



VISITING AMERICAN STEAMER SALUTING VIVIA II. BY SETTING AMERICAN ENSIGN.

In this season's L.Y.R.A. races off the Canadian National Exhibition Grounds, Toronto, here shown, Vivia II. won the George Cup, defeating the Watertown, of Watertown, N.Y.

SAILING SEASON OF 1911

By C. H. J. SNIDER

"GIVE me one good grey day, with the rain-soaked sails swollen to bursting point in the wind that whips the crests off the bursting seas—it's worth a whole summer of sailing."

So said a water-sodden wight the other Sunday as he stepped ashore after a wild whirl through the bursting breakers all the way up from Frenchman's Bay to Toronto piers—a staggering, reeling rout through seas that shut out the Highlands of Scarborough every time the nutshell under him settled in the trough.

There are thousands of such hydromaniacs just at this time o' year, sighing solemnly over the close of a season's sailing, their one regret being that it is over "so soon."

There is food for thought in the fact that the three-masted schooner yacht Oriole III., owned by Geo. H. Gooderham, M.P.P., and Mr. J. C. Eaton's steam yacht, Florence, were the last of the large craft to leave Toronto Bay this fall—the last except the ocean-going Catania, which lies swinging at her moorings there through the October gales, awaiting the return of the Duke of Sutherland and his party from the West. It means that wealth and position are no safeguard against the sea-fever.

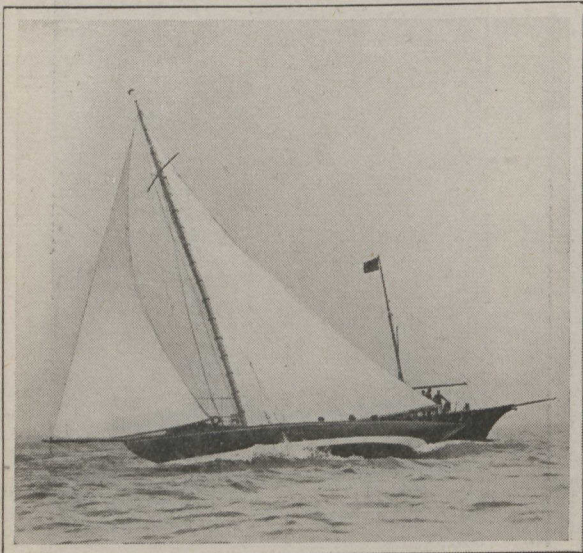
Well, they have a good season to look back on, those singing, sighing sailormen. To Toronto came for the Lake Yacht Racing Association Regatta, a jaunty fleet of thirty-four contestants, large and small, manned by between two hundred and three hundred yachtsmen, beside a dozen or so spectator craft—from as far west as Cleveland, and as far east as Kingston. Buffalo had the well-known More Trouble, and the smaller Magia. Rochester had the little spitfire Tantrum. Kingston sent the little sloops Heather and Kathleen. The Bay of Quinte was represented by the bluff old cruiser

Dolphin. Hamilton had her best sailormen there—Capt. Jack Fearnside, with the rejuvenated Canadian.

Sandwiched in between the international contest for the George Cup, for the small class, and the international contest for the Fisher Cup for larger

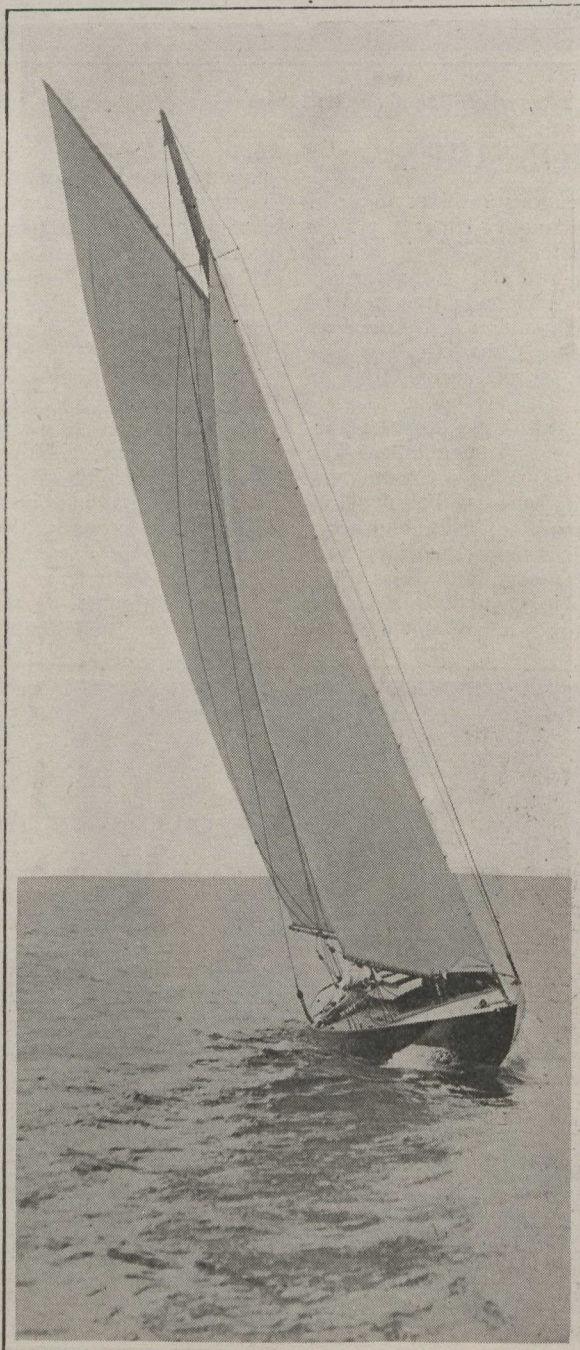
sloops, the L. Y. R. A. Regatta of Aug. 30-Sept. 1 came at just the right moment in sailing psychology. Carried on as it was in front of the hundred-thousand crowds that thronged the Industrial Exhibition grounds, it partook of the nature of a huge marine pageant, and people who didn't know a binnacle from a bobstay argued fiercely over the merits of Watertown's spinnaker and Seneca's reaching jib ere the day was done. The pick of all the L. Y. R. A. pictures were the big cutters, with their rich hued canvas and towering club-topsails. Some of the finishes those big fellows made were thrillers—tearing along separated only by a few seconds in time and still fewer fathoms of water, the white foam flying from the forefoot and arching up in a great feather along the polished side, up over the slanting deck, and back again into the mill-race of the wake, while the groaning spars, inclined until they seemed about to topple over, spread a canvas cloud that darkened the brightest flashes of the seething water. That was how the Aggie finished twice—Aggie of Oakville, designed and built eighteen years ago by plain Capt. Jim Andrews, and owned by C. G. Marlatt, ex-commodore of the Royal Canadian Yacht Club. She has been sailed against almost everything that ever floated, on Lake Erie and Lake Ontario, and has a string of winning flags that crowds all the available stays and halliards. Twenty-one have been counted, and she may have more at home. It did a Canadian's heart good to see the home-made craft win out against the proudest products of the draughting board of the great Fife, of Fairlie, and other world famous designers.

It was pleasant, too, in this L. Y. R. A. meet, to see again the old Canada, she than won the cup in 1896, when the two halves of this continent sat up to watch the fray at Toledo, on Lake Erie. She



THE ADELE PASSING JUDGES' BOAT.

Here seen finishing in a Canada Cup trial race off Toronto Island



PATRICIA WINNING FISHER CUP.

In this, the deciding race, Seneca, the challenger, was far behind.



THE AGGIE, OWNED BY C. G. MARLATT.

Built in Oakville. Is eighteen years old and still winning races.