

RACING CRUISING CANOEING PADDLING SAILING

DEVOTEES of the graceful art of canoeing are multiplying every year. The picturesque but serviceable craft, in their adaptation to varied aquatic conditions, are a boon to water loving sportsmen in all parts of the river threaded, lake studded, bay and ocean skirted United States.

While the definite origin of canoeing is not a matter of record, the development of the sport to its present flourishing and popular condition is due to American interest.

American boat builders are very successful in canoe constructing. Their handwork, in fact, is largely responsible for the significant increase during late years in the number of paddle wielders.

The American Canoe association has done and is doing much for the great pastime. The two days' meet recently held at the Pan-American exposition at Buffalo was an example of what the organization is capable. Thousands of canoeists from throughout the Union attended the carnival.

The American Canoe association was organized in 1830 at a convention held in Croton, N. Y. At present the members number about 2,000. The association's object is to unite all amateur canoeists for purposes of health, pleasure or exploration by means of meetings for business, paddling, sailing and racing and by keeping logs of voyages and records of waterways.

Canoe producers for practical purposes nowadays do not use the white or paper birch bark of Indian patronage, but utilize the more durable of the pliable woods. The modern clinker built canoe will, if properly managed, carry men through heavy seas, squalls and turbulent rapids. Danger from puncture or straining has been reduced to a minimum. Canoes of oiled and varnished canvas stretched over ribbed frames are seen, but they are not very durable, requiring constant patching and recasting.

Habitable localities in this country where canoes would be out of place are as rare as oysters in a summer stew. Small streams and shallow lakes afford the canoeist scope for many enjoyable outings from which disciples of other branches of aquatic find themselves debarré. And the rural paddler is not the only beneficiary. In New York, Chicago, Boston, Philadelphia, Cincinnati, St. Louis, San Francisco and other centers of population canoeing may literally take up their craft and walk to waterways, permitting pursuit of their favorite pastime.

Canoeists have ranged themselves in two distinct classes, racers and cruisers. These branches may each be divided into paddlers and sailors. After all sides of the canoeing question have been viewed it is evident that cruising folk derive more actual benefit and pleasure from the sport than do their strenuous fellows. Racers crave the excitement of the strain and sport of contests. In intense rivalry they find vents for enthusiasm and overplus energy. Cruisers, while, as a rule, not too conservative, are steady going, nature loving and minded like broncos from continuing arm swinging and back bracing. Withal, they are fully as adept in watermanship as are initiates of the racing fraternity.

Cruising canoeists have at their command a truly kingly sport. Their season reaches the heyday of its swing in summer, when all outdoors is tuned to woo men from commercial, social and professional tribulations.

The veteran cruiser has reduced economy of space to a science. "Every man his own stevedore" is his watchword. Not an inch of available space in the length and breadth of his necessarily crowded shell is permitted to escape its function. Outfit for canoeing, including various articles of the desired and needs of the individual voyager and to the nature and extent of the expedition. Kits of cooking utensils designed especially for carrying in limited quarters can be had for small cost. Many experienced outdoor lovers, however, prefer content with home improvised conveniences. Eatables should be chosen with an eye to ease in preparation and to the combination of much nourishment in small bulk. Canned soups are a handy adjunct. Campers and cruisers will find them almost indispensable. A small canvas awning or rubber blanket should always be found in a cruising canoe. The waterproof covering can be stretched over the cockpit during storms, or, better, the craft may be drawn high on shore, turned bottom upward, and the traveler, rolled snugly in his blanket, will find a dry, comfortable retreat under his tiny vessel.

Unexpected happenings are always in the course of the canoeing. Experiences which afford novelty and entertainment, adding zest to life, frequently hob up in his poking into out of the way nooks.

One of the most interesting canoeing experiences I ever had occurred two years ago along the rugged Maine coast line. I started out on August morning from Blue Hill, a pretty little Pine Tree State village, to cruise to Mount Desert Island, about 20 miles away. My canoe was a Cambridge built craft named the Krakano. She measured about nine feet in length, was decked over fore and aft, leaving a small cockpit, and was equipped with a small rudder, operated by two steering lines trimmed forward to a pivoted foot brace.



PRINCE RANJITSINHJI, WORLD'S CHAMPION CRICKETER.

Ranjitsinhji came to America from India last year and played against our best cricketers of the bat. He astonished them by his wonderful ability. He is now playing in England.

throw me a rope, I'm apt to run you down." The weatherbeaten sailor half hitched his line around a cleat, cast off and threw me the end of the main sheet, to which, after dexterous balancing, I then layed the Krakano's painter. Then I clambered over the bulwarks, stiff in every joint.

The deck was covered with loose sheet ropes and flapping halyards. The sails were hanging loosely in the lazy lines. Amidship the hatches were open, disclosing the hold half filled with a peculiar looking mass of pebbles. "What!" exclaimed the ancient mariner, "dew yuh call that fan?" "What do you mean?" I asked.

"Why, slapping around in a peanut shell, with a no-eater a-brewin'. The ole man'll only let 'em half fill the doilies, it's flyin so heavy on the beach," said he.

"Who?" I asked. "Why, the cap'n, o' course. Him and the crew is puttin off from the 'Flan' now. You see, this 'ere vessel is a pebblin ship. We loads the stuff from the beach and takes it to Boston, where we sells it to builders, who spreads it on tarred paper and puts it on roofs. But our business is dead now," he added. "This 'ere fireproofin has killed our trade."

By this time the captain and crew, in two large dories, three men in each, had made fast to the schooner's side and began shoveling the stuff on board. The job was soon finished. The captain, a small, wiry man, ewing himself on board and strode to where the old salt and I were standing.

"Charlie," said the old man to the captain, "this gentleman is callin on us." "H'm!" replied the captain, glancing around the turbulent bay for signs of my boat.

"Well—h'm—oh, yes—that is, he just came over kinder crazylike," continued my friend. "What?" shouted the irascible old sea as he pointed to the canoe toasting on him.

"There; that's it," was the tar's reply as he pointed to the canoe, toasting on end a few yards astern. "I'll be skivered!" exclaimed the captain. "I'm durned glad it's you that goes back in her and not me! Say, air you a full blooded Indian or a half breed?"

He laughed loud and heartily, then said: "You're hungry, I guess. Indian or no Indian, eh? Well, when the hands come on board we'll get dinner. They're gone back after the sleeves, planks and wheelbarrows. This gravel is too far from shore. I'm goin to make for Union river, where it's right on the water."

Soon the diggers returned. I became rapidly acquainted with them. Such a ruffianly aggregation I never saw before. But I concluded that my faded bathing suit would not tempt them. After an hour's wait the clattering of pans in the cabin ceased, and the thick smoke from the battered stovepipe grew faint.

A high pitched voice with a nasal twang cackled out, "Step lively, now, you fellows that's goin to eat!" Following in the wake of the burly crew, I tumbled below. A smoky, dirty cabin met my gaze. Two bunks were filled with dirty blankets at each side. The forward end was occupied by a three legged stove and the door leading into the captain's stateroom, while in back of us was a rickety dinner table, covered with oilcloth, and in the corner was the companionway leading on deck.

The second mate, a redheaded Scandian, a sequel to "Robin Hood." Rehearsals of this opera will begin in September, and a most elaborate production will be made of it. Nixon & Zimmermann's production of "The Messenger Boy" will open the regular season at Daly's theater in New York the second week in September. Ben Teal will direct the final rehearsals. The principals engaged are James T. Powers for the title role, Georgia Calne for Nora, the female lead, and May

WHAT BUSY SPORTSMEN ARE DOING

ROWING experts in this country are now giving careful attention to the question of whether or not English stroke methods are superior to those of America. Much controversy relative to the subject has arisen, but supporters of both sides of the argument have placed their opinions so strongly before the public that the average observer cannot be blamed for wondering "where he is at."

The recent regatta at Henley-on-the-Thames afforded a splendid means of comparison between international rowing events of carmenahip. The fact that the Pennsylvania eight, notwithstanding the superb physical condition of the men, were defeated in the final heat by the crack Leanders of England has given rise to many statements that obviously the stroke used by the Quakers was at fault. And this contention has been granted favorable consideration by various authoritative critics.

The stroke now in vogue through the greater part of Great Britain is the product of many years of experiment. The same stroke, with but few variations, is used by all important British rowing crews, while on this side of the Atlantic we have half a dozen strokes in as many different localities. The Cornell, or Courtney; the Ward, the Hanlan and the O'Dea strokes vary radically in their execution, while Yale and Harvard also propel their shells along lines peculiar to coach or tradition.

Ranking first in the differences in transatlantic rowing is the body swing. Americans specialize the short body swing, depending mainly on force from arm and leg muscles to send the shell forward. Britishers have perfected the long, shoulder straining swing which calls forth action from every one of the powerful back muscles in addition to arm and leg extension. Physiologists have decided that in a majority of cases back muscles are as strong as those of the arms and almost as powerful as the leg tissues. The chief contention of American oarsmen who believe in the superiority of the foreign stroke is that the movement utilizing most muscles equal, all other conditions being equal, carry with it the largest percentage of victories.

While there is a deal of virtue in the English body swing, yet advantages in our own methods go a long way toward evening the balance. Economy of strength is one of the primary results of rowing, as taught by our leading instructors in the art. The Leander crew at Henley finished victors by a length, but were completely exhausted. The Pennsylvania boys, on the contrary, had plenty of steam left and could have gone a mile farther at good racing speed without distress. Had the race been materially longer it is but reasonable to think that they would have won. However, they put up a strong, consistent fight.

The Quaker watermen "threw a scare" into the Englishmen that will not be forgotten in many a day. Allowing for the change in climate and the unfamiliarity of the Thames course, the American style of rowing was thoroughly vindicated. The unprejudiced observer must admit that there is no pressing need of departure from American custom. Our latest performance abroad was by long odds the most creditable. Who is there with authority to deny that next year we may be able to send over an eight of still better material that will succeed in capturing the Grand Challenge cup of the Britons?

Vivian Nickalls, a prominent English oarsman, now in the United States, has given his opinion of the relative merits of American and English rowing. He says: "Your crews, it appears to me, lose steadiness by pulling up the sliding seat with the leg muscles. In the English stroke we throw the body forward the moment we shoot the hands away from the finish of the stroke. When the body is well forward, it drags the seat after it."

"In that manner we always keep our slides under full control. It not only prevents their rush against the progress of the boat, but enables us to keep from shaking or rolling the boat, which is fatal to speed. Think for a moment. If you had to balance yourself sitting on a tight rope, could you do it better with your body well toward the knees or swayed far back? A racing shell is about as shaky as a tight rope. "But the greatest thing is the long body swing applied to the oar. Adopt that and you may soon develop a crew that will win the Henley."

The recent so called "wrestling match" between Bob Fitzsimmons and Gus Ruhlin was in some respects one of the most humorous sporting events of late years. When Charley White called the men to the mat in Madison Square Garden, New York, speculation as to the real wrestling ability of the pugilists was rife. The combatants shook hands and squared off in true prize ring fashion. Fitz sent a beautiful little love tap to Gus' right cheek, landing with the palm of his hand. Ruhlin countered with a spiteful slap on Bob's "slats," and the fun was on. For a moment or two things resembled ante-Horton law days, but the mitt artists gradually got down to work.

Fitz wore an expansive grin throughout the whole match. He did not lose when the hairy "Akron Giant" bore his (Bob's) shoulders to the mat for the second time within the hour. What both men did not know about wrestling could barely be related in a wagon load of books. Twice did the blacksmith have Ruhlin within an inch or two of a "down," but he did not know his advantage when he saw it. Ruhlin was almost as bad, but his 35 pounds of extra weight "told the story."

To see long legged Bob in the "squared circle" brought back memories of

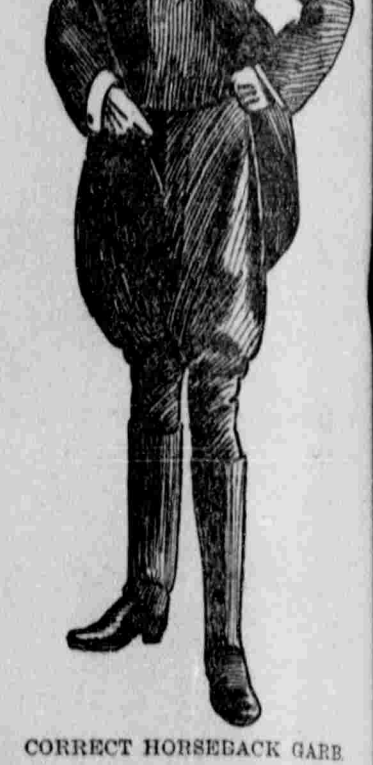
How Horseback Riders Should Be Dressed

Horseback riding is becoming more popular every year. England is naturally the home of horseback exercise, but Americans also are firm believers in the sport.

Riding costumes are always a pleasure to the eye, the combination of lightness and looseness that usually marks them giving ample scope for attractive designs.

Every man who rides much will learn by experience what is correct to wear on a horse. At present the best styles come from England, where more time is given to the matter.

The smart riding boot is perfectly straight up the front and nearly as up

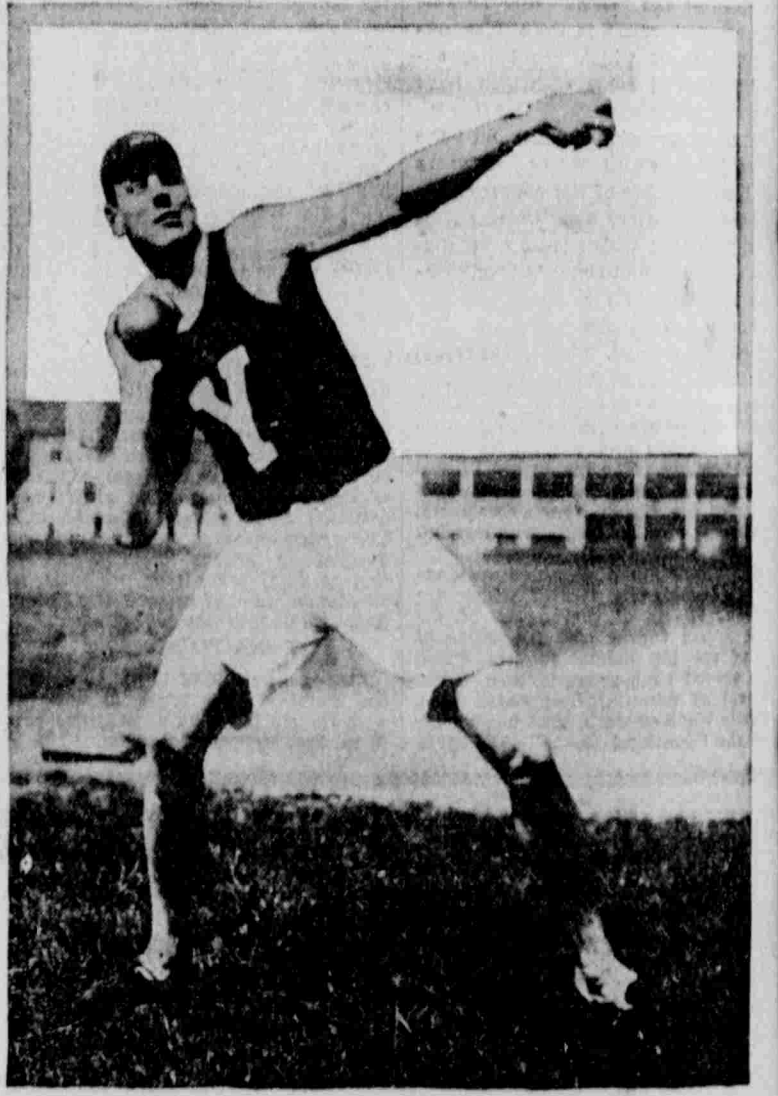


CORRECT HORSEBACK GARB

the calf. The boot should be somewhat larger in the foot than for ordinary walking. There must be no perceptible space between the top and the calf.

Patent leather riding boots being absolutely to the winter equestrian, tan boots are the only proper thing for summer.

When selecting his riding clothes, a man should look to two things. First, observe closely the smallest details in make, for trimness is the prime requisite. Next, have the breeches—no mat-



SHELDON PUTTING THE SHOT.

Richard Sheldon of Yale is one of the most remarkable athletes of the day. His record breaking performances in shot putting have given him international renown. Sheldon is picked to win the shot put in the great American-English college games to be held Sept. 21 on Berkeley oval, New York.

With little cash! Better slow up a bit. Summer suits are the poorest kind of winter wear.

CHARLES E. EDWARDS.

MOTOR STEERING.

Steersmen for motor machines are plentiful, but the right man for the place is hard to find, according to the men who do the seeking. The steersman need not be large or crosswise; he need not be large or crosswise; he must have nerve, and lots of that. Some of the best steersmen of today are little fellows whose nerve has been shown to be considerable. The steersman carries the motor and the pace follower either into or out of danger, and at times every ounce of nerve possessed by him must be brought into play. The motorist must have every confidence in his steersman, for he has no time to give commands. The rear man has his eyes upon the levers, or, rather, has one eye there and the other upon the rider who is following, whose head is probably butting him in the back. The motorist's hand is probably hanging at his side, passing signals, and the other hand is either on the handle bar or at the levers which control the machine. The steersman sees the fall coming.

LOLA BEETH'S CAREER.

The beautiful Lola Beeth, who once sang in this country and has recently retired from the Vienna opera, is taking a place at Leipzig, made her latest appearance there as Kisa in "Lohengrin." Her stage career has so far been confined to Berlin, Vienna, Paris and New York.

Three weeks at the Boston Museum.

beginning Monday, Sept. 16. Runs in Philadelphia and New York will follow. Eugene Jepson has been signed by Klaw & Erlanger for an important character part with the Rogers Brothers in "The Rogers Brothers in Washington."

AMONG THE THESPIANS.

Bessie Bonehill, the popular actress, has completed her English tour and is returning to her farm at Cayville, N. Y., for the summer. Miss Bonehill does not intend playing in America, but seeks the seclusion of her home for rest and recreation, returning to the London Pavilion for Christmas, playing an exclusive engagement of six weeks, and then going to the Winter Garden, Berlin.

From recent advice it looks as though the continent, especially Germany, has its share of American stars, for there, as seems to be the case in England, they have a strong foothold. Kate Hassett, a protégé of Wagners and Kemper and last season with their Modjeska company, has been engaged by Rich & Harris for the forthcoming production of Leo Dittcheinstein's

"The Last Appeal." She will have the most important role. Miss Hassett has been on the stage but one year. Her contract with Rich & Harris is for three years.

The Bostonians open their season at Atlantic City Aug. 24. This organization will be larger than for several years and will number among its members very prominent artists. Later in the season they will present the new De Koven and Smith opera, "Maid Ma-

rian," a sequel to "Robin Hood." Rehearsals of this opera will begin in September, and a most elaborate production will be made of it. Nixon & Zimmermann's production of "The Messenger Boy" will open the regular season at Daly's theater in New York the second week in September. Ben Teal will direct the final rehearsals. The principals engaged are James T. Powers for the title role, Georgia Calne for Nora, the female lead, and May

Robson, George Honey, Johanna Howland, Rachel Booth, Harry Keith, George De Luch, Harold C. Crane, Harry Waters, Agnes Weyburn, Helen Chester, Leonora Krum, Flora Zabelle and Aenes Blake.

Mary Manning has returned from Europe quite unexpectedly. She had planned to remain abroad till the latter part of August, but circumstances arose which required her to curtail her contemplated visit to the south of

France and yachting trip through the Mediterranean. Miss Manning cabled Mr. McKee her congratulations when he secured George B. McCutcheon's "Gaustrark" as a future play for her. Peter F. Daley will make his first appearance as Champeague Charlie in Augustus Thomas' new comedy under the direction of Frank McKee, at Parkside theater, Hartford, Sept. 3. After playing engagements in Springfield, Worcester and Providence he will be seen for

three weeks at the Boston Museum, beginning Monday, Sept. 16. Runs in Philadelphia and New York will follow.

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E. P. Meyerson and his company of 28 persons are making what appears to be an exceptionally successful tour of the West Indian.