

GENESIS OF THE R.N.S.Y.S.

D. C. HARVEY

THE Royal Nova Scotia Yacht Squadron (Royal since 1880) was formed in December, 1875, by separation from the Royal Halifax Yacht Club (Royal after 1861), which had been reorganized in March, 1857, to continue the work of the Halifax Yacht Club of July, 1837. As the latter in turn was but a more formal organization of *ad hoc* committees of naval and military officers and civilians, who had been arranging for regattas in Halifax Harbour at intervals since 1826, it might be said that the R.N.S.Y.S. was born when the first Nova Scotian yachts competed in the first Halifax regatta; but its members have been content with the birthday of 1837, especially as that date makes it seven years older than the first yacht club in the United States of America and only twenty-five years younger than the first yacht club in Great Britain.

It is difficult to prove the continued existence of the earlier Halifax Yacht Club from records still extant, such as contemporary newspaper accounts of intermittent regattas, but there is no doubt that the general principles underlying its organization in 1837 had been perceived in 1826 and had persisted until 1857, when the club was reorganized with a full complement of squadron officials and provided with club rooms so necessary to keep such an organization obviously alive.

The general principles underlying the organization of 1837 were the need of the patronage of the Admiral commanding on the station and the Governor for the time being, and of a committee, comprising representatives of the town, garrison, and navy, to arrange and manage regattas, which, in addition to the stimulation of aquatic sports, were designed for the encouragement of the fisherman and mechanic and the improvement of boat-building and navigation.

The earlier club was supposed to keep a book in which the names of all members, officials and benefactors would be entered; but, as it had no club-rooms and all personnel of the navy and army, and some of the townsmen were more or less transient; and, as regattas were intermittent, never arranged by the same committee, and seldom by the same secretary, it is easy to see how the records of the club could be mislaid or lost, and the club itself seem to have a shadowy existence. Nonetheless, one or two family names of yachtsmen, and the name of one yacht builder span the twenty year interval, and tend to support the claim that the Halifax Yacht Club of 1857 was reorganized around a nucleus of members of the earlier club.

In other words, the revived club of 1857, having served its apprenticeship and attained its majority, felt capable of managing its own affairs; but it still solicited the patronage of the Admiral and Governor and the cooperation of the officers of the navy and garrison in recognition of their past services, without which there might have been no regatta and no yacht club.

Certainly the navy had taken the initiative and the most prominent part in promoting the regattas of 1826 and 1836; and by the excellence of their arrangements and entertainment had done much to establish aquatic sports in popular favor, despite some contemporary criticism that regattas encouraged "an expenditure incompatible with the means of the people"; but some townsmen were on the committee which arranged the first regatta, and a correspondent of the *Novascotian* replied to this criticism, on the grounds that the expenditure was borne by the wealthy and ultimately came into the hands of the mechanic; that regattas would help to improve the models and increase the number of sailing boats; and, above all, that such scenes of pleasure and of manly competition were necessary substitutes for the stirring events and ennobling associations of older countries in developing local patriotism.

The first regatta in Halifax harbour was held on July 19, 1826, under the auspices of Rear-Admiral W. T. Lake; and arranged by officers of the navy, with the assistance of officers of the garrison and two townsmen, Hon. Enos Collins, Treasurer, and John Wallace, Secretary. According to a contemporary account it was a great success, more than 30 boats having entered for the contest and the "concourse of spectators" being very great.

His Excellency, the Lieutenant Governor accompanied by his distinguished guests [Sir Howard and Lady Douglas and family, Major General Sir John Keane and suite, the Earl of Huntington] and several officers of the Navy and Army and their laides and families, were stationed at the Dockyard—parties occupied nearly all the private wharfs—and some for its commanding view stationed themselves on George's Island . . . The amusements of the day were concluded by a dinner and ball given on board the *Jupiter*, by Admiral Lake and the officers of the ship. The company was numerous, and the arrangements are said to have been extremely elegant.

Prizes were offered for three classes of sailing boats and a special class of fishermen, two classes of rowing boats, flats

rowed by boys under 18 years of age and canoes paddled by Indians. Though it is recorded that the sailing matches did not seem to excite as much interest as the competition of the row boats, only the former are pertinent to this article. The prize in the first class went to Admiral Lake's *Emily*, in the second to Capt. James Fullerton's *Favorite* and in the third to the *Sutherland* of Edward Pryor, Jr. The first, second and third prizes in the fishermen's class went to James Heron of Prospect, James Gray and Warren Smith of Sambro.

On the whole the *Novascotian* was delighted with the spectacle presented by the sailing matches as the following account attests:

A pleasant breeze from the Northward was favourable to the sailing boats, while it agitated the surface of the water so little, as not to impede the rapid speed of the row-boats. The scene which the harbour presented was extremely animated. It appeared sometimes crowded with sail boats,

—Lightly bending to the gentle breeze
And dancing onwards in their rippling way,

many of them handsomely painted, and all of them bearing some distinguished flag or pennant, while the ships of war all of whom had their best display of colors hoisted on their masts and rigging, added not a little to the liveliness of the *coup d'oeil* . . .

It is true that in 1850 the same newspaper gave a very different account of this pioneer regatta which I cannot refrain from quoting; for it is obvious from the context that the writer was not "scorning the base degrees by which he did ascend" but rather boasting of the progress that had been made in the building and handling of fishing craft and pleasure yachts during the intervening years:

Gad, if some of our youngsters could only see the motley fleet which started from alongside the *Jupiter* in 1826, we think it would excite either their mirth or their astonishment. It was blowing a slashing breeze from the North, and the fleet, both in hulls and sails, had a greater variety of colours than could be found in the compass of an American forest, after the magic wand of autumn has touched the tall trees, and painted the foliage with all the glowing hues peculiar to our glorious Indian Summer. Down they ran, however, and rounding that gem of old Chebucto, George's Island, divesting themselves of square, gaff-top and flying top-sails—went manfully to work to turn up to the winning post. It is an historical fact that many of these old fashioned craft have never to this day reached their destination! But

never mind these antiquated fellows—let by-gones be by-gones. We trust we shall never look upon their like again!

The regatta of August 17, 1836, was held under the patronage of Vice-Admiral Sir Peter Halket, and again followed by a ball and supper on the flagship of the Admiral. It was attended by the Lieutenant Governor and two distinguished guests, Mr. Bankhead, British Secretary of Legation and Mr. Chvostoff, Russian Charge d'Affaires at Washington. Forty-seven sailing boats, and as many rowing boats and canoes competed in the various races. Though a special class was provided for fishermen, all except the winner of the first fishermen's prize were allowed to contend for the prizes offered in the other classes of sailing boats; and canoe races were provided for both Indians and squaws. Another feature which became very popular was the "cups" offered by the ladies for the winning four-oared gig pulled by gentlemen amateurs. This race was won by young townsmen against gentlemen of the ordnance and rifles; and one of the four cups presented is still in existence. (Property of W. H. Strachan).

In the sailing matches all of the prizes in the fishermen's class and in the third class were won by local men; but the first prize in the first class went to the *Sir Peter Halket*, a new boat built for the occasion by E. Moseley and the second to the *Water Witch*, owned by the 83rd Regt., while the first and second prizes in the second class went to the *Triumph*, owned by Mr. Fullerton, and the *Ellen*, by Mr. Ince of the Ordnance.

For our purposes, the chief interest in this regatta is the fact that, while the officers of the navy had taken the initiative and provided the entertainment, they had not only set a high standard for future programmes but had offered a model committee of management for a Halifax club, in which Haligonians should predominate numerically and, reversing the earlier procedure, assume chief responsibility for future regattas with only the cooperation of the army and navy. In fact, the committee of management in 1836 was identical in principle and almost identical in number with that in the first constitution of the Halifax Yacht Club of 1837.

The first Halifax Yacht Club was formed on July 27, 1837, with the Admiral and Governor as patrons and a general committee of management of eighteen members, comprising seven from the Town, one from each regiment, one from the staff, one from each department of the garrison, and three from the

navy. This general committee was to choose a president, two vice presidents, a treasurer and secretary, and a committee of five from its own membership, to make arrangements for a regatta and to act as umpires when the regatta was held. Each member was required to pay an entrance fee of one pound and an annual subscription of the same amount; and there was to be a meeting of the members at least once a year.

The seven members of the general committee for the Town were: Hon. T. N. Jeffery, Sir R. D. George, W. A. Black, E. Cunard, Sen. E. Wallace, J. L. Starr and M. Tobin, Jun. The President of the Club was Hon. T. N. Jeffery, the treasurer, Mr. Glover of the naval department and the secretary, Mr. Ince of the ordnance.

The first regatta under this Club was held on August 30, 1837, and followed by a ball in the evening at Mason Hall. The rowing and sailing races were almost identical with those of 1836; but the prizes offered in the yacht races were almost double those in the fishermen's classes. The prizes in the first class, \$100 and \$40 were won by Sir R. D. George's *Falcon* and Mr. E. Wallace's *Black Swan*, while those in the second class, \$80 and \$30 were won by the *Thistle* of Lt. Gordon (R.E.) and the *Timothy* of Lt. Craig (R.N.).

This departure from the precedent set by the navy in previous regattas drew mild criticism from the Editor of the *Novascotian*, who suggested that the prizes might have been better adjusted to secure the legitimate objects of a regatta—"the encouragement of the fisherman and mechanic to increased efforts in the arts and exercises by which they earn their bread and which are so intimately interwoven with the prosperity of the country." He thought that the honour of winning a prize should be sufficient for gentlemen amateurs, that "a wreath, a ring, or any other favor, bestowed by a fair hand amidst the assembled spectators", would evoke a rivalry more intense than money could do, and this would leave a larger fund to stimulate and reward the fisherman and mechanic.

It may be that Howe's criticism induced Lt. Gordon to present Robert Story immediately with a silver cup (now in possession of W. H. Strachan) for his successful management of the *Thistle*, and the committee of the Club, three years later, to offer the same first prize (\$60) for first class yachts and fishing boats; but it was not until 1851 that a silver cup rather than a money prize was offered in the first class yacht race, and even then its value was given as \$60, the highest prize then offered.

Obviously this change of name did not increase the reward of the fisherman and mechanic.

However, the loose organization which had been set up by the Halifax Yacht Club of 1837, despite the frequent changes in personnel of the committees, maintained the interest and support of Haligonians for several years, during which new yachts and new owners of older yachts appeared to compete in annual regattas, and rivalry between Halifax and Dartmouth boat-builders was great. In 1844, the *Halifax Times* concluded that the regatta could now "be classed among the standard recreations of a Halifax population." In the regatta of that year Capt. Frankland's *Mary*, formerly the property of John Howe, again won first prize in the first class sailing race, and E. Mosely's *Wellington*, the second; but, in the winter of 1845, Mosely built a new yacht, the *Iris*, for Lt. La Tour of the Rifle Brigade, and in the regatta of August 30th, the *Iris* led, with the *Wellington* second, and the *Mary* third. In this same regatta Mr. Passow's *Jilt* won the second class yacht race over five other competitors. Mr. Passow is noticed here because he had been the most active promoter of this regatta and was to become prominent in the reorganized Halifax Yacht Club of 1857.

Though the regatta of 1845 had been pronounced a huge success, five years were to elapse before another was held. Whether this was due to the depression of that period and the constitutional struggle, which had deprived the Club of some of its more wealthy members in the official class, or to pre-occupation with rowing races between Saint John and Halifax, cannot be determined now; but it is clear that the committee of management of the regatta of 1850 comprised a much larger proportion of naval officers than the earlier committee, and was set up at a meeting in Province House in response to an invitation of the officers of H.M.S. *Wellesley*, the flagship of Vice-Admiral Dundonald, without reference to the Halifax Yacht Club, although some of the citizens who were present and put on this committee had been members of that club before 1845, notably Mr. Passow already mentioned, and had been holding individual sailing matches in the interval.

The regatta of 1850 was held from the Dockyard and gave great delight to the citizens who were given a civic holiday by the Mayor. To meet the perennial problem of subscription, the *Church Times* suggested that the Mayor should issue an ordinance calling for an annual regatta, and that the city should

appropriate a sufficient sum to serve as a nucleus for the subscriptions to the prize-money. Though neither of these suggestions bore immediate fruit the Mayor was one of the patrons of the regatta of 1852, headed the subscription list in 1854, served on the committee of management of the regata of 1855, and presided at a public meeting which appointed committees to collect subscriptions in the different wards of the city for a regatta in 1856.

The regatta of 1851 also was held under the patronage of the Vice-Admiral and managed by a committee of which the President and five other members were naval officers; but that of 1852 enjoyed the patronage of both the Lieut. Governor and the Mayor in addition to the Admiral, and was arranged by a committee composed entirely of civilians from Halifax and Dartmouth, while the umpires comprised representatives of the navy, army and city. The same was true of the regatta of 1854 which, as was eminently fitting, was held during the Industrial Exhibition of that year, and though not under the direct patronage of the navy was generously assisted by the Admiral, who placed a naval cutter at the disposal of the umpires.

The regatta of 1855, the last before the reorganization of the Halifax Yacht Club, was held under the joint patronage of Lt. Gov. Le Marchant and Rear-Admiral Fanshawe and managed by a committee of sixteen, of whom three were officers of the navy, one of the army, and the remaining twelve civilians, with the Mayor as president, F. M. Passow, as secretary, and the Master of the flagship, H.M.S. *Boscawen* as starter.

There was no regatta in either 1853 or 1856; but the enthusiasm engendered at the public meeting in September of the latter year carried over into the winter of 1857, and led to the revival of the Halifax Yacht Club which, though primarily interested in yacht racing, continued to foster periodic regattas and to encourage all forms of aquatic sports. It should be remembered that yacht-building and racing had gone on steadily during the past two decades, even in the years when no regatta was held; and, although some of these yachts built for naval or military officers were taken with them when they were transferred, others found new owners among Halifax citizens, and thus helped to form a respectable squadron for the reorganized club.

The Halifax Yacht Club was instituted on March 23, 1857, and immediately took steps to rent club rooms, expand its membership, and select squadron officials. On May 11th the

Novascotian announced that the Club was completely organized; that the number of paying members was about 60; that "The large and commodious room in the third flat over the Merchants Exchange Buildings has been tastefully and comfortably fitted up for the convenience of the club"; that the office-bearers were: Edgecumbe Chevallier, Esq., *Commodore*; Capt. W. Wedderborne Arbuthnot, *Vice-Commodore*; F. M. Passow, Esq., *Captain*; James Knowlan, *Secretary*; that a match between the Bermudian rigged yachts owned by the Commodore and Mr. Humphrey had already been held; and that "two challenge cups" had been ordered from *London* to be sailed for by the yachts of members on June 8th, the first demonstration of the new club.

On June 15th the *Novascotian* announced that the club had obtained for its club-room a painting by John O'Brien, "representing the *Pyramus*, receiving ship and part of the Dartmouth shore, having in the foreground the 21 yachts comprising the Halifax Yacht Club", that its membership was then nearly 90; that, in the opening match of the club on June 8th, nine yachts had competed in the first class and eight in the second; that the first challenge cup had been won by the "new schooner boat" *Blanche*, owned by Capt. Arbuthnot of the 63rd regt.; and the second cup by the "well-known Bermudian boat" *Ariel*, owned and sailed by G. A. Paw, Esq.

On July 23rd, the Club arranged and took part in a regatta; and on August 20th they held a picnic on McNab's Island, when about 40 sea-faring craft carried the members and their guests to their destination, and the Commodore won the plaudits of the *Novascotian* for the manner in which he handled his yacht. Sir Houston and Lady Stewart attended and dancing commenced immediately after the Admiral landed—he joining in the first quadrille. At dinner the Commodore presided, with Lady Stewart on his right and the Admiral on his left, at "a table fifty yards in length beautifully and bountifully furnished—none of your trash, mind you—under a magnificent shade of hardwood trees in the long avenue leading from the wharf to the residence of the late Peter McNab, Esq."

On September 11th, a second match for the "cups" was sailed. Ten yachts competed for the first class cup, which was won by the *Ada*; and six for the second class, which was won by the *Una*. In the words of the *Novascotian*, September 14, 1857, "This admirable association has made good use of the time since its formation. The members have sailed two matches

for the Challenge Cups, one sweepstake race, and several private contests."

At the annual meeting on April 27, 1858, it was announced that Lieut. Gov. Earl Mulgrave and Vice-Admiral Sir Houston Stewart had consented to be patrons; and the following officers were elected for the current year: *Commodore*, E. Chevallier; *Vice-Commodore*, F. M. Passow; *Captain*, G. A. Paw; *Sailing Committee*: Commodore, Vice-Commodore, Captain, Col. Ingall, J. R. Wallace, John Strachan, James Pryor, R. Hartsborne, G. C. Whidden and C. W. Dickson. *Auditors*: Wm. Twining and W. L. Murison. *Secretary-Treasurer*, Jas. B. Knowlan.

Having traced the organization of this club in considerable detail, I need refer only briefly to the later stages in its evolution.

In 1858, the Halifax Yacht Club on the suggestion of Dr. Cogswell, who headed the subscription list with £100, raised a fund to establish and maintain yearly scull races for the championship of "Old Chebucto", "similar to those so popular on the Thames"; and offered a belt, "a glittering band of ornately worked silver, about three inches wide, on a blue velvet ground", for annual competition but to become the property of the winner in five successive contests.

In May, 1860, (23 Vic. cap. 71) the Club was incorporated in the names of George A. V. Paw, James B. Knowlan, Charles Cogswell, John R. Wallace, James Pryor and others; and, on the arrival of the Prince of Wales at the end of July, the Club sailed out to meet the Royal party and accompanied it to the Dockyard. This act, and the performance of the Club at the regatta of August the first, so pleased the Prince that he "graciously condescended to become the Patron" and "signified his intention to present a Challenge Cup to be sailed for by the Club."

Thus encouraged, the Club petitioned the Queen for permission to use the term "Royal"; and by a despatch of May 24, 1861, from the Colonial Secretary to the Lieutenant Governor were informed that Her Majesty had been graciously pleased to approve of the Club bearing the designation of "The Royal Halifax Yacht Club."¹

(1) It should be noted in passing that, although the Royal Yacht Squadron had been established at Cowes in 1812, it was not designated "Royal" until 1820, that Queen Victoria first offered a cup for competition in 1843; and that this cup, having been won by the New York Yacht Club's *America* in 1851, was made over to that Club in 1857, to be held against all challengers as an international trophy.

In the meantime several other royal yacht clubs had been formed in Great Britain, e.g., *The Royal Thames* (1823), *The Royal Northern* (1824) and *The Royal Western* (1827) and the *Universal Yacht List* for 1858 reported 1200 yachts, belonging to 22 British yacht clubs, ranging from 5 to 500 tons and aggregating 33,000 tons.

When the Prince of Wales presented the Challenge Cup he stipulated that it be competed for annually, subject to any conditions made by the Club and approved by the Lieutenant Governor. Accordingly, at a meeting of the Club in Dalhousie College, July 24, 1861, it was agreed that the Cup should be competed for annually but that, if any person should win it three consecutive times, it should become his property. These rules were approved by the Lieutenant Governor; but in handing over the Cup his A.D.C. stressed the point that it must be competed for annually; and, in case the Club failed to carry out this rule or became extinct, the Cup, if not won previously, should revert to its proper custodian, the Lieutenant Governor of the Province. This contingency did occur later; but this agreement was not respected.

The first race for the Prince of Wales Challenge Cup took place at the regatta of August 1, 1861. Nine yachts competed (Kestrel, Midge, Musquito, Petrel, Falcon, Thistle, Wave, Foam and Blanche) and the race was won by J. B. Crowe's *Wave*. Henceforth the Royal Halifax Yacht Club had three cups to compete for: their own cups, for first and second class yachts, and the Prince of Wales Cup, open to all its members; and, by Admiralty warrant of April 14, 1862, the Club and all its members were permitted to wear the Blue Ensign of Her Majesty's Fleet with the distinguishing marks of the Club on the Burgee; but the owner of each yacht had to apply for a separate warrant, for which purpose he had to furnish the following particulars: name of yacht club, of yacht and owner; tonnage, length and breadth in feet and inches; how rigged and port at which registered.¹

By 1867 the Royal Halifax Yacht Club, feeling the need of more convenient quarters, decided to accept the favorable offer of Dr. Cogswell of two water lots at Richmond, and undertook the erection of a club-house and boat-shed forthwith. These buildings were completed before the winter. In June, 1868, Halifax had a visit from the yacht *Sultana*, belonging to the Royal Yacht Club of Cowes, which had visited various West India Islands, made a circuit of the Gulf of Mexico, called at Washington and other American ports, and arrived here direct from Newport, Rhode Island.

On August 1, 1868, the annual matches for the Prince of Wales Cup and the Sculling Championship of Halifax harbor

(1) Yachts with Admiralty warrants are entitled to such privileges as exemption from light and harbour dues, excise, etc., as men-of-war carrying no cargo.

were held. The Cup was won by the *Petrel* owned by W. Hare, against the *Squirrel* of J. M. Watson and the *Blanche* of Lieut. Fowler, R.E.; and the Champion's Belt was won by George Brown of famous memory. As Brown had won the race in five consecutive years and the Belt therefore became his property, it was presented to him at a great public ceremony in the Legislative Council Chamber, which was attended by all the dignitaries of the Province as well as by Sir John A. Macdonald and his colleagues, who were in Halifax to discuss Nova Scotia's objections to Confederation. The acting Mayor presided, the Commodore of the Royal Halifax Yacht Club introduced Brown to the Lieutenant Governor, Lady Young buckled the Belt around the champion's waist, and the Chief Justice delivered a brief address appropriate to the occasion.

The next noteworthy incident in the annals of the Club was its management of the Aquatic Carnival of 1871: the greatest regatta that Halifax had yet seen, not only because of the number and variety of events but also because rowing enthusiasts from Great Britain and the United States competed for world championship. Throughout the spring and summer the Royal Halifax Yacht Club were busy with preparations for the great event at the end of August, obtaining subscriptions for the prizes, improving the club buildings, training the Pryor boat for the four-oared gig race, and arranging for Provincial and Dominion sailing matches in addition to the usual list of events in previous Halifax regattas. In the end it required four days to carry out the programme; but the greatest excitement was on the third day (August 31st), when six four-oared gigs, two from England, one from the United States and three from Halifax competed for the world championship—the Saint John boat having withdrawn on the eve of the contest. The Winship-Taylor crew from Newcastle-on-Tyne won both the gig and the scull race, carrying off the prizes of \$3,000 and \$500 respectively; but the Royal Halifax Yacht Club were proud that the Pryor boat which they had trained lost the gig-race over a course of six nautical miles by only a length and a half; and that Sadler of the former defeated Brown of the latter only by crossing his bow repeatedly to prevent him from passing. In the yacht races nothing exceptional occurred. Only local yachts which had competed in the first class yacht race entered the race open to the Dominion, and the *Petrel* won both contests.

In 1873 the Club held the usual races for their own challenge cups and the Prince of Wales Cup, and in addition a race for

the Sambro Cup. The course for the latter was to and from the Club pier in Richmond around the Sambro light-house; and was both the longest and the finest race yet sailed. Only three yachts competed: the *Petrel* built by W. Hinch in 1861; the *Whisper* built by E. Mosely in 1865; and the *Squirrel* built by T. Langille in 1868. All were fine sailers and had won both the Challenge cups and the Prince of Wales Cup at different periods, the first two more than once; but in this race the *Whisper* came first and the *Petrel* second.

In 1873, also, the Club took an active part in entertaining the Governor-General, Earl of Dufferin, on his visit in August. On the seventh, they gave him dinner in the Club House, at which, much to their surprise and delight, he arrived unattended in his own yacht. He later expressed his appreciation of the hospitality of the R.H.Y.C., by offering silver and bronze medals for competition in Halifax harbour.

The year 1875 is of particular interest in this record, not only because of the number of races contested by the Club, but also because of a conflict that arose over the method of conducting these races, which led to its disruption by the organization of the Nova Scotia Yacht Squadron at the end of the year.

The first races of the season were held on Natal Day for the Challenge Cups, and were well contested. Five yachts started in the first class, four in the second, and two in the third. The *Petrel* won the first class cup, and the *Cygnets* the second.

A second race was held on July 21st. It was open to all yachts belonging to the Club, but with a different time allowance for tonnage in the different classes. The first prize was a cup offered by the Mayor, while the second, third and fourth prizes were to be provided by the respective flag officers. Eleven yachts entered in this race also, ranging from three to twenty tons; but owing to the complicated system of time allowance for tonnage, as was prophesied by a member who signed himself "All in a fog", the first and second prizes were won by second class yachts, and the officials could not agree as to the winners of the third and fourth prizes. As a result, when the race for the Prince of Wales Cup came off, on August 2nd, only two second class yachts entered, "owing to the whole of the first class yachts, the whole of the third class, and nearly all of the second class having refused to enter under the present scale of time allowance, on the ground that it unduly favors the second class yachts at the expense of those in the first and third classes, and that complications, similar to that which

arose in the race for the Mayor's Cup, must result every time a mixed race is sailed"; and in the race for the Governor-General's medals and other prizes on August 21st, only two yachts competed in each of the first and third classes.

Apparently in an effort to restore the morale of the Club, the officials announced a new type of race, the Corinthian, to be held in Bedford Basin on September 11th. "The peculiarity of it is that no professional hands are allowed and that the crew of each yacht is composed solely of members of the Club." There was to be a different time allowance for tonnage in each class and, in addition to a first and second prize in each class, the helmsman was to get a locket and each member of the crew a tankard. Only two yachts started in the first class, four in the second and one in the third.

On September 23rd another race was held for a handsome Silver Ice Pitcher. There was to be a uniform time allowance in all classes, and any number of professional hands could be employed. In this race only three yachts competed; and finally, on October 9th, a signalling and sailing competition was held for a set of colours to be presented by the Commodore; but, in this contest also, only three yachts competed, and two of them tied for second place.

From this brief account of a long story it will be seen that conditions were far from harmonious in the latter part of the season of 1875, and that the most enthusiastic yachtsmen had practically gone on strike. It is not surprising therefore that these yachtsmen should attempt to form a new club since they were unable to make their views prevail, although it is doubtful if they realized how serious the effects of their withdrawal would be on the old club, or how long they would have to wait before they would be permitted to use the designation "Royal" and fly the blue ensign, or be able to build a new club-house comparable to the old one. Though the public prints mention a conflict over the system of time allowance only, the late F. H. Bell suggests further that the social side of the R.H.Y.C. had overshadowed the sporting side, and that the non-yachting members not only claimed too large a share of the funds for social activities but also interfered in the management of the races and the awarding of prizes. This suggestion goes far to explain both the clause in the constitution of the new club providing "that a majority of the committee of management should be owners of yachts" and the assertion of Commodore Edwards, on opening the new club-house in 1890

that one of the rules laid down by the squadron is that "it shall not be a social club" but "a home for the squadron and for the encouraging of yachting."

In any event the Nova Scotia Yacht Squadron was formed on December 7, 1875, following a preliminary meeting on November 25th; and on January 11, 1876, the following notice appeared in the *Morning Chronicle*:

The first general meeting of the new organization which has been founded for the purpose of promoting yacht building and sailing in the province, was held on Saturday [January 8th]. The new Club comprises most of the well-known yachtsmen in the city and has already a large fleet of yachts on its register. His Excellency the Earl of Dufferin has signified his acceptance of the office of Commodore. The officers of the squadron are:

Commodore: His Excellency, the Earl of Dufferin

Vice-Commodore: F. M. Passow

Rear-Commodore: S. A. White

Secretary: F. C. Sumichrast¹

Treasurer: J. W. Stairs

Committee of Management: Lt. Col. H. W. Clarke, I. Cronan, A. C. Edwards, S. Tupper and H. St. C. Twining

Though the members of the new club, with the Governor General of Canada as Commodore, applied immediately for permission to use the prefix "Royal" and to wear the blue ensign, the Colonial Secretary at first declined to recommend their application to the Queen or Admiralty, and they had to wait nearly five years for these privileges. This was partly due to the refusal of the Royal Halifax Yacht Club to report on its condition or answer correspondence, and partly to the reluctance of the Admiralty to cancel its own warrant. Finally after two more applications, the last declaring that the R.H.Y.C. was no longer in existence, the Nova Scotia Yacht Squadron received the Queen's permission to use the designation "Royal" and the notice of its withdrawal from the R.H.Y.C., under date of August 14, 1880; an Admiralty warrant cancelling their warrant of 1862 to the R.H.Y.C., under date of July 8, 1880; and an Admiralty warrant dated November 9, 1880

(1) As Mr. Sumichrast was a member of the Royal Southern Yacht Club and also of the British Yacht Racing Association formed in 1875 to draw up a set of rules for yacht racing and had been Assistant-Secretary of the R.H.Y.C., his influence was undoubtedly strong in the formation of the new club and in the new rules laid down for every yacht must be steered by a member of the Squadron and that only members of the Squadron of Royal, foreign, or recognized yacht clubs, or regular paid hands were to be allowed on board.

permitting the R.N.S.Y.S. "to wear the Blue Ensign of H.M.'s Fleet and a Blue Burgee with the distinguishing mark of the squadron, viz., a red cross of St. George edged white and the arms of the old Province of Nova Scotia in the upper corner", with the condition however that the warrant was to be returned for cancelling "should the yachts of the Squadron be reduced below ten in number of which more than half are vessels under fifteen tons." As usual each yacht had to apply for a separate warrant.

With this official recognition of the Royal Nova Scotia Yacht Squadron under its present title, the story of its origin might be regarded as complete; but something should be said of its vicissitudes from 1875, when it deserted its commodious quarters at Richmond for the old Lumber Yard at the foot of South Street until 1890, when it built a new club-house of its own nearby, and could feel that it was definitely established. Something should be said also about the trophies which the new club was able to obtain for competition amongst its members.

Though the resignation of the keenest yachtsmen and the withdrawal of the best yachts from the R.H.Y.C. had spelt the doom of that club, it did not mean that all was to be smooth sailing for the N.S.Y.S. For their first match of June 24, 1876, five yachts entered, but only four competed—the famous *Petrel* had been stolen a few days before the race and was not recovered in time to take part in it. Of these four, the *Spray*, *Mystery* and *Circe* had belonged to the R.H.Y. squadron; but the *Psyche*, which won the first prize (a binocular marine glass) was a new yacht built and sailed by J. E. Butler, who had already built the *Circe* and was to build many more for the new squadron. The other five yachts of the squadron were the *Nymphia*, *Albatross*, *Cygnel*, *Kate* and another new yacht, the *Phantom*, built by Henry Mosely.

Eight of these yachts entered for the race in September, but only six competed: the *Petrel*, *Mystery*, *Psyche*, *Circe*, *Kate* and *Cygnel*. In this race the *Cygnel* capsized, drowning W. B. Fay and Samuel Tupper, and the *Kate* got into difficulties leading to the death of Robert Noble. This tragedy and the failure of the Squadron to get recognition dealt a heavy blow to their activities, and it was not until 1879 that the Squadron could again muster ten yachts. For the race on August 30th, ten yachts entered, eight competed, the winner being the *Psyche*; and the Squadron felt sufficiently encouraged to apply again

for official recognition. This time their efforts were successful, after some delay, and as we have seen they became the Royal Nova Scotia Yacht Squadron in the following year. Henceforth fortune smiled upon them. By 1890, when the Squadron opened their new clubhouse¹ Commodore Edwards, the first local Commodore, could recall with pride that the R.N.S.Y.S. had received handsome cups from their Commodores, Lords Lorne and Lansdowne, from Lieut. Gov. Archibald, Mayors Tobin, Fraser, MacKintosh and O'Mullin, Mr. Chauncey, the United Banks of Halifax, General Lord Alexander Russell and his son, Capt. Russell, Mr. Marquand of New York, the City of Halifax (Jubilee Cup) Mr. Sheraton of the Queen Hotel, and the owners of the yacht *Winonah*. Of the latter cup he was particularly proud, as it had been offered by 26 distinguished citizens of Boston and New York for competition among yachts of the R.N.S.Y.S. in the Jubilee celebration of 1887, and, having been won by the yacht *Winonah*, had just been given to the Squadron by its owners, J. W. Stairs, A. E. Jones, James Fraser and W. H. Troop, as a perpetual Challenge Cup for competition among yachts of all recognized yacht clubs.

It should be added, in conclusion, that eight years later the R.N.S.Y.S. was able to heal the breach with the few surviving members of the long defunct R.H.Y.C., and thus obtain the Prince of Wales Cup as another perpetual challenge cup for annual competition. This cup and the handsome silver cup presented by the Marquis of Lorne, which has recently been discovered and presented to the Squadron, are highly prized muniments of both the antiquity of the Squadron and its connection with Royalty.

(1) Perhaps it should be noted that this clubhouse and grounds were taken over by the Dominion Government on the establishment of the railway terminals in 1913; and that the R. N. S. Y. S. was not finally located on its present site until 1922.