

Sunday, November 19th. She made the passage in fifteen days seven hours. She was towed the greater part of the way. She was laid up for the winter at Greenock. She will be raced next season against *Meteor II* and Mr. C. D. Rose's new Watson cutter. Sir Thomas Lipton denies the report that he will challenge in 1901 with a schooner designed by Mr. Watson. Mr. Fife will design *Shamrock No. 2*, with which Sir Thomas will challenge in 1901. She will be a 90-foot cutter. The New York Yacht Club has elected Sir Thomas an honorary member, his name being proposed by Commodore Morgan and seconded by Vice-Commodore Ledyard; Secretary of War Root and Capt. Robley D. Evans were also elected members of the club. Resolutions thanking Commodore Morgan, C. Oliver Iselin, W. Butler Duncan, were passed, and loving cups were voted to them for their defense of the cup.

At the time I write no definite plans have been made for sending *Columbia* a road on a cup-hunting trip. Mr. and Mrs. Iselin are now in England. It is now understood that Mr. William Clark, of Paisley, has purchased *Valkyrie III*, and will race her next season. If Commodore Morgan and Mr. Iselin determine to let *Columbia* sail for England, there would be a lot of interesting sport. As it is, the coming season will not have the exciting fillip of a race for the *America's Cup*, and our yachtsmen will have to depend on their own resources.

A. J. KENEALY.

ICE YACHTING.

Howard S. Folger, of the Kingston I. C. Y. Club, of Canada, who owned the *Breeze*, and is known as one of the best racing men in Canada, has had built by George E. Buckhout, of Poughkeepsie, on the Hudson, the Herres-

hoff of ice-yacht builders, one of the finest ice yachts in existence to-day, carrying about 400 square feet of canvas. The new boat will be named *Snowcloud*, and will be raced this winter. This is the first purely up-to-date Hudson River racing ice yacht that has ever been raced in Canada, and her advent is looked forward to with the greatest interest. Neither money nor brains have been snared, and Mr. Buckhout has simply outdone himself on a finished and well-nigh perfect piece of expert work.

Speaking of the Hudson River type of boat, the West realizes their worth, or at Lake Minnetonka, Minn., they have purchased the following well-known ice yachts from the New Hamburg and Hudson River Clubs on the Hudson: *Avalanche*, *Zero*, *Magic* and *Quickstep*. The West is looking with longing eyes at the yacht challenge pennant of America, now held by Mr. John A. Roosevelt, of the Hudson River Ice Yacht Club, who won it last winter with his *Icicle*, carrying 735 square feet of duck.

The newest style of ice yacht is a rig known as a jib-headed mainsail boat. It has moved very fast in light winds. Several of these boats are now completed. The *Nansen*, owned by Senator Newbold, and built by Buckhout, gave a good account of herself on the Hudson last season. The rig, to be more explicit, is simply a leg-o'-mutton mainsail with a spit-fire jib. The jib stay leading halfway up the mast and ending at the tip of the bowsprit. There is hardly a lake in the West and East but will build from the OUTING \$60 boat. Already I have received numerous communications regarding the \$60 ice yacht. It fills the long-felt want of Captain Chas. G. Davis' *Lark*, on which he struggled so long for reduction of price and simplicity of construction. H. PERCY ASHLEY.

ROWING.

HARVARD'S NEW BOAT-HOUSE.

AT Harvard during the past few years a great deal has been done to encourage the interest in rowing, and the hard work of coaches and graduates has brought its reward. The rowing men of the future are to be far more fortunate than their predecessors, for, through the generosity of the members of the Harvard Club of New York, a sum of twenty-seven thousand dollars has been subscribed for the building of a new boat-house.

The new boat-house, which is now in the course of construction, will be located a short distance above the Boylston street bridge! on the Brighton side of the Charles River. This is nearer to the college than the old location, and also has the advantage of being close to the house of the Weld Club, so that in future all rowing interest will be located in close proximity, a great advantage.

The new house is 139 feet long and 85 feet wide. The main floor is to be used for storage of boats and shells, a large workshop and a rowing tank; on the second story there will be a gymnasium and rowing machines, with ample accommodation for dressing-rooms, lockers and baths; special rooms are also provided on this

floor for the University crew and the coaches, and a piazza 55 feet long on the river front. The house will be ready for occupation about March 1st, and will, when completed, be one of the best-appointed boat-houses in the country.

The new house is so large that both the University crews and the Newell Club will be accommodated there.

CORNELL'S BOAT-HOUSE.

Harvard is not to be alone in additional facilities for the boat-house next season, for the Cornell Athletic Association have completed plans for a large addition to the present boat-house which will involve an expenditure of at least five thousand dollars. The large increase in freshmen candidates, in addition to the regular University candidates, has made a much larger floor space a necessity. The bathing facilities, which are at present by no means good, will be very much improved, and new shower-baths will be added and more locker room provided. The addition will also provide for more storage-room for shells. The Navy are to have at least two new ones this spring—one for the University and one for the Freshman crew. In all probability these new shells will, as usual, be built under the supervision of Coach Courtney in the Navy's workshop. VIGILANT.