

FLASHING OARS and SWELLING SAILS



Into the stream the long-boat swings; Soft drop her oars, like snowy wings; And more than haines steel and wood, She leaps into the middle flood.

To one standing on the Morrison-street bridge any evening, there is presented a pleasing panorama. Rowboats and yachts, naphtha launches and pleasure barges—in fact, small craft of every description—can be seen.

And there is method in it all. Those muscular men, so finely developed, whose torsos remind one of Rome's ancient gladiators, are in training.

Man's Amphibian Instinct. It does not require much reflection to realize that there is in human nature a love for the water and for aquatic sports.

child of the sun-kissed Southern seas puts forth his tiny craft—Basks in the glare, or stems the tepid wave, And thanks his gods for all the good they gave.

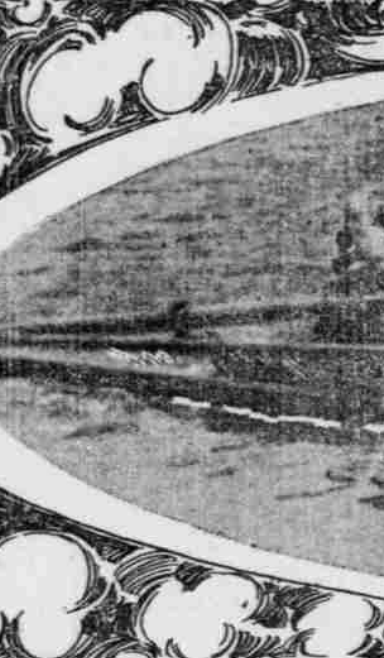
Thrilling Tales of Yore. From skald and saga come the thrilling tales of yore. Majestic, rugged men stride over the dim pages of history.

Portland Rowing Club. In a city like Portland, fringed with its fringed hills, the broad Willamette flows through to the sea.

Who has not dived with delight upon the manly sport of the carman? The students of Oxford and Cambridge, pulling their shells, daintily as shallows, over the historic Thames course, have furnished the theme for many a nimble pen.

The Portland Rowing Club has attained its majority. It was formed 21 years ago. Its record shows that during the years it was but a strapping it has ever been a most virile and vigorous organization.

to the club's first captain that President J. N. Teal, in his annual report, dated November 14, 1898, said, in speaking of those earlier years: "At no time since has such a percentage of the men rowed as then. In fact, under Captain Stoddard's vigorous management, everybody simply had to row. The entire club was cut up into crews, and it was a matter of honor to be on time and not delay or disappoint others and was utterly or motleyed. Down the river the shapely mass of lumber passed, and the first boat-house of the club ignominiously terminated its existence in the Willamette Slough—a pile of debris. A few badly demoralized boats were saved, and these were all.



Nature set to work. This was during the winter of 1890. A tremendous flood came. The waters rose, and, in their irresistible embrace, the boat-house succumbed. It was carried away by the rushing waters. In its downward course it collided with the steel railroad bridge and was utterly demolished.

markedly well-contested race, winning from the other five crews by several lengths. It established a Coast record for the mile-and-a-half course of 8 minutes 52 seconds. Up to the present time, this record has not been broken.

Present Membership. The success of the club in 1898 made it popular, and its membership increased. By the Spring of '99 it was further greatly augmented, and on January 1, 1900, the number reached a total of 170.

Evidence of Popularity. As an evidence of the popularity of the club, it need only be stated that, last Fall, the initiation fee was raised to \$10. This was done to limit the membership, as the club was rapidly outgrowing its quarters.

During the past week, the senior crew that will compete here with the James Bay Rowing Club, of Victoria, and the Vancouver Rowing Club, July 2 and 4, has settled down to fast work, in its newly finished cedar shell. The members show gratifying improvement in form, and each man is in the pink of condition.

the interests of the organization. He may well be termed a veteran coach. He turns out daily to coach the crews, and has ever proven untiring in his zeal. P. E. Stowell succeeded Hart as captain, in 1890. He managed affairs most satisfactorily last season. All felt regret when he was compelled to relinquish his post, owing to the requirements of his business.



Junior crew, No. 1—Knight, bow; Ormandy, No. 2; Smith, No. 3; Bennett, stroke. Junior crew, No. 2—Haradan, bow; Monroe, No. 2; Morton, No. 3; Newmann, stroke.

the Hudson's Bay Company, of British Columbia; the Portland Hotel, and the North Pacific Association of Amateur Oarsmen have hung up some very handsome prizes for the winners in the coming regatta.



During the Winter of 1899, the old racing shells were all remodeled and refitted. New lockers were put in the club-house, the pleasure boats were overhauled and repainted, and several orders for canoes sent out. In consequence, the club has never better equipped, nor has it ever had a more promising season in prospect for racing, pleasure-rowing or canoeing.

these events, making it the gala week of the season. Portland should be congratulated that it is its turn this year. The members of the Portland Rowing Club have been in regular training, two hours every evening, for two months past, in preparation for the forthcoming regatta.



Junior crew, No. 3—Steel, bow; Bow, No. 2; Morse, No. 3; Mackie, stroke. There are two double crews training for the senior contest in the association regatta—that of Ball and Stiles, and the old crack crew of Scott and Hart.

Wide-spread Interest. The interest in these yearly regattas has become widespread in British Columbia. The cities of Vancouver and Victoria each annually devote an entire week to

from the Vancouver and Victoria clubs, which are to visit Portland next month. These show that their crews are not "sleeping on their oars," by any means. They are working hard and are in excellent trim.



Portland Yacht Club. It will also have a regatta on the glorious Fourth. Winston Churchill says: "The joy of sailing is born into some men, and those who are marked for the sea go down thither like the very streams, to be salted."

buoy near the Madison-street bridge. The second buoy, a mile away, is located south of Bundy's bathhouse, and the third, southwest, is marked by a buoy off Ross' Island. The course is three times around this triangle—a distance of six miles.

one—May 30, that year. The first public event was a regatta for members. During the first year the club possessed some 20 yachts, of varying models and different lengths. The headquarters is located on the East Side, above the Madison-street bridge.



Class A—Alice, Turtle, Hare, Lily, Pearl and Spray. Class B—Lark, Hazel, Agnes, Owyhee, Swallow and Polly. Class C—Curio, Becomi, Quickstep, Edith, Muriel and Glomonde.

Communications have been received here

