

knows he is looking at a race and not at a "hippodrome." The Mont Royal Park proprietors followed suit, and it is rumoured that the other proprietors in the vicinity of the city will also take the hint and become incorporated. The Longueuil Club will hold a three days' meeting on the 27th, 28th and 30th insts., and a feature of the races will be a flat and a hurdle for running horses. Running races on a half mile track, with sharp turns especially, are not to be approved of, and a hurdle race should not be thought of. If there are no accidents these two events may add to the interest of the day's sport, but the precedent is not a good one.

\* \* \*

Few enjoy all the comforts of what may be called inland yachting more than the dwellers on the shores of Lake Ontario, and few people appreciate their advantages more fully than the Torontonians; a fact that is self-evident to all who have ever been in the Queen City during the yachting season, which is now at its height. Everybody who is anybody either owns or has an interest in some sort of sailing craft, and not a pleasant day passes but the shimmering surface of the lake is dotted over with specks of white glistening in the sunshine. Probably no yacht club on the inner lake is so well known as the Royal Canadian Yacht Club and certainly no club has so fine a fleet of boats. In this number of THE DOMINION ILLUSTRATED are given some pictures of a few of the best known yachts, and it is intended shortly to lay before them some glimpses of the regatta held under the auspices of the above club on the 15th and 16th August. The R. C. Y. C. has a beautiful club house on the Island of Toronto, and also a town club house, as well as its own steam yacht, which runs for the convenience of the members to and from the island club. The yachts of the club cruise away each Saturday, either to the hop at Niagara, or to Hamilton, Oakville or Port Dalhousie. No better set of fellows than the members of the Royal Canadian Yacht Club are to be found on a cruise. Thorough sailors and good friends, all unite under their genial commodore, Mr. A. R. Boswell, to promote—first, the interests of yachting and, second, a feeling of good-fellowship. Each yacht has its crew, and all are well and favourably known in ports near Toronto, from Mr. Gooderham's grand schooner Oriole (whose rival does not float on the inter-lakes) down to Mr. Bruff Garratt's dashing little skiff, Chute.

A few words regarding the most typical of the craft on the lake will interest the readers of THE DOMINION ILLUSTRATED:

The schooner yacht Oriole, which is owned by Mr. Geo. Gooderham, is really so well and favourably known that description seems useless and criticism out of place. A yacht that has won all she entered for must needs be a flyer, and such is the Oriole. Built over three years ago she has taken part in all the principal races and won them, too, among her victories being that over the famous Idler, of Chicago. She is in every way a credit to the art of boat-building in Toronto, and her fittings are of the most luxurious and costly kind, everything being in keeping with the generosity of her owner.

The cutter Verve was designed by Mr. Geo. L. Watson, of Glasgow, Scotland, and she was put together on the Clyde. Her length over all is 45 ft.; load water line, 37 ft. 6 in.; beam, 7 ft. 7 in., and draft, 7 ft. 3 in. She was brought to Canada in 1881 by Messrs. Cochrane & Cassils, from whom she was purchased in 1886 by her present owners, Messrs. Norman Dick and M. D. Thompson. Since her arrival on fresh water her success has been considerable, winning at different times all the cup prizes in her time in three years. The crew of the Verve are a jolly good lot of fellows, and their skipper, Mr. N. B. Dick, is probably the best yachtsman in the R. C. Y. C.

The Merle is, perhaps, after the Oriole, the best known boat in the R. C. Y. C. fleet, and last year in the International racing cruise won five first places in the five regattas and the Lansdowne cup. In construction and beauty of finish the Boston flyer is probably excelled by no boat on fresh water. Designed by Edward Burgess, the author of the champion yacht of the world, she was turned out of George Lawley's yard in South Boston, Mass., in the spring of 1887, under a contract for Mr. Allen Ames, the commodore of the Oswego Yacht Club. Mr. Ames sold the boat to Mr. Dugald MacMurchy in May, 1889, and the little white cutter has since often carried the R. C. Y. C. flag to victory. The Merle has among her crew some of the most popular sailors in the club, including Mr. Hume Blake, last year's captain; Mr. George Evans, the genial honorary secretary of the Lake Yacht Racing Association, and Mr. Herrick Duggan, the commodore of the St. Lawrence Yacht Club, who comes West to join in the races. Mr. MacMurchy is a true Corinthian yachtsman, and makes a popular skipper. After this year's cruise the Merle goes to Cleveland to sail against the City of the Straits, the champion yacht of Lake Erie, on the 4th, 5th and 6th of September. The race is looked forward to as a most interesting contest. The Merle is 34 ft. 8 in. water line, 12 ft. 4 in. beam, 5 ft. draft without centre board, and 42 ft. on deck. The Rivet, which is of cutter design, is built of iron throughout, and is now as solid and ship-shape as when first commissioned some thirty or forty years ago. Her present owner, Mr. H. Blake is a well known and popular yachtsman, and general regret was felt when it was learned that the Rivet would not be in commission this season. Mr. Blake was captain of the Toronto Yacht Club last year. The Rivet is a fast boat, especially on a wind, and

has from time to time carried off the honours of well contested races. It is to be hoped that the season of '91 will bring Mr. Blake's cutter to the fore once more.

The Escape, owned by Mr. F. A. Turner, was originally a yawl of some 10 tons, but a few years ago she was altered and is now cutter rigged. The Escape is one of the oldest sailers in Ontario waters; and, give her a stiff breeze, well aft, and she can hump along in good old style and make some of the flyers look to their laurels.

The Cygnet is a sloop rigged yacht of 45 tons, 43 feet in the l.w.l., and 48 ft. 12 in. over all. She is owned by Mr. Thos. McGaw, of the Queen's Hotel, Toronto, and is probably the fastest sloop on Lake Ontario, bar the Atalanta, and perhaps the White Wings. She has in different races beaten all the cracks, and in light weather is a match for any of them. She is a beautiful boat and as comfortable for cruising as one could wish. She is usually to be seen off Niagara-on-the-Lake on Sundays, to which place she cruises on Saturdays. She is sailing in good style this season, and great things are looked for in the coming regattas.

The cutter Aileen registers 40 tons. She is 55 ft. l.w.l., and 58 ft. 4 in. over all, and is owned and captained by Mr. W. G. Gooderham. This beautiful craft is considered the prettiest yacht under canvas in any of the inner lakes. She is drawn on full lines, is a most perfect model, very fast, and in heavy weather can go to windward of anything. Yachtsmen are talking about the new flyer from England, the Vreda, being able to beat her, but give the Aileen her day, and it is doubtful if even the Oriole can show her heels.

The yacht Condor was built on the banks of the Don in 1883 by Melancton Simpson, of Toronto. Her dimensions are as follows:—Length over all, 44 feet; beam, 13 feet; length water line, 39 feet; draught, 7 feet 3 inches. The hull is of white oak, and her ballast (all on the outside) about 7½ tons. The main cabin is 15 feet long, with sleeping accommodation for eight. There is every possible convenience for comfort, including all toilet requisites. The fittings are of cherry, oiled and varnished, the effect being bright and cheerful. The rig is that of the cutter, and she is allowed six feet more hoist for racing; but being built for cruising purposes, her owners have preferred the easy rig. For some years she has been merely regarded as a cruising boat; but last year some changes were made in the ownership, and being placed in the racing events of her club, she has developed a considerable amount of speed, and out of the eight events entered for has taken seven prizes, viz., two firsts, three seconds, and two thirds, in all of which races there were a large number of competitors. She is a flag ship of the Royal Canadian Yacht Club; her skipper, Mr. C. A. B. Brown, being the captain of the club. The syndicate owning her is composed of Messrs. C. A. B. Brown, S. J. Bull, Fred. J. Starling, Harton Walker, Herbert R. Walker, H. V. Moise and Wm. C. Thomson. She is sailed by her owners, who are all Corinthian yachtsmen. A word should be said about the skipper. He is the most popular yachtsman in the Royal Canadian Yacht Club. He tells a good story, sings a good song, and is a jolly good fellow all round. His appointment as captain of the club was universally appreciated.

The cutter Kelpie is now in her second year, being built by Stanton, of Picton, in 1888. Her length is 27 ft. 6 in.; l.w.l., 21 ft. 3 in.; beam, 8 ft.; draft, 5 ft.; corrected length, 25 ft. 6 in. She was built for cruising, but stood such good footing, that she has been successfully sailed in her class in the club races, winning recently the Cosgrave cup (which she now holds) from the Samoa and the Wona, both boats with good heels. The Kelpie is owned by Messrs. Campbell, Dallas and Drew. R. O. X.

### How Coleridge Lived.

Mrs. Henry Sandford, in her book, "Thomas Poole and His Friends," gives the following account of Coleridge's fantastic scheme of life: "We determined to live by ourselves. We arranged our time, money and employments. We found it not only practicable, but easy—and Mrs. Coleridge entered with enthusiasm into the scheme. To Mrs. Coleridge the nursing and sewing only would have belonged; the rest I took upon myself, and since our resolution have been learning the practice. With only two rooms and two people—their wants severely simple—no great labour can there be in their waiting upon themselves. Our washing we should put out. I should have devoted my whole head, heart and body to my acre and a half of garden land, and my evenings to literature. Mr. and Mrs. Estlin approved, admired and applauded the scheme, and thought it not only highly virtuous but highly prudent. In the course of a year and a half I doubt not that I should feel myself independent, for my bodily strength would have increased, and I should have been weaned from animal food, so as never to touch it but once a week; and there can be no shadow of a doubt that an acre of land, divided properly and managed properly, would maintain a small family in everything but clothes and rent. What had I to ask of my friends? Not money—for a temporary relief of my wants is nothing, removes no gnawing of anxiety, and debases the dignity of the man. Not their interest; what could their interest—supposing they had any—do for me? I can accept no place in State, Church or Dissenting meeting. Nothing remains possible but a school, or writer to a newspaper, or my present plan. I could not love the man who advised me to keep a school or write for a newspaper. He must have a hard heart."



THE MONTREAL FIELD BATTERY.—In this number we present our readers with an engraving of this fine corps as it appears in camp on St. Helen's Island. The Montreal Field Battery was organized in 1855, when the Militia Act came into operation, and was gazetted in September of that year. Major W. F. Coffin (since deceased) was the first commanding officer. The officers are six in number—Major, captain, 1st lieutenant, 2nd lieutenant, surgeon-major, and veterinary surgeon; non-commissioned officers and men, 74; in all, 80. The armament consists of four nine-pounder muzzle-loading rifle guns. The present officers are:—Lieut.-Colonel A. A. Stevenson, commanding; Captain, John S. Hall, Jr.; 1st Lieutenant, Geo. Robertson Hooper; 2nd Lieutenant, Richard Costigan; Surgeon-Major, G. E. Fenwick, M.D.; Veterinary Surgeon, Chas. McEachran. The Battery has visited several cities in the United States at various times. In 1857 they went to St. Albans, Vt.; in 1858 they took part in the celebration, at New York, of the laying of the first Atlantic cable, and paraded on the right of the famous 7th Regiment; in 1859 they visited Boston and Portland and received the greatest kindness from their military friends in the United States. This Battery is the only military corps that has carried the British flag through the streets of New York and Boston since the American Revolution. In November, 1862, the Battery went up to the top of the Mountain and fired a salute at the time when it was proposed to take the Mountain for a public park. At that time there were no roads to the top, and a very general opinion prevailed that the Mountain Park scheme was impracticable; but the ascent of Mount Royal by the Battery settled all doubts on that point, and helped greatly the Park scheme. The Battery have often been called out to suppress local disturbances, and have always been ready at a moment's notice for any duty. The motto of the corps is "Always on hand," and its members have ever been true to it. In 1866 and in 1870 the Battery did duty on the Hemmingford and Huntingdon frontier during the Fenian Raids in these two years. The scenes in our engravings are from sketches taken on the island, and show the sentry at the main gate, the colonel's tent, the sergeants' mess, the cook house, and a general view of the camp.

CANOE CAMP, ILE CADIEUX.—Our readers have already been introduced to the camp on this picturesque island. These engravings will give some notion of the ways in which the campers enjoy themselves. More on the subject will be found in another part of the issue.

TORONTO YACHTS.—On our pictorial pages will be found several engravings of the most noteworthy Toronto yachts, the Cygnet, the Condor, the Aileen, the Oriole, etc. Particulars relating to their style and record will be found under the heading of "Sports and Pastimes."

REGATTA OF C. A. O. A.—For particulars on the subject to which these engravings relate, our readers are referred to the article headed "Sports and Pastimes."

### The Age of Trees.

Of late years, says Prof. Putnam, several writers have brought forward many arguments showing anew, what every archaeologist of experience knows, that many of the mounds in the country were made by the historic tribes. This has been dwelt upon to such an extent as to make common the belief that all the mounds and earthworks are of recent origin. So writers even go so far as to imply that tree growth cannot be relied upon, and state that the rings of growth do not represent annual rings. As I am firmly convinced that many of the mounds and earthworks in the Ohio Valley examined by Dr. Metz and myself are far older than the forest growth in Ohio can possibly indicate, it matters little about the age of the trees growing over such mounds. However, as such a forest growth gives us the minimum age of these ancient works, it is important to know what reliance can be placed on the rings. In his report for 1887, Prof. B. E. Fernow, Chief of the Division of Forestry in the United States Department of Agriculture, discusses the formation of the annual ring, when speaking of tree growth. In a letter recently received from him, in which he points out the probable cause of error in counting the rings of prairie-grown trees, he states that he considers 'anybody and everybody an incompetent observer of tree growth who could declare that, in the temperate zones, the annual ring is not the rule, its omission or duplication the exception.'

"Having received repeated assurances to this effect from other botanists, I recently again asked the question of Prof. C. S. Sargent, Director of the Arnold Arboretum, from whom I received the following reply: 'I have never seen anything to change my belief that in trees growing outside of the tropics each layer of growth represents the growth of one year; and as far as I have been able to verify statements to the contrary, which have appeared of late years, I am unable to place any credence in any of them. The following sentence, quoted from the last edition of Professor Gray's "Structural Botany," covers the case: "Each layer being the product of only a year's growth, the age of an exogenous tree may in general be correctly estimated by counting the rings of a cross section of the trunk." I believe, therefore, that you are perfectly safe in thinking that Dr. Cutler's tree is something over four hundred and fifty years old.'