippsland, Victoria. Then he returned to Sydney to ship as second mate on a coasting schooner, making trips to Adelaide, Melbourne and New Zealand. He again tried his hand at gold mining, but gave it up to commence rowing in 1874, at a time in life when most rowers think of retiring and making way for younger men, his idea being that as he could "ride a buck-jumper, or work in a saw-pit or gold claim with most people, he should be able also to hold his own on the water with most fellows."

His opening engagement of importance was in 1874, when on the Clarence River at Grafton, a regatta was organized, in which a prize of £200 was offered for a champion sculling race. Success did not crown Laycock's efforts on this occasion, the victor being Rush, who was followed home by the now celebrated Edward Trickett, Laycock getting third place, and beating Hickey and Green,

both of whom had been Australian champions, and the latter well known by his trip to England several years before. His next appearance as a sculler was at the Balmain Regatta in 1874, when he again followed Trickett round the course. We next hear of Laycock on the Queen's birth-day, 1875, when he won the wager boat race in the regatta on the Clarence River at Grafton, beating Rush, who gave up on being collared. The colonial was after this matched against his former opponent, Trickett, for £100 a side, the match being decided in September, 1875, on the Paramatta River at Sydney. Laycock suffered defeat, and both men were nearly swamped by the action of the following steamers. In November of the same year Laycock had to put up with second place behind the same opponent at the Balmain Regatta.

He rowed at Balmain, in 1876, against Green and Muiholland, and, as might have been anticipated, won easily.

January 26th is held as a fete day in Australia, that being the anniversary of the colonization of Australia, and a regatta is usually held at Sydney on the occasion. In this event, in 1877, he again pulled second to Trickett, who had just returned from his victorious journey to England. In the Regatta at Balmain, on the Prince of Wales' birth-day, in the same year, he was more successful, however, winning the Champion Sculls, his nearest opponents being Green and Mahalam. About this time he obtained his present position in charge of the Quarantine Station at Shark Island, and shortly afterward became a married man.

In July, 1878, he rowed G. Solomon in heavy beats for £60. As a previous race between the two scullers resulted in a draw, consequent upon a foul, considerable interest was centered in the event. Laycock, however, led from the start and won easily. On Sept. 14, in the same year, Laycock was matched against C. Messenger, son of the well-known builder, for £100 a side. The contest came off on the Paramatta River, and Laycock secured the verdict after a close race. This race will long be remembered, in consequence of the disgraceful scene of confusion caused by the steamers at the finish. Visiting Newcastle, New Year's Day, 1879, he was beaten in the watermen's skiff race, principally owing to his being handicapped by a very heavy boat.

At the National Anniversary Regatta, Jan. 26, 1879, in the professional sculls, he beat Trickett, and created considerable consternation by showing the champion of the world the right direction to the winning post. The crushing defeat the champion then sustained has been variously accounted for, but, notwithstanding all the excuses offered for Trickett, the result of the contest emboldened Laycock and his friends. The outcome of this success was a match with Rush, which was brought to an issue on the Paramatta River in the following April. The stakes were £100, and Laycock won a good race by a length and a half. Trickett now determined to have another "go" at his late conqueror. A match was accordingly arranged between the pair for £200 a side. The scene of action was again the Paramatta River at Sydney, and the date Aug. 30, 1879. Once more the champion of the world left his rival in the rear. Only a week later Laycock again tried conclusions with Rush, and again succeeded in vanquishing that redoubtable oarsman after a capital struggle. The 9th of November ensuing witnessed the annual aquatic reunion at Balmain, in which, as usual, Laycock took part. On this occasion, in the professional sculls, he met W. Trickett and Edwards, and he had to put up with third place, the other two finishing first and second in the order named.

We now come to the Anniversary Regatta of the present year, which took place on January 26th. Laycock, it will be remembered, won the Champion Sculls at this meeting in 1879, and he again entered to compete for the silver belt and gold medal which gives the title of Champion of Australia. For the second time he was successful, defeating, amongst others, McLeer and Sullivan, who finished 2d and 3d. The Colonial sculler next went in for a novelty in boat-rac-

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FEDWARD HANLAN DEFEATING WM. ELLIOTT, THE CHAMPION OARSMAN OF ENGLAND, ON THE TYNE, NEWCASTLE, ENGL.

MEMORANDUM FOR THE RECORD

DATE: 10/10/54

TO: SAC, NEW YORK

FROM: SAC, NEW YORK

SUBJECT: [Illegible]

[Illegible]

[Illegible]

[Illegible]

[Illegible]

[Illegible]

[Illegible]

ing. He was challenged by Pearce, a professional waterman, to row over the Championship course on the Paranaatta River, at Sydney, for £100 a side. The innovation consisted in the stipulation that the race should be contested in ordinary waterman's skiffs. In the clumsy craft he found his skill at fault, and after rowing a plucky race under adverse circumstances he had to submit to defeat. This encounter took place in March, and Laycock only fulfilled one other professional engagement prior to his present visit to the old country. The date of this event was May 20, and the scene Melbourne. The race was the inauguration of a Sculling Championship of Victoria, and was got up by the Victoria Rowing Association. The prize was a £50 challenge cup and a sum of money. The trophy had to be won thrice in succession, being held for two years against all comers. Six of the best scullers in the colony entered for the event, and Laycock's opponents were S. Edwards, W. Greenland; J. Miller, C. Messenger, and R. Edwards. Great interest was taken in this contest, and every yard of vantage ground was occupied by ardent spectators. The struggle, nevertheless, was considered such a certainty for the Sydney representative (Laycock), that odds of 3 to 1 offered on him went almost begging. A number of steamers followed the race, which was started by Mr. A. D. Michie. The men were sent off to a capital even beginning, S. Edwards at once cutting out the work, Messenger going on second. Half a mile from the outset R. Edwards had taken the front place, then came S. Edwards, and Messenger and Laycock next, about five lengths behind the leader. The last named began to draw up rapidly. S. Edwards, keeping in Laycock's water, tried to shut the latter out, and a bad foul occurred, which nearly settled Laycock's chance. He got away at length, having lost fifty yards. Once more the Sydney sculler began to close up the gap, and rounding the long bend he passed Messenger and quickly collared R. Edwards. A good race ensued for some distance, followed by a series of fouls, after which Laycock headed R. Edwards, and passed the judge a winner by a length. Messenger did not finish, and none of the others were placed.

Soon after Laycock sailed for England, and lost no time in arranging several races over the Thames Championship Course, from Putney to Mortlake. October 5, he easily beat T. Blackman; November 2, he conquered G. H. Hosmer with equal ease; November 6, he fairly romped away from J. H. Riley, and November 13 he received forfeit from J. Hawdon, with whom he had arranged his fourth match on English waters.

Laycock is a more compactly-built man than Triokett. He has a fine, fair-bearded Saxon face, bearing on it the stamp of courage and determination. When in his ordinary attire he has by no means so neat an appearance as his rival. He is careless of his looks, and is so deliberate in his movements that one on cursorily meeting him would not be inclined to credit him with the vigor and energy he undeniably possesses. It is only when seen in his jersey, ready for a row, that his splendid proportions become strikingly apparent. In the words of one of his most intimate friends, he "only wakes up when he gets into his boat."

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