

maker will be content with landscape work, including figures of course, he will find that a "single lens" will give results in every respect as good as the more expensive instru-

ment, and at a cost, say, for a 7x5 plate, of \$7.50, that being the price quoted for one of 14 inches in the first catalogue that I take up.

DR. JOHN NICOL.

## YACHTING.

THE chief event to record is the formation of the North American Yacht Racing Union, on October 30. Delegates representing 136 clubs were present, and Mr. Oliver E. Cromwell presided, Mr. William P. Stephens acting as secretary. Mr. N. D. Lawton, chairman of the committee appointed to draw up the articles of association and racing rules, read its report.

The union has for its object the encouragement of yacht racing and the adoption of uniform racing rules throughout the United States and Canada. Any yacht club in North America having a membership of fifty and fifteen yachts or more, is eligible for membership; and a club having one hundred members is allowed one representative, and an additional representative for each additional two hundred members. The union will be governed by a council of fifteen representatives, the chairman of the council of fifteen to preside at all meetings of the union. The annual meeting of the union is to be held on the first Saturday of October in each year. The expenses of the union are to be met by annual fees of \$5 from each club, and if more money is needed each club may be assessed to the amount of \$2.

The articles of association were passed, and Chairman Cromwell appointed Vice-Commodore Adams, of the Atlantic Yacht Club; Mr. Stuyvesant Wainwright, and Mr. F. Bowne ones a committee to nominate the council. Their selections were as follows: E. W. Radder, Inter-lake Yacht Racing Association, Æmilus Jarvis, Yacht Racing Association of the Great Lakes; Joseph M. Macdonough, Pacific Inter-club Yachting Association; A. J. Prime, New York Yacht Racing Association; A. T. Bliss, Yacht Racing Association of Massachusetts; F. Bowne Jones, Yacht Racing Union of Long Island Sound; G. H. Duggan, Royal St. Lawrence Yacht Club; N. D. Lawton, Atlantic Yacht Club; Oswald Sanderson, Larchmont Yacht Club; E. M. Ambrose, Lake Yacht Racing Association; Oliver E. Cromwell, Seawanhaka Corinthian Yacht Club; Addison F. Bancroft, Corinthian Yacht Club of Philadelphia; Ralph N. Ellis, Newport Yacht Racing Association; L. M. Clark, Yacht Racing Association of Massachusetts; and J. A. Mollenhauer, Penantiquit Corinthian Yacht Club.

These gentlemen were all elected. The sailing rules were then adopted. They are practically the same as now obtain in the majority of recognized clubs, and are, in the main, satisfactory. On the vexed subject of measurement, Mr. John F. Lovejoy moved that the present rules of measurement and classification in vogue in the various clubs and associations forming the union continue until the council could give the matter adequate consideration, and subsequently report to the union for action. This resolution was accepted as being the best solution of the problem, and was carried unanimously.

Messrs. Æmilus Jarvis and Mr. J. M. Macdonough, who announced that they intended to sail for England on November 3d, were requested to call on some of the recognized leaders of the sport in Great Britain, with a view of discussing classification and measurement, in the hope of interesting the Y. R. A. of Great Britain, so as finally to agree upon an international rule.

The council elected the following officers: Chairman, Louis M. Clark; secretary, F. Bowne Jones; treasurer, N. D. Lawton.

The names of the delegates present and the clubs they represented follow: Æmilus Jarvis, Yacht Racing Union of the Great Lakes, 27 clubs; Oswald Sanderson and John F. Lovejoy, Larchmont Yacht Club; Rawson Underhill, Penantiquit Corinthian Yacht Club; A. J. Prime, New York Yacht Racing Association, 19 clubs; P. H. Jeannot and W. Cagger, Brooklyn Yacht Club; E. H. Ambrose, Lake Yacht Racing Association, 9 clubs; Addison F. Bancroft and Isaac W. Jeanes, Corinthian Yacht Club, of Philadelphia; Oliver E. Cromwell, F. Bowne Jones, Stuyvesant Wainwright, C. D. Tower, E. Burton Hart, Jr., O. H. Chellborg, H. W. Tyler, F. E. Towle, Jr., Yacht Racing Union of Long Island Sound 22 clubs; Joseph M. Macdonough, Pacific Inter-club Yachting Association, 5 clubs; Louis M. Clark, Yacht Racing Association of Massachusetts, 31 clubs; N. D. Lawton and F. T. Adams, Atlantic Yacht Club; E. W. Radder, Inter-lake Yacht Racing Association, and the Lake Michigan Yacht Racing Association, 18 clubs.

The meeting was the most important ever held in this country, from a yachting standpoint. It was the first attempt to weld into a homogeneous mass be widely distant clubs off the Atlantic and Pacific coasts, those of the great lakes, and those that owe allegiance to the blood-red flag of Great Britain. Such an association cannot fail to be of inestimable advantage to the sport, by increasing international rivalry, and by further developing the racing type of craft.

The New York Yacht Club has increased in membership to such an extent that its present quarters at No. 67 Madison avenue have become too small for it. At the general meeting held on October 28th it was resolved that a committee of five, including the vice-commodore, secretary and treasurer, be elected to select a site for a new clubhouse in this city and to financier for the same, said committee to report to the club at a subsequent date. There are many millionaires on the roll of the club and there will be no difficulty in raising money enough for a magnificent building, which the club is sufficiently opulent to support. The present home of the premier yachting organization of the United States is absurdly inadequate for its needs, and is uncomfortably crowded on all special occasions.

A. J. KENEALY.