



GLENCAIRN: S EER PLAN, MIDSHIP SECTION, AND DECK PLAN.

*Glencairn* 3" 49' 29, *El Heirie* 4" 36' 40. There was no time allowance.

The second race was sailed next day over a triangular course, two miles to a side, two rounds making up the twelve miles. The wind was light on the whole, breezing up at times, but blow as it would *Glencairn* took the lead and kept it, finishing over six minutes ahead of *El Heirie*. The elapsed times were:—*Glencairn* 3" 18' 16, *El Heirie* 3" 24' 13. This gave the *Glencairn* the race by a very comfortable margin and the supporters of *El Heirie* began to look serious and express their desire for a strong breeze in which they hoped to see her do better. The third day, July 15th, brought what they wanted, the course being laid to leeward and return as on the first day, and the boats starting under reefed canvas. Down the wind *El Heirie* pulled out a lead of a few seconds, but *Glencairn* soon disposed of this on the beat back, completing the first round over six minutes ahead, with the race well in hand. The second round was sailed under full canvas and the elapsed times at the finish were:—*Glencairn* 3" 01' 51, *El Heirie* 3" 07' 41.

Just as *Glencairn* crossed the line to the usual noisy accompaniment, the Secretary of the Royal St. Lawrence Yacht Club, Mr. J. C. Almon, who was a guest aboard the committee boat, was served with a challenge for the Cup by the Seavanhaka Club, the races to be sailed in 1897. Unlike the old America Cup, this trophy does not wait long for challenges.

So much for what has already been accomplished by Canadian yachts and yachtsmen. The month of August will

see the Lake Ontario fleet hard at work in Lake Erie, the open events of the Cleveland Yacht Club especially offering excellent international sport, and the final event will be the match races at Toledo between the Chicago Yacht, *Vencedor*, and the Canadian champion that may be selected. These races are the outcome of a friendly challenge sent last fall by the Lincoln Park Yacht Club of Chicago to the Royal Canadian Yacht Club of Toronto. The Messrs. Berriman, owners of the yacht *Vencedor* then building, were anxious for a match with some R. C. Y. C. yacht of not more than forty-five feet corrected length, *Zelma* being the craft particularly in view at the time. However, *Zelma* is a five year old boat and the sailing committee of the R. C. Y. C. did not care to commit their club to an important international contest without an opportunity of availing themselves of a newer yacht, especially in view of the fact that *Vencedor* is supposed to be right up to date. The arrangements were finally concluded at a friendly conference at Detroit between E. P. Warner and Dwight Lawrence representing the Chicago Club, and C. A. B. Brown and Æmilius Jarvis representing the R. C. Y. C. The full text of the conditions governing the racing would fill a newspaper column, but the principal points are as follows:

The *Vencedor* is to represent the L. P. Y. C., and the representative of the R. C. Y. C. is to be named a week before the first race, and to be either *Zelma* or another craft (under construction and unnamed at the time of entering into this agreement and now known as the *Canada*.)

Three races are to be sailed on August 24th, 25th, and 26th, the match to be decided by the winning of two. The first race to be over a triangular course four knots to a side, two rounds making twenty-four knots. The second race to be five knots to windward or leeward and return, two rounds making twenty knots. The third race, if a third is necessary, shall be either of these courses as determined by the toss of a coin. The time limit in every race is to be five and a half hours.