



ROWING.

A WINNEPEG correspondent, writing about the Winnipeg Rowing Club, says that the club was organized four years ago, and now has a membership of from 175 to 200 members, mostly of the young business men of that city. The first year of the club's organization the members built a floating boat-house, but this was carried away by the ice the following spring. A permanent structure was then built at considerable sacrifice, at the junction of Assiniboine and Red rivers. H. M. Howell is the president of the club, and he also occupies the same position in the Winnipeg Association. Nearly all the racing of the club is in four-oared lap-streaked boats, which gives each member of the club an opportunity to become an active member of the club by being able to participate in the sport. Three regular club regattas are given during the year, and each crew has a week's practice before they occur. The idea that the Winnipeggers spend the greater part of their time in the water is an erroneous one. They are business men, and, on an average, each member is doing well if he can get over an hour's practice each day, and the majority fail to find over a half-hour to devote to the sport. This is usually in the evening, and they row, as a rule, about four miles very hard, believing that the short, hard pull is of more advantage to the oarsman than a long, easy pull. Vigorous methods of training is the idea of the crews. To show the working force of the club, it is only necessary to state, that on the regular Friday evening scratch races, it is no uncommon sight to see fifteen four-oared crews in the water during the evening. These Friday evening races on the club's course, which, by the way, is a very good one, and of sufficient width for six boats, are of great advantage to the members. The stroke of the club is that originated by Mr. G. F. Galt, and is a long, sweeping one, with plenty of finish. The oar handles are drawn well in towards the body, while the recovery is as quick, although the oar is longer in the water, and it is this principle that tells in a race. The stroke is the same as that with which Mr. Galt, as captain of the Argonauts, has twice won the championship of Canada for four-oared crews. They never pull over thirty-five or thirty-six strokes to the

minute in a race, and, in fact, with this length of stroke, it would be impossible for them to do so.

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LITTLE Tom Prichard is dead, at the age of twenty-three years. Those who have attended the annual tournaments of the National Rod and Reel Association, will remember his slight boyish figure as he stepped jauntily to the stand to cast a trout fly, in the champion class, against such masters- of the rod as Reuben Leonard, Hiram Hawes, and many others almost as well known,

The poor boy had the seeds of consumption in his system when he made his last cast in public, last fall; his cast then was ninety feet, only one foot less than the famous cast of his father, Harry Prichard, and was only beaten by Reuben Leonard, ninety-two feet, which remains the champion cast of the world. He was so kindly and gentle in his nature that even his competitors fell into the way of calling him by the pet name given him by his friends. "Little Tom."

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THE leases of many of the salmon streams of the Province of New Brunswick are about to expire, and the privileges of fishing will be sold to the highest bidder.

The past season has been the most successful known for many years, and this, in connection with the fact that our English cousins are beginning to appreciate American salmon fishing at its full value, will probably lead to much higher rental prices than heretofore. We trust that Professor Baird may succeed in his efforts to introduce the salmon to the Hudson, and to restock the almost depleted waters of the Penobscot, so that we may have our own salmon fishing in the States without depending on neighbors who, however friendly they may be, are—shall we say it?—sometimes inordinately jealous as to fishing privileges.

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THE Hon. Robert B. Roosevelt has written much on the subject of fishing and shooting, and so well, that the announcement of a new volume by him in which these topics are treated, although but incidentally, will be hailed with pleasure by all who have read his previous

works. The title of the book is "Love and Luck, a Story of a Summer's Loitering on the Great South Bay."

It would be impossible for the author to sail over these enchanted waters, even in a narrative where the boy archer is his shooting competitor, and forget his life-long allegiance to the shotgun and the rod, the result of which is that, apart from the love story running through the book, there is a charming description of this Long Island Mediterranean, and the variety of sport to be found in the water and in the air.

There are pages devoted to sailing over this summer sea, to bluefish and sheepshead fishing, snipe shooting, crabbing, clam digging, each treated in the inimitable manner of which Mr. Roosevelt is master, while all through the book there ripples like the babbling of trout-brooks, two little love stories with whose natural sequence the book ends. F. E.

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ANSWERS TO CORRESPONDENTS.

H. C. Manning, N. C.—The third annual field trials of the Fisher's Island Club takes place November 8, at Fisher's Island, N. Y. Max Wenzel is the club secretary, and his address is Hoboken, N. J. That of the Eastern Fields Trials Club comes off on November 22, at High Point, N. C. W. A. Coster is the club secretary, and his address is Flatbush, Kings County, N. Y.

American Cup.—The number of minutes the *Puritan* defeated the *Genesta* in the races of 1885 was as follows: First race, September 14, 1885, over the New York Club course, *Puritan* beat *Genesta* 16m. 19s., corrected time; second race, September 10, 1885, over course twenty miles to leeward and return, *Puritan* beat *Genesta* 1m. 38s., corrected time.

Yachtsman, Phila.—The prizes won by the *Genesta* in American waters in 1885, were three, as follows:—The first, September 18, over a triangular course, outside the Scotland Lightship, a \$1,000 cup offered by Commodore Douglass. The second was the Brenton's Reef Cup, September 21, over a course from the Sandy Hook Lightship to and around Brenton's Reef Lightship and return. The third was the Cape May Cup, September 26, from Sandy Hook to Cape May Lightship and return.

Oliver N., Annapolis.—A "rod" measures 16½ feet or 5½ yards. A mile is 5,280 feet or 1,760 yards.

J. A. D., Westchester.—The time standard of the English champions this year is as follows: The one-mile bicycle—Time standard, 2m. 48s.; present holder, Sanders Sellers. The five-mile bicycle—Time standard, 15m.; present holder, M. V. J. Webber. The twenty-five miles bicycle—Time standard, 1h. 20m.; present holder, R. H. English.

Red Runner.—Myers won his victory over George at Madison Square Garden, on May 8, 1885, when he beat the English runner by 1 1-5s. They finished their first lap with George, whose time for the 220 yards was 31s., in the lead by about 6 yards. George's time for the two laps was 62 3-5s. He was in the lead, too, as they came around the third and fourth times, his time being respectively 1m. 35 4-5s. and 2m. 9 4-5s. George's time as he entered the sixth and last lap was 2m. 44 3-5s. Myers began

to try in earnest as he passed the upper Madison avenue turn. He cut down the distance between them even on the turn and collared the Briton on the backstretch. Myers' time was given as 3m. 15 4-5s. George was 1 1-5s. slower. The best amateur record is the one made by George in England. It is 3m. 8 2-5s. The best professional record is that of Richards, 3m. 7s. W. Cummings' record at a 1,000-yards run on April 30, 1881, at Preston, England, was 2m. 17s., and on May 14, same year and place, he made a world's record of 4m. 16 1-5s. in a one-mile race.

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YACHTING.

THE annual cruise of the New York Yacht Club, which took place last August, was a complete success from beginning to end, and Commodore Elbridge T. Gerry is to be congratulated on the result. As a whole, the gentlemen interested in New York yachts are a very liberal set of gentlemen, who extend every courtesy to visitors and the press, and in this latter respect Mr. J. Beavor Webb can take a very profitable lesson from the members of the New York club, which would lead him to pursue a very different course to that which marked his conduct towards the gentlemen of the metropolitan press last month. There is none of that "cold dignity" about the New York club yachtsmen, as a rule, and their hospitality is without bounds. On the cruise every opportunity was afforded the members of the press, and Fleet Captain William Krebs was very accommodating. Commodore Gerry gave the press the best quarters his elegant steam-yacht contained, and the result was that full and detailed accounts of each day's sailing were published. The owners of the different yachts were also very cordial and obliging.

THE heartrending occurrence of the capsizing, of the schooner *Sarah Craig* off Sandy Hook, last month, with the sad loss of valuable lives which marked the disaster, points out the danger incident to yachting and pleasure sailing in vessels which are so liable, not only to accidents of the kind, but which are in reality almost death-traps, from the fact that there is scarcely a yacht of our club fleets which, if it were to capsize in a squall, would not sink like a stone with all on board. In relating the accident to the schooner *Craig*, great stress was laid upon the fact that nothing was at hand with which to cut open the cabin and let the imprisoned ladies out. Whereas had there been an axe convenient, and the effort to release the prisoners had been made, the yacht would have immediately gone down and all on board would have been lost. Surely it is possible to build even racing yachts, and certainly mere pleasure boats, in such a manner as to give them air-tight compartments, which would buoy them up in case of a capsize, even if they filled with water. There can be but little pleasure in yachting, with parties of guests on board on the annual cruises, unless the element of safety is assured, and this can only be attained with air-tight compartments on the yachts.