AUTUMN 2020

THE HUDSON RIVER VALLEY REVIEW

A Journal of Regional Studies

This issue is dedicated to the late Dr. David Schuyler, a renowned scholar and teacher and a lifelong champion of Hudson River Valley history. We remember him for his commitment and contributions to the Hudson River Valley Institute and to his beloved Hudson River Valley.

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The Hudson River Valley Institute at Marist College is supported by a major grant from the National Endowment for the Humanities.

From the Publisher

I regret to share that we have lost one of our own. A native son of the Hudson River Valley from Newburgh, David Schuyler was a founding member of the Editorial Board of *The Hudson River Valley Review* and delivered the inaugural Handel-Krom Lecture in Hudson River Valley History in 2012. His books and three articles in this publication that focused on our region's artists, writers, and environmentalists all emphasized his commitment to environmental as well as cultural preservation. He was also the inaugural McHenry Scholar in residence at The Hudson River Valley Institute in 2018. In support of our mission, he delivered our annual Charlotte Cunneen-Hackett Lecture that year as the official launch of his last book, *Embattled River: The Hudson and Modern American Environmentalism*. We dedicate this issue to David's memory in recognition of and gratitude for his many great achievements.

From the Editors

This issue includes vibrant color reproductions of Thomas Cole's paintings thanks to the generosity of Shaileen and Tony Kopec, longtime supporters of *The Hudson River Valley Review*. The paintings illustrate H. Daniel Peck's exploration of Cole's dedication to the Catskills via his paintings of Catskill Creek, an article adapted from his 2019 Handel-Krom Lecture in Hudson River Valley History. One of Cole's concerns was the impact of progress on the region's pristine natural landscapes. Wyatt Erchak reappraises the meanings of progress and progressivism in late nineteenth-century Albany as it played out in public transportation. While Robert Moses is notorious for his work in that field around New York City, Alan Strauber investigates the expansion of Moses' empire of parks and parkways in the Hudson River Valley. In a change of pace, Susan Fox Rogers reflects that even wartime presidents needed an occasional morning off to listen to the world as it awakens. Our Regional History Symposium examines the Poughkeepsie Regatta and its legacy, before we end by recognizing the bicentennial of Washington Irving's *The Sketchbook of Geoffrey Crayon, Esq.*, which marks the debut of Rip Van Winkle and the Headless Horseman.

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***On the cover:* Thomas Cole, *Catskill Creek*, New York, 1845. New-York Historical Society, The Robert L. Stuart Collection, Gift of his widow Mrs. Mary Stuart: S-157. Digital image created by Oppenheimer Editions**

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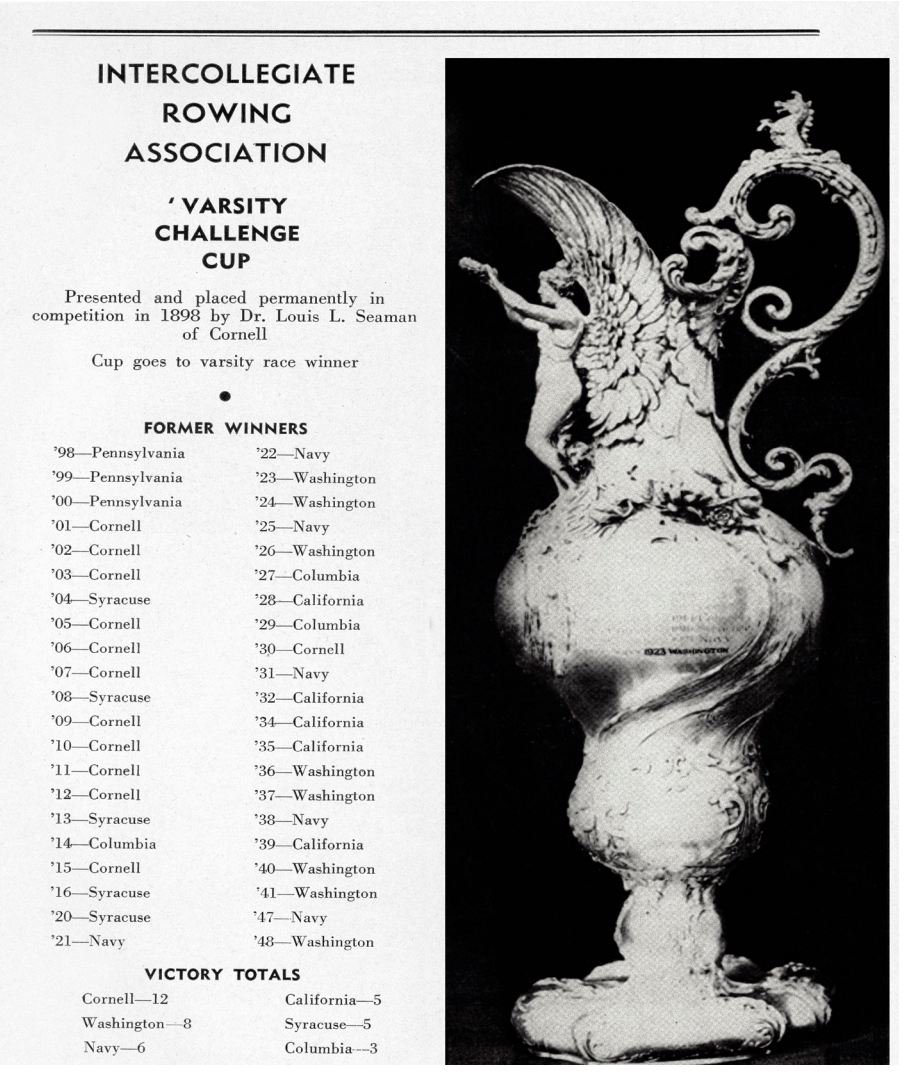
The Poughkeepsie Regatta at 125: A Marist College Archives Collection Spotlight



INTERCOLLEGIATE ROWING ASSOCIATION

'VARSITY CHALLENGE CUP

Presented and placed permanently in competition in 1898 by Dr. Louis L. Seaman of Cornell

Cup goes to varsity race winner

FORMER WINNERS

'98—Pennsylvania	'22—Navy
'99—Pennsylvania	'23—Washington
'00—Pennsylvania	'24—Washington
'01—Cornell	'25—Navy
'02—Cornell	'26—Washington
'03—Cornell	'27—Columbia
'04—Syracuse	'28—California
'05—Cornell	'29—Columbia
'06—Cornell	'30—Cornell
'07—Cornell	'31—Navy
'08—Syracuse	'32—California
'09—Cornell	'34—California
'10—Cornell	'35—California
'11—Cornell	'36—Washington
'12—Cornell	'37—Washington
'13—Syracuse	'38—Navy
'14—Columbia	'39—California
'15—Cornell	'40—Washington
'16—Syracuse	'41—Washington
'20—Syracuse	'47—Navy
'21—Navy	'48—Washington

VICTORY TOTALS

Cornell—12	California—5
Washington—8	Syracuse—5
Navy—6	Columbia—3

Image from the 1949 Poughkeepsie Regatta Program listing the winners of the Varsity Challenge Cup for the Varsity 8 race. They began awarding this trophy in 1898/1899. All images courtesy of Marist College Archives and Special Collections unless stated otherwise

Archives all across the world, whether they hold the hand-written letters of a farmer or antique jewels, share a common purpose of protecting and preserving artifacts so future generations can learn from them. The Marist College Archives and Special Collections, located in the James A. Cannavino Library on Marist's Poughkeepsie campus, is no different in its aims. It contains fifty-nine different collections falling into the categories of Communications History, Hudson River Valley History, Environmental History, and Maristiana. These collections include the papers of journalist Lowell Thomas, the Scenic Hudson collection, and the recently-donated letters of Founding Father John Jay.

Over the last six years, the Marist Archives has painstakingly pieced together the Poughkeepsie Regatta Collection, not just to preserve the material, but also to make it accessible to the public. It has accomplished this by collecting more than sixty boxes of artifacts and ephemera—including original clothing, papers, advertisements, and photographs from the race years—as well as by creating a digitized collection accessible online.

The crowded finish of a race in July 1909.
The original image is at the Town of Lloyd Historian Office

Between the years 1895 and 1949, one of the most highly-anticipated and prestigious sporting events of the year took place on the unpredictable tidal waters of the Hudson River beginning at Crum Elbow in Highland. The Hudson provided a naturally straight, four-mile course, rendering it an optimal place for the annual International Rowing Association (IRA) Regatta to be held. The rowers proceeded south—passing the future site of Marist

College—and ended their arduous races just past the Poughkeepsie-Highland Railroad Bridge (now preserved as the Walkway Over the Hudson).[1]

The IRA Regatta, the "ultimate of rowing in the US," was one of the most important crew races in the country; its winners often competed (and sometimes won gold medals) in the Olympics.[2] Poughkeepsie played home to the race except for a few times when it was held on other courses and a handful of years when major events such as World War I, the Great Depression, and World War II forced its cancellation.[3] Along with its straight course, the location provided good accessibility and facilities for hosting the many teams. Matching the excitement and fanfare of modern-day events such as the Super Bowl, thousands of people from all over the country traveled to the shores of the river each June to watch the regatta, bet on the winners, and to people-watch.[4] They sat on the river's grassy banks, on private boats in the water, and on the spectator train that would follow along the course. Even with the addition of radio broadcasting in the 1920s, the regatta was an event that had to be experienced in person. Not only was this a race the whole country knew about, it was where people came to see and to be seen. Appropriate dress

Observation train on the Highland shore, c.1926/27

1 The race course was located on the Hudson, with Ulster County to the west and Dutchess County to the east. Today, the western bank is dotted with private homes that overlook the river. Marist College now sits on the opposite bank, a campus that sometimes recalls the bustle of the waterfront where thousands of spectators sat to watch the crew shells cutting through the water, but the college did not yet exist at the time the IRA established the Regatta. The roots of what would become the present-day College began with the arrival of the Marist Brothers in 1905, ten years after the race began being held in Poughkeepsie. It was not until the mid-1940s that the State of New York granted the institution a four-year charter. The accreditation happened only five years before the race left the shores of the Hudson, and the institution was still called Marian College. Marist became fully coeducational in 1968, converting to a private, secular institution the following year. "About: History: 1929-1978." Marist College. Accessed April 28, 2020. https://www.marist.edu/about/history/1929-1978.

2 Negley Farson, in "The Poughkeepsie Regatta Course" by Herb Saltford, *Buick Magazine* 1940s, IRA Collection, Box 1, Series 1.

3 Reilly, Bridget. "The Comprehensive History of Marist's Cornell Boathouse." *Center Field*, December 5, 2019. https://centerfieldmarist.com/2019/10/08/the-comprehensive-history-of-marists-cornell-boathouse/.

4 Ibid.

was encouraged and celebrities in attendance included the Rockefellers, Roosevelts, and Astors. The Marist Regatta Collection contains a particularly compelling undated black and white photograph of the race that depicts a river clogged with spectator ships of all sizes watching the progress of the teams.[5]

The spectator train of the Poughkeepsie Regatta offered attendees a unique viewing experience. On race days, a train that usually transported cargo on the river's western bank was turned into moveable seating for spectators. Perched on bleachers installed on flatcars, people watched the race as the train kept pace with the rowers until they reached the finish line. The Poughkeepsie Regatta Collection includes many different photographs, and even some film footage, of the spectator train in use. They show excited crowds sitting on the moving cars, where they bet on the results and bought food, drinks, and race memorabilia. From the Marist College campus today, one can look across the river and watch the freight train as it follows the tracks of the old observation cars. As it passes beneath the rocks once painted with insignias of universities participating in the event, one can imagine the cars full of elegantly-dressed people peering through their binoculars as they follow the rowers' progress.

Although the IRA Regatta played a significant role in national collegiate rowing, no previously existing collection had focused on the regatta's time in Poughkeepsie. Several schools that participated in the Poughkeepsie Regatta, like Syracuse University and the University of Wisconsin-Madison, have archival collections about specific coaches or their teams' results in the races. While each of the schools has maintained some documentation of its participation, no other institution has a publicly-accessible collection dedicated to the Poughkeepsie Regatta itself. The Marist Archives has the broadest collection available and is unique because it covers the regatta experience as a whole—it includes all teams without the risk of bias. As Marist College was never involved in the regatta as a participant, the college has the ability to be a steward of its history. The collection of artifacts reflects the culture of the race, including athletic elements, economic aspects, and the spectator experience across an ever-changing national backdrop of fifty-five years. By taking an all-encompassing view, the Marist Archives has been able to paint a full picture of the race.

The Poughkeepsie Regatta Collection complements the Marist Archives' collections pertaining to Environmental History, the Hudson River Valley, and Maristiana because it illuminates the ties between the college, athletics, the regional economy, and culture. Marist prides itself on taking an active role in the wider Hudson River Valley community, and the development of this collection has strengthened this connection. While it falls under the category of Hudson River Valley History, the Poughkeepsie Regatta Collection is unique in that it combines many different aspects besides the athletic component, including environmental and cultural history.

5 Photograph of ships viewing the regatta, undated, Box 1, Series 2, graphic materials, PRC 2.1.1.3.112

Beginning with just two boxes of donated Poughkeepsie Regatta programs, the Marist Archives has built the collection up to more than five dozen boxes of photographs, papers, artifacts, and ephemera relating to the historic race. The archives staff began their search for regatta-related materials by actively looking for artifacts that were free of cost. This included making digital scans of photographs and objects in already-established local archives, the Library of Congress, and the National Archives. The archives gained some donations from descendants of rowers who had reached out with inquiries about their relatives' time in Poughkeepsie. Another way the Marist Archives built up its collection was through purchasing items. Many items for sale came from people who had inherited the objects and did not know what to do with them. Describing it as "a treasure hunt," the Marist Archives staff explained how each new item they came across led them to more knowledge about the Poughkeepsie Regatta and additional sources of items.[6] Building the collection was a unique experience, as it took the archivists to other university archives, local museums, and even physical locations such as the foundation of the Bellevue Villa and the Cornell Boathouse.

The collection is composed of many different types of media—original photographs, moving images, research documents, advertisements, and magazine and newspaper articles.[7] These were compiled by the Marist Archives staff and they include unique items such as official Poughkeepsie Regatta programs and tickets from the observation train. The Poughkeepsie Regatta Collection is of both regional and national importance, as the race drew teams and spectators from as far away as California and Washington. Different aspects of the race provide unique perspectives on the lives of college students, athletes, spectators, and the culture of the late-nineteenth and early-twentieth centuries.

The collection contains material for every year the regatta was held. The majority of the photographs date from the 1930s, as camera technology become more advanced and images were reproduced in greater numbers in magazines and newspapers. Photographs from the early 1900s come from the Library of Congress's digitized files; there is a possibility it possesses additional, un-digitized photographs from other years. Detailed written accounts and advertisements from 1895 to 1920 are prevalent in the collection because people relied more heavily on print media at that time. (Many of the full-color magazines that featured annual articles about the regatta went out of business in the aftermath of the Great Depression.) People became less interested in reading minute details about the races as it became easier to travel to them or listen to live radio coverage.[8]

Further illustrating the scope of the regatta and its impact on society are the myriad advertisements in the collection. One in particular—a full-page color ad for undergarments in the *Saturday Evening Post*—stands out, both for its colorful imagery and because of its

6 Ann Sandri and Elizabeth Clarke, Marist College Archives and Special Collections, personal correspondence, April 2020.
7 Finding Aid, Marist College Archives and Special Collections.
8 Ann Sandri and Elizabeth Clarke, Marist College, personal correspondence, May 2020.

Cornell University uniform

message urging regatta spectators to be properly attired.[9] This shows it was a sporting event that drew high society. It also suggests that most Americans were familiar with the Poughkeepsie Regatta, as the advertisement appeared in a magazine with a nationwide readership. Another fascinating piece in the collection is the wool uniform worn by a Cornell rower in the freshman division. Thin, woolen, and itchy, the red two-piece outfit and accompanying hat is from 1908, although the date on it is "1911" due to the rowing tradition of having freshmen put their year of graduation on their uniforms.[10]

One image that evokes the spirit of the race and the diversity of the collection is a rare and fragile glass plate negative of University of Pennsylvania crew coach Rusty Callow standing in front of a plank boathouse on the Highland shore.[11] Callow coached Pennsylvania from 1927 to 1949. A photograph from 1929 depicting a circus tent on a dock demonstrates how the local community was involved in the regatta.[12] The image shows the Navy crew on the water, with the tent behind them. MIT had entered the regatta too late to find accommodations, so the Poughkeepsie Rowing Association rented the tent to house the team's equipment. It was pitched on land near the Navy boathouse, north of "Regatta Row," a collection of boathouses on the Poughkeepsie waterfront where teams slept, ate, socialized, and stored their equipment. The houses on Regatta Row had been paid for by people in Poughkeepsie. Such investment was understandable in light of the many economic and other benefits the regatta brought to their city.

Rusty Callow with a University of Pennsylvania rower

While this collection can be appreciated by anyone, it would be of particular interest to local historians, those interested in rowing history, and students of any university that participated in the races. Many of the athletes and coaches in these regattas made history and changed the sport of rowing itself.[13] The Marist Archives has established many

9 *Saturday Evening Post*, Poughkeepsie Regatta Collection, Marist College Archive and Special Collections, accessed February 2020.

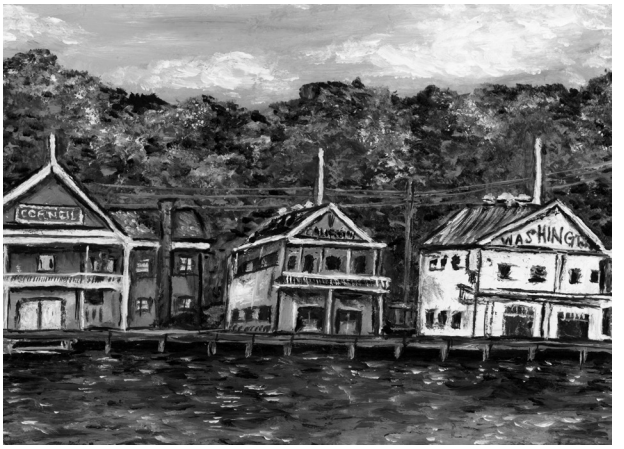
10 Cornell Uniform, Ephemera Box 24, Poughkeepsie Regatta Collection, Marist College Archive and Special Collections, accessed February 2020.

11 Glass Plate Negative, Glass Plate Negative Box 1, Poughkeepsie Regatta Collection, Marist College Archive and Special Collections, accessed February 2020.

12 Black and White Photograph 1929, Crew Quarters and Boathouses Box 1, Poughkeepsie Regatta Collection, Marist College Archive and Special Collections, accessed February 2020.

13 Ann Sandri and Elizabeth Clarke, Marist College, personal correspondence, May 2020.

connections with descendants of rowers, and many have contributed to the collection by entrusting regatta-related memorabilia to its safekeeping. There is always the possibility that more information about the Poughkeepsie Regatta will come to light.



Regatta Row, painted by the author

In the past, the Marist Archives partnered with Roosevelt High School in Hyde Park to provide students with access to the collection after they read the *The Boys in the Boat* for English class. This book by Daniel James Brown tells the story of "Nine Americans and Their Epic Quest for Gold at the 1936 Berlin Olympics," which they qualified for by winning the Poughkeepsie Regatta that same year.[14] Students at the University of Washington, the team overcame great odds to beat Nazi Germany's favored rowers in Berlin, which made the win even more powerful. Through their introduction to the Poughkeepsie Regatta Collection, the students saw tangible pieces of history connected to the story they just read. In a similar way, the Marist Archives hopes that teachers from all over the Hudson River Valley will take advantage of the collection as a teaching tool. Writers of both fiction and nonfiction also have utilized the collection for inspiration and information.

The archive is developing an online exhibit for the Poughkeepsie Regatta Collection, that will include many digitized photographs of the races over the years. A finding aid for this collection can be accessed through the Marist College Archives website; a more complete aid is in development and should be online sometime this fall.

Experiencing the Poughkeepsie Regatta Collection is worth a visit, as it makes the race experience more tangible. Today, rowing takes place in a much less public sphere, so it can be difficult to imagine the scope of the regatta. Items such as an advertisement that uses a crew shell to sell cigars shows how the whole country knew something about this race—and about Poughkeepsie. The items found in the archives collection allow people to connect with the race and see how important it was, not only to the athletes and the local economy, but to all of America.

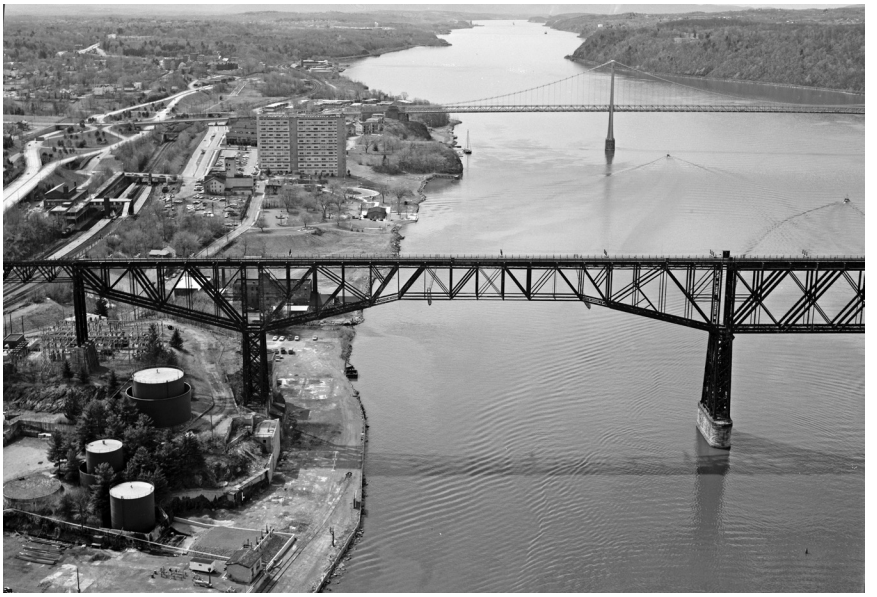
You can learn more about the Marist Archives and Special Collections by visiting https://library.marist.edu/archives/ or calling (845) 575-3364.

—Emma Dionne, Marist '20

14 Daniel James Brown, *The Boys in the Boat: Nine Americans and Their Epic Quest for Gold at the 1936 Berlin Olympics* (NY, NY: Penguin Books, 2016)

The Hudson River's Famous Four Miles

Elizabeth Clarke and Ann Sandri



The Poughkeepsie-Highland Railroad Bridge (now Walkway Over the Hudson State Park) with the Franklin Delano Roosevelt Mid-Hudson Bridge in the background, both spanning a portion of the river's "famous four miles." Library of Congress

If you have ever visited the Hudson River Valley in June, you may be familiar with the excitement surrounding the first signs of summer. Visitors from near and far flock to farm stands, local history museums, and the Walkway Over the Hudson. In the late-nineteenth century, people began traveling to the area in June to experience one of the nation's largest sporting events, the Poughkeepsie Regatta. The regatta included colleges from around the country. Participants stayed, practiced, and competed on the Hudson River between Highland and Poughkeepsie. Hosting the athletes brought an excitement to the region and drew in spectators, media, and high society. As printed in *The Poughkeepsie New Yorker*, "The Regatta is to Poughkeepsie what Mardi Gras is to New Orleans, the Rose Bowl to Pasadena or the Kentucky Derby to Louisville."[1]

Preparations would begin weeks ahead of time on the river, in the city of Poughkeepsie, and hamlet of Highland to accommodate the influx of tourists and crews. The Poughkeepsie

1 "Regatta Opportunities," *Poughkeepsie New Yorker*, July 13, 1947.

Regatta came to be known as "the National Rowing Championship," rivaling the Harvard-Yale and even the Henley Regatta. Local governments supported it because it was an economic boon. As a famous sporting event that continued despite two world wars and the Great Depression, it drew attention to the area. The regatta's eventual departure was a tragic loss to the region. If circumstances were different, it might still be rowed on the Hudson today.

Beginnings, 1852–1895

Crew as a university sport has existed for hundreds of years; the oldest and most famous rowing competition is the United Kingdom's Henley Regatta. In the United States, the oldest university rowing contest began between Harvard and Yale in 1852, and set the stage for how the Poughkeepsie Regatta came to be. Harvard and Yale's rowing regatta initially consisted of a four-mile race between the universities' "Varsity Eights," which have eight rowers and a coxswain who helps steer and direct. Beginning in 1880, two other races were added—a varsity race between Harvard and Columbia and a freshman race between all three schools.[2] A few years later, Cornell and the University of Pennsylvania participated in the freshman and varsity races with Harvard and Columbia, but were not permitted to participate in the Harvard-Yale four-mile Varsity Eight.[3] Both Pennsylvania and Cornell had challenged Yale and Harvard to a four-mile competition and were denied on several occasions.[4] This refusal angered Cornell in particular since the university had been improving its rowing program since the 1870s, when Charles "Pop" Courtney, a professional sculler, began coaching there.[5] In November 1891, representatives from Cornell, Pennsylvania, and Columbia met in New York City and formed the Intercollegiate Rowing Association (IRA) with the intent of creating their own regatta.[6] The IRA's first task was to choose a course. The first offer came from Newburgh, New York.[7] Poughkeepsie and Highland made their bid for the regatta in December 1891, when representatives of the Poughkeepsie-Highland Amateur Rowing Association contacted the IRA to offer a location between their respective east and west banks of the Hudson River.[8] Despite the initial excitement, it would take several years before the IRA would be ready to hold its inaugural race.

In 1895, the much-talked-about IRA regatta—the dream of Cornell, Columbia, and Pennsylvania—finally became a reality. Recruiting difficulties at Columbia, which had been unable to fill a varsity-level crew, delayed the race until then. Meanwhile, Cornell and

2 Thomas Corwin Mendenhall, *The Harvard-Yale Boat Race, 1852–1924 and the Coming of Sport to the American College* (Mystic, CT: Mystic Seaport Museum, 1993), 155.

3 Ibid., 204.

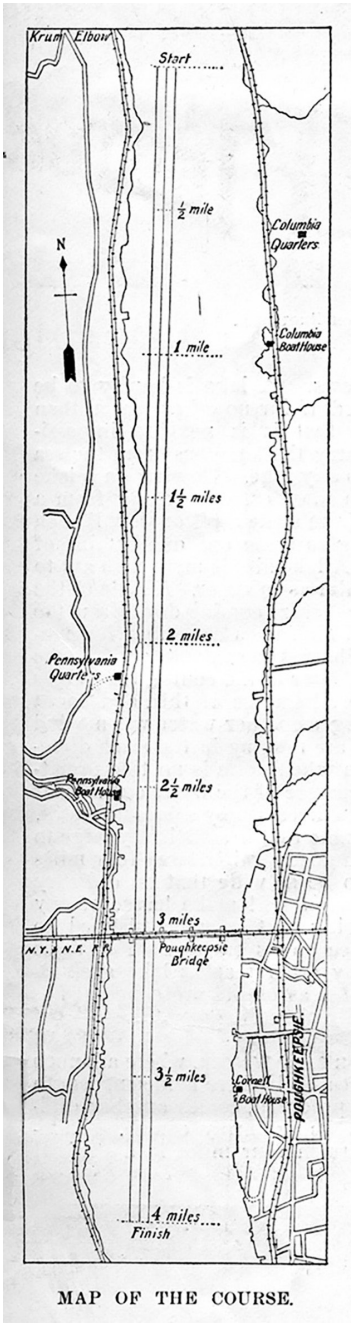
4 Ibid., 173, 199.

5 "Cornell Rowing History," Cornell University, accessed May 6, 2020, https://cornellbigred.com/sports/2009/7/8/mrow_0708091257.aspx

6 "College Oarsmen Organize," *New York Times,* November 1, 1891.

7 Ibid.

8 "The College Races," *Poughkeepsie Daily Eagle*, December 1, 1891.



1895 course map from *Harper's Weekly*, June 22, 1895. Marist Archives

Pennsylvania rowed their own four-mile varsity race, as did Harvard and Yale.[9] The four-mile stretch between Highland and Poughkeepsie was ultimately chosen because of the straightness of the course, availability of an observation train for spectators, viewing locations for spectators on both banks, and the neutrality of the course.[10] Universities would travel to Poughkeepsie with the team, coaches, trainers, cooks, equipment managers, and all of their equipment, including 60-foot shells and 12-foot oars. Since this was the first regatta for the area, accommodations had to be made for crew members and their equipment, the course had to be set up, and race day logistics determined. The Poughkeepsie-Highland Amateur Rowing Association scoured the area to find appropriate lodgings in close proximity of the Hudson River for these large groups of people and their shells and oars. Columbia and Pennsylvania were the first to arrive; they were quartered respectively at the Stuyvesant Estate (named Edgewood) in Hyde Park and Bellevue Villa in Highland. Cornell stayed at Cannon House (also known as "The River Villa" or "The Hicks Place") on Prospect Street in Poughkeepsie. Boathouses were generously loaned to the crew teams by citizens.[11] In addition to finding accommodations for crews and equipment, the rowing association surveyed and marked the course with mile markers.[12] Race day was set for June 22, but the race did not take place. The boat of New York Governor Levi P. Morton drifted into the course lane and its wake damaged Pennsylvania's shell, which was approaching the starting line. The race was postponed for two days so Pennsylvania could make repairs. Columbia's Lions won the first regatta, Cornell swamped (the shell took on too much water and could not be rowed), and ultimately, Pennsylvania's Quakers did not finish the race. Speculation abounded over whether the race results would have been different had the contest gone off as planned.

9 "The College Race," *Poughkeepsie Daily Eagle*, June 1, 1895.

10 "For the Triangular Race: The Course Columbia, Pennsylvania, and Cornell Will Row Over," *New York Times,* May 19, 1895.

11 "The College Race," *Poughkeepsie Daily Eagle*, June 1, 1895; "The College Crews," *Poughkeepsie Daily Eagle*, June 15, 1895.

12 "Now for the Race," *Poughkeepsie Daily Eagle*, June 21, 1895.

The Early Years, 1896–1899

Poughkeepsie had to fight to keep the regatta for the first time when Saratoga offered the IRA more money in 1896. Needing to top Saratoga's bid, the Poughkeepsie-Highland Amateur Rowing Association successfully led fundraising efforts and got donations from local aristocracy, including the Vanderbilts. In 1896, Columbia invited Harvard to row at Poughkeepsie and speculation arose that Yale might participate as well. Yale elected to row at Henley and not take part in its traditional race with Harvard. An agreement was in place that Harvard and Columbia would compete with each other for two years. Logistically it made sense to row the freshman two-mile and the varsity four-mile race at Poughkeepsie instead of holding a second regatta.[13] With the addition of a new school and another race, local residents and alumni crowded the Hudson to support the athletes.

Crews were quartered in the same locations as they were in 1895. Newcomer Harvard stayed at the Eastman Villa at Crum Elbow in Highland, where a new boathouse was built for them.[14] In order to prevent another mishap on the race course like that of 1895, a bill was passed by the House of Representatives that gave the Secretary of the Treasury the right to send boats to police the course.[15] This alleviated reservations about the Poughkeepsie-Highland course and ensured that the regatta would continue on the Hudson River. The 1896 races were held over three days in June, with Cornell winning the freshman and varsity competitions without any interference from spectators' watercraft.

1896 Poughkeepsie Regatta button. Marist Archives

In 1897, Harvard agreed to return to Poughkeepsie. This presented an issue for Yale, which expected to row the traditional race against Harvard in New London, Connecticut. A months-long debate ensued over where the race would be held, with Cornell advocating for Poughkeepsie and Yale for New London. Yale was outvoted and would row at Poughkeepsie, much to its chagrin.[16] This would be Yale's first and only appearance at Poughkeepsie. Ironically, this combined regatta drew one of the largest groups of spectators. With a new university participating, Columbia moved to Dr. Gill's house along the west bank of the Hudson in West Park and let Yale quarter at Stuyvesant House. The 1897 races took place over the span of two weeks at the end of June and beginning of July. Yale participated in separate races with only Harvard and Cornell. It won the freshman contest and lost the varsity

13 "Columbia to Row Harvard," *New York Times*, December 20, 1895; "Cornell Favors Pokeepsie Course," *Evening Enterprise*, April 18, 1896.

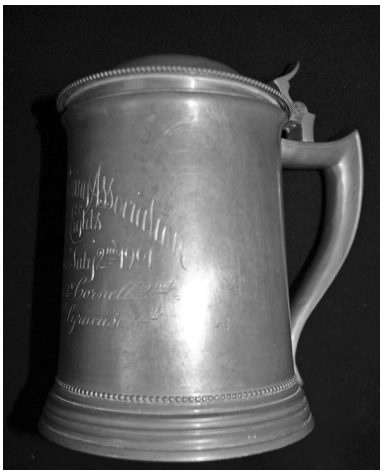
14 "Poughkeepsie Agog: Citizens' Committee Busy Making Arrangements for Big Race," *The World*, May 17, 1896.

15 "Will Row on the Hudson: The Poughkeepsie Course Chosen for the College Regatta," *New York Times*, May 10, 1896.

16 "Regatta Controversy," *New York Times*, February 13, 1897; "Yale-Harvard War," *Evening Enterprise*, February 15, 1897; "Boat Race Course Undecided," *Evening Enterprise*, March 29, 1897; "Coming Here," E*vening Enterprise*, April 28, 1897.

race to Cornell. Cornell's win against Yale served as an acknowledgement that it could row against the best. On the heels of this victory, Cornell swept both races with Columbia and Pennsylvania. In 1898, there were issues with the universities' racing schedules and the City of Saratoga came forward with a generous offer to host the regatta. This time, Poughkeepsie could not match the bid, so the race moved northward.[17] Once there, the races were rescheduled numerous times due to the weather and other conditions.

In 1899, the regatta was once again slated to be held in Poughkeepsie. Harvard and Yale suggested a change of venue based upon the outcome of a triangular race in 1898 with Cornell.[18] They hoped that Cornell, the victor, would choose to continue rowing at New London and abandon the Poughkeepsie-Highland course. Cornell could not be swayed and the races remained in Poughkeepsie.



1901 IRA Pewter Mug engraved: "Freshman Eights, University of Pennsylvania No. 7, Van Antwerp Lea." Marist Archives

The reprisal of the regatta in Poughkeepsie brought an additional school, the University of Wisconsin. The Badgers were quartered at the Hicks House, previously home to Cornell, which now stayed at the Eastman Villa vacated by Harvard. Columbia was on the move again to the Wetterau House, south of the finish line near the Samuel F.B. Morse estate.[19] Three separate races were held on the Hudson over two days: the Varsity Eight (a four-mile race), Varsity Four (which included only four rowers and no coxswain), and the Freshman Eight (a two-mile race). During the Varsity Eight race, newcomer Wisconsin had a healthy lead on the other crews when a large berry crate floating in the river forced them to change course. This cost them first place, which went to Pennsylvania.[20] (Wisconsin's 1899 rowers came to be known as "the berry crate crew.") Pennsylvania also won the newly added Varsity Four race and once again Cornell freshmen triumphed. The winning crews of 1899 took home shiny new hardware in the form of two team trophies, the Varsity Challenge Cup and Kennedy Challenge Cup for the Varsity Four race. In accordance with rowing tradition, each rower from the winning crew received a pewter mug with the inscription of race information and their name.[21]

17 "It Looks Like Saratoga Lake," *Evening Enterprise*, April 1, 1898; "The Race May Fall Through," *Evening Enterprise*, April 15, 1898;

18 "Pokeepsie is the Only Place," *Evening Enterprise*, January 18, 1899.

19 "Crew Notes," *The Cornell Era* 31, no. 26 (1899): 305; "Wisconsin Men at Highland," *New York Times*, June 21, 1899; "Hudson River Regatta," *New York Times*, May 26, 1899.

20 "That Berry Crate," *Poughkeepsie Daily Eagle*, June 29, 1899.

21 "Crimson, as Usual, Losing Their Nerve," *Evening Enterprise*, June 26, 1896.

The Regatta Comes into Its Own, 1900–1910

Early in the twentieth century, several suggestions were made to move the regatta or replace it, but that never happened. After a decade of rowing on the Hudson River, the IRA established the Poughkeepsie-Highland course as its home. By 1910, it became known nationally as the "Poughkeepsie Regatta." During this time, Poughkeepsie's view of the regatta changed, and it took ownership instead of just playing the obliging host. The city began to speak up when concerns arose, and the IRA began to listen. In 1900, a change was made to the race schedule: instead of holding them over several days, they would all be rowed on a single day. This meant that spectators would not stay in the area, spending money. Instead, they would come in the morning and leave as soon as the races ended. Many local businesses, which counted upon tourists for revenue, were concerned about this change.[22] In 1908, Poughkeepsie citizens also were upset about the lack of observation train tickets allotted to the city for sale, again resulting in lost revenue. The IRA coordinated with the local regatta committee and was able to provide more tickets, showing that it was willing to work with the city and respond to its requests.[23] Poughkeepsie and the IRA became equal partners in this sporting endeavor, benefiting both parties.

The popularity of this event began to pique the interest of schools whose teams had not yet had the opportunity to compete nationally. In 1900, Georgetown University participated in the varsity race at the Poughkeepsie Regatta and returned for seven years. The varsity team stayed at the Morgan House, a large hotel in the heart of downtown Poughkeepsie. Its best performance was during the 1903 race, when the crew placed second to Cornell. However, by the end of the decade, Georgetown's crew program had been discontinued.

During this time, Syracuse University also joined the field of competitors on the Hudson. It brought freshman and varsity crews in 1901; they finished fourth and fifth, respectively. Syracuse's first performance was by no means impressive, but by 1904 its crews had won two of the three races. They became formidable opponents for Cornell for years to come. Thus began the Orangemen's long-standing involvement in the IRA, culminating with Syracuse becoming a member university in 1921.[24] Initially the team stayed at the Nelson House, but it moved to Cannon House/River Villa (previously occupied by Cornell and Wisconsin) for the remainder of the decade.

The U.S. Naval Academy made its first appearance at the Poughkeepsie Regatta in 1907 amongst much fanfare—a flotilla of naval ships escorted the crew and stayed to view the races. The midshipmen stayed on *The Everglades*, a two-story houseboat belonging to Colonel R.M. Thompson.[25]

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22 "Pokeepsie and the Boat Races," *Evening Enterprise*, June 27, 1907; "Plan to Split Up Boat Races at Pokeepsie," *Evening Enterprise*, December 9, 1907.

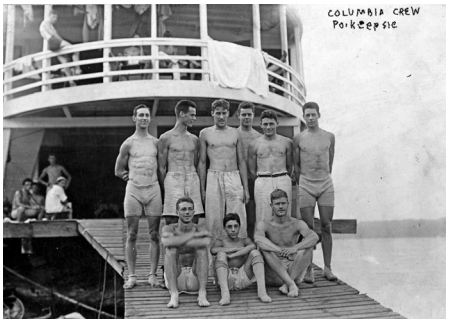
23 "May Refuse Hereafter to Support Boat Races," *Evening Enterprise*, June 16, 1908; "Wm. H. Frank to Accept the Presidency," *Evening Enterprise*, June 18, 1908.

24 "Admit Syracuse to Rowing Board," *Poughkeepsie Eagle-News*, April 28, 1921.

25 "Middies' Crew Reveled in Luxury at Poughkeepsie Regatta," *Washington Post*, July 14, 1907.

Hicks House, Cannon House, the "River Villa" was quarters for several crew teams. Syracuse University pictured sitting on the porch. Library of Congress

(This wasn't the regatta's only houseboat: From 1908 to 1910, Columbia crews stayed in a converted barge that also served as their boathouse.) The 1907 varsity race was incredibly close—the top three crews finished within seconds of each other, with Navy placing third. Unfortunately, Navy would not return until 1921, partially due to concerns over the length of the varsity race. The addition of these new schools helped the regatta draw more spectators and media coverage. It also established this competition as the East Coast rowing championship.



Everglades houseboat with Columbia crew team aboard. Library of Congress

The first decade of the twentieth century not only saw the continued growth of the regatta, but began traditions that carried through its tenure at Poughkeepsie and Highland. Competition was heightened amongst the teams as rivalries emerged, records were set, races were swept, and sought-after trophies were awarded. It also ushered in Cornell's rowing dominance on the Hudson River. The Big Red rowers were victorious in the Freshman Four, Varsity Four, and Varsity Eight, and went on to sweep the field in four of the eleven years. In 1901, Cornell's Varsity Eight set a world record of 18:53 1/5 for four miles and also a new course record, which held until 1928. Cornell won this race eight times between 1900 and 1910, clearly becoming the "team to beat."

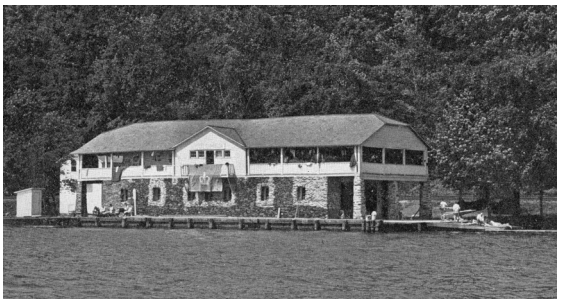
Regatta trophies—Varsity Challenge Cup, Stewards' Cup, and the Kennedy Challenge Cup in the possession of University of Washington team captains and Coach Al Ulbrickson 1937. Marist Archives

In 1900, a new trophy, the Steward's Cup, was awarded to the freshman race winner: Wisconsin. Columbia, Pennsylvania, and Wisconsin all continued participating in the regatta throughout this decade. With so many crews now invading the area, team quarters moved around from year to year. Lodging in a variety of hotels, schools, and private homes on both sides of the Hudson made it possible to accommodate the athletes.

West vs. East at Poughkeepsie and a War Interrupts, 1911–1921

Building upon the expansion in the previous decade, the Poughkeepsie Regatta was recognized as a "national rowing championship" when West Coast schools joined the competition. West Coast universities, including California at Berkeley, Washington, and Stanford, held an annual Pacific Coast Regatta; starting in 1912, its winner would enter the Poughkeepsie race. Stanford was the first western entry in 1912. It entered again in 1915. Between 1907 and 1909, the University of Washington had attempted to row at Poughkeepsie, but late entries, rowing politics, and finances prevented them from making the journey.[26] They finally made their first appearance in 1913 and returned again in 1914. In 1916, no West Coast team competed at Poughkeepsie. Owing to its "meager athletic fund," Stanford could not afford to send a team, and Washington's coach, Hiram Conibear, refused to return east until an eastern crew participated in a western regatta.[27] Ultimately, Conibear's challenge did not prevent future West Coast crews from entering the Poughkeepsie Regatta. California came to Poughkeepsie in 1921 for the first time. In these early years, the West Coast teams did not have much success, but later they would triumph on the Hudson River and go on to win Olympic titles.

Leland Stanford University crew on the Hudson, June 1912. Marist Archives



Columbia University quarters and boathouse, Highland shore from 1949 IRA Regatta Program. Marist Archives

The expansion of the regatta to a "national rowing championship" was not confined to additional crews, but also changes to facilities and the race program. The first permanent facility on the Poughkeepsie-Highland course was built for Columbia. The university showed its belief in Poughkeepsie as the regatta's home when it purchased property in Highland to build a crew residence and boathouse in 1912.[28] The other competitors on the Hudson continued to move from establishment to establishment each year. Columbia's boathouse would be the envy of other crews and lead to campaigns for their own permanent quarters.

26 "Fast Seattle Crew Wanted to Compete," *Evening Enterprise*, June 12, 1907; "Sixth Crew is Refused," *Evening Enterprise*, June 6, 1908; "Washington Crew May Row Here This Summer," *Evening Enterprise*, March 16, 1909; "Far West Crew Not Coming," *Evening Enterprise*, April 29, 1909.

27 "Big Regatta Now an Eastern Event," *Poughkeepsie Daily Eagle*, June 7, 1916; "Western Crews May Come East," *Poughkeepsie Daily Eagle*, July 24, 1916.

28 "Columbia to Have Fine Quarters," *Evening Enterprise*, April 26, 1912.

Another major change came in 1914, when the IRA replaced the Varsity Four race with a Junior Varsity Eight due to a high number of accidents with Varsity Four crews. The Varsity Four boats did not have a coxswain to steer, leading to boats colliding with course markers, as Cornell did in 1908, or with each other, as Wisconsin and Pennsylvania did in 1913.[29] This new race would be two miles and the last to be added to the Poughkeepsie Regatta. Coach Courtney strongly objected to this change, saying it would make the races boring to have three races of Eights.[30] Courtney was proved wrong the next year, as many turned out to see all three races.

University of Pennsylvania on the Hudson 1915. Library of Congress

Debate arose at this time over the four-mile course length for the varsity race, with coaches expressing concern about their athletes' health. Cornell's coach Courtney had been advocating for a reduction to three miles since 1899. He argued that four miles put a great deal of strain on athletes, and rowing prowess could be proved just as easily in three miles. However, the majority of coaches were opposed to shortening the race.[31] Courtney's suggestion was not taken seriously until the early 1910s, even though several crews had chosen not to participate at Poughkeepsie or New London due to the four-mile course length.[32] In 1908, during a four-mile varsity race, the Yale coxswain collapsed and died, giving serious credence to schools' concerns.[33] Arguments continued, but the IRA made no changes at Poughkeepsie. It began to take the issue seriously when Wisconsin announced that it was abolishing rowing in 1915 as a result of a medical report highlighting issues experienced by rowers in its program. [34] The university did not to return to the Poughkeepsie Regatta until 1924. Now that a long-time participant had withdrawn, it seemed appropriate to examine this issue seriously.

29 "Buoys Will Still Mark the Course," *Evening Enterprise*, June 30, 1909; "Pennsy's 4 Shell in Wreck; Rescue Crew," *Evening Enterprise*, June 16, 1913.

30 "Less Interest, Says Courtney," *Evening Enterprise*, June 27, 1913.

31 "Would Shorten the Distance," *Evening Enterprise*, June 29, 1903; "'Varsity Race May Be 3 Miles," *Evening Enterprise*, March 3, 1906.

32 "Four-Mile Race Too Long," *New York Times*, December 7, 1909; "Argues for Shorter Races," *Evening Enterprise*, January 24, 1917.

33 William Inglis, "The Deadly Fourth Mile," *Harper's Weekly* 53, no. 2719 (1909): 15-16.

34 "Shall Intercollegiate Rowing Be Abolished?" in *Report Upon the Survey of the University of Wisconsin: Findings of the State Board of Public Affairs and Its Report to the Legislature* (Madison, WI: State Board of Public Affairs, 1914): 701; University of Wisconsin, "Report to University Faculty on Intercollegiate Rowing," in *Report of the Regents* (Madison, WI: University of Wisconsin, 1914): 278-279.

In discussing the course length for 1915, the IRA considered the health of the crews and the possibility of expanding the field of competition.[35] Ultimately, it elected to have the regattas of 1915 and 1916 run with a course length of four miles until more information was available about rowers' health.[36] Serious debate over shortening the race continued, and by the beginning of 1917, the IRA reached a consensus to shorten it to three miles.[37] Unfortunately, World War I intervened and the races were not run again until 1920. At that time, the new course length of three miles was instituted for the varsity race, which was rowed on Cayuga Lake in Ithaca. The change of location was due to the unavailability of an observation train and tidal conditions on the Hudson.[38] A return to Poughkeepsie in 1921 also saw the return—and victory—of Navy, fresh from winning a gold medal at the 1920 Olympics. This same year marked the debut of California, which placed second. The regatta saw a great deal of expansion and change during this time, but the following decade would see many more challenges in retaining the regatta.

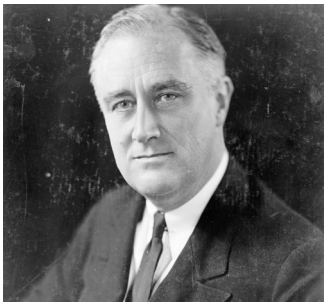
Growing Pains, 1922–1929

The 1920s were a time of transition. Columbia and Cornell still saw occasional victories, but more frequently the West Coast universities and Navy appeared at the top. New course records were set, not by Cornell or Syracuse, but by Navy and California. In 1922, Navy broke the three-mile course record that had been set just a few years earlier at Cayuga Lake. This quick change between record holders drew the concern of IRA stewards who feared a loss of true competition between varsity crews. Debate began again between the IRA member schools over the course length for the varsity race. In a vote of three to one they agreed to change the length back to four miles in 1925.[39] In addition to this change, the junior varsity race was lengthened from two to three miles in order to give these teams an opportunity to build endurance to prepare for a varsity four mile.[40] It took a few years after the course change, but in 1928 California broke the course record set by Cornell in 1901. It capitalized on this record-setting victory by dominating the world rowing stage at the Olympics. Changes in race length and competitors were just a few of the transitions in this decade, but the biggest change came to Poughkeepsie and Highland when ownership of the regatta came up for debate.

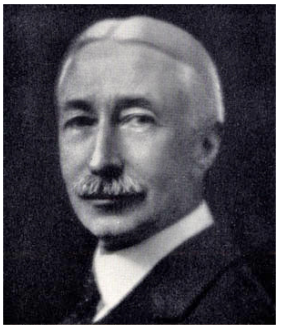
The 1920 regatta on Cayuga Lake and Geneva's 1921 bid to hold the event on Seneca Lake raised concerns in Poughkeepsie that the regatta might not have a permanent home on the Hudson River. In July 1922, the Poughkeepsie Regatta committee was created by Mayor George Campbell in an effort to retain it.[41] This marked a change in how Poughkeepsie

35 "Stewards Favor Shorter Course," *New York Times*, November 23, 1914.
36 "Hudson Race Again to Be Four Miles," *Evening Enterprise*, January 16, 1915.
37 "Fourth Mile Eliminated by College Rowing Stewards," *New York Sun*, January 31, 1917.
38 "Poughkeepsie Race Shifted to Ithaca," *New York Times*, June 4, 1920.
39 "Poughkeepsie Race is Back at 4 Miles," *New York Times*, January 23, 1925.
40 "Add a Mile to Race for Crews on Hudson," *New York Times*, February 6, 1926.
41 "Keeping the Regatta," *Poughkeepsie Eagle-News*, July 7, 1922.

prepared for hosting this event. Previously, local organizations took it upon themselves to organize and execute all that needed to be done to put on a regatta. This was the first time a group was assembled solely to manage regatta preparations. The committee was responsible for fundraising, boathouse upkeep, locating quarters for schools, and race day course set-up. The committee attracted local businessmen and politicians, including Peter Troy, William H. Frank Sr., and Franklin Delano Roosevelt.[42]



President Franklin D. Roosevelt. Library of Congress



Peter Troy, "Mr. Regatta" from 1929 IRA Regatta Program. Marist Archives

Over the next six years, the committee was successful in keeping the regatta in Poughkeepsie and served as the city's liaison to the IRA. It also built and maintained boathouses for the crews, secured the return of an observation train, and supported the regatta as it continued to grow throughout the 1920s. By the middle of the decade, the committee's efforts saw the regatta grow to include additional universities, larger crowds, and recognition as a national rowing contest.[43] As a result of these successes and confidence in retaining the races at Poughkeepsie, the committee incorporated in 1928 as the Poughkeepsie Regatta Association.[44] To close out the decade, the committee had its greatest win for keeping the regatta at Poughkeepsie with the construction of the second permanent boathouse and the largest regatta to date. In 1928, Navy applied to New York State to build a permanent boathouse and quarters on Hudson River State Hospital property (what is now Quiet Cove Riverfront Park). Governor Franklin Roosevelt approved the request in January 1929.[45] Instead of constructing a new boathouse, the committee arranged to move the defunct Apokeepsing Boat Club boathouse to the site and financed its reassembly.[46] Navy designed living quarters and funded its construction. This project

42 "Poughkeepsie Moves to Retain College Regatta," *New York Evening Post*, July 14, 1922; "Mayor's Committee to Make Strong Bid for Regatta—Here Next June," *Poughkeepsie Eagle-News*, December 20, 1922; "Mayor Appoints Group to Prepare for Regatta," *Poughkeepsie Eagle-News*, January 9, 1924.

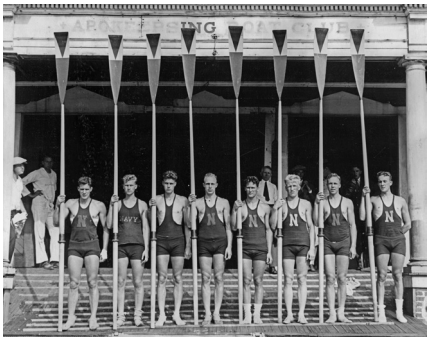
43 "A Memorable Regatta," *Poughkeepsie Eagle-News*, June 23, 1925; "City is Praised for Boat Races," *Poughkeepsie Eagle-News*, June 30, 1926; "Columbia's Victory," *Poughkeepsie Eagle-News*, July 1, 1927; "Regatta Day, and Next Year," *Poughkeepsie Eagle-News*, June 21, 1928; "Mr. Troy Does Another Good Job," *Poughkeepsie Eagle-News*, June 23, 1928.

44 "Local Regatta Board Decides to Incorporate," *Poughkeepsie Eagle-News*, December 27, 1928.

45 "Commendable Cooperation," *Poughkeepsie Eagle-News*, January 16, 1929.

46 "Permit is Given for Boathouse," *Poughkeepsie Eagle-News*, January 16, 1929.

was completed in time for the regatta in 1929, which saw a sold-out observation train and the largest field of Varsity Eight competitors since the races' inception.



Naval Academy boathouse on state property, 1930. Marist Archives

Observation Train on the west shore of the Hudson, 1923. Marist Archives

With a flotilla of nine schools and twenty-two crews, space was at a premium in 1929. Crews stayed at a variety of places on both sides of the Hudson, often sharing living quarters and boathouses. In Highland: Washington, Wisconsin, Syracuse, and Pennsylvania found lodging in boarding houses, with Washington and Wisconsin sharing space. None of these houses were on the river, forcing crews to commute to their boathouses by any means available. In Poughkeepsie, Cornell, MIT, and California crews stayed farther afield near Vassar College. They took a trolley to the riverside. Columbia and Navy had the luxury of staying in their own combination boathouse-quarters along the river. Other crews used the original plank boathouses and in the case of MIT, a rented circus tent erected on Hudson River State Hospital property. In addition to the crews, rowing fans, university alumni, and dignitaries crowded the shores, observation train, and watercraft. Fans were treated to competitions with old favorites claiming victory, Columbia in the Varsity Eight race, Syracuse in the Junior Varsity Eight, and Cornell in the Freshman race.

MIT "circus tent" on dock, Navy varsity crew on water, June 1929. Marist Archives

Regatta Row, 1930–1941

"Regatta Row," 1939. Adriance Memorial Library

Following a very successful decade for the Poughkeepsie Regatta, the universities and the Poughkeepsie Regatta Association began to turn their attentions to developing more permanent facilities. At this time, the association approached the Poughkeepsie City Council to address construction of a building for MIT near the waterworks property along the Hudson.[47] Despite rising concerns about the conditions of existing boathouses by numerous schools, Poughkeepsie did not act upon this request until 1930. The next year, the mayor of Poughkeepsie endorsed the plan to build permanent structures along the riverfront in what later became known as "Regatta Row."[48] In the spring of 1931 construction began on a boathouse with minimal facilities for MIT; it was completed in time for use during that year's regatta. This was followed by construction of a boathouse for California in 1932 and a push from other universities for accommodations as well.

Despite the momentum of boathouse construction, all progress ground to a halt with the cancellation of the 1933 regatta. Largely due to financial concerns amidst the Great Depression and meager participation of schools, the IRA cancelled the regatta but announced plans to reprise it in 1934.[49] The regatta's return did not mean a continuation of boathouse construction despite requests from other schools, particularly Cornell. Luckily for Poughkeepsie, MIT withdrew from the races and its boathouse sat vacant. Cornell used the boathouse in 1934 and 1935. This would be a temporary solution to the issue, as Cornell continued to appeal for its own permanent boathouse. While Cornell borrowed a boathouse, the association arranged for improvements to California's boathouse to appease some of the disgruntlement. With the addition of a kitchen and other minor improvements, the building could now serve as boat storage and living quarters.[50] Cornell would be forced to find new accommodations for its shells in 1936, as the association elected to transfer MIT's boathouse to the University of Washington. A third building was erected just to the south, a dining hall for the Washington crews. Cornell was forced to once again use the dilapidated building on the Highland shore for shell storage and commute from living quarters near Vassar College. Finally, in 1937 site clearance for the proposed Cornell boathouse began to gather steam and in September construction on its long-awaited accommodations began at Regatta Row. Completion of this project in 1938 ultimately

47 Poughkeepsie Common Council, *Official Minutes of the Common Council*, Poughkeepsie, N.Y. (Poughkeepsie: Publisher varies: July 15, 1929): 43.

48 Poughkeepsie Common Council, *Official Minutes of the Common Council*, Poughkeepsie, N.Y. (Poughkeepsie: Publisher varies: January 1, 1931): 7.

49 "Plans Under Way to Resume Poughkeepsie Rowing in 1934," *New York Times*, April 27, 1933.

50 "Troy Receives First Regatta Contribution," *Poughkeepsie Eagle-News*, May 14, 1935.

capped off boathouse construction along the famous four miles. Citing budget deficits and growing disinterest in the regatta by citizens, the City of Poughkeepsie refused any further construction.[51] Discouraged by this decision and its lack of recent victories, Pennsylvania withdrew from the regatta, but this did not deter other universities from competing.

Construction of the Cornell boathouse, 1938. Cornell University Library

Competition was fierce during this era as schools from the west continued to dominate the races. California and Washington won eight out of the eleven varsity races throughout the decade. This dominance carried over on an international level when California went on to win the 1932 Olympics and Washington did the same in 1936, defeating Nazi Germany's favored oarsmen. Washington had a stellar couple of years, winning all three races in 1936 and 1937, a feat only Cornell had accomplished previously. Of the remaining three victories over this time, Navy won two. The last came in 1938, when the team overcame circumstances beyond their control. Navy coach Charles "Buck" Walsh was injured while on an excursion to Rhinebeck and was hospitalized as a result, missing the scheduled races.[52] At the dawn of the 1940s, the regatta saw a newcomer in Princeton University and the return of two previous participants, Rutgers University and MIT. Princeton, which had been invited to compete in earlier years, made its debut in 1940.

Rutgers had first appeared at Poughkeepsie in 1934 with only a freshman crew. In 1941, it returned with MIT, which last participated in 1932. This era of rowing put American universities at the forefront of the sport with Poughkeepsie at center stage.

University of Washington 1936 Championship Varsity Crew, the "Boys in the Boat." Marist Archives

Excitement, Disillusionment, and Farewell, 1942–1949

American university crew was at an all-time high, with heated competition between nationally ranked teams. With its permanent crew facilities, Poughkeepsie had made itself the epicenter of the national rowing championship. However, competition was suspended during the Second World War as life was disrupted across the country and many young men went off to war. When the IRA announced its intention to reprise the regatta in 1947, Poughkeepsie rolled out the red carpet to welcome back the crews. The Poughkeepsie Regatta Association had dissolved by this point and the local Junior Chamber of Commerce took

51 "Crew House Turned Down," *Poughkeepsie Eagle-News*, March 5, 1940.

52 "Coach to Follow Crew from Cot," *New York Sun*, June 27, 1938.

the reins.[53] After the five-year absence, rowing facilities needed attention, and the Junior Chamber supervised needed repairs to the boathouses and docks at Regatta Row. The Junior Chamber also set out to reprise the usual regatta traditions of the observation train and race day protocol. Due to a box car shortage as a result of the war, the observation train did not become a reality and fans had to find alternate means to view the race.[54] Breaking with tradition, instead of smoke bombs (each university was assigned a specific number of smoke bombs and spectators counted the smoke bombs to determine who had won) race winners were announced by suspending the flag of the victorious school from the Mid-Hudson Bridge. Some customs were revived and new ones added to regatta day preparations, including the Regatta Dance, the decoration of Poughkeepsie's Main Street with college pennants, and the addition of a new trophy. Luckey Platt, a major department store in Poughkeepsie, donated a bronze trophy called "The Oarsman" in honor of the coaches.[55]

"The Oarsman" trophy. Marist Archives

1949 Regatta Queen, Shirley Galloway. Marist Archives

The stage was set for a spirited forty-fifth Poughkeepsie Regatta. A record eleven universities brought twenty-nine crews to compete—the largest field since 1929. Navy won the varsity race, again reduced to three miles, and West Coast teams the freshman and junior varsity contests. Despite a successful year, Poughkeepsie's support for rowing was scrutinized by western universities and sportswriters alike. Concerns arose that Poughkeepsie did not value rowing beyond regatta season and was not invested in the sport year-round.[56]

53 "Junior Chamber Plans for Regatta, Western Crews Set to Accept Bid," *Poughkeepsie New Yorker*, February 21, 1947.

54 Associated Press, "Freight Car Shortage Throttles Industry as Senate Seeks Means to Provide Relief," *Poughkeepsie New Yorker*, February 23, 1947; "Observation Train in Doubt for Boat Races Here on June 21," *Poughkeepsie New Yorker*, February 8, 1947.

55 "Race Trophy Given Coaches," *Poughkeepsie New Yorker*, June 20, 1947.

56 "Coast Rowing Expert Urges Four-Mile Race, Says City Could Show More Interest in the Regatta," *Poughkeepsie New Yorker*, July 13, 1947.

In 1948, Poughkeepsie set out to prove the naysayers wrong. The Junior Chamber planned a massive celebration for the night before the regatta. Local businesses designed floats for a Mardi Gras-style parade on Main Street and held a block dance and a dinner for officials and coaches. The entire event culminated with the crowning of a local young woman as the Poughkeepsie Regatta Queen.[57] Though festive, these efforts fell short in the eyes of many critics and further validated their growing apprehension about Poughkeepsie. Universities were still disappointed with the cramped quarters and Poughkeepsie's failure to obtain an observation train. To make matters worse, the dissatisfaction had begun to spread beyond the western universities and sportswriters.

On a brighter note, race day went off without a hitch. The University of Washington swept the races as they had done in 1936 and 1937. The Regatta Queen presented trophies to the champions and a good time was had by all. But the underlying issues with Poughkeepsie continued to multiply. Sadly, the forty-seventh Poughkeepsie Regatta in 1949 would be the last. Once again, the Junior Chamber held a Mardi Gras-style celebration the night before the regatta and crowned a Regatta Queen. That year's parade was even larger than the previous one. It included a special float named the "Jayncee," which depicted the faith that the regatta would continue in Poughkeepsie, and another created by local farmers, called the "Big Apple," to show support from the agricultural community. The chamber also arranged to have the First Army Band of Governors Island play and for B-52 bombers to fly over the parade route.[58] This celebration did not address the universities' need for an observation train and bigger facilities. The latter was exacerbated by the addition of a twelfth school—returning Stanford. The city's refusal to build additional facilities gave the critics even more ammunition for their argument against Poughkeepsie keeping the event. Race day dawned and saw California and Washington triumph, but the sun set on the regatta's tenure on the Hudson.

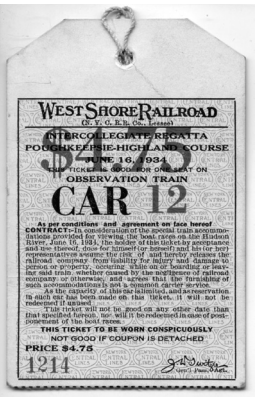
In trying to convince detractors, Poughkeepsie had ultimately proven them right. In 1948 and 1949, the city delegated responsibility to a non-governmental group, which failed to comprehend the demands of the IRA. The Junior Chamber's efforts were more focused on re-energizing the city during regatta time and not prioritizing the crews' needs.

The concerns raised post-war were not new, but the response of the Junior Chamber, or lack thereof, turned them into reasons to leave. Complaints over conditions in the boathouses occurred throughout the regatta's tenure. Poughkeepsie's response to them was to repair and build new plank boathouses each year. When permanent facilities for crews and their equipment were requested, Poughkeepsie had begun building boathouses first at Quiet Cove and then on Regatta Row. In addition to new construction, plank boathouses continued to be maintained. When the regatta returned in 1947, no boathouses were

57 Allison Danzig, "Four-Crew Battle Looms on Hudson," *New York Times*, June 22, 1948.

58 "'Jayncee' Float to Depict Faith in Regatta's Continuation," *Poughkeepsie New Yorker*, June 23, 1949; "'Big Apple' to Be Featured as Float in Regatta Parade," *Poughkeepsie New Yorker*, June 20, 1949; "First Army Band to March in Regatta Mardi-Gras Parade," *Poughkeepsie New Yorker*, May 19, 1949; "60,000 Turnout Estimated for Regatta Mardi Gras Night," *Poughkeepsie New Yorker*, June 25, 1949.

University of Wisconsin sitting on ramp of their plank boathouse. Town of Lloyd Historian Office



Observation train ticket, June 16, 1934 on the Highland shore. Marist Archives

added and no plank boathouses were repaired or built. This required the crews to sleep two universities to a boathouse, creating very tight quarters. Money was also a continuous issue. Each year, Poughkeepsie and Highland were asked to contribute a fee to offset the IRA's costs. They met this challenge. In 1950, the fee reached a record $10,000, which the city could not afford.[59] In a similar vein, the loss of an observation train for three consecutive years was a financial loss for the IRA and Poughkeepsie; both made a tidy profit from ticket sales. The final recurring issue would be the course itself: The Hudson River's tides made it a challenge to hold the races. They had to be scheduled around the tidal schedule, and changing of the tides often produced unsuitable rowing conditions. Numerous crews swamped as a result of the mercurial river. A newer concern was raised regarding Poughkeepsie's investment in rowing as a sport. A four-mile stretch of the Hudson River was initially chosen as the site for the first "Poughkeepsie Regatta" because it was not a course belonging to any one school and therefore neutral territory. This fact was appealing to many schools from a competition perspective, but with no local school involved, it did not encourage much local, year-round investment.

As the IRA's disillusionment grew, it realized there was nothing forcing them to remain on the Hudson River. Previously, when other cities such as Nyack, Geneva, Seattle, and Philadelphia made bids to host the regatta, Poughkeepsie was able to dissuade the IRA from moving. But when Marietta, Ohio, promised more money, better facilities, a non-tidal river, and an observation train for the 1950 regatta, Poughkeepsie could no longer compete.

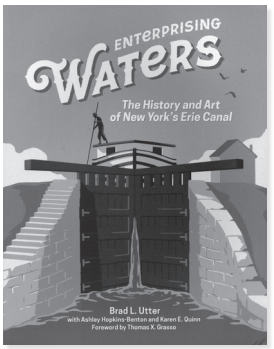
59 "Rise in Regatta Fund," *New York Times*, February 7, 1950.

Conclusion

As a predecessor of modern local tourism, the regatta provided the area with much- needed commerce as a result of the hundreds of thousands of visitors who attended the event each year. Some of the more notable spectators were Franklin D. Roosevelt (both as governor and president) and his wife Eleanor, John Jacob Astor and his son Vincent, and Admiral Richard Byrd, the Arctic explorer. Beyond the apparent economic impact to the region, Hudson River Valley residents felt a comradery with visiting schools' crews and coaches as well as pride in preparing for and hosting a national sporting event. After all of their misbegotten efforts, 1949 would be the last IRA regatta hosted by the communities of Poughkeepsie and Highland. They felt this loss keenly and continued to fight to have the regatta returned to the area over the next few years. It was never to be, and as time went on memories faded and the only lasting reminder were the boathouses on Regatta Row. Over time, few would recall that one day each summer, life as they knew it on the river came to a stop and the nation focused on the "famous four miles."

Elizabeth Clarke and Ann Sandri work at the Marist College Archives and Special Collections, where they have assembled and cataloged the Poughkeepsie Regatta Collection.

Book Reviews



***Enterprising Waters: The History and Art of New York's Erie Canal,* Brad L. Utter with Ashley Hopkins-Benton and Karen E. Quinn (Albany, NY: SUNY Press, 2020) 432 pp.**

This is the latest in a long list of books written about New York's epochal canal. Constructed between 1817 and 1825, the 363-mile-long Erie Canal ushered in America's era of "canal fever," inspiring the construction of numerous canals, mainly east of the Mississippi River, before railroads began to dominate transportation. Canals were the most efficacious way to create transportation infrastructure in America during the first half of the nineteenth century, yet only the Erie Canal survives as a viable transportation network. Its final iteration—the New York State Canal System, largely created by "canalizing" the Mohawk River—is used today primarily by recreational boaters and to ship very large items.

Enterprising Waters is unique among the many books on the Erie Canal. It was written to accompany both the excellent exhibit of the same name at the New York State Museum, which opened for the canal's 2017 bicentennial and is slated to close this October, and the related 2018 exhibit Art of the Erie Canal. Written by State Museum staff historians Brad L. Utter, Ashley Hopkins-Benton, and Karen E. Quinn, it is more a catalog, or even a coffee table book, lavishly and copiously illustrated with art and items from the museum's collections, as well as from other institutions. I estimate that fully three-quarters of it is comprised of photographs and illustrations. This isn't the best book to read for a chronological, blow-by-blow tale of the Erie Canal, though it actually does a good job of that, too. Rather, it is the perfect Erie Canal tome to peruse at your leisure, as it is divided into relatively short sections on each of the many facets of the waterway and its fascinating history. There are numerous short sidebar entries on topics and personalities related to the canal. At least a third of the images are of material culture that are not specifically Erie Canal items, but help to inform the reader of what life was like in that era. It is nice to see the museum sharing artifacts that are not displayed regularly. It also shows what a wealth of material this institution—the oldest and largest state museum in the country—has collected in its 184 years of existence.

Like all good histories, the book starts with the context, relating what New York State and America were like before the Erie Canal was built. America was a very young nation, and this canal project initiated discussions of just what the nation's role in fostering

"internal improvements" should be. It relates the complicated story of how the canal was funded and constructed. The relatively flat Mohawk River Valley is the natural place to get through the Appalachian Mountains, which were such an impediment to westward expansion. A paragraph or two is devoted to each of the important people connected with the canal's inception and development. The Erie was America's first training ground for civil engineers; canal Chief Engineer Benjamin Wright is considered the father of American civil engineering. Since the book is also about the art of the Erie Canal, there are both period and later depictions of the canal, and of the personalities involved with it. Materials from the New York State Archives and the New York State Library are reproduced where appropriate. This book is so thorough as to be encyclopedic. The materials and goods transported on the canal and the industries it fostered are all covered. I don't believe there is a topic that doesn't have at least one image, and more often many, to accompany the text.

The large effect the canal had on New York and America is thoroughly documented. After all, the Erie Canal was a major contributor to America's nineteenth-century westward expansion. By linking the heavily settled Eastern Seaboard to the Great Lakes, it facilitated travel all the way to Chicago and Minnesota, the limits of American settlement at the time of the canal's 1825 opening.

The book's third section concerns the canal's major enlargement in the mid-nineteenth century. Like many of the era's canals, the Erie responded to its success by increasing its dimensions, and hence it capacity. (In fact, the Erie Canal underwent seven enlargements in less than a century's time.) Due to it being a state-financed system, communities not directly on the canal demanded spurs connecting them to it. Many were obliged. Unfortunately, the majority of the spur canals lost money, but the main canal was so successful it easily absorbed the losses. Political machinations and considerations were always critically involved with canal expenditures. Thus this major enlargement was first considered in 1842 but not completed until 1862. The many religious and social movements in the state and country are also well-covered. Western New York was the site of more than its share of these movements due to its rapid development fostered by the Erie Canal.

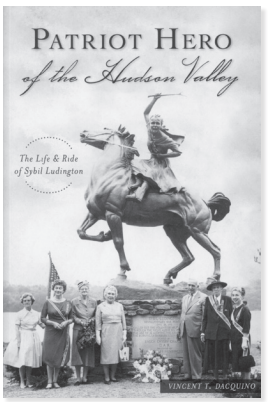
At the end of the nineteenth century, the Erie Canal was once again enlarged to respond to the rise of the railroads, becoming what was known as the New York State Barge Canal. As usual, political maneuvering was necessary to get the public behind the expenditure. Much of the original route, and the towns that grew along it, were abandoned and its traffic moved to a greatly modified Mohawk River. This final major enlargement and re-imagining of the Erie wasn't finished until World War I.

The book concludes with a short section on the state of the Erie Canal today. Governor Andrew Cuomo and the state Legislative have expended over $200 million dollars on the Empire State Trail System, creating and connecting trails from Manhattan to Montreal

that include a westward spur built largely along the historic Erie Canal. Although many trails existed previously along the Erie's route, this initiative will unite them continuously, a wonderful opportunity for everyone to celebrate and learn about the Erie Canal.

Given the ambitious reach of the book, one would think that it would be easy to find faults or omissions. But in fact the authors did an excellent job of organizing a dizzying amount of information and images, and managed to meld them seamlessly. It occurred to me while reading that it required multiple authors to fulfill its ambitious goals. The book is really more than just a history of the Erie Canal because it so thoroughly covers what life was like in nineteenth-century America. It is a book that should find a place on the bookshelf or coffee table of anyone concerned with our shared history.

Bill Merchant, D&H Canal Historical Society



***Patriot Hero of the Hudson Valley: The Life and Ride of Sybil Ludington,* Vincent T. Dacquino (History Press, 2019) 159 pp.**

In 1997, while Vincent Dacquino was waiting at a stop sign in Mahopac Falls, he noticed a road marker that said: "Sybil Ludington rode horseback over this road the night of April 26, 1777, to call out Col. Ludington's regiment to repel the British at Danbury, Connecticut." Fascinated by the young woman's exploit, which would be compared over time to the much more famous ride of Paul Revere, Dacquino embarked on a quest that has resulted in two books recounting Sybil's story—the first, in 2000, titled *Sybil Ludington: The Call to Arms,* and now this fuller, updated work, *Patriot Hero of the Hudson Valley: The Life and Ride of Sybil Ludington.*

What makes the more recent book so valuable is that it shows how history, which can be slippery, especially during a time when the Internet plays such a large part, can evolve. How it can expand the story with facts and theories, yet also repeat errors that have been corrected. Getting right down to it, Dacquino addresses some of those errors in the Introduction, alerting readers to pay attention to the detail that matters so much in a story like Sybil's.

Thus, this becomes a double story—one about Sybil Ludington, the other about how to tell a historically valid story. As the latter unfolds, one is impressed by Dacquino's authentic voice and his thoroughness in weaving Sybil's story with the new material found during the intervening twenty years. Especially impressive is the thoughtful layout of the book, in which documents and letters enhance the trajectory without distracting

the reader. Upon finishing, there is no doubt we have read a book about a small part of the American Revolution that matters, even though there are still a few holdouts who dismiss it as legend. It is a journey worth taking, for it is one in which passion plays a part, as Dacquino says in his Introduction: "Both books . . . are in essence my fight for Sybil's right to be known for who she was in the world in which she lived" (27).

Sybil's parents, Henry and Abigail, were both Ludingtons, first cousins who married in 1760. A year later, Sybil was born, the first of the couple's twelve children. They lived on a 229-acre farm in a part of Dutchess County later incorporated into Putnam County. While Abigail raised their children, Henry—known as "The Colonel"—farmed, became owner of a successful gristmill, and also was known as a fine soldier and a prominent citizen whose duties included justice of the peace, town supervisor, and overseer of the poor. In the early 1760s, he was a Loyalist, but a decade later he aligned himself with the American Revolutionary cause. By 1776 he was a commissioned colonel in charge of the Seventh Regiment Dutchess County Militia. In this turbulent time, when neighbors were sometimes political enemies and spies, and renegades from both sides threatened the peace, Henry's major task was to prevent the Tories from bringing goods from Long Island Sound to Connecticut and vice versa. He was so good at his job that General William Howe, who commanded the British forces, put a price on Henry's head, "dead or alive!"

As the oldest child, Sybil was placed in a position of enormous responsibility, her world "a complex maze of uncertainty, fear and bravery" (33). Even before her ride, she was required to be quick-witted and brave. When Tories surrounded the Ludington home in hopes of capturing Henry for Howe's bounty, Sybil and her sister Rebecca fooled them by lighting candles in all the windows and marching back and forth to give the impression that the house was strongly guarded. The Tories retreated, never realizing they had been defeated by clever teenagers.

In April 1777, things got more dangerous. The Continental Army had been storing supplies in Danbury, and on April 24 the British, under cover of what appeared to be a parade, planned to attack. According to James Case's book, *Tryon's Raid,* published in 1927, their dress and demeanor did not fool the Americans. Rumors quickly spread that the British planned to "kill young [Continental] boys because they would grow into soldiers." Rain foiled the British plans; there were stops and starts and skirmishes. Yet by April 26 much of Danbury had been destroyed and American troops were rallying to stop further destruction. Because it was planting season, Colonel Ludington's troops were scattered at their farms. When an exhausted horseman arrived with a call for help, Henry turned to Sybil, who had turned sixteen a few weeks prior. She would ride and round up her father's men, requesting they report to him at daybreak. Sybil rode through Carmel, Mahopac, and Mahopac Mines to Stormville before returning to what is today called Ludingtonville. Her fifty-mile round trip journey passed through country filled with "Cowboys and Skinners,"

loyalist guerillas who roamed that territory, mostly at night. After her father was able to muster his troops, he joined other Continental regiments in routing the British. Facts backing up this account include one that Brigadier General Benedict Arnold had his horse shot from under him and General David Wooster sustained a mortal wound, dying a few days later. As Dacquino says dryly, "The British never again dared to attack the Connecticut interior" (49).

Not much was known about Sybil after that, but Dacquino painstakingly follows her story, explaining in the ensuing chapters how and where he found his facts. In 1784, she married Edmund Ogden; two years later, they had their only child, whom they named Henry, while living in Fredericksburgh (now Patterson). In 1793, they moved to Catskill, a thriving port on the western shore of the Hudson River, where Edmond was (probably) an innkeeper in an area called The Landing. Edmond died in 1799, most likely of yellow fever, but Sybil carried on. Still plucky, she purchased a tavern on the corner of Main and Greene streets in Catskill. No sooner had she done so when another yellow fever epidemic broke out in the area. After that ordeal, she seemed "to have been caught up in one of the countless speculation and land development schemes which threatened ruin in the young country early in the [nineteenth] century" (85). Yet she prevailed and educated her son, who became "Henry Ogden, Att. at Law of Unadilla, Otsego County," and married Julia Peck of Catskill. After the birth of her first grandchild, Edmund, named for his grandfather, Sybil moved with the young family to Unadilla, where she spent the next twenty-eight years. She helped raise Henry's six children, nursed her son prior to his death in November 1837, and remained stalwart until her own death on February 26, 1839.

Dacquino provides outstanding context for Sybil's journey. As he describes the various research paths he took, including the dead ends, we see the rest of Sybil's story build. But it is always anchored by facts, which are presented in great detail in the first of three columns in a Quick Reference Chart at the book's end. The second column is called "Source" and the third "Resources/Notes." This provides an easy way to check the narrative and an excellent example for anyone interested in historical research. By the end, we have gotten a good picture of life in this part of New York after the Revolution, a period often skipped in history books. In the first third of the nineteenth century, as our young country got its footing, life was hard, illness was rampant, and there were plenty of predatory conmen around looking to take advantage. From a letter written by Sybil, we know that her son left his family in "straightened circumstances," and that she applied for widow's benefits for her husband's Revolutionary War service. (They were denied because she could not produce her marriage certificate.) Through all the challenges of her time, Sybil lived a life of dignity and honor, proud of her son and his family, and able to be useful until she died.

Sybil's ride remained a family legend for more than 100 years. It was first recorded in 1880 by the historian Martha Lamb, who never revealed her sources. It was then elabo-

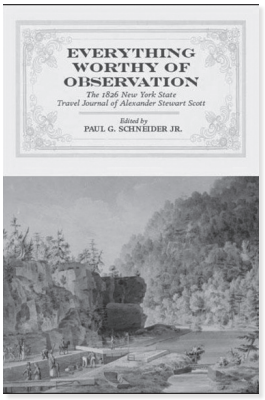
rated on by Lewis (also called Louis) Patrick in *Connecticut Magazine* and fully reported by W.F. Johnson in a 1907 book financed by a niece and nephew of Sybil's and written for the family. This was followed by publication of a poem about her and, in 1925, the placement of markers along the route of her ride by the American Scenic and Historic Preservation Society. Another poem appeared in 1940. However, the most important tribute to Sybil—an equestrian stature by the famous American sculptor Anna Hyatt Huntington—was dedicated in Carmel in 1961. In 1975, Sybil was honored with a postage stamp. She also served as the inspiration for operas, plays, and more poems.

Most crucial to Dacquino's book, he found family information and letters, including Martha Lamb's source material, in the New-York Historical Society archives. Much of this trove had never been published. As Dacquino states in his Introduction: "Letters, public records, articles, books and even letters signed by Sybil have helped me piece together my view of the life of Sybil Ludington, and now, with the advent of the Internet and digital information and the discovery of new family letters and documents I am able to present even more information" (26).

In this time when so many people have so many opinions—and use of the Internet to share their opinions via blogs and essays—there are naysayers who continue to deny Sybil's story. Dacquino generously addresses their arguments, but sticks, as he should, to his guns. This new book is an essential addition to the canon; it is both a story about an intrepid young girl helping the American cause during the Revolution and a chronicle of the life of a courageous woman. Because of all the new, crucial information—letters to and from Sybil and her family, and documents about her life and ride that have never seen light until now—*Patriot Hero* should take its rightful place as the definitive biography of Sybil Ludington. It does honor to her life and shows how fascinating, and also how difficult, it is to make authentic history. We should be grateful to Dacquino for his passion and persistence. I will conclude as he does:

In short, all available facts indicate that on the night of April 26, 1777, sixteen-year-old Sybil Ludington rode to call out her father's troops to aid the citizens of Connecticut and risked her life because American lives and their property were in danger—and in at least one instance saved the life of an important American patriot leader. In those respects, she should be recognized, without errors in her biography or an error of omission from the list of our many other national heroes, male and female, young and old, as an example of exactly what great Americans are made of. (123)

Roberta Silman is the author of Blood Relations, The Dream Dredger, *and* Beginning the World Again. *More about her can be found at her website,* robertasilman.com.



***Everything Worthy of Observation: The 1826 New York State Travel Journal of Alexander Stewart Scott,* ed. Paul G. Schneider, Jr. (Albany, N.Y.: Excelsior Editions of SUNY Press, 2019), 183 pp.**

A young man on the eve of professional life embarks on a whirlwind tour of a booming region gripped by frenzied commercial and demographic growth. He mingles with generals and political exiles, takes in plays and horseraces, survives boat accidents and comic misunderstandings—all set against alternating backdrops of world-renowned natural wonders and young cities bursting with growth. A crisp and gripping read, *Everything Worthy of Observation* presents a fast-paced narrative window into life in northern New York State during a period of exuberant expansion. It is an essential source for anyone interested in the Erie Canal, antebellum New York, or the history of travel and leisure. Historians are indebted to editor Paul G. Schneider, Jr., for making this volume broadly available.

In August 1826, Alexander Stewart Scott, a twenty-one-year-old aspiring lawyer from Quebec, set southward on his New York tour for undisclosed reasons. Along the way, he would traverse the Erie Canal on the eve of its first anniversary, visit a number of burgeoning upstate cities, and take in some emerging tourist hotspots—from drinking the "waters of life" at Saratoga Springs (which he found to have "a most villainous taste, extremely saline") to washing his face in the Niagara Rivers as it rushed toward the falls (46, 67). Thankfully, Scott recorded it all, jotting down anything he found "worthy of observation"—an assessment he invokes repeatedly to praise his surroundings and which furnishes the book's title (e.g., 65, 79). While the author reflected at the end of his three-month journey that the journal was "never intended for more than the perusal of two or three Friends and Relations, and by no means expected to meet the eye of a Critic" (33), this lively record of Scott's impromptu adventures offers a unique window into the popular appeal of New York's natural beauty, the aspirational growth of numerous cities on the canal corridor, and the prevailing culture of dynamism in the Empire State during the early years of the Erie Canal.

The book should prove an especially welcome addition for educators. When struggling to convey to modern students the profound transformative power of the Erie Canal and the broader transportation revolution, some of the best teaching tools are original accounts of travelers who chronicled their experiences with the emerging infrastructure. This offering is particularly helpful because of the breadth of Scott's experiences and the clear and relatively concise narration that largely avoids archaic language, which makes the text approachable for modern readers. Simultaneously, there are enough idiomatic

passages to make the journal unique and to offer a window into 1820s minds. Helpfully, such passages are meticulously decoded in comprehensive notes by the editor.

Indeed, one commendable portion of the volume is the introduction, in which Schneider masterfully contextualizes the journal, situating Scott's observations within the broader history of nineteenth-century transportation and infrastructure (9–13), tourism (15–18), literature (5–7), and international views of the American people (18–21). While cautioning readers of the limits of Scott's perspective due to his class status and youthful caprice (4, 22), Schneider also makes a compelling case for the importance of this source: "Scott's travel journal adds yet another valuable perspective to our cumulative understanding of early nineteenth century New York and Lower Canada, a perspective that is rich in those details that caught his attention and a perspective that adds fresh information complementing previously published travel accounts" (23).

There are many interesting passages within the journal itself; a few samples will offer a sense of its important themes. Many involve the Erie Canal. For example, an episode at Schenectady in which Scott transfers from carriage to packet boat to begin his westward travels on the canal provides a fabulous window into the zealously competitive marketplace of the transportation revolution: "we were all immediately beset (even before leaving the Carriage) by a set of Canal Boat Captains &c, setting forth the advantages of their several Boats, and with one voice beseeching our Patronage—the opposition very strong; abusive language, and sometimes Blows between the different owners and others interested, not at all uncommon I am told" (49). Still, canal travel itself was deemed "most agreeable" when compared "with the rough & crowded stages" and "not much inferior to the Steam Boats" (49). Indeed, the journal explains the contemporary enthusiasm for canals, since roads are constantly derided by the author as "dusty," "unpleasant," or "dreadful" (52, 55). While Scott presents a highly favorable impression of the canal, he also notes problems—from an accident in which a crossed tow cable clotheslined a passenger and "dashed him down with great force," leaving the victim "most dreadfully bruised" (81), to a more amusing incident within a boat's intimate sleeping quarters, where the slumbering Scott accidentally struck a fellow sleeper who, awakening ready to brawl, "overthrew a Chair and Basin" and caused a "hula-bulloo" that agitated other passengers before he determined the entire affair to be a misunderstanding (84–85).

There are also delightful reflections on the natural splendor Scott beheld, offering evocative examples of the region's global reputation. Early in the trip, on a steamboat headed south on Lake Champlain, Scott exults over "the most romantic & beautiful scenery I ever beheld in my life," noting that he "had heard much of the beauties of the place, but the reality exceeds my most sanguine expectations—worth while for any person to travel 500 miles just to have the pleasure of passing through this Lake" (42). To the west, he crossed by ferry from the U.S. to Canada beneath Horseshoe Falls, where "completely drenched

by the spray" he beheld "a number of most beautiful Rainbows" (67); uncharacteristically, Scott spends many pages describing his time at Niagara, and upon leaving notes that he moved on only "with a sort of fond regret" (74).

The author is often similarly impressed by human creations. At Rochester he noted the aqueduct carrying boats over the "Rapid River" below—a spectacle that "most particularly draws a Stranger's attention" (63); and at Lockport he recorded that "as Niagara Falls are the greatest natural wonder, so Lockport, its Locks and the portion of the Canal adjacent, are considered to be the greatest artificial curiosity in this part of America" (79). Scott offers insightful impressions of numerous cities along his trek, including Utica (50), Syracuse (52), Geneva (54), Palmyra (57), Rochester (63), Buffalo (77), and a bustling Albany—"a very extensive and beautiful place" (87). He notes the sense of movement and growth in these places: "in all the villages I have seen in this Country—the Inhabitants seem to imagine (and rightly too I think) that each place will sooner or later become of importance" (57).

Scott's favorable impressions transformed his broader attitude toward the United States: "I freely confess," he reflected on crossing back into Canada, "that I went among the Americans a good deal prejudiced against them, and now that I am leaving the Country must say that the most part of those bad feelings are done away with" (97). Evidently converted to affection after his visit, Scott now found himself in a position to offer insights on American politics, which, though brief, are fascinating. He notes that Americans remain "just in the fever of Republicanism, and some time must necessarily elapse before they can be cooled down to a calm consideration & enjoyment of their many and inestimable privileges," while placing hope in "the excellent & liberal system upon which their schools & Seminaries of public Education are conducted" (97–98). Less prescient was his forecast on beholding DeWitt Clinton's "very plain looking House" on North Pearl Street in Albany that the "very popular" governor "stands the best chance of filling the office of President of the U.S. at the [1828] election," noting that "his principal opponent will be General Jackson—but I am told that J. is a mere soldier, and not fit for the place" (89). Back home and now a young expert on Americana, Scott "found amusement" in reading James Fenimore Cooper's *The Last of the Mohicans*, interested particularly in comparing "the descriptive parts of the Work" to places he had visited the month prior (101). Schneider's brief afterward completes Scott's life story, noting his law career and family, and concluding with his tragic death in a Quebec theater fire in 1846 (120).

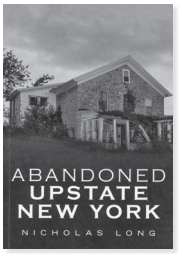
The text itself is an important contribution, but its presentation amplifies the volume's value. The book is generously illustrated with contemporary artworks that depict many of the locations described in the journal, as well as with a number of useful maps, many from Theodore Dwight's contemporaneous travel guide, held by the New York State Library.

Schneider himself provides a particularly useful diagram of the basic flow of canal traffic and rights of way for tow cables (80). Similarly, appendix two furnishes a helpful table of Scott's expenses for fares and the distances traveled—a very systematic presentation of unique value to historians of the period (123–127). Finally, Schneider does a remarkable job of providing the history of the document itself—tracking its uncertain journey among Scott's heirs to the New York State Library, which acquired the manuscript in 1954, to its rediscovery by University at Albany doctoral student Matthew DeLaMater—who alerted Schneider to the significance of the materials in 2015 (24–25). Schneider's brief methodological discussion (27–30) is a welcome addition for all readers concerned with the craft of documentary research, and enhances the book's overall appeal.

Everything Worthy of Observation provides valuable glimpses of life along the Erie Canal in its earliest era as well as compelling descriptions of the people and places along the way. Paul Schneider's assiduous editing and expert contextualization make this lively volume a welcome contribution to the history of New York State and of the antebellum transportation revolution.

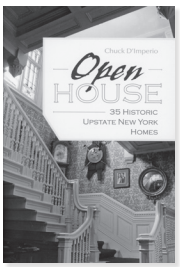
Robert Chiles, University of Maryland, College Park

New & Noteworthy Books



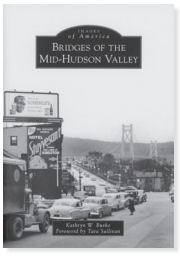
Abandoned Upstate New York
By Nicholas Long
(Charleston, SC: Arcadia Publishing, 2020)
96 pp. $23.99 (softcover) www.through-time.com

The inherent contrast that can be found in using modern photography methods to document structures that have fallen into disrepair highlights the ongoing challenge of how communities can best address buildings no longer in use. For urban explorer and photographer Nicholas Long, these residential, commercial, and industrial sites also serve as exciting mysteries to be unraveled one room, and one snapshot, at a time. While the safety and legality of this type of photography compilation remain a concern, the resulting visuals offer value well beyond the graffiti and debris that litter the featured locations in the present day.



Open House: 35 Historic Upstate New York Homes
By Chuck D'Imperio
(Syracuse, NY: Syracuse University Press, 2020)
240 pp. $29.95 (softcover) press.syr.edu

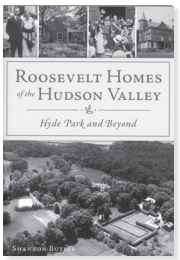
The latest in Chuck D'Imperio's collection of books focusing on things to see and do in Upstate New York, *Open House* puts the spotlight on an array of lesser-known historic homes across the state. Part history and part travel guide, it profiles the history and significant ownership of each property from construction through the present, along with the author's own notes derived from his experience as a visitor. As well as information about location, cost, and hours of operation, each entry offers a color photo to help orient would-be visitors and suggested sites of interest nearby.



Bridges of the Mid-Hudson Valley (Images of America Series)
By Kathryn W. Burke
(Charleston, SC: Arcadia Publishing, 2020)
128 pp. $21.99 (softcover) www.arcadiapublishing.com

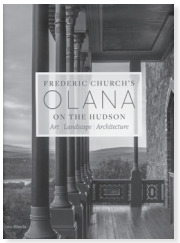
The New York State Bridge Authority operates six bridges that span the Hudson River in the Mid-Hudson Valley, from the Bear Mountain at the south to the Rip Van Winkle at the north. Each bridge has a unique construction story that includes feats of engineering as well as dedication. Complete with well over 100 photos depicting the bridges being built and the individuals who made it possible, this Images of America title captures the continued importance of

these east-west thoroughfares to transportation and commerce. With the 2010 acquisition of the former Poughkeepsie-Highland Railroad Bridge, now known as the Walkway Over the Hudson, the Bridge Authority has added a new constituency—pedestrians who can enjoy the scenic beauty of the mighty Hudson River at a more leisurely pace.



Roosevelt Homes of the Hudson Valley: Hyde Park and Beyond
By Shannon Butler
(Charleston, SC: The History Press, 2020)
160 pp. $21.95 (softcover) www.historypress.net

As some of the Hudson River Valley's most recognizable residents, the Roosevelt family is most often associated with the Springwood mansion overlooking the Hudson River in Hyde Park. Using an array of new and archival photographs to supplement the text, *Roosevelt Homes of the Hudson Valley* highlights locations of significance to Franklin and Eleanor Roosevelt from New York City to Albany. As to be expected, the Hyde Park properties of Springwood, Val-Kill, and Top Cottage feature prominently, but they are only part of the story that consists of over a dozen key places, including several Manhattan addresses, the Delano family estate in Newburgh known as Algonac, and the Governor's Mansion in Albany.



Frederic Church's Olana on the Hudson: Art, Landscape, Architecture
Photography by Larry Lederman,
Edited by Julia B Rosenbaum & Karen Zukowski
(New York, NY: Rizzoli Electa, 2018)
256 pp. $60.00 (hardcover) www.rizzoliusa.com

Olana, the Hudson River estate of artist Frederic Church, stands today at the captivating intersection of architecture, landscape, and art, just as it did in the second half of the nineteenth century when Church developed it. This impressive full-cover publication captures the impact that Church's views from Olana had on his Hudson River School painting, and reciprocally, the impact that his artwork had on his approach to landscape. Through thoughtfully crafted narrative, Church's inspiration is presented, as is the story of Olana's construction, challenging preservation, and ultimate restoration to the living work of art its creator envisioned more than 150 years ago. The paintings and photographs included here are truly stunning, and a credit to Church's multifaceted expertise.

Andrew Villani, Marist College

Call for Essays

The Hudson River Valley Review will consider essays on all aspects of the Hudson River Valley—its intellectual, political, economic, social, and cultural history, its prehistory, architecture, literature, art, and music—as well as essays on the ideas and ideologies of regionalism itself. All articles in *The Hudson River Valley Review* undergo peer review.

Submission of Essays and Other Materials

HRVR prefers that essays and other written materials be submitted as a double-spaced manuscript, generally no more than thirty pages long with endnotes, as an electronic file in Microsoft Word, Rich Text format (.rtf), or a compatible file type. Submissions should be sent to HRVI@Marist.edu.

Illustrations or photographs that are germane to the writing should accompany the hard copy. Illustrations and photographs are the responsibility of the authors. Scanned photos or digital art must be 300 pixels per inch (or greater) at 8 in. x 10 in. (between 7 and 20 mb). No responsibility is assumed for the loss of materials. An e-mail address should be included whenever possible.

Since HRVR is interdisciplinary in its approach to the region and to regionalism, it will honor the forms of citation appropriate to a particular discipline, provided these are applied consistently and supply full information. Footnotes rather than endnotes are preferred. In matters of style and form, HRVR follows *The Chicago Manual of Style*.

THE SKETCHBOOK TURNS 200

Washington Irving's *The Sketchbook of Geoffrey Crayon, Esq.* was originally published in two versions, in England and in America, in 1819 and 1820. It included the now-classic stories of Rip Van Winkle as well as Ichabod Crane and the Headless Horseman.

Washington Irving's *The Legend of Sleepy Hollow* has become a beloved American classic, with the mysterious Headless Horseman at its core. I wanted to create an image that was instantly recognizable and would draw the viewer back to this famous ghost story that continues to haunt its readers two hundred years later.

Emily Yen, Marist '21

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