



SOLUTION TO PUZZLE.

ANOTHER correct solution of the missing word puzzle has reached me from Hannah McGuire, Reefton, who will also receive a copy of the GRAPHIC, as her letter bears the post-mark of August 4th.

HOW TO HANDLE A BOAT.

BY EDWARD HANLAN.

THE GREAT OARS-MAN TELLS BOYS HOW TO TRAIN AND HOW TO ROW A BOAT.

CAN give no better advice to boys and amateur oarsmen, as to how they should row or train for a sculling race, than to tell my early experiences and the regimen and rules of exercise I followed to get myself into condition. In 1872 I began life as an amateur oarsman. Like all beginners, put myself into the hands of a trainer. I had the idea that training meant tearing yourself to pieces with exhausting work and literal starvation, and this seemed to be my trainer's idea, and for a long time I was foolish enough to follow his method. After he had got my system into such worse trim than it was before I began to train, I rebelled, and since that time I have followed my own ideas regarding training, with the result that instead of breaking down at the end of five or six years, absolutely unable to row a decent speed, I am physically as capable as I was in my early life.

THE BEST METHOD OF TRAINING.

AFTER I had begun my own training, my ideas regarding this important part of rowing matters underwent a complete change. Instead of starving myself and doing hard work I built up my constitution by light work and eating what my system craved in the way of more substantial food. When I am in training I eat what I desire, excepting, of course, condiments and other indigestibles. The first thing to do in training is to get the blood in condition.

Any physician will give you medicine that will cleanse the blood by regulating the stomach and liver. When these organs are in good condition, the rest is easy.

It is difficult to prescribe proper training to suit everybody. All beginners are not constituted alike. Food for one youth would be gail for another. No two men are alike in their habits or desires. The first thing to do when a young man decides to prepare for the sliding seat is to study his own constitution well. He ought to understand the cravings of his stomach first and last of all. If his stomach fails him, that settles him. There are hundreds of athletes who put themselves in excellent condition on two meals a day. I would not advise any beginner to try this plan unless he feels certain he can stand it. There must be moderation in food, so there must be moderation in exercise. But the youth who starts out with the idea that he must starve himself to get into condition, will come to disaster. Nourishing food, no matter how much, if well digested, is what every beginner wants if he would put himself in good physical shape. It makes but little difference when the food is taken, providing it be taken at the usual time. A good breakfast for a lad in training can be had of oatmeal porridge, cracked wheat, brown bread and butter, a steak or chop, and a little fruit. Drink cold water if necessary, but it is better to drink nothing at all while eating. For dinner, which should never be eaten after 6.30 p.m., a piece of beef or mutton, as large as your hand, with potatoes and other vegetables and brown bread. Don't eat too much, and never touch dessert, except it be fruit. Always drink one or two tumblers of water on going to bed and upon rising in the morning. Never forget to take a nap of an hour or two in the middle of the day. Many cannot do this, but it is of a lasting benefit to a man in training. Get at least nine hours' rest at night. Avoid warm drinks as you would a plague. Tea or coffee are specially injurious to many, just as cold water and pure cream are helpful to all. Salt, pepper, spice, ginger, cinnamon, nutmeg, cloves and mustard are all harmful, and, if used at all, should be used with great moderation. How true is Rousseau's saying: 'The strongest body, the more it obeys; the weaker the body, the more it commands.' To be trained too much or too fine, as the saying goes, is worse a hundred times than no training at all.

Professional trainers invariably give the beginner too much to do. They will make him do the most absurd things, which in the end pull the lad down so far as to make him as weak as a kitten. It will take a trainer a full year to understand a man's constitution; and, in the meantime, he will probably butcher him physically. That is why I claim it to be a great risk to put yourself in charge of a man whose method of training may not suit your constitution at all.

If the young man who starts out to train and row uses whisky and tobacco, he must break himself of both habits. These habits are positively injurious to a good sculler.

HOW I TRAIN MYSELF.

I WILL give you a short account of how I train myself. I arise at six or half-past six, walk one mile, running perhaps two hundred yards at a stiff speed, sufficiently to

get my wind. Then I return and take a light shower-bath, after which my man rubs me down with fish gloves, rubbing in all directions. Afterwards he goes over me with his hands and then fans me dry with a towel. I then rest for twenty minutes before sitting down to breakfast. I eat for this meal some fruit and a small steak, and drink a glass of milk and cream. After sitting around for an hour, I go for a two or three miles' walk. Then I go to my boat-house and am rubbed down. After this I take a spin over the course, rowing from twenty-six to thirty-two strokes a minute. This is simply an exercise row. The rubbing process is gone over again when I return. For dinner, I have roast beef or mutton, sometimes a fowl, with vegetables. I rest until half-past two, take a walk, and then go for another exercise row. Once or twice a week I take a 'speeder' over the course. One thing amateurs should bear in mind: never leave your race on the river, that is, never row six races a week before the day of the race comes. It stands to reason that no man can row as hard as he is able, each day, and be in better condition the day of the race than when he began training. More races have been lost by 'leaving the race on the river' than I can name.

SOME IDEAS ABOUT RACING.

A WORD about amateurs, their regulations and laws controlling the Association. I think it would be a good idea to have two or three different classes of singles, doubles, and fours. For instance, a man weighing one hundred and thirty-five pounds, in my opinion, has not a chance when rowing against a man who weighs one hundred and sixty or one hundred and seventy pounds, or, in fact, one hundred and fifty pounds. A one-hundred-and-fifty pound man is large enough and strong enough to row anyone; but a small man has neither the power nor the endurance to be able to win a prize in any sort of a senior or a junior contest. He may be able to win one big race in ten years, but that is about all. And, therefore, I think it would be a good idea for the benefit of amateur rowing to class men according to their weights, and to have two seniors (heavy-weight senior and light-weight senior) in skulls, and the same in doubles, and also in fours; juniors likewise. Then the National Associations would find that rowing would be very much improved by this change.

Then again I notice that there is considerable controversy going around the press of this country in reference to the distance an amateur should row. In my own opinion, I think a mile is plenty far enough for any amateur; and I would never think of having a training race except there are only one or two contestants. I speak from my experience in the Duluth Regatta, held a year or so ago. The races were a mile and turn for the four, and the other races, and in every contest there were three or four foals, caused mostly by one boat colliding with another, so much so that several of the races were rowed over and delayed the regatta two or three days, and finally they had to resort to towing the races straightway, which proved very satisfactory. Amateurs are not like professionals; they have not the experience, and the consequence is that they do not steer as straight a course as professionals do.

SAUSAGE MEAT MONUMENT.

NINA'S aunt died, and as she had been very good to Nina, of course she was remembered a long time, six months, possibly. One day Nina was weeping at some sudden recollection of her pretty young aunt. 'But she'd be happy if she could see what a lot of beautiful sausage meat she has on her grave, wouldn't she?' sobbed Nina, remembering how her aunt loved nice things. The sausage meat was a shaft of coloured Italian marble.

The New High Arm Davis Vertical Feed proved the World's Champion at the Paris Exhibition, 1889.—ADVT.



HANLAN V. BEACH.