



N. Y. C. CLUB HOUSE, 1879.

HISTORY OF AMERICAN CANOEING.*

OUTLINE SKETCHES WITH PEN AND PENCIL.

BY C. BOWYER VAUX,
AUTHOR OF "CANOE HANDLING."

II.—1879 TO 1883.



LITTLE colony of New York Canoe Club members located at New Brighton, Staten Island, during 1879. William Whitlock was an enthusiastic sailor, and was very anxious to have the club build its house on the island. He had a number of friends in the S. I. Rowing Club, whose house was located at the extreme northern end of the island. The house was built ten feet above high-tide mark, and had a very substantial bridge to a pier on the edge of deep water, from the outer end of which the float was moored. The Rowing Club, through Mr. Whitlock, tendered a courteous invitation to the N. Y. C. C. to build a club-house adjoining theirs, and offered them the use of the bridge and float for a nominal rental. This site was ultimately selected and a club-house erected thereon, costing about \$600. The money was partly raised by subscription and partly borrowed. Mr. Whitlock advanced a considerable sum. The club succeeded by careful management in paying off its debt in four years. The headpiece to this page is drawn from a photograph of the front of the N. Y. C. C. house and float with connecting bridge, taken at low tide. This was the first canoe club-house built in the

country. The site is now that of the S. I. Rapid Transit Terminal, and is completely changed—ferry slips, car-sheds, lumber wharves and passenger stations, have been built on made land extending far beyond the point where the old float used to be moored.

C. K. Monroe and W. M. Cook joined the club in 1879. Both are 'known to canoeists generally as writers of canoe literature. Monroe suggested to the members sitting at the annual canoe dinner during the winter of 1880, that they adjourn to a bicycle hall then just opened in Twenty-third Street. The motion was carried. Each man was furnished with a machine, and either rode it or swept the floor with his dress suit. From this small beginning the New York Bicycle Club grew up with Monroe as captain: He it was who suggested the idea of a National League of Wheelmen, and had the honor of being the first Commander of the L. A. W. Another canoeist—a Jaberwock—is now the president of the L. A. W., T. J. Kirkpatrick, of Springfield, Ohio. The organization of the American Canoe Association and the League of American Wheelmen both date back to August, 1880.

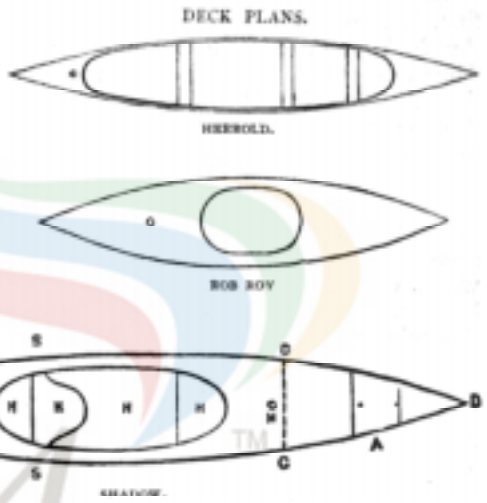
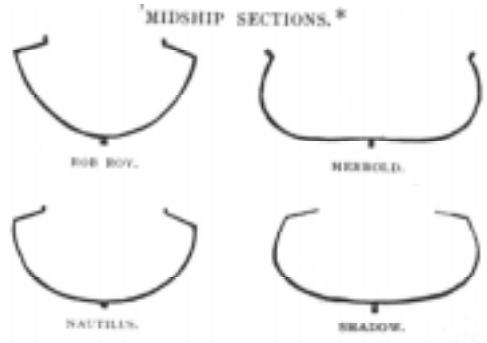
The New York Club House was completed before July, 1879, and a number of

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NOTE.—A statement was made in the first paper on this subject (see June number) that the *Gretchen* canoe, winner of the N. Y. C. C. 1872 regatta, was a Messenger built boat from England. This was an error. All four canoes competing in the 1872 race were built by Everson. The Messenger canoe did not reach this country till a year after the race was sailed.

members at once brought their canoes there. Sailing scrub races was indulged in every Saturday during the season; rigs were modified, keels reduced in depth, to avoid the drag noticed on regatta day in June, and a very good racing fleet was the result. The deck position for crew was adopted for racing, and the members all followed the *Dot's* lead in getting deck tillers to steer with. The *Dot* had a two and one-half inch rockered keel put on, and did much better to windward in consequence.

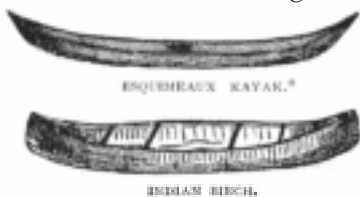
A very extensively advertised regatta (rowing contests, etc.), took place at Crosbyside on Lake George in 1879. Among the numerous events on the programme were paddling and sailing races for canoes, with prizes for the winners. The inducements offered (among them free transportation for canoes) were such that quite a little fleet of canoes gathered from different parts of the country to take part. Cincinnati, Canada, New York and Boston were represented. This was an entering wedge that helped to make Lake George the home of the A.C.A. for the three succeeding years. Kingman N. Putnam (then secretary of the N.Y.C.C.), and L. F. d'Oremieulx (now secretary of the Seawan-haka Yacht Club), were among the canoeists representing New York. Putnam won a sailing prize and made himself famous by a series of magnificent capsize in full view of the hotels, thus frightening the majority of the lady spectators out of their wits—for it was then considered a very dangerous thing to upset, and fatal results were expected as a consequence. Besides the many visiting canoeists, there were not a few who made Lake George their regular summer headquarters and kept canoes there. The reports of the beauties of Lake George as a good canoeing field spread far and near. The enthusiastic New Yorkers, on their return home, kindled a general desire



among the club members to visit Lake George in 1880, and several of them did so, to good purpose.

1880.

During the winter of 1880, W. P. Stephens built the *Queen Mab* for Dr. Bronson, then commodore of the N. Y. C. C. The *Queen Mab* was a Pearl canoe built on the lines furnished Stephens by E. B. Tredwen, of England. The *Pearl* had been a successful racing canoe in England for several years. The *Mab* had more beam than any American canoe, and was a larger boat all through. She carried considerable ballast (shot, in bags), and a heavy iron centerboard, and was fitted with a *balance lug* suit of sails with battens. When the *Queen Mab* appeared at the club house on the day of the annual regatta, September 4th, she created a sensation—nothing of the kind had ever been seen before—“Chinese junk rig” was the universal opinion. The doctor had



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been doing considerable sailing during the summer at Bellevue, where he was practicing, and the club men had not seen the canoe till he sailed up to the float just before the start of the race. He carried away the mast step in making a landing and was therefore unable to compete. Though much was expected of *Queen Mab*, she failed to win any of the sailing races she entered. Stephens built many other boats during the year, the English ideas he got from Tredwen cropping out now and then in both lines and rig.

The regatta of September 4th, was the first, last, and only series of races held by the N. Y. C. C. open to members only. The sailing race, three miles, was won by *Dot*, *Psyche* (D. Diedrichson), second. The other three canoes in the race could not get round the course on account of the tide. *Dot* carried for ballast an army blanket soaked with water, securely tied up in a rubber bag. An upset race was the second event on the programme. This was the first time such a race had ever been entered by canoeists in this country (knowingly). It proved such a success as a means of entertaining the spectators, that it has since become a regular feature of all canoe regattas. Stephens in *Jersey Blue* won, *Dot* second. Monroe won the half-mile paddling race.

An open regatta was held September 11th, with five events on the programme. Fourteen canoes were entered. A calm spoiled the sailing race. *Clochette* drifted over the line a winner, two hours after all the others had given up. The standing lugrig was generally used by the fleet during these races.

To encourage sailing racing in canoes about New York, Mr. Whitlock presented the club with a handsome silver challenge cup, to be competed for by canoeists living within fifty miles of New York City. The cup was to be won five times by the same man and canoe, before it could become the winner's property. The first race was sailed September 26th, 1880, eight canoes competing, among them *Queen Mab*. The course was triangular, six miles in all. *Dot* won. As these races were all fully reported in the daily papers, the attention of the public was called to canoeing. As a result, many new members were admitted to the club, and the canoe fast became popular.

N. H. Bishop lived on the shore of Lake George in 1880. Lucien Wulsin and Judge Longworth were Cincinnati

canoeists, who visited Lake George. E. B. Edwards resided in Peterborough, Canada, where canoeing was *the* sport of sports. To these gentlemen and some others is due the circular "call" that was issued during the summer of 1880, addressed to the canoeists of the country. The principal work of corresponding, giving information and booming up the idea was undertaken by N. H. Bishop and carried through with tremendous energy and enthusiasm by him. The circular issued is as follows:

THE CANOE CONGRESS.

A general convention of canoeists will be held at Caldwell, Warren County, N. Y.—head of Lake George—August 3d, 4th, 5th and 6th, 1880, at which it is proposed to perfect the organization of the American Canoe Association, of which local clubs now existing will be branches, and to take such further action in the interests of the pastime as may be deemed expedient. Sailing and paddling races will be arranged for each day, the conditions of which will be duly announced. All canoeists are invited to attend, and as a preliminary measure are requested—whether owning canoes or not—to send their names to N. H. Bishop, Esq., Lake George, Warren County, N. Y., indicating their willingness to join the Association; annual dues to be nominal. Membership will carry with it the right to fly the club signals, will secure the temporary use of boat-houses belonging to enrolled clubs, and will entitle the member to one copy of the club publications. There are several excellent hotels at Caldwell, and camping places will be secured for all who desire them. Your active coöperation is earnestly desired. You are particularly requested to send the address of all canoeists in your vicinity to Mr. Bishop, and to invite their cooperation. Your suggestions as to the course to be pursued will be of service.

In response to this invitation, the following named gentlemen met at Crosby-side Park, Lake George, August 3d, 1880, and organized the American Canoe Association:

W. L. Alden,	F. S. Hubbard,	H. H. Palmer,
N. H. Bishop,	L. E. James,	J. H. Rushton,
Arthur Brentano,	N. Longworth,	F. Read,
Rev. C. A. Cressy,	A. Lowenthal,	E. Swain,
W. W. Cooke Jr.,	J. M. Meredith,	W. P. Stephens
W. D. Frothingham,	G. N. Messiter,	C. A. Temple,
C. F. Gardiner,	Dr. C. A. Neid�,	L. Wulsin.
E. A. Greenough,	G. L. Neid�, Jr.,	

The officers elected were:

Commodore—William L. Alden, of the New York Canoe Club.

Vice-Commodore—Nicholas Longworth, of the Cincinnati Canoe Club.

Rear-Commodore—Robert D. Wynkoop, of the Jersey City Canoe Club,

Secretary—Nathaniel H. Bishop, of the Lake George Canoe Club.

Treasurer—J. Morris Meredith, Boston, Mass.

The Constitution and By-laws then adopted were printed and sent out to all

canoeists in the country in November, by secretary Bishop, in the form of a circular, as follows:

To all persons interested in Canoeing as a gentlemanly pastime, the American Canoe Association respectfully submits the following:

Representatives of Canoeing interests in the United States and Canada, assembled in camp at Lake George, Warren County, N. Y., on the 3d day of August, 1880, and organized The American Canoe Association, elected officers and adopted the following Constitution and By-laws:

CONSTITUTION OF THE AMERICAN CANOE ASSOCIATION.

ARTICLE 1.—NAME AND OBJECT.—This Association shall be called The American Canoe Association, and its object shall be the promotion of canoeing.

ARTICLE 2.—CANOES.—A canoe, in order to be placed on the Association list, and to be entered for races, must be a boat sharp at both ends and not more than thirty-six inches in width on deck. She may be propelled by sails or paddle, or both; but she must be capable of being efficiently propelled by a double-bladed paddle.

ARTICLE 3.—MEMBERSHIP.—Any person may become a member of this Association who has been elected by a three-fifths vote of the Directors, or has become a member of a Branch Club, and who has thereupon paid his initiation fee and annual dues for the ensuing year; but only canoe owners shall vote at Association meetings or be eligible for office.

ARTICLE 4.—BRANCHES.—Every canoe club connecting itself with this Association shall pay to the Secretary or Treasurer the initiation fee and the annual dues for each of its members. It shall thereupon become a branch of the American Canoe Association, and may adopt any rules not in conflict with those of the Association. All members of the Association shall have the right to temporarily use the boat-houses of Branch Clubs.

ARTICLE 5.—OFFICERS.—The officers of the Association shall be a Commodore, a Vice-Commodore, a Rear-Commodore, a Secretary and a Treasurer. They shall be elected by ballot at the annual meeting of each year, and shall hold office until their successors are elected. They shall constitute the Board of Directors, and as such, shall have in their hands the general government of the Association and the power to elect members.

ARTICLE 6.—HONORARY MEMBERS.—Honorary members may be elected by a unanimous vote of the directors. All honorary members of Branch Clubs at the time of the adoption of this Constitution shall be thereby made honorary members of this Association.

ARTICLE 7.—INITIATION FEES AND DUES.—The initiation fee shall be one dollar, payable in advance to the Secretary or Treasurer.

ARTICLE 8.—PUBLICATIONS.—It shall be the duty of the Secretary to publish annually, in the month of December, the Association Book, and also the "CANOE PILOT," two copies of each of which shall be sent free to each member, and the remaining copies shall be sold at cost. The Association Book shall contain a list of the officers and members of the Association; its constitution, by-laws and sailing directions; a list of the canoes belonging to members, with diagrams of flags of officers' and private signals and a list of the officers and members of each Branch. The "CANOE PILOT" shall contain brief accounts of cruises of canoes, and other matters of interest to canoeists.

ARTICLE 9.—CLUB SIGNAL.—The Association signal shall be a pointed burgee, fifteen inches long and ten wide, of red, with a longitudinal stripe of white two inches wide, on which shall be displayed in red, the letters A. C. A.*

ARTICLE 10.—OFFICERS' SIGNAL.—The fleet officer's signal shall be a broad pennant, swallow-tailed, fifteen inches long by ten wide, with two crossed paddles with four stars between the blades thereof. The Commodore's signal shall be of blue with the device in white. The Vice-Commodore's signal shall be of red with the device in white, and the Rear-Commodore's signal shall be of white with the device in red.

ARTICLE 11.—PRIVATE SIGNALS.—Each canoe shall have a private signal, rectangular in shape, fifteen inches long by ten wide, a drawing of which must be filed with the Secretary. The Association signal must be carried at the main-mast head; the private signal at the main-peak, or the leach of the main-rail; and the officers' signal at the

* This is the same as the New York Canoe Club flag, with the letters A. C. A. added.

dandy-mast head. When paddling, the Association signal shall be carried on a staff in the step of the mainmast, and the officers' and private signals on a staff in the step of the dandy-mast.

ARTICLE 12.—RANK.—The fleet officers of the Association shall rank the fleet officers of the Branch Clubs. The fleet officers of the Branch Club shall rank according to seniority.

ARTICLE 13.—AMENDMENTS.—The Constitution, By-laws and Sailing Regulations may be amended, on the recommendation of the Directors, by a majority vote at the annual meeting.

BY-LAWS.

1. The annual meeting of the Association shall be held in August of each year, at such time and place as the Directors may designate.

2. The Commodore, immediately after his election, shall appoint a regatta committee of three members, who shall have full charge of all Association regatta during the ensuing year.

3. The uniform of the Association shall consist of a blue shirt, blue trousers, white belt and straw hat. The Commodore shall wear three rows of gold lace on each sleeve; the Vice-Commodore two, and the Rear-Commodore one.

4. The Treasurer shall pay out money only on the draft of the Secretary, endorsed by the Commodore.

5. Members are expected to furnish the Secretary, prior to the 15th of October in each year, with accounts of such cruises as they may have made during the year, for publication in the *Canoe Pilot*.

THE CANOE ISLANDS.

This organization is not perfected and ready for work; the clubs previously in existence being enrolled as branches of the Association. The Secretary has received most cheering promises of support from all parts of the country. Several new branch clubs are being formed to attend the next annual meeting which will be held during August, 1881, on the Canoe Islands, known as the "Three Sisters," which are located on Lake George, five miles north of Caldwell, and we owned by members who have reserved them for this special purpose.

MEMBERSHIP.

All persons of respectable character, of any age, who possess a true love of Nature, and are in earnest sympathy with the brotherhood of cruising canoeists, whether owners of canoes or not, are invited to send their names, with the sum of two dollars (the initiation fee and first annual due) for membership, to the Secretary.

THE LAKE GEORGE REGATTA OF 1881.

The Regatta Committee, Messrs. C. F. Gardiner, Edgar Swain, and N. H. Bishop, will issue a circular containing the rules, classification of canoes, etc., which will govern the races of August, 1881. These races will be innocent competitions between members for prizes contributed by friends and members of the Association. All members being strictly amateurs, professionals will not be admitted to membership as the Association is not a sporting club, and does not countenance betting or gambling at its races.

CORRESPONDENCE INVITED.

In order to facilitate the compilation of the Association Book, with its list of branches, members, etc., an early response to this circular is respectfully requested. Members will please furnish the Secretary with a list of cruises made by them.

NATHANIEL H. BISHOP,
Secretary.

LAKE GEORGE, Warren Co.,
N. Y., Nov. 1, 1886.

The New York Canoe Club was the first to join the Association in a body; the active members' names follow directly after the names of the organizers in the first Year Book, issued in the spring of 1882 by the A.C.A.

No reports of the 1880 and 1881 A.C.A. regattas were ever officially printed. Since 1882 the reports have been published annually in the A.C.A. Year Books, and can be got by applying to the secretary. The following report of the 1880 regatta is

taken from notes made by a member who was present and jotted them down at the time. That no full account has before appeared is the reason it is here given complete.

AMERICAN CANOE ASSOCIATION—RACES
OF FIRST MEET, AUGUST 3D, 4TH & 5TH, 1880.

TUESDAY, AUGUST 3D.

No. 1. Sailing—Rob Roy canoes. Course in lake off Crosbyside; wind very strong from north; water quite rough; five entries; no prize. Won by *Betsy*; D. Lucien Wulsin, Cincinnati C.C., with Mr. Crawford in canvas canoe, second. Wulsin did some fine sailing with two lateens; total area, 47 feet.

WEDNESDAY, AUGUST 4TH.

No. 2. Paddling Race for sailing canoes (*Shadow* and *Jersey Blue* class). Course, about one mile, from Crosbyside across lake and back; no prizes. *Royal Middy*, W. P. Stephens, N.Y.C.C., 1; *Ripple*, Edgar Swain, J.C.C.C., 2; *Shadow*, W. L. Alden, N.Y.C.C., 3; *Dream*, T. Wulsin, C.C.C., 4; *Sunbeam*, Charlie Gardiner, 5; *No Name*, H. H. Palmer, J.C.C.C., 6. *Royal Middy* led at the turn, where a boy, in a canvas canoe not in the race, fouled her. She led home, and won after a very close battle with *Ripple*. This was the first A.C.A. paddling race; but the winner has never yet received a prize.

No. 3. Paddling, for paddling canoes—same course; nine starters. These were small canoes, Rob Roys and odd home-made boats of various sizes. Won by Wallace, a professional guide from Canada, in a Rice Lake canoe with single blade; *Little Joe*, Rev. Edward Cressy, 2; with E. A. Greenough third. No prize.

No. 4. *Upset*—*Royal Middy*, W. P. Stephens, 1; *Vindex*, E. A. Greenough, L. G. C., 2; *Scamp*, W. W. Cooke, 3; six entries. No prize.

THURSDAY, AUGUST 5TH.

No. 5. Paddling—All canoes; for canoe presented by J. H. Rushton. Course, one mile, with turn; 13 starters. Won by Wallace in a 16-foot Rice Lake canoe; Ed. Swain second, in Rob Roy canoe, *Lone Fisherman*; Cressy third, in *Little Joe*.

No. 6. Calf Race (primitive sort of novice race)—Winner not known, a boy at one of the hotels, not a canoeist. No prize.

No. 7. Long Distance Paddling—Any canoe. From Crosbyside around Diamond Island; for Rice Lake canoe, given by Cincinnati C.C.; but five finished; hot day and no wind; first long distance race paddled. *Stormy Petrel*, Rev. E. Cressy, 1; Rob Roy Canoe, Ed. Swain, 2; *Isadoxe*, tin canoe, Frothingham, 3; Rice Lake canoe, H. H. Palmer, 4; *Royal Middy*, W. P. Stephens, 5. The *Royal Middy* was the only canoe over 29 inches, and the heaviest of all; there was no allowance.

No. 8. Paddling Race—All canoes. For Rushton prize (bought of first winner and put up again by Cincinnati C.C., I think); one and a-half miles; six starters. Won by Gardiner in a Rob Roy, with Swain in another light canoe, second, Crawford, third; *Royal Middy* last (sixth).

No. 9. Sailing Race, for third class (*Shadows* and *Jersey Blue*)—Four entries. Won by *Dream*, N. Longworth, with *Shadow* second, and Wulsin third. *Sunbeam* (Charles Gardiner), dropped out

of the race and was towed off by two girls. It is not recorded who sailed *Shadow*, but Alden did not. No prize.

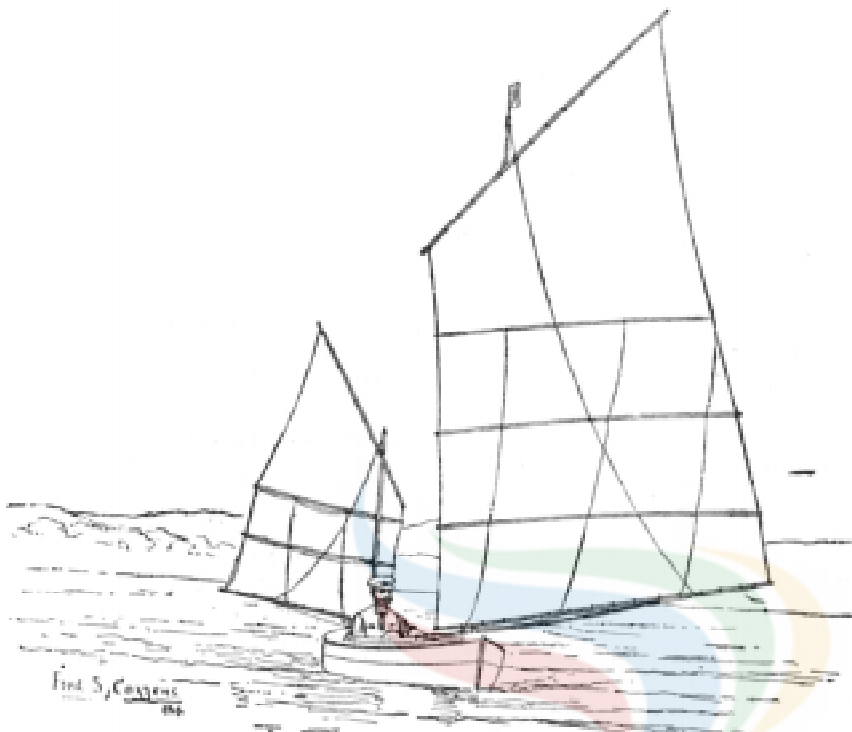
Regatta Committee: Com. Longworth, Messrs. Gardiner & Swain.

A circular was mailed to all resident canoeists in New York City on September 28th, 1880, signed by J. T. Keyser, R. J. Wilkin and Arthur Brentano, requesting the presence of the receiver at a meeting to be held at Macgregor Hotel (the name was a happy coincidence and a good omen), October 1st, the object being to form a canoe club that would have a club-house built within the city limits. At that time many of the boat-houses on the Harlem and Hudson River held canoes, and it was proposed' to get these together under one roof. A dozen or more canoeists met and organized the Knickerbocker Canoe Club. The Resolute Boat Club of Carmansville, having a number of canoeists on its roll, invited the new club to join with it and occupy part of the boat-house at the foot of 152d Street. This offer was declined. The club got quarters adjoining the Columbia Yacht Club at the foot of 86th Street. Later on they bought the Resolute Boat House, when that club disbanded, and now occupy it—extensive improvements and additions having been made. The club had a struggling time of it at first on account of the poor location of the club-house; but, since its removal to finer quarters and pleasanter surroundings, it has greatly increased in membership, and to-day is one of the leading clubs of the country.

1881.

In all the accounts of the A.C.A. races at Lake George during the '81 meet, Whitlock's big sail is alluded to as something wonderful. He sailed the *Wraith*, a *Shadow* model canoe, built by Geo. Roahr, of Harlem, having a wooden dagger centerboard fitting in a trunk amidships. In running, the board was simply lifted clear out of the trunk and laid in the bottom of the canoe. The sail he carried did not spread over sixty feet of muslin, yet it was a wonder in those days of small rigs. The *Wraith* sailed many races and proved, a fast boat. She was sold in 1883 to L. Q. Jones, of Hartford, and her name changed to *Venture*. Under the latter name she will again figure in this historical sketch.

The classification of canoes by the A.C.A. was borrowed from the Royal



BALANCE LUGSAIL.

Introduced into this country in 1880 by W. P. Stephens, who received drawing direct from E. B. Tredwen. The cut illustrates very fairly *Queen Mab* (1880), *Isabel* (Canadian, 1881), *Ripple* and *Tramp* (1882, all built from Tredwen's lines more or less modified.) *Mab*, *Ripple* and *Tramp* were built by Stephens for members of New York Canoe Club.

Canoe Club rules and altered to fit, as far as possible, existing canoes. It took four years of experience, close study and much discussion, to hit upon a satisfactory set of limits. At first the rules were arranged to fit the canoes. For the last three or four years all canoes have been built to fit the rules. Experience alone could settle the best limits, and time is a very necessary adjunct of experience.

A. C. A. SECOND ANNUAL MEETING AND REGATTA.—CANOE ISLANDS, LAKE GEORGE, N. Y., AUGUST 11TH, 12TH AND 13TH, 1881.

PROGRAMME:

Thursday, August 11th, at 10 A.M., annual meeting and election of officers of the A.C.A., at Canoe Islands.

RACES.

No. 1. First race, for open canoes with single paddle: course, 1 mile, with turn; prize, canoe lantern; four entries: started at 3:30 P. M.

Name.	Owner.	M. S.
1. Naiad	E. B. Edwards	11 30
2. Otonabee	W. P. Shaw	11 45

No. 2. Paddling Race, Class 1; half-mile, with turn; prizes: canoe given by Cincinnati C.C.; 2d, flag; ten entries.

	M. S.
1. Anna Dell	A. E. Heighway, Jr., C.C.C. 9 15
2. ———	S. Lowenthal, K.C.C. 9 30

No. 3. Paddling Race, Class 2; 1 mile with turn; prizes: 1st, canoe lantern; 2d, flag; nine entries.

	M. S.	
1. Susie	C. A. Neidén	5 30
2. Janet	G. Van Deusen	5 47

No. 4. Upset Race; prize: flag; five entries.
A. E. Heighway, Jr., 1; Guido von Steinwehr, 2.

The first race on Friday was between three crews of Indians in birch-bark canoes, for a purse.

No. 5. Paddling Race for birch-barks: course, half-mile; three entries; prize: a purse. Won by Louis Takamoot's crew.

No. 6. Sailing Race: Class 2; started at 12:50 P.M.; prizes: 1st, flag; 2d, fishing-rod case; ten entries; course triangular; 1/4 mile.

Name.	M. S.
Skipjack	H. D. Crane, C.C.C. 41 20
Anna Dell	C. Wulsin, C.C.C. 42 00

No. 7. Sailing Race, Class 3; 4 P. M.; first division; boat carrying ballast and racing sails; course triangular; twice around; distance, 3 miles; prizes: 1st, canoe given by Wm. English; 2d, Bag; four entries.

Wraith	Wm. Whitlock, N.Y.C.C. 1 15 00	1
Princess	N. Longworth, C.C.C. 1 15 30	2

Second Division; boats in cruising trim, with no extra ballast; prizes: 1st flag; course, 1/2 mile, triangular; ten

	M. S.
Twilight	W. M. Cooke, L.G.C.C. 41 00
Iris	C. J. Gardner

No. 8. Upset Race; two upsets; prize, painting of Canoe Islands, given by Mr. Moore; two entries. Won by A. E. Heighway, Jr.

The last day's sports began with a sailing race for all canoes, as follows:

No. 9. Sailing Race for all canoes: course triangular; 1/2 mile; third class to sail two rounds; second class, one round; ten entries; prize: flag; start at 1 P. M.

CLASS 3.	
1. Wraith	G. B. Ellard, C.C.C. 60 min.
2. Elf	W. M. Greenwood, C.C.C. —



C. L. NORTON'S CANOE TENT.

The colonel took this tent with him to the 1881 A.C.A. meet and it was used and exhibited by him there. The drawing was made from a photograph taken by Stoddard at the time, showing the colonel in camp on Lorna Island. A cruising conveniences and outfits received special attention from the officers of the A.C.A. at the 1881 meet, and several prizes were given to inventive canoeists for particularly clever cruising kits. The canoe tent has since then become popular.

CLASS 2.

1. Anna Dell C. Wulsin, C.C.C. 40 min.

No. 10. Paddling and Sailing Race for all canoes; course, 1 mile, with turn; one round under paddle and two rounds under sail; prize, Rushton canoe; eight entries.

Name.	Owner.	Class.	1st r'd.	2d r'd.	3d r'd.	s.	s.	s.	s.
1. Wraith	Wm. Whitlock,								
2. Anne Dell. A. E. Highway,	C.C.C.	3	17	25	34	40	52	30	
		2	14	32	35	05	54	21	

No. 11. Paddling Race for all canoes, with time allowance of 20 seconds per mile from second to third class; course, 1 mile, with turn; eleven entries.

1. Anna Dell A. E. Highway, Jr., C.C.C. 14 min.
2. Insie C. A. Neidé, L.G.C.C. —

Prize, Racine Rob Roy canoe; extra prizes, double paddle to W. P. Shaw, single paddle to G. L. Morse.

No. 12. Slow Race; first prize to first man in, second to last man; all to keep moving; first prize, W. L. Alden; second, W. L. Alden, Jr.

The times are valuable, as the distances sailed and paddled were accurately measured.

PRIZES.

From Mr. J. H. Rushton Canton, N. Y., a fully-equipped American Traveling Canoe.

From Thomas Kane & Co. (Racine Boat Co.), Chicago, Ill., a fully-equipped No. 1 St. Paul Racine Canoe; also several fishing-rod cases.

From Mr. William English, Peterboro, Canada, a Rice Lake canoe. Other Canadian canoe builders have intimated their intentions to contribute prizes.

From an artist, a decorated paddle.
From a lady canoeist, a flag to the maker of the longest canoe cruise of the season.

Mr. W. P. Stephens. Rahway, N. J., offers the following:
1st. Race under paddle, then over the same course under sail without landing, a suit of sails.

2d. For most completely-equipped cruising canoe, a canoe tent.

3d. For the best canoe built by an amateur, canoe fittings, value \$15.

CLUBS REPRESENTED.

New York. Knickerbocker, Whitehall, Hartford, Cleveland, Cincinnati, Detroit, Minneapolis, Lake George, Toronto, Peterboro and Ottawa.

OFFICERS ELECTED FOR 1881-82.

Commodore, Nicholas Longworth, Cincinnati; Vice-Commodore, E. B. Edwards, Peterborough, Can.; Rear-Commodore, Arthur Brentano, New York City; Secretary-Treasurer, Dr. C. A. Neidé, Lake George, N. Y. The meet lasted but three days and closed with a banquet at Crosbyside Hotel. Many of the members camped on the Canoe Islands and paddled from the Islands to Crosbyside, where the races were contested, every morning, and paddled back at night.

RULES GOVERNING THE REGATTA.

1. The races are open only to canoes belonging to the A.C.A. Each canoe must be sailed or paddled by a member of the Association. Prizes will belong to the owners of the winning canoes, whether sailed or paddled by their owners or by other members.

2. Entries must be made up to the hour of starting.

3. The following classification and rule for time allowance has been adopted for 1881:

1ST.—PADDLING, UNDECKED CANOES.

a. Birch and Rice Lake Canoes. No time

b. Decked Canoes, built for paddling only. allowance.

2d.—SAILABLE PADDLING CANOES.

Rob Roy, Ringleader, American Traveling Canoes, etc. In paddling races to have an allowance of twenty seconds per mile.

3d. SAILING AND PADDLING CANOES.

Nautilus No. 3, Shadow, Jersey Blue, Racine, etc. In paddling races to have an allowance of forty seconds per mile over first class, and twenty seconds per mile over second class. Canoes in any class exceeding fourteen feet in length shall give an allowance of ten seconds per mile to those of the same class for each foot of length in excess of fourteen feet.

SPECIAL RULES FOR HUNTING CANOE RACES.

A.—SINGLE HUNTING CANOE RACE. Distance, one mile, with one paddler. The canoe is to be a bona fide hunting canoe, open, and not built for a racing canoe; not to be more than sixteen feet long, and not less than twenty-seven inches beam; to be propelled by a single-bladed paddle.

B.—DOUBLE HUNTING CANOE RACE. Distance, one mile, with two paddlers. Canoe not to be more than sixteen feet long, and not less than thirty inches beam. In other respects, the same as single hunting canoe.

4. The paddle must not be used in a sailing race except for back strokes, and for steering in the case of canoes without a rudder. In all paddling races, except those under "Special Rules for Hunting Canoes," the double-bladed paddle is to be used.

5. Stake-boats must be passed on the starboard side of canoes, unless otherwise ordered by Regatta Committee.

6. Canoes on port tack must give way to canoes on starboard tack. Canoes going free must give way to canoes on the wind.

7. In turning a stake-boat, the canoe nearest thereto has the right of way, and if crowded against the stake-boat by another canoe, the latter shall be ruled out of the race, and the former shall suffer no penalty for unavoidably touching the stake-boat.

8. Any canoe fouling another canoe, or its paddle, or touching a stake-boat, or rounding a stake-boat in contravention of Rule 5, shall be ruled out of the race.

9. Every canoe, when racing, must carry the A.C.A. signal, or a branch club signal, together with its private signal, displayed, in accordance with the following rules of the A.C.A.:

When sailing, canoe signals should be carried as follows:

a. American Canoe Association signal at mainmast head. If the signal of a branch club is carried it should be set at mainmast head, immediately below the A.C.A. signal.

b. Private signal should be carried at the peak of the mainsail, or on the leach of the leg-of-mutton sail.

c. Officers' signal should be carried at dandymast head. In case a canoe has but one mast, the officers' signal should be carried at the peak, instead of a private signal.

When paddling, the A.C.A. signal should be carried on a staff stepped in the mainmast hole. The branch club signal may be carried on the same staff, below the A.C.A. signal. The private signal, or officer's flag, or both (the officer's signal being uppermost), should be carried on a staff stepped in the dandymast hole.

10. When a canoe is charged with the violation of any of these rules, the charge must be submitted to the umpire,



CINCINNATI LATEEN RIG IN 1882.

Dr. Heighway sailed canoe *Nina* in the A.C.A. regatta of 1882. A wooden dagger centerboard was used, as shown in the cut. The *Nina* was a Rushton built boat, Princess model, designed by a member of the Cincinnati C.C. Dimensions, about 15 feet in length by 31 inches beam, flat floor, carrying no ballast, steered by rudder lines. The drawing is made from a photograph by Stoddard. The sail was a very large one, spreading nearly 90 square feet of cloth. The only lines used on it were halliard and sheet. Crew sat on deck in all the sailing races.

whose decision shall be final. If the charge is sustained, the offending canoe shall be ruled out of the race.

REGATTA COMMITTEE.—Edgar Swain, C. F. Gardiner, and M. H. Bishop. Capt. S. D. Kendall, Supt. of Courses. W. e. Welch, C. E. Surveyor of Courses. Chas. A. Cressy Supt. of Camps. Dr. Neide and Capt. Kendall had charge of the camp, assigned places for tents, and managed affairs on the Canoe Islands.

The N.Y.C.C. held two regattas during 1881—one June 25th, when *Dot* won the sailing race and the challenge cup for the second time, and the other July 23d, when five races were well contested, and the sixth, the sailing race, was not started on account of a calm. The *Dot* won the third race for the cup late in the season. The balance lugsail was adopted by all the club's members that year.

Many canoe clubs were organized in 1880, '81 and '82, a direct result of the A.C.A. meets. Less than thirty canoeists took part in the first meet. There were something like fifty men at the meet in 1881, an over a hundred in 1882, the last year the meet was held on Lake George. Accounts of canoe cruises began to appear in the papers during 1881, and all club races have, since then, been published.

1882.

Arthur Brentano was one of the founders of the A. C. A. and of the Knickerbocker Canoe Club. He is a member of the publishing firm, Brentano Brothers, and an enthusiastic canoeist. The idea occurred to him in the fall of 1881 that a canoe paper could get sufficient support to at least pay expenses; so, with the help of Col. C. L. Norton as editor, he published the first number of the *American Canoeist*, a monthly sixteen-page paper, in February, 1882. The venture did pay expenses, but no more; for as fast as the income increased the generous publisher enlarged the paper. It now contains four times the amount of matter each month that it did in 1882. The *Canoeist* helped greatly to popularize the sport of canoeing, and brought the ideas and experiments of the English and American experts before all the canoeists of the country. Results of races, accounts of cruises, and technical articles on fittings, lines, camp kits, etc., were published



NEW YORK BALANCE LUG RIG, 1882.

The drawing shows the *Dot* as it was rigged in 1882, spreading about 80 square feet of muslin in all. There were two reefs in mainsail and one in mizzen. A reefing gear was used, by which the reef could be taken in by simply dropping the sail a little and pulling up the slack on the reef-line—the boom and first batten were brought together and the cloth between them neatly gathered in. The canoe had a $2\frac{1}{2}$ inch keel and no centerboard; it was steered with a tiller, the crew always sitting on deck when sailing. Fifty pounds of shot ballast was carried. The mast-tube was placed a little over three feet from the stern in all canoes built prior to 1881, as a jib was generally used. When the balance lug-sail was introduced the mast had to be set well forward to prevent the canoe having too much weather helm. This shifting of the mast cut up the decks of the old canoes badly, and it was a common sight in 1882 to see two and three patches on the decks of the canoes covering former mast-holes. The pointed flare coaming was put on *Dot* in 1880, and has since been generally adopted.

from month to month, contributions being sent in by canoeists everywhere.

The many victories of the *Dot*, especially the three challenge cup "wins," spurred the racing members of the N. Y. C. C. up to the point of building something new—"anything to beat the *Dot*," in fact. With this end in view, W. P. Stephens built the *Ripple* for Wm. Whitlock and the *Tramp* for C. P. Oudin. The *Tramp* was a Pearl canoe, English in hull and rig all through. *Ripple* was made a foot longer than the English model, and therefore narrower, to come within the rule limits. Both canoes carried very large sails, had heavy iron centerboards, and used about 200 pounds of shot ballast in bags. The N. Y. C. C. regatta on June 24th brought out the whole fleet, including the new clippers, which were in a class by themselves except in the cup race. *Tramp* won the sailing race and fourth race for the Cup. *Ripple* was second and *Dot* third—first of her class. In smooth water to windward the deep centerboard proved more than a match for *Dot's* two and one-half inches of keel. The fifth race for the cup was sailed September 16th, in a very stiff breeze and

rough water. *Dot* won easily. The *Tramp* was nearly swamped in a squall, and *Ripple* got off her course.

C. K. Monroe cruised on Florida waters in canoe *Psyche* during the winter and spring of 1882, covering 1,600 miles on the trip. He was lost in the saw-grass bordering Lake Okechobee for nine days and very nearly lost his life there.*

The event of the year for canoeists was of course the A. C. A. Meet, at Lake George, August 7th to 12th. During the winter the constitution and rules of the Association had been overhauled by a hard-working committee, put in better form, as suggested by the experiences of two years, and as far as possible made for permanent use. About sixty men went into camp on Lorna Island, August 7th. Many more canoeists were scattered along the shore of the lake at the hotels, or with friends. The nightly camp-fire was the feature of the camp; around it gathered young and old to tell stories, relate adventures, and sing songs. The general camp fire has become a permanent "meet" institution since then. Judge (commo-

*A full account of his experiences will be found in *American Canoeist* for May, 1882. Brentano Bros., N. Y.

dore) Longworth was a picturesque figure on all such occasions, in his quaint costume and immense straw hat, covered with everything imaginable from a cork to a fish-hook.

The races were sailed and paddled off Crosbyside, five miles from Lorna Island. Every race-day a tug towed the fleet of canoes to the wharf at Crosbyside in the morning, and back at night, and it was used meantime by the regatta committee and their friends to follow the races and police the course. Quite a number of the clubs, previous to the meet, had adopted certain uniforms for their members. The Mohicans, of Albany, in gray, were the best-dressed men in camp. The New Yorkers had difficulty in finding anything shabby enough to wear, to judge from their appearance; while the Cincinnati men actually took great pains to array themselves in the most fantastic and absurd garments and hats they could find. Absolute personal liberty is nowhere so nearly reached as at a canoe meet.

One of the prettiest sights ever seen on Lake George was the review of the canoe-fleet by the commodore on Wednesday morning before the races. A line of paddling canoes formed at the head of the lake in front of Fort William Henry, and were paddled slowly, keeping in line the while, to Crosbyside wharf. After them came the sailing-fleet, skimming before the gentle southerly wind, and rounding to in full view of the Crosbyside Hotel, about the grounds and on the broad veranda of which were hundreds of interested spectators—men, women and children, all gayly arrayed in pretty summer costumes, bright colors predominating. The prizes for all races were simple flags. Valuable prizes, it was feared, if given for any of the events, might lead to a semi-professionalism, a thing totally opposed to the spirit of canoeing. This custom has since been followed with the best results, as there is not a *professional* canoeist in the country to-day. There were junior (for those who had never won a club race), and senior races in each class, and two sets of prizes. The mile-and-a-half sailing race, triangular course, for junior class 2, was the best sailing race the first day. There were thirteen entries—the race being won by H. B. Weller, of Peterborough, in an open Canadian canoe fitted with lee-boards. The result of the upset race was a surprise. Every one at

the hotels thought it a sure thing for Cook to win, as they had frequently seen him perform the feat of rolling his canoe over while in it and coming right-side up again very quickly. A very small New York Canoe Club man, in a little Rob Roy canoe, led at the start and held the lead till they upset, though closely pressed by Dr. Heighway, the giant Cincinnati athlete, in his canoe *Nina*. The crews of *Nina* and Rob Roy, at the upset signal, jumped overboard and turned their canoes over, getting in again very quickly, and without throwing much water into the canoes. Cook, on the other hand, scooped up half a boatful of water before he righted his canoe, while remaining inside. The Rob Roy and *Nina* then had a close race of it to the finish—but Rob Roy won. *Nina* won the best paddling race of the meet on Thursday—*Psyche* securing second place, but eight seconds behind the winner. E. B. Edwards won the class 2 senior sailing race in fine style, having over five minutes lead on *Windward*, the second boat. The upset race, under sail, was won by Dr. Heighway. He had a canvas bag fitted into the cockpit of *Nina*, so that in an upset, no water could get into the canoe. What came into the bag was easily dumped overboard by lifting up the bottom of the bag. Whitlock, in *Ripple*, had great trouble in getting his sail down to the water on account of the ballast in the canoe, and would not have succeeded had he not run out on deck and shinned up the mast. The senior class 3 sailing race was a grand drifting match. It was anybody's race up to the very finish. Com. Longworth at one time led the fleet by half a mile, but a change of wind lost him the race, which was won by Wm. Whitlock in the *Wraith*. *Nina* and *Dot* entered the class 4 race (for Pearls) in the afternoon, when a spanking breeze was blowing, and easily outsailed their heavier rivals, *Ripple* and *Isabel*. *Dot* beat *Nina* in this the most hotly contested and prettiest race up to that time ever seen at a meet. Canoe gymnastics delighted the spectators and wound up the regatta. At the business meeting, E. B. Edwards was elected commodore for the year, and Geo. B. Ellard, of Cincinnati, vice-commodore. Dr. Neidé was re-elected Secretary-Treasurer.

Dr. Heighway cruised on Lake Ontario on his way from Cincinnati to the meet, and it is recorded that he did some very clever sailing on its rough water.