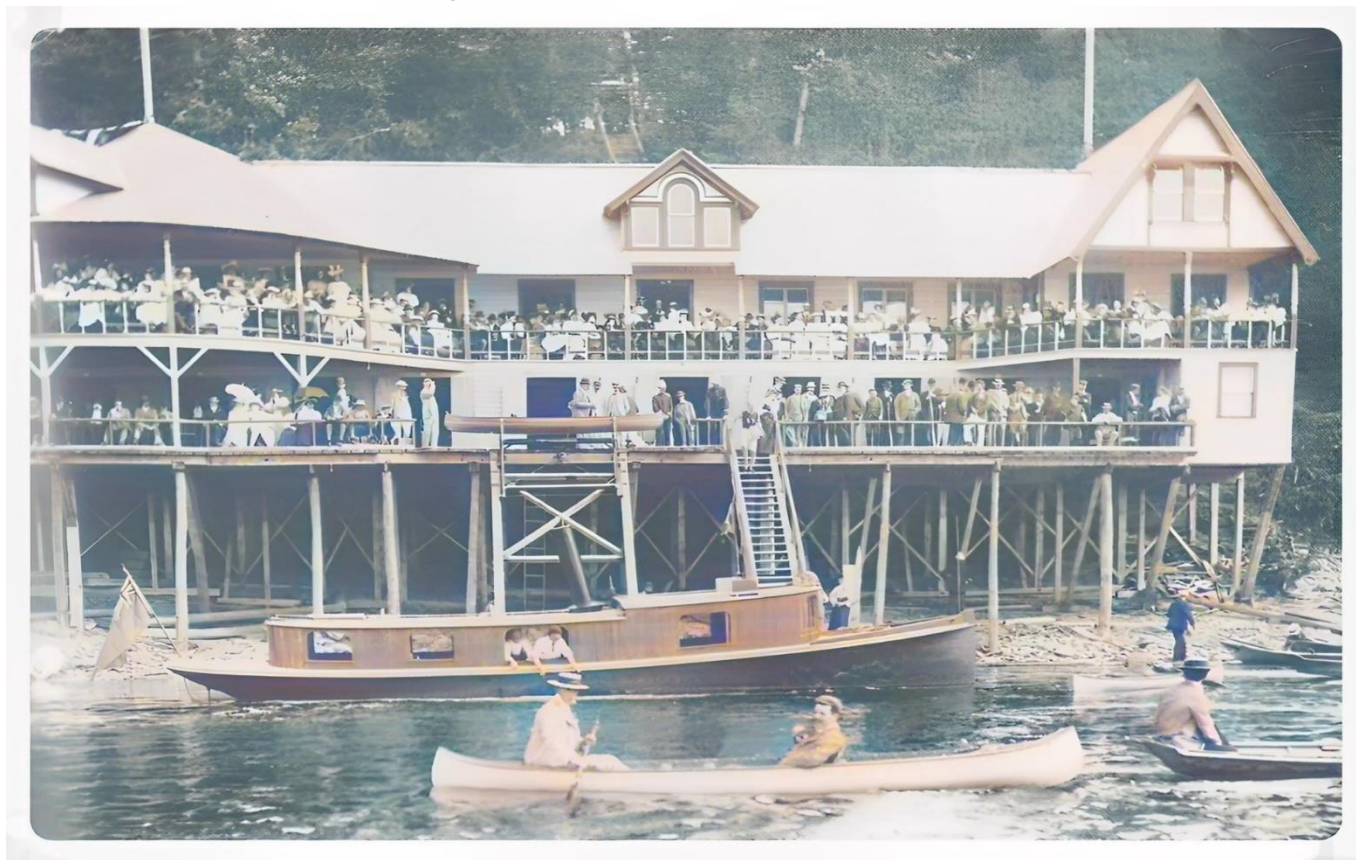


The Dey Brothers: Capital Boat and Canoe Works

Ottawa was developing an interest in boats, particularly competitive boats. There were three rowing clubs, the Dow's Lake Club, which was on Dow's Lake at the end of Preston Street, which in 1885 was the boonies. The second was the Ottawa Rowing Club, which was situated just down from the well-to-do neighborhood of Rockcliffe. The big problem with competitive rowing is where to put the boat when you are finished for the day. It wouldn't last long if left outside. You needed a place to put it. The first boathouses began to appear as places to store the more valuable boats such as rowing shells. The boathouses were literally sheds on the shore and they had a ramp going down into water. There was no slip—that was only for the very rich who wanted a covered house to park their steam yachts. Most ordinary boats stayed pulled up on the shore, either turned over or covered by a tarp (or nothing). One easier way to deal with this was to join a rowing club. They were usually two-story affairs, with the boats and gear being stored on the first level, which had ramps leading down into the water. The second level was for offices and the club house. There was drinking and partying there, although perhaps less than most other social clubs for men. This was still an athletic association and the members had to maintain their health and not get too fried.



Dey Bros. pointer and canoes, Ottawa Rowing Club, now attached to stilt posts.

The founders of the Ottawa Rowing Club had clubhouse actually floating on the water and built it as a kind of mobile barge with the building built on top. It was tethered to the land with ropes and usually once or twice a summer after a heavy storm the structure would break free and float off down the river and the members would have to hire a tug and pull it back. Eventually they attached the building firmly to the Ottawa Riverbank. It is there still. The Dow's Lake rowing club was built in 1902, a rather fancy building complete with turret-like architectural flourishes. This was purely for athletic contests as there wasn't much else to do on that part of the river, although there were once rental sail boats to learn about sailing on these harmless waters or just to kill time on a Sunday afternoon; now the rentals are strictly kayaks, the little sail dinghy's seemed to have disappeared.

These were big buildings and required a lot of capital to build and membership fees to be maintained. Therefore membership was limited to the well to do. The less well-off had to find their own storage means as well as bringing their boats to the competitions. That didn't stop them and more often than not, it was a miller or a steamfitter or a carpenter that took the trophy home at the end of the day. An exceptional workingman athlete might find himself invited to be a member of one of their clubs or perhaps be offered a full-time job looking after the boats so he could lead the club to victory at the next race.

By 1878 Micheal O'Gorman (his ads had two name spellings, O'Gorman and O'Gormon) had enough of Kingston. Competition was intense, so much so that other builders were regularly stealing his designs and in some cases, representing themselves as having the right to copy and sell his boats. He put an ad in the Kingston Whig newspaper warning potential customers to visit him personally at his shop and pay no attention to his dubious "agents". He decided to move to Ottawa, which had long since passed Kingston in terms of population and importance and already had a growing interest in recreational boating. A few boatbuilders were already working there, including Antoine Ratte and Joseph Dey who had teamed up with a Mr. Cockburn to build a small shop at the foot of the cliffs.

Joseph Dey was born in England in 1830. He married a Dublin girl and decided to try his luck in the Canadas. He arrived and stayed briefly in Quebec before moving to Ottawa in 1862. Ottawa was a city of 25,000 then, growing rapidly as a lumber town and since 1857 as the newly anointed capital of the Canadian federation. He started off as manager of the Bellevue Pleasure Gardens over on the Hull side, a sort of Victorian era version of a mini putt where you could try your hand a various game such trying to knock coconuts off posts with a small wood ball. He left the amusement business and in 1872 set up a boat building yard with Mr. Cockburn

on the Ottawa river just below where the Supreme Court building is today. Cockburn was a commercial boat builder and is credited with building the famous pointer boat, which was used to push around the logs on the river and eventually became an icon of the river. The partnership lasted only a few years before Dey left and set up his new business, Joseph Dey and Sons, Boat Builders on the south side of the east Turning Basin. The Turning Basin was an oval pool occupying the space on the canal immediately south of where the Laurier Bridge is now, where Confederation Park is on the west side and the NDHQ building is on the east. In the 1860's this body of water was the end of the line for many excursion boats, barges and freighters, and they used the turning basin both, as the name indicated to move their boats around, but also to dock and unload their cargo. Joseph Dey's original operation was on the east side of the basin although the sons, Ted and Peter would have to relocate to the west side when the east side was filled in so the CP railroad line could be run downtown to the new central station across from the new Chateau Laurier Hotel. Joseph eventually retired from the business and left in the hands of the three sons including the youngest, Frank. Ted was the oldest and the driving entrepreneurial force of the three and he saw the boat building as a steppingstone to a variety of potential businesses. Frank was all about sports and boats. Joseph Dey died in 1904, but the friction between the brothers had already come to head several years earlier and the brothers had split up, with Frank moving to a shop on Bank Street.

In the late 1890's Ted and Peter had begun to branch out into other ventures. They added a lumber mill to the operation and to find a use for the lumber they embarked on their biggest project - Dey's Skating Arena, built adjacent to the Turning Basin in downtown Ottawa. Their father already had experience in running amusement ventures, so they built on this knowledge by opening up a skating rink and earning money from customer fees. The first arena was torn down, and the second rink was built at Ann and Bay Streets. In order to help make the place pay, they and other investors invited an amateur hockey team known as the Ottawa Hockey Club to hold their games in the arena. By 1893 the players were being paid, albeit this was off the books as the team was supposed to be officially amateur. Players like Fred "Cyclone" Taylor and Harvey Pulford now had work year-round. The professional athletes of the day played whatever and wherever there was money to be made, baseball and lacrosse and especially rowing in the summer and fall. The hockey team eventually became a full-time profit-seeking business, and the name was changed to "The Silver Seven" in 1903 and finally the Senators in 1908. Hockey seasons in that era lasted only as long as freezing temperatures, which was usually mid-December to mid-March. There was no rink refrigeration other than the outdoor temperature, so the ice frequently melted as the body heat from several thousand fans warmed the arena interior. Stanley Cups were played in March and if it was warm the melt sometimes

resulted in a watery surface, one in 1920, against Montreal there was an inch of water on the ice.

As mentioned Frank didn't want to go along with these new ventures, or the other brothers felt he wasn't pulling his weight, or the fraternal partnership had simply worn out. In 1898 Frank left, apparently not on good terms as Ted and Peter changed the business name to Dey "Brothers" Boat Works right afterward. Frank set up shop at the east corner of Bank Street and Powell Ave. Now the elegant little gulch between Clemow Ave is known as Central Park but in 1901 it was an offshoot of the canal known as Patterson's Creek. The new shop therefore backed right on to the water and Frank could launch his boats right down a rail and into the water.

Frank was the racing boat specialist in the family. If it went fast and was a boat, he built it. He already had an impressive list of paddling trophies, so he knew what he was doing. Over the next few years he built 21 first place winning rowing shells. He built racing successful racers for many of the famous early names in competitive rowing, Monty Neate, Ernie Tresside, Charlie Cowen, Horace Merrill, and Harvey Pulford. All names today are found only on an old photo sealed in a glass cabinet at a rowing clubhouse wall. Pulford was the exception. He was one of those athletes who was able to excel at any sport, whether playing with the Senators or winning rowing titles (or playing pro football which he also did). There were a few of them at that time but such crossover skill is (almost) unheard with today's specialized athletes. By 1904 his son Edgar was winning major competitions as well, taking first place at the big ACA regattas at Sugar Island, in both the singles and double scull. Capital Boat continued to make racing shells, but he was already becoming interested in the coming gas engine speedboat business.

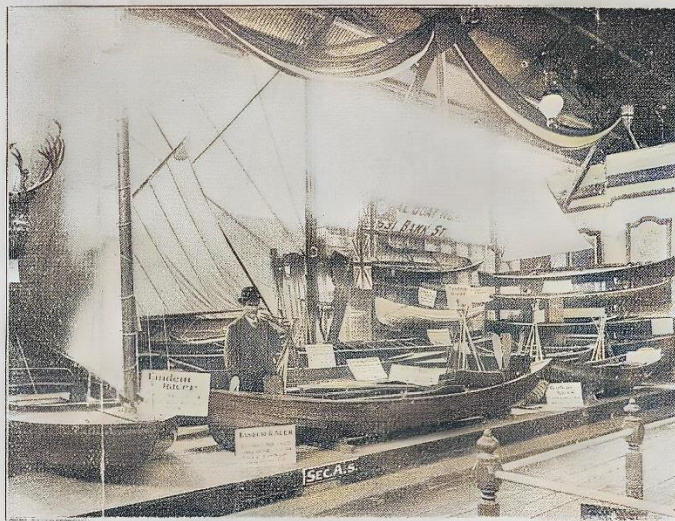


The original Dow's Lake Boathouse

1895 PRICE LIST AND CATALOGUE A 1910
THE CAPITAL BOAT AND CANOE WORKS

THE FOLLOWING CANOE CLUBS USE OUR RACING CANOES:

Chataguay Canoe Club
 Britannia's Boat Club
 New Edinboro C. Club
 Grand Trunk Boat Club
 Lachine Canoe Club
 Buffalo Canoe Club, N. Y.
 Toronto Canoe Club
 St. Roses Canoe Club
 Carleton Place C. Club
 St. John's Y. Club
 Narragansette C. Club
 Pittsburg Canoe Club
 Providence R. Club
 Samoset C. Club, Mass.



Wabewawa C. C. Boston, Mass.
 Ottawa Canoe Club
 Rideau Canoe Club
 St. Lambert Canoe Club
 St. Stephens Canoe Club
 Winnipeg Canoe Club
 Longueil Boat Club
 Medford B. Club Mass. (U S.A.)
 Smith's Falls Canoe Club
 Yonkers C. Club, Yonkers, N. Y.
 Lawrence C.C., Lawrence Mass.
 Cartierville Canoe Club.

FAST GASOLINE LAUNCHES.
 LUMBERMEN'S DRIVING BOATS AND WINCH BOATS BUILT TO ORDER.
WORKS, 612-614 BANK ST., OTTAWA, ONT.,
 E. F. DEY & SON, Prop.

PHONE 136

PATTISON PRINT.

Frank Dey poses with his show space, most likely Toronto Boat Show, 1900's

By 1904 Frank Dey's business, the Capital Boat and Canoe Works, listed himself and Frank Jr. as proprietors. Frank Jr. had just come off his first place "single blade" (one rower with one paddle) win at the Sugar Island regatta the previous year and was a rising star in both rowing and nineteen was readying to enter the work of professional hockey as well.

Frank Jr grew up in sports. He rowed in the summer and played hockey in the winter, well enough that he was able to turn pro at the age of 18. Nonetheless he kept his off-season job as a boatbuilder and by 1908 he had joined his father in the business. He was doing very well, typically not at building boats but as a player he made as much as \$2,000 for a season. He did not join the Senators (or the Silver Seven as they were known) but instead played for the Halifax Socials. So any boatbuilding he did was from April through November. Even then he took plenty of time to row competitively as well, but at least that was a helpful form of advertising for the business.

Ted and Peter continued to build boats, although this was a small activity compared to running the Senators, the Arena, and the lumber yard. Most of their production came from the commercial pointer boats, used to move logs around on the water and tow log booms. Only one canoe from Dey Brothers shop survives today, whereas three or four of Frank's boats are still around, one owned by the author. Still if you look at the photos of the boats on the canal, the river or Dow's Lake, most will be Dey boats.



WAR CANOE—Capital Racer.

Winner Championship of Canada '04, '06, '07, '09. Holder World's Record $\frac{1}{2}$ Mile and 1 Mile.

15 boys in the Capital Boat war canoe. Close to 800kg/1 ton of weight, it had to be a pretty solid craft.

The earliest of Franks ad's (about 1904) focused on pulling boats almost exclusively although the following year he was advertising "fast gasoline launches" although there were no specs or even drawings in the ads. The previous year he had listed himself as a dealer for the Little Giant inboard engine, so he was gearing up for the already developing motorboat market.

The motorboat bug had caught in Ottawa and there were three builders, the third being Ketchum Boat Works, which ran a marina at the base of the canal locks on the Ottawa river. Ketchum's also built some boats, although they were more a true marina, providing boat storage, service, repairs, docking services and generally catching the business of the pleasure boat traffic and they came up and down the river to the locks.



The classic steam powered pointer boat, mainstay of the Dey Bros. Boat Works This boat was primarily a small commercial tug for log booms but was also used by Ottawa canoe clubs for rescue, and other club duties such as setting out racing courses and being a rescue craft if needed.

\$60⁰⁰ AND UPWARD **COMPLETE READY TO INSTALL IN YOUR BOAT**

GRAY MOTORS

Made In The Largest And Most Up To Date Plant In The World

DEVOTED EXCLUSIVELY TO THE MANUFACTURE OF TWO CYCLE MARINE MOTORS

"The Motor of Quality."




Why the "Motor of Quality?"

EXAMPLE—Speed 20 1/2 miles per hour. Empty—speed with a 12 H. P. GRAY MOTOR.

Then why so low a price?

Because we built and equipped a modern plant—the largest in the world devoted exclusively to the manufacture of two cycle marine motors—especially to build Gray Motors—**NOTHING ELSE!**

Because we devote our entire capital and energy in the endeavor to produce the best motor it is possible to build.

Because we concentrate on this one motor.

Because we use only the best material money can buy

3 to 40 H. P. Write for catalog and story of how these motors are made.

It is simply a question of quantity. We are willing to take a very small margin on each motor and our enormous output gives us a satisfactory profit in the aggregate.

The Gray Motor could not be made any better if it cost you three times as much—if it were sold for a higher price we could not sell enough to keep the big plant busy.

So the great output gives us the low cost of manufacture, and quality and low price gives us the necessary market for the great output.

GRAY MOTOR CO., 64 Leib Street, Detroit, Michigan.



The U-B Spin-fly is the most attractive and effective spinning lure ever invented. Life-like in appearance and closely resembles a fly or bug struggling in the water. Weed-proof. Above cut about half actual size. **Price 25c**

Two Popular U-B Specialties

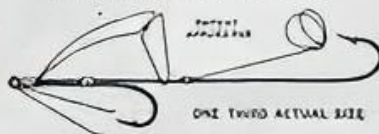
THE U-B LIVE FROG HARNESS holds the frog without hurting and keeps it alive. THE U-B SPIN-FLY is made with blue, white and red wings and colored heads. Leading dealers or by mail postpaid.

Unkefer & Bradley
MANUFACTURERS
 91 Dearborn St., CHICAGO

U-B Live Frog Harness



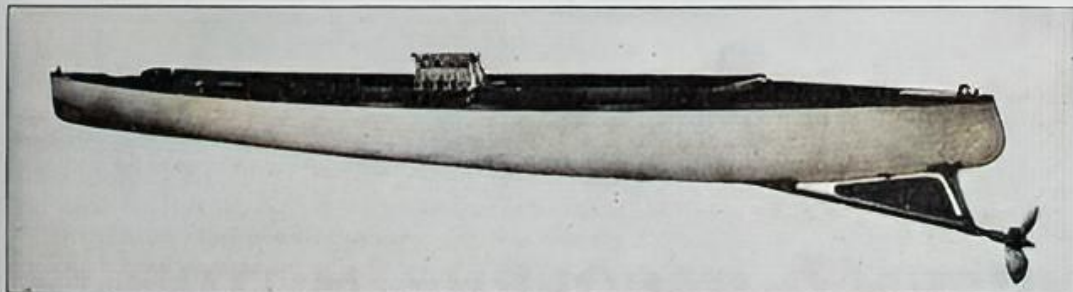
CUT SHOWING FROG IN HARNESS



Price 35c

The Capital Boat and Canoe Works Bank Street **Ottawa**

Builders of fast Gasoline Launches, Motor Canoes, Skiffs and Paddling Canoes



A First Class Motor Canoe 20 ft. x 54 in., Two Cycle Motor, Complete for \$150.00
 Speed 12 to 14 Miles per hour. Write for Catalogue.

Early 1906 motor canoe by Capital Boat.

In 1905, as part of their inaugural year, the US based Motor Boating magazine took a tour of boating in Canada. At the time they noted that there were thirty registered motorboats in the city, almost all of them double ended low horsepower (2-4 Hp) boats. The most powerful pleasure boat in the city was the Stra-gwih-agh, a 50 ft double ended pleasure cruiser which needed a fairly powerful 25 hp White engine just to move it along. The boat had an on-board electric generator and had electric lighting for nighttime cruises. Farther down the canal near Perth among the 6 motorboat owners were Robert Brown, editor of the Ottawa Citizen who had a cottage at Rideau Ferry and William Hicks, the local pioneer who had been the first on the Rideau Lakes chain to install a gas engine in his boat in 1901. Seeley's Bay had but one motorboat owned by a Mr. C.S. Gilbert. Brockville had the most interesting fleet as it had several embryonic speed launches. One had a 30-foot war canoe fitted with a 9 hp (probably an early St. Lawrence triple cylinder engine) The fastest boat in town was a 24 by 4 1/2-foot-wide model with a 6 hp Barber twin, owned by a Mr. Donaldson. There were two more speeders, one 28 feet long owned by a Mr. Lafayette who had installed a 10 hp motor of his own design, as well as "speedy" 25-footer owned by a Mr. Carpenter. The Brockville boaters were not just out to putter, they were trying to get as much speed as they could out of these feeble and primitive engines. They would not have to wait long. R.J. Tooke, the Montreal businessman who would be one of the investors in the newly formed Gilbert Motor Boat Co. Ltd at that time owned a 30-foot speedboat with a 9 hp engine. In five years he would have Gilbert build him a 36-foot luxury racing launch with a 100 Hp engine. All of the motorboats in Eastern Ontario could have fitted neatly into Toronto Harbour, with room to spare. Toronto's private motorboat fleet was estimated at 450 craft, with 200 on order from the town's three builders, Nicholls Bros, Canada Launch Works and Toronto Gas Engine Co.

6

No. 3 TANDEM—Capital Racer.

Length 16ft, Beam 30in, Depth 12in, 45 lbs.

WINNER :

C.C.A. 1900-01-02-03-04-05-06.—A.C.A. 1902-03-04-05.

Eastern Division A.C.A. 1906-07-08.—Manitoba 1906-07-08-09.

Ottawa 1900—1909.

Price—Varnished Butternut \$58.00. Varnished Cedar \$50.00.
Var. Basswood \$45.00. Ptd. Cedar \$45.00. Ptd. Basswood \$38.00.



No. 3. TANDEM—Capital Racer.

Length 20ft, Beam 31in, Depth 14, Weight 70 lbs.

This canoe holds the Worlds' Record for ½ mile made at Ottawa by the Britannia Canoe Club and is used by nearly every canoe club in Canada. In the Eastern States as seen on cover of Catalogue of clubs using our canoes it has been a winner in every case wherever used.

Price: Varnished Butternut \$75.00. Varnished Cedar \$68.00. Varnished Basswood \$55.00. Painted Cedar \$55.00. Painted Basswood \$48.00.



No. 4 FOUR MAN—Capital Racer.

Even with the thirty boats in Ottawa, they had to be docked somewhere. Some built boathouses along the Rideau Canal near Lansdowne Park. But the Canal was a rather boring trip, and the exciting water was on the Ottawa River. At the time cottagers and boaters had their choice of the river upstream of the Chaudière, which opened out on Lac Deschenes, bracketed by the electroplating plant on the Quebec side and the new Britannia Yacht Club on the Ontario side. Cottages began to spring up around Crystal Beach and Britannia Beach. The streetcar also ran across to Quebec and along the riverside up to the Aylmer waterfront into the cottage community of Wychwood.

3

No. 1 Single Capital Racer.

Length 16ft., Beam 30in.,
Depth 12in., Weight
45 to 50 lbs.

First C. C. A. 1900 to 1909
without a defeat. Manitoba
1906, '07, '08 and '09.



GEO. DAVIDSON, Champion of Canada 1905.



MR. BROWNRIGG, Champion of Canada 1906.

PRICE.

Varnished Butternut.....	\$58
“ Cedar.....	50
“ Basswood.....	45
Painted Cedar.....	45
“ Basswood.....	37

These prices include 1 single paddle.

H. MERRILL, Champion of Canada, '08, '09.

Capital Boat high quality wood finish was butternut, which had a mahogany like grain and soft brown colour when varnished but was much cheaper and locally obtainable. Butternut trees are rare now.

Upriver offered better scenery and a wider lake to play around in but it was also the main conduit for paper mill logs. In theory the logs would be tied together in a boom and towed (by one of the signature log tugs (more commonly referred to as "Pointer Boats", one of Dey Brother's mainstay products, even from the early days) down river and then the boom would be parked at Eddy's log pickup station. More often logs would come free of the booms, particularly during rough weather and float around in the river until they went through the falls and were caught in special company owned traps and grilles. Many would float to shore until they could be picked up by beachcombers. In the meantime the logs would partially sink waiting for some boat to come along and hit it.

9



We build a canoe between the Cruising Canoe and the Racer calling it the SEMI-RACER or TORPEDO DECKED Fast cruiser.

This model of canoe has a little more dead rise than the ordinary cruising canoe, and is a lot lighter. The torpedo deck makes it a drier boat than the ordinary sheer canoe, and does not when paddling against a heavy wind offer the same resistance. Prices are for canoes decked 36in. bow and 20in. stern. Decks of butternut, Combings of Oaks, Maple or Red Birch. Decks, wales and thwarts of painted canoes oiled and varnished, the rest of the canoe painted in colors to suit.

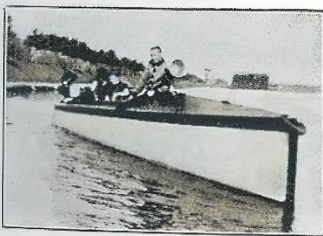
Semi-Racer.

No.	LENGTH	BEAM	DEPTH	VAR. BUTTERNUT	VAR. CEDAR	VAR. BASSWOOD	PTD. CEDAR	PTD. BASSWOOD
5	15½	30	11½	\$57 00	\$45 00	\$36 00	\$36 00	\$31 00
6	16	31	12	\$59 00	\$50 00	\$40 00	\$40 00	\$35 00
7	16	32	12	\$61 00	\$50 00	\$42 00*	\$42 00	\$37 00

We can build this canoe Flush Batten, ribs 3 in. centres for \$10 extra. Longitude Rib we charge \$10 extra.

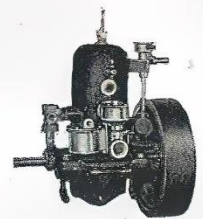
If you are going to take ladies and children in your canoe, have air tanks in the ends, they do not cost much and add to the pleasure of canoeing.

These Prices Include Two Single Paddles.



WRITE FOR CATALOGUE B.

GASOLINE LAUNCHES AND GASOLINE MOTORS



The lumber company managers threatened the boaters who picked out the deadheads that they were touching their property, and the boaters claimed that they had the right to remove navigation hazards. Downriver there were few logs, but the mill would dump out unwanted sawdust, lignin, and other waste right into the river where these great decomposing waterlogged mats would cling to the shore. This slop tended to end up around the Ottawa Canoe Club off Rockcliffe Park which stuck out into the river like a hook, catching all kinds of unwanted things, as noted in the Ottawa Evening Journal on July 4, 1907:

“...the offending element settles around the Club House and the paddlers are compelled to pass through a porridge like liquid to reach the centre of the river.”



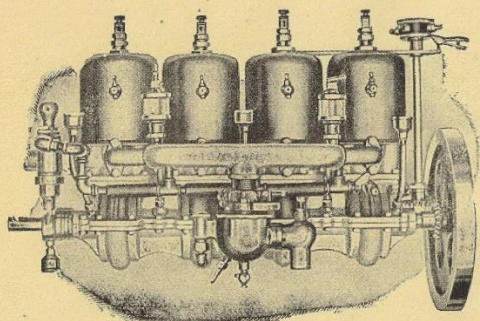
Sludgy sawdust mats on the Ottawa, 1889

The motorboats of the time were not fast, but that did not stop the owners from racing them. On July 6, 1907, the Second Ottawa motorboat regatta was held. This was restricted to boats under 30 feet in length, but actually ranged in size from 17-26 feet long and carrying no more than two persons. The fastest was actually an 18-footer named Iris, owned by Henry Hardy, the manager of the Ottawa branch of Canadian Feather and Mattress Co. All of the boats were handicapped, and each boat was timed on its solitary run around the course. This might have been fun for the participants, but it made for an incredibly dull show for spectators. The very

earliest races were free for all's, with the longest boat with the biggest engine usually winning. By 1907, to provide some fairness, handicapping was in, and each boat lost points based on size and power. So if you had a relatively fast 17-footer skiff with a 3 hp engine you could beat a 24-foot racer with a 9 hp engine. Undoubtedly Mr. Hardy's boat had a relatively small 1.5-2 hp engine, but he probably won because the rules were predicated on relative size and power; how fast you could go with an engine and boat of a certain size. Shortly after the motorboat clubs followed the yacht racers system and established power and size classes and races were won by the first boat over the finish line.

In 1907, Frank was contacted by W. Stewart Taggart to build a motorboat. Taggart was a photographer and portrait painter and had a permanent commission to paint portraits of political bigwigs on the Hill. He did several of the Prime Ministers and his work is still on display. He lived in an apartment on the Driveway, and only had to walk four blocks to the Capital Boat Works shop so he could check up on his project. Taggart wanted a motorboat- a fast one, or least what constituted a fast motorboat at those times, which in Ottawa usually meant power from a twin cylinder 8-12 hp engine. The power for Taggart's boat, apparently an 8 hp Lockwood-Ash would have been just enough to move the boat at 12-14mph with six passengers. Frank Dey was the Ottawa dealer for Lockwood Ash, a small but well-regarded engine builder from Michigan. Taggart used the boat on the Ottawa for two seasons, and then had it shipped to Mississippi Lake where he had rented a cottage.

SEND FOR CATALOGUE B.
OF
GASOLINE LAUNCHES and GASOLINE MOTORS



SEND TO-DAY FOR CATALOGUE B.

Max power, a 4 cylinder Roberts racing engine, 20 hp and the 26 foot speed launch

Frank Dey had a list of boats to choose from. The family runabouts were generally 5 feet wide and there were three lengths from 20 to 25 to 30 feet- the longer the hull, the more passengers. These were open decked launches, planked with cedar and ash ribs and decked with butternut. Butternut was cheap and locally available and had a nice yellow brown finish when varnished with grain similar to mahogany, and a soft brown colour when varnished. Butternut was popular in churches as a finishing wood and a lot more pleasing to the eye than the dreary flat yellow of white oak, the other much used sanctified lumber. The cockpit would run from the rear deck all the way close to the bow, leaving a short deck to shed the waves and provide some structural strength to hold the hull together. The engine would be aft of the passenger area, but the engine itself would be exposed. The seats were optional- they could be anything from bucket type seats to simple bench boards.

Sometimes customer would simply use the folding canvas chairs from the cottage lawn to sit on. They were versatile but they were likely to send you ass over teakettle is the boat hit any kind of wave action. The second choice were speed boats, which were 4 feet wide and again, available in 20-, 25- and 30-foot lengths. Here the principle was that the longer the boat

(assuming the same race boat standard beam of 4 feet), the faster it would go. With the displacement hull racers, since the hull remained in the water all the time the thinner the hull, relative to the length and lightness of the boat and the size of the engine. The boat's shape could be varied, but ultimately speed came down to the engine. Taggart's boat was a 26-foot speed hull and was rated for a 20-24hp engine. However this is where reality sunk in. Engines up to 12 hp were relatively affordable, and a 10 hp would cost about \$200 and would weigh about 300 lbs. Above that weight and prices climbed sharply. You could buy a lighter motor if you bought a race engine but with special aluminum parts and low production designs the prices became sky high. The Emerson 60 HP 6-cylinder racer used by Harry Going of the St Lawrence Engine Co cost, as delivered \$2,000.

In 1912 Frank Jr. had planned to move back to Ottawa permanently. He was engaged and had started building a house in the new Glebe subdivision. While he was playing one of the last games of the season in Halifax a frustrated opponent took a swing at him and hit him in the chest, just under the shoulder (protection in that era was non-existent). The diagnosis was not initially serious- a broken rib-but his condition deteriorated. It turned out the break caused a bone chip to puncture a lung. This was treated but an infection had already set in and the only cure for infections was to wait them out. He died only ten days after the hit. No charges were laid against the other player.

Frank Dey Sr. continued for three more years. When boat orders dried up with the War, he closed up shop and went out to Vancouver where he worked in the shipyards as a foreman.

In 1922 Frank returned to Ottawa. His old boat shop on Bank Street was now being used as a garage and the final version of the Arena built near Gladstone and Bay had been closed and replaced by the Coliseum. The Patterson Creek inlet was drained and closed off and turned into a park. Ted and Peter had also quit. Ted had retired from the Senators in 1923, selling out his interest to Ottawa Hydro and Streetcar owner Tom Ahearn. The Senators were now in decline as the National Hockey League had become a high cost, high stakes enterprise and small market teams like Halifax and Ottawa were under pressure. Player salaries rose, star players had to be traded off just to balance the books and the domino effect was that attendance began to drop. In 1923, he and Peter closed up their boat works, sold their interest in the Ottawa Auditorium and headed out for new ventures in Vancouver. They did not return. The original Senators died, apparently unmourned given the terrible fan turnouts, in 1934. The remains were reconstituted as the St. Louis Eagles, but that died a year later and the remains were parted out by the NHL.

Frank continued to be active in sporting events around the city and supported himself with various odd jobs including continuing to build rowing shells for the Britannia and Dow' Lake clubs. In the early 1930's he came across a talented youngster named Frank Amyot. He built rowing shells for Amyot, as well as a pair of special oars for Amyot, who was well over 6 feet tall. When Amyot left for the 1936 Berlin Olympics, he took the oars along as part of his carry-on luggage. Amyot would have preferred to take the custom-made boat as well, but this was not possible, the Olympic competition sculls were all one-design made by a firm in Paris. Regardless Amyot won a gold medal, Canada's first and returned as a conquering hero (there was no more than a one-line mention in the Ottawa Citizen when he had previously left for Germany).

Interviewed for the Ottawa Citizen, he had his to say:

"Among the thousands of Ottawa residents who will be on hand to welcome Frank Amyot upon his return from Germany where he won high honor for his native city and his country by winning the Olympic paddling title none will have greater delight in grasping the lanky paddler's hand than E. Frank Dey of 387 Riverdale Avenue, who has been building racing shells for Amyot since "a way back".

Speaking to the Ottawa Citizen, the little grey haired canoe builder, now in his seventy sixth year told how he had built Amyot's last canoe for him two years ago. I built it in my cellar and Frank used to come and look at it every day to see how the work was progressing. " said Mr. Dey. "I Understand they made him use a special type of canoe [at the Olympics] but mine were the ones he liked."

Referring to Amyot's style, Mr. Dey said "Amyot never takes the lead . He always takes a steady stroke up to the end then he is fresh. He always lags behind until 100 yards from the finish, then he livens up. Even then he never seems to exert himself unduly."

I doubt it was quite *that* simple.



The author's 1907 Capital Boat and Canoe speed launch. Ken Wykes of Wykes Boats is preparing the boat for transport