A FAST COURSE FOR ROWING.

Great Salt Lake is coming to the front as a rowing course. Shells were put on that remarkable water last August for the first time in history, at the special regatta held there by the Mississippi Valley Amateur Rowing Association. It was then that the great time of 8:36¼ was made by the four-oared crew of the Modoc Club of St. Louis, over a course 1½ miles long with a turn. Affidavits as to this record by the engineers who laid out the course and the three judges who timed the race have been secured, and that record is now generally accepted as correct.

Representatives of four Association clubs had been invited to Salt Lake City, and were entertained handsomely by the Elks Club. The railroad carried them free between Chicago and Salt Lake City, and when they returned East they were more than ready to acknowledge that Salt Lake City Gentiles were a hospitable lot, and that Great Salt Lake was the fastest water in the world. Races for fours, doubles and singles were rowed. The regatta fairly established the claim that this heavy water, which is 18 per cent. solid matter, is the fastest in America for shell racing, and the slowest. by the way, for cutter or centreboard yacht racing. A shell will draw from half an inch to one inch less here than in fresh water, thus fairly sliding over it. and because of the density of the water an oarsman gets a tremendous purchase. A slower and longer stroke can therefore be much more effectively pulled here than elsewhere. Some trouble is experienced at first in lifting the blade clear in time to feather quickly. but experience remedies this.

Narrowing the present wide Donahue blade from one to two inches would perhaps be advisable. A wide blade may do very well in fresh water, or in ocean water containing only 3 to 3½ per cent. solid matter, but it does not seem to give the best results at Salt Lake.

Oarsmen may find themselves and their boats all streaked with salt on the return to the boat house from a short pull; but this does no harm, and a little fresh water quickly cleans the boats. A bath in the lake is most refreshing, as the heavy brine is a great tonic and exhilarant, and runs up the appetite in great shape. Caution is necessary about getting the stuff in one's mouth, as it cuts the wind, and sometimes, unless there is assistance at hand, a weak person may run the risk of strangulation. However, the sufferer has the satisfaction of knowing that any catarrh be or she may have is speedily knocked out by such heroic treatment.

Two fine rowing clubs have been organized in Salt Lake City—the Salt Lake Rowing Club, with a membership of fifty, and the Garfield Rowing Club with nearly thirty members.

Boat clubs are to be organized also at Ogden, farther up the lake, and at Provo on Utah Lake, all aquatic organizations in this part of the country being united in an association, the Salt Lake Navy. This general organization has charge of all regattas, and looks after local aquatic interests generally.

The Mississippi Valley Amateur Rowing Association will include the Salt Lake Navy, and is to hold a regatta on Great Salt Lake in August or September, for which extensive preparations will be made. Crews and boats will be transported free between Chicago and Salt Lake City, and probably crews from beyond can secure half rates to Chicago. The local clubs are proposing to bring out, if possible, four-oared crews from the extreme East, which, with crews from three or four of the Mississippi Valley clubs, and representatives from Portland, Ore., and San Francisco, will insure the success of this regatta.

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PHOTOGRAPHING WILD GAME.

The "wrinkle" in photography which Mr. Carpenter described in April Outing reminds me of similar attempts which I have made with the camera in the wilderness of the White Mountains, and elsewhere. Let it not be understood, however, that success always, or even often, crowned such attempts; for it is much easier, though far less exciting, to pursue and shoot a quarry with a rifle or gun than to accomplish the same feat with one's camera and lens. Not only must one be within a certain distance of the war game, but intervening objects must be avoided, and the light must be from behind if an instantaneous photograph is required. The chances of success being much less in "shooting" with the camera than with the gun, when success is attained there is more reason for gratification.

My own attempts have been made in the direction of photographing the wild deer of northern New Hampshire, and there are not many feats more difficult in photography. But this only adds zest to the sport. One way is to approach your game by water, and in a direction from which the wind is blowing, of course. If one is perfectly familiar with the ground there is a chance of getting a picture by stationing one's self near a runway, where a good light may be secured in the right direction, and then, by starting the dogs on the track, wait patiently until the game pass near enough the camera to snap the shutter at them. Another way is to conceal the camera in the brushwood, near a favorite watering lace, and await the approach of the deer, which usually occurs at each dawn or toward evening, and in the long days of summer there is usually light enough to

photograph them successfully at such times with the quick plates that are now manufactured. This is, perhaps, the surest method of all, but it will be found to require an intimate knowledge of the country, of the game to be photographed and a great amount of patience.

It has been suggested to employ the magnesium "flash" light for photographing deer at night, since in the darkness one can approach very near one's subject by water in a canoe. The camera might be adjusted in the bow on a ball-and-socket unipod, similar to that which Mr. Carpenter described, and the magnesium flashed from a suitable support behind and a little above the camera, or even from a pistol devised for this purpose.

There are, of course, many attractive pictures to be made by photography on hunting expeditions, or in camp, beside those of actual living game in their own wild country. A fine, young buck hung before a picturesque bark camp, with hunters grouped about it, and with guns, rods, dogs, &c., properly arranged, with perhaps a string of trout hanging from one of the poles and a bunch of partridges or other feathered game in another conspicuous place, makes a most interesting photograph. With such material an endless number of photographic changes may be rung and all the results be extremely interesting and picturesque photographs. The trophies of an outing thus secured are, moreover, permanent, and serve to give us and our friends as well a pleasure in the beholding over and over again, and when only memories of our hunting and fishing excursions would otherwise remain.

W. I. Lincoln Adams.

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THE COLOR OF TROUT.

Every trout fisher has observed the difference in the color of the speckled beauties he loves so well, but to the query why some are brighter than others the correct reason is rarely given.

When we come to look into the matter closely we find that the amount of sunshine the trout basks in has much to do with its color. The same is true of every other fish that swims.

Inhabitants of limpid streams with gravelly bottoms are bright and beautiful; those in dark, landlocked waters, shaded from the sun, are devoid of the brilliant colors which are so much admired.

It has puzzled many amateur anglers, also, to account for the difference in the color of the substance or flesh of the brook trout. This cannot be accounted for in the same manner. The wild trout is noted for its beautiful pink flesh, while that of the cultivated fish is of a pale yellowish tint. The food of the trout makes all the difference. or, if not, the annual or semi-annual visit of the wild trout to the salt water makes it up. Preserved trout are fed principally on liver, and not only are they of less beautiful exterior, but they are devoid of the pink flesh and delicate flavor of the wild trout.

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AN ELECTRIC PLEASURE BOAT.

What is stated to be the largest electrical pleasure boat in the world has just been launched at Hampton. This is the *Viscountess Bury.* which is mahogany built and will carry between seventy and eighty passengers. She is 65 feet in length, with a beam of 10 feet, a mean draught of 22 inches and a displacement of 12 tons. The launch is worked by twin propellers, which obtain their impetus from two motors each of 7½ horse power, and driven by 200 accumulators placed underneath the floor of the boat. The whole deck space, from stem to stern, is thus left free for passengers. There is a furnished cabin amidships, which occupies that portion of the boat usually appropriated to the furnace and boiler. The accumulators are of sufficient capacity to store power for a full day's run at the highest speed allowed under the Thames Conservancy by-laws, which is 10 miles an hour. This speed was fully reached on her trial run. but a higher speed can be attained for special purposes, if required, by joining up the cells of the battery in series instead of in parallel as now joined up. The accumulators can be recharged during the night after a day's work, and the boat thus made ready for the next day's run. This recharging is to be effected at any one of a series of charging stations which are in course of construction at various points along the river, the intention being to construct a number of launches of this type for pleasure purposes on the river. There is ample space on the deck for moving about, and the direction of the electric gear, as well as the steering, can be performed by one person.

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AN ENGINEERING FEAT.

Quite a novel engineering feat was recently performed on the line of the Panama canal—nothing less than the lifting of a steam launch over a bridge, under which it could not pass. The Panama *Star* and *Herald* says: "Another feat has been performed in connection with Panama canal work. This time it has been a peculiar one. The canal steam launch No. 16, of about thirty tons, was required to effect some work on the upper part of the canal. It would have required time and much expenditure to take her apart and to put her together again higher up. A powerful hoisting derrick called the 'Ponton Bique' was called upon for its services, and it easily and fortunately lifted the steam launch over the bridge." This is the first time a canal steam launch has been lifted across a bridge in this manner, and it suggests a thought which might be put into practice on some of our canals and rivers which are spanned by other than drawbridges. Of course there is not always a powerful derrick at hand, but perhaps rollers might be employed on which to slide boats around, rather than over, the bridges.

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A BICYCLE ENGINE.

A Bicycle engine has been tested at Portland, Me., and experts who have seen it indorse the inventor's claim that it will revolutionize railroad travel. It is described as "simply a bicycle running on smooth steel and pushed by steam." From 550 to 600 revolutions or turns, equivalent to 150 miles per hour, are its piston speed and valve action. It is expected to take four cars, each seating eighty-eight passengers, 100 miles per hour, if necessary.