

YACHTING.

THE PROSPECTS FOR 1899.

THAT 1899, which opens with such a brilliant prospect for yachting, may be crowned with a splendid realization, is the ardent hope and anticipation of the writer! The promise for capital sport is indeed excellent, and, unless I am very much mistaken, a larger number of British yachts and yachtsmen will be seen in these waters than ever before in our history.

It is known to us by experience that the ears of international cup races have always been marked by a decided yachting fillip in American waters, both salt and fresh. The mere announcement that a challenge has been sent and accepted puts every yacht club on the *qui vive*. This is especially true of the Larchmont Club, whose season last year was spoiled by war and rumors of war.

I bear that there will be a striking contrast between the dullness of the yachting months of 1898 and the sprightly enterprise and enthusiasm of the present year of grace, The "Larchmont week" of pleasant memory will be revived in all its pristine splendor of sea tilt and aquatic tournament.

The Seawanhaka Yacht Club, in addition to the ever popular and interesting knockabout contests every Saturday, will have on its hands the interesting and important feature of choosing a champion to send to Canada to race for the international cup which the double-huller *Dominion* successfully defended last autumn. And while on this topic I may say that by mutual consent the boats that will next compete for this trophy will have no trace of the objectionable double-hull principle that aroused so much Seawanhaka ire in September last. If it could be stipulated that the boats eligible to contest for this cup must be so constructed that they are able to sail at least a dozen races in moderate breezes without collapsing, it would be of advantage to the sport. This remark does not apply to the Canadian craft of last year, all of which, aside from their freakiness, were of sound and strong construction and were actually able (*mirabile dictu*) to race in reefing breezes without suffering any injury to the hulls. The two Seawanhaka boats a no stamina whatever, their characteristics being frailty and fragility; and in addition to these most undesirable attributes, their cost was absurdly high. The Seawanhaka Club should send a *boat* next time to Canada, and not a machine illy put to ether of bicycle tubing and veneer incapable of sailing half a dozen bouts without hauling out for quite extensive repairs. This criticism may seem harsh, but it

has the sterling quality of intrinsic truth; and it is offered in no unkind spirit, but the contrary.

The New York Yacht Club will, at their coming election, re-elect Mr. J. Pierpont Morgan commodore, and most of the other present officers will be chosen for another term. The squadron cruise, which was omitted last year, will be distinguished by its magnificence next August. There will be the paramount attraction of seeing the new Herresboff creation measuring her capabilities with those of the famous old *Defender*, for the honor of meeting the challenging *Shamrock*. There will also be an event of great aquatic importance and interest in the first contest for the valuable cups which Capt. John Jacob Astor has offered to present annually to be sailed for by schooners and "single-stickers" off Newport. These trophies, which are intended to take the place of the Goelet Cups, are sure to arouse the keenest and liveliest competition. It has not yet been decided to continue the cruise as far east as Bar Harbor, as was the case in 1897, but if yacht owners feel so disposed Commodore Morgan will offer stirring incentives in the form of prizes to the fastest craft in his squadron.

So far as steam yachting is concerned, there will be quite a revival. The big fleet of steamers that have so long remained in sheltering docks for fear of the terrible Spanish armada will emerge from their inglorious idleness in the bravery of a new equipment. Among will be seen many new and magnificent vessels, including Commodore Morgan's new flagship, *Corsair*. The *Corsair* replaces his old ship of the same name, which, rechristened *Gloucester*, and enrolled in our navy, made glorious history off the harbor of Santiago de Cuba. There will also be seen the new *America*, owned by Mr. Archibald Watt, distinguished by being the only ship-rigged pleasure craft that flies the American yachting ensign. Mr. Howard Gould's *Niagaru*, round which so many interesting associations cluster, is sure to take art in the cruise, as well as a host of new and older craft which are bound to make their appearance on this the great spectacular pageant of the yachting year.

The American yachtswoman along the Atlantic coast was deprived of one of her favorite diversions last season, and it can easily be imagined that she will expect a double meed of enjoyment this year. This, of course, means that nearly every yacht enrolled in the fleet of the New York Yacht Club will be practically forced to join in the squadron cruise, unless the American girl ceases to have her own way—a contingency extremely unlikely.

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ANSWERS TO CORRESPONDENTS.

G. B. G., Ottawa, Ont.—Bloodhound's ears are never cut in olden days he was fierce and aggressive because he was the tool and associate of fierce men, who encouraged his every savage instinct by setting him brutal tasks, and by a craftily designed system of feeding, training and general treatment. If we were to take any powerful dog, give him a special course of

food, keep him on chain, and treat him like a wild beast generally, he would speedily develop a savage disposition which would cause him to be a menace to the safety of his neighbors.

E. T., Springfield, Mass.—There is no special training for speed skating. Perfect bodily condition and continued practice, with natural aptitude, are what tell.