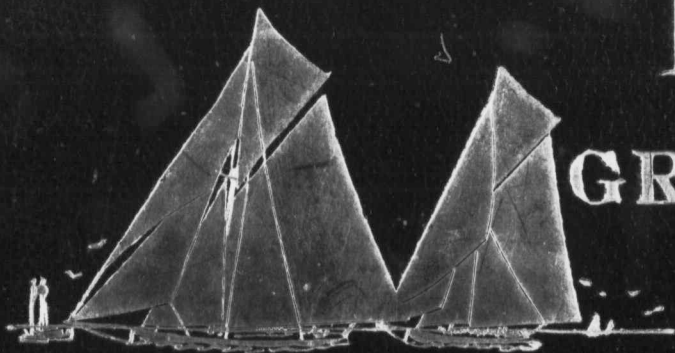
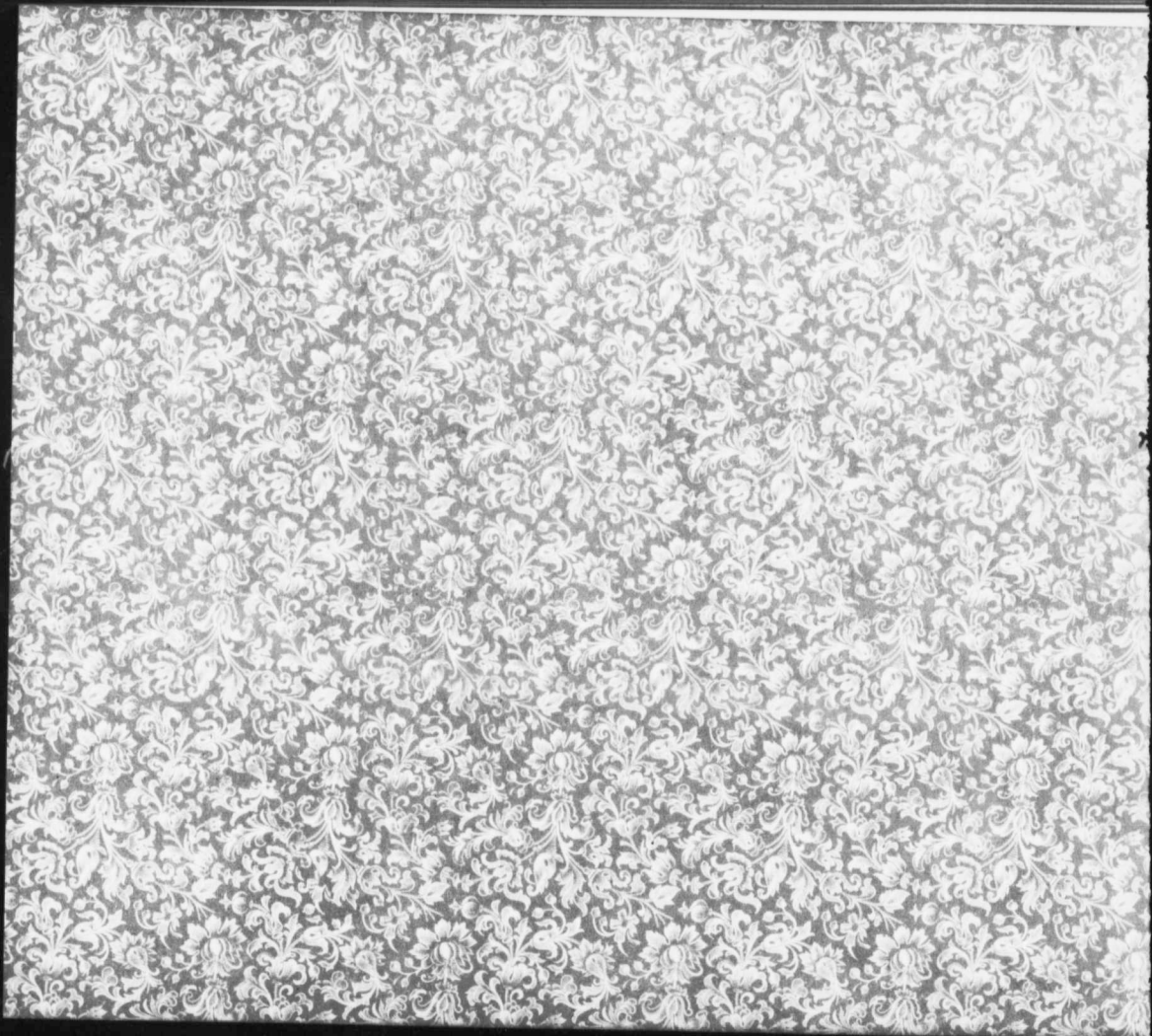


CLUBS
and YACHTS
of the
GREAT LAKES



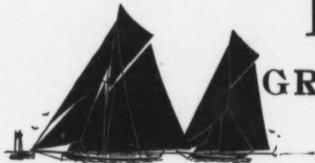
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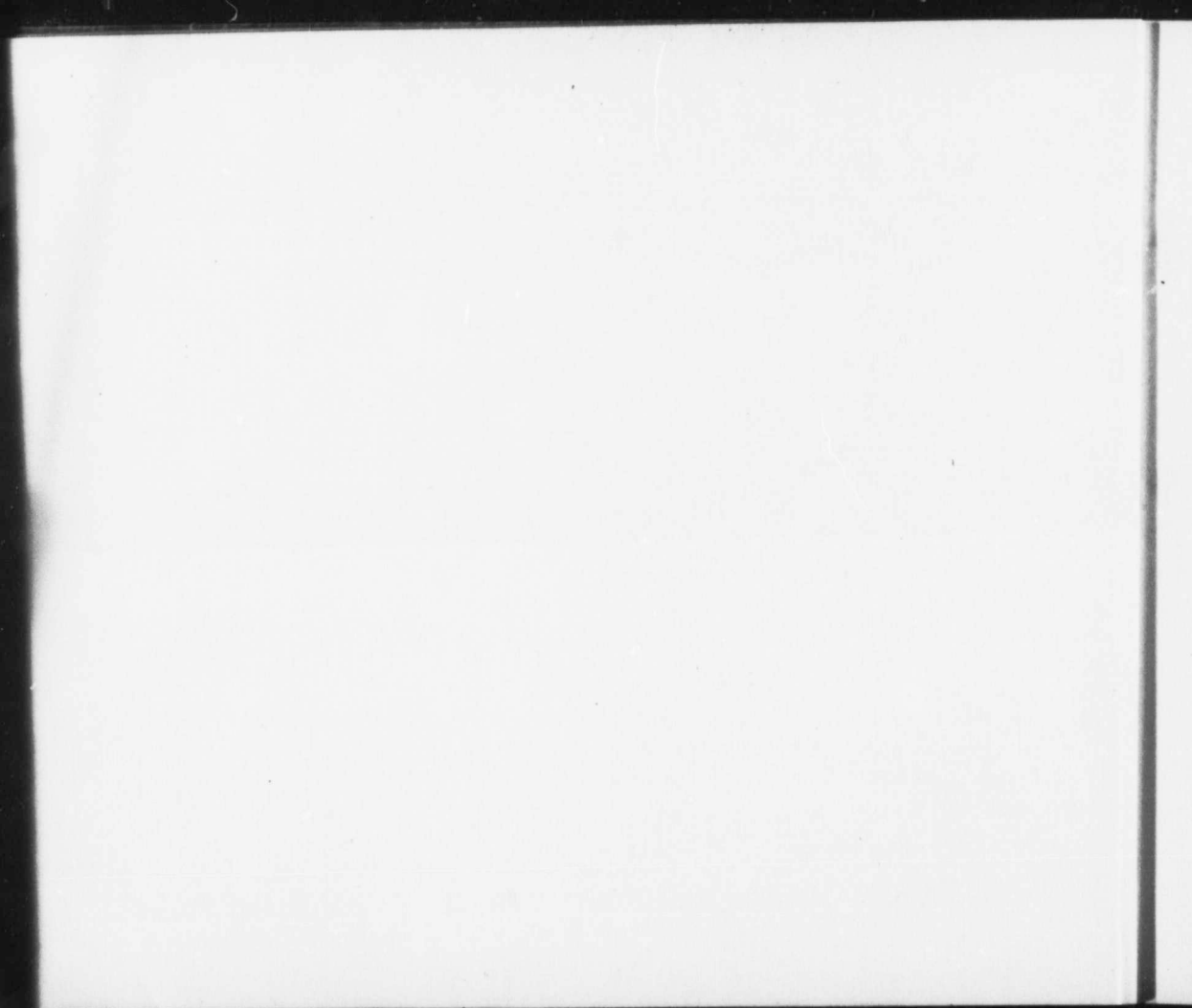




CLUBS
and **Y**ACHTS
of the
GREAT LAKES



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Twentieth Century Yachting on the Great Lakes



HERE have been yachts on the lakes for over a hundred years. This statement will doubtless surprise many, who have a vague idea that the yacht is an entirely modern institution; but King James II went yachting in England in sixteen hundred and something, and the Duke of Rochefoucault de Liancourt, writing of the marine of Lake Ontario in 1795, speaks of "a small yacht of eighty tons mounting six guns" attached to the fleet at Kingston. The Upper Canada Gazette mentions yachts on Lake Ontario before the eighteenth century was out. Here is one reference, Sept. 24th, 1799:

"The Toronto Yacht, Captain Baker, will in the course of a few days be ready to make her first trip. She is one of the handsomest vessels of her size that ever swam upon the Ontario, and if we are permitted to judge from her appearance and to do her justice we must say she bids fair to be one of the swiftest sailing vessels. She is admirably well calculated for the reception of passengers, and can with propriety boast of the most experienced officers and men. Her master builder, Mr. Denison, was an American, on whom she reflects much honor."

The Toronto Yacht was actually a government mail and passenger packet, and did duty for years between Toronto and Niagara, being wrecked off Gibraltar Point, Toronto Island, 1812.

There are also early references to the "Yacht Bullfrog," later described in a government advertisement of navy stores to be sold as "the Bullfrog yard boat, of about 60 tons, nearly new and completely rigged and well furnished in every respect. Will make an excellent packet." This was in 1834. Previous references to the "Bullfrog" indicate that she had been used as the vessel for the voyages of the Governor of Upper Canada, as was the Toronto Yacht. The "Bullfrog" is first mentioned in 1828, in the Loyalist newspaper, as arriving in York (Toronto) in company with His Majesty's schooner "Cockburn."

An advertisement in the York Sapper and Miner, October 25th, 1832, reads: "For sale, the fast sailing cutter "Dart," 22½ tons burden, with or without rigging, sails and other furniture." She was owned by Hon. John Elmsley, R.N., and was built at York by a Mr. Purkis.

In 1852 the Toronto Boat Club had enrolled in its fleet the Cherokee, Undine, Storm Queen, Emerald, Rover, Witch, Breeze, Abercorn, America, Jenny Lind and Saucy Jack, showing that by this time yachting as a sport had taken firm hold on the lakes, and was not confined to government vessels. If we are not mistaken the catboat Belle of Detroit would date back to this time. This was the year after the schooner yacht America's famous victory in England. The Toronto Boat Club's America probably got her name in honor of the winner. Those were the days of deep draught boats, with loose footed mainsails, raking spars on the sloops and schooners, and jackyard topsails, running bowsprits and housing topmasts in the cutters. Probably the sole survivor of the fleet of that time is the old iron cutter Rivet. She is now a steam barge. She was built in England in 1855 and brought to the lakes by Messrs. Dickson and Hamilton, and remained in commission as a yacht until 1890.

The yacht fleet of the Great Lakes to-day numbers at least a thousand vessels, flying between thirty and forty different club burgees. The introduction of the steam yacht emphasized the possibilities of pleasure outside of racing, and the outburst of popularity

that greeted the arrival of the gasoline launch in the present decade did much to increase the numbers of both yachts and yachtsmen. The greatest incentive to cruising yachting has ever received is the auxiliary gasoline engine. It is not claimed for it that it makes for seamanship particularly; but it does enable the yachtsman of to-day to make cruises he found quite impossible ten years ago. Last century to go away over Sunday meant the possibility or even probability of being late for business Monday. Now the owner of the sloop, schooner or yawl with the gasoline auxiliary makes an overlake voyage in the week-end almost as a matter of course. It must be admitted, he gets less training in shortening down for entering port, in dodging calms and head winds, in making a landing without bumping into docks or tearing out his gear, than he would ten years ago. It is so easy to go in and out under power and leave the sails for outside work; but on the other hand he does so much more sailing that he accumulates experience in one season which would take a lifetime to arrive under the old conditions.

The yacht fleet of the Great Lakes in 1908 embraces a wonderful variety of craft. In it are enrolled steam yachts of size, speed and equipment rivalling the best on salt water; gasoline yachts, almost as pretentious as the steam ones; and then power launches, power dories, power skiffs, power dinghies. The sail fleet runs from twelve-foot dinghies to hundred-foot schooners, and between these extremes you will find open and decked skiffs, with fin keels, with centreboards, with bilge boards; mackinaw boats, open or cabin, with or without bowsprits; catboats with one mast and cat yawls with two; sloops, yawls and cutters, "bald-headed" and club-topsailed—with the same rigs repeated over with the addition of gasoline engines.

Sanity is the outstanding feature of the lake yacht of to-day. You might expect, from the fact that she is intended for inland waters, that she would embody all the freaks in the universe. On the contrary, on the lakes the term freak is a reproach. We have no such extremes as the Bermuda sailing dinghy, with a bowsprit as long as itself, and main boom of double the length. We have no such frights as the Australian yachts built two beams to a length to carry their enormous ring-tailed mainsails and spinnakers. We have never seen such monstrosities as the double and treble-hulled combinations of canvas, wire and trusswork that sailed for the Quincy Cup. Dispute as we may among ourselves as to whether this or that craft is "wholesome," there is not a racing machine on the lakes to compare with the freaks of salt water.

We dropped the deathtrap sand bagger, with her shifting ballast, decades ago. In spite of our shallow harbors and sailing water (in spots) we have not encouraged the centreboard largely, and the great bulk of our larger yachts are keel boats of the semi-fin type. We have kept in touch with the best on salt water in Great Britain and the United States. Fife, Mylne, Payne, Watson, Herreschoff, Gardner, Mower, Small are more familiar to us, generally, as designers, than are the local men of our ports. If anything, we have erred too much in getting the world's best for the lakes, in preference to developing local talent.

The lakes boast their own great trophies—The Canada's, Fisher and Lipton Cups; but it should not be forgotten that Canada has twice sent challengers after the Blue Ribbon of the Ocean, the America Cup. Lake yachtsmen may hold up their heads the world over, as followers of the grandest of sports in no mean way; feeling a personal interest in its life in the great centres, and setting an example to all lovers of sea and sail by encouraging the safe, sane development of the noblest work of man—a good ship.





History of the Canada's Cup, 1896-1907

THE story of the Canada's Cup from the time it was first sailed for, is told below by the man who has been the Canadian skipper in every contest but one—Mr. .Emilius Jarvis. His narrative begins with the famous contest between the original "Canada" and "Vencedor," off Toledo, August 25, 1896.

In the winter of 1895-6 the Lincoln Park Yacht Club of Chicago, sent a challenge to the Royal Canadian Yacht Club, of Toronto, for a series of races, to be sailed between a yacht belonging to the fleet of the Royal Canadian Yacht Club and the "Vencedor," a yacht being built for Mr. Charles E. Berriman, Commodore of the Lincoln Park Yacht Club. After the preliminary correspondence the Royal Canadian Yacht Club invited the Lincoln Park Yacht Club to send a committee to discuss the details of the match.

The challenge was for a specific yacht, whose length was given as 42 feet waterline. At that time the system of measurement for time allowance was what is known as the old Seawanhaka rule, viz., length multiplied by the square root of sail, divided by two, equals racing length.

On Lake Ontario there was no class of racing yachts of the waterline length of the "Vencedor," and the Royal Canadian Yacht Club wished that the challenge should be made for the 42-foot racing length class, a boat approximately 37 or 38 feet waterline; but as the construction of the "Vencedor" had already commenced, a compromise was agreed upon, which largely robbed the race of interest from its inception. The compromise was that the Royal Canadian Yacht Club would build a boat in the 42-foot racing length class, and the Chicago people undertook that the "Ven-



cedor" should not exceed 45.5 feet racing length, and should not be less than 42 feet waterline length. This arrangement made it almost a foregone conclusion that the Canadian yacht would win in light and moderate winds, and that the American yacht would be equally certain of winning in strong breezes. This point was clearly brought out at a meeting of the representatives of the two Clubs held in the Argonaut Rowing Club, Toronto, in the early part of the winter of 1896. The meeting was held in the Argonaut Rowing Club because the Royal Canadian premises had just been destroyed by fire.

The match once having been made, a syndicate was formed of members of the Royal Canadian Yacht Club, composed of the Messrs. the late George Gooderham, James Ross, of Montreal, S. F. McKinnon, of Toronto, F. J. Phillips, of Toronto, Geo. H. Gooderham, of Toronto, and .Emilius Jarvis, of Toronto, the latter being managing owner. These gentlemen gave an order to William Fife, Jr., to design the yacht. Owing to many delays it was well on into April before the design came to hand; but Captain James Andrews, of Oakville, who had been given charge of the construction, had prepared all the material, and, as he had received in advance of design a drawing of the lead keel, this had already been cast. I think the first attempt at erection was made on the 28th day of April, and so well were Captain Andrews' plans laid that he was able to launch the yacht, which was appropriately named the "Canada," on the 23rd day of June, 1896. As all her rigging had been prepared beforehand, she sailed her first race, unsuccessfully, on Saturday, the

History of the Canada's Cup - Continued

27th day of June, against the "Zelma," of Hamilton, also a Fife boat of the same class, off Toronto.

The "Venecdor" was launched only a few days earlier than the "Canada," though her construction was well under way when the challenge was made. She was built at Racine, Wis., from designs by A. Poekle, who had been a draughtsman with the Herreshoffs; in fact it was freely stated by eastern yachtsmen that the "Venecdor's" design was taken from a blue print of the "Niagara." Herreshoff's famous fin keel yacht that had raced so successfully in the 20 rating class of the previous season in British waters.

One of the conditions of the match was that the race was to take place over an open lake course in neutral waters. Detroit, Cleveland, Toledo, Buffalo, and Hamilton, Ont., all sought to have the race. Ultimately, however, Toledo made a proposal that if the race was held on Lake Erie, off that port, they would give a \$500.00 cup to the winner, and \$1,500.00 in cash; and, as it was a half-way meeting point, this generous offer was accepted, and the series of races took place off Turtle Island, Lake Erie, commencing August 25th, 1896.

The series was to be the best two out of three races. The first race was to be over a triangular course. It proved a failure, as they could not complete the course in the time limit. As was expected, however, the "Canada," in the light wind drifted away from her under-cannvassed rival.

The next day the same course was sailed; both got away on fairly even terms, the "Canada" on the starboard tack, forcing "Venecdor", which was under her lee, and on the port tack about. The wind was moderate from the northeast, with a slight jump of a sea. The "Canada" began at once to draw away, and continued to do so during the whole race. The first leg, seven miles, which should have been all windward work, turned after the first half hour to a reach. On the last leg of the course the "Canada," which had stood over the westward to meet the first shift of wind to the south-



INVADER OF TORONTO
Winner of Canada's Cup, 1901

west, benefited greatly thereby, and romped home far ahead, winning by 23 minutes 34 seconds.

FINISH—"Canada," 5.14.23; "Venecdor," 5.37.07.

Next day the wind had shifted to the westward and was blowing a strong breeze, from 20 to 25 miles an hour, with occasional rain squalls. The course was five knots to leeward and return, twice around. This weather was what the "Venecdor" was wishing for. She led across the line, and during the five miles to leeward, gained all the way. On the beat back on the first round the "Canada" proved closer winded, but the "Venecdor" drove through at a higher rate of speed. As on the previous day, it did not prove a dead beat, but only a long leg and a short hitch. When approaching the weather mark the "Venecdor" was ahead, but considerably to leeward, and in her anxiety to make sure of her buoy, "overstood." The "Canada" hove round at the same time as the "Venecdor," and as she was able to make her buoy, gained considerably by the "Venecdor's" error. The next trip to leeward was a broad reach in which the "Venecdor" drew away, but she made a wide gybe at the mark, losing at least half a minute thereby; as the wind had still further shifted, it made another broad reach home, the "Venecdor" still gaining, but she was unable to work off her time allowance

by 26 seconds, giving the second and final race and cup to the "Canada."

FINISH IN CORRECTED TIME—"Canada," 2.40.38; "Venecdor," 2.41.04.

In both of these contests the "Venecdor" was sailed by Captain J. G. Barbour, her sailing master, who had been mate the previous year on the 90-footer, "Defender," of America's Cup fame. The "Canada" was sailed in both races by Mr. Amelius Jarvis, of Toronto. Judges: For the R.C.Y.C., E. H. Ambrose; for the L.P.Y.C., H. C. McLeod. Referee, Oliver E. Cromwell, of New York.

"BEAVER"—"GENESEEE"

In the autumn of 1898 the Chicago Yacht Club challenged the Royal Canadian Yacht Club for a race in 1899 between yachts in the 35-foot class

under girth rule. After the preliminary agreements were completed both Clubs set about building a fleet from which to make a final selection. The Chicago Yacht Club asked all American yacht clubs on the Great Lakes to build for the trial contests, and the Royal Canadian did the same thing with Canadian yacht clubs.

The first race for the cup was triangular, and was sailed off Toronto Island on August 22nd, 1899. There was a strong southwest breeze blowing, with considerable sea, and a heavy haze. The "Genesee" before the race, double reefed, but the "Beaver" was able to carry her whole mainsail and jib. Both yachts crossed the line close together, but the "Beaver" well in the windward position. Unfortunately, not thirty seconds after the gun fired, the "Beaver's" mainsail came down. On examination by the crew it was found that the throat halyard pennant had broken, and as one part of the halyard was forward of the spreader and the other portion aft of the spreader, in coming down it broke the weather spreader, so that it was found impossible to make a repair, and the "Beaver" had to return into harbor. The "Genesee" went on to complete the course, but, owing to the heavy haze, and their unfamiliarity with the surroundings, they missed the weather buoy, and after being lost in the haze for several hours returned to harbor, and the race was declared off.

Next day, the 23rd of August, the "Beaver" having been repaired, the race was resailed. The wind being northwest at the time of the start, the first leg was dead down the wind. The "Beaver" had the start, and with spinnaker set gained slowly for the first mile. The wind then shifted to make a broad reach. The "Genesee" quickly shifting to balloon jib, soon romped past to windward, and rounded the first buoy 100 to 150 yards in the lead. The shift in the wind brought the next leg of the course to windward. The breeze at this time was fairly fresh, and the "Beaver" began at once to cut down her lead and passed the "Genesee" after about half an hour's sail; but the wind gradually grew lighter,



CADILLAC OF DETROIT
Defender of Canada's Cup, 1901

and the "Genesee" again crept up closer and closer, and ultimately re-passed the "Beaver" about half a mile from the weather buoy. The next leg of the course was a broad reach, in light weather and a perfectly smooth sea. On this point of sailing the "Genesee" increased her lead, and won the first race by 1 minute and 22 seconds.

FINISH—"Genesee," 3.25. "Beaver," 3.26.22.

Next day the course was to windward and return. The wind all day was extremely light, never over five miles an hour. The first leg of the course was to windward. The "Beaver" again got the start, and succeeded in holding the "Genesee" under her lee for a considerable time, but it was not long before she drew clear to leeward, and, though she could not hold as high as the "Beaver" she outfooted her throughout the whole race, and rounded the weather mark 1 minute 19 seconds ahead. The wind having held true, the next course was dead before the wind. The "Beaver" to everyone's surprise, began to gain, and cut down the "Genesee's" lead inch by inch until she began to blanket her. Off Gibraltar Point they got into a luffing match. It was plainly the "Beaver's" intention to luff the "Genesee" off her course, so as to get between her and the mark;

but the "Genesee's" skipper was not easily caught napping, and the result of the first luffing match was to leave them still in about the same relative positions, the "Beaver" a few lengths behind. When nearing the finishing line, the "Beaver" again made an attempt to luff the "Genesee" off, and this time it looked as if the manoeuvre was going to be successful. Both had been coming down before the wind with booms to starboard. The "Beaver" gybed her boom over to port, thus putting her on the starboard tack, and headed for the lee end of the line. This, if it had not been for the resource of the "Genesee's" skipper, would have blanketed and caused the "Genesee" to gybe close to the line, the intention being that when her way was off, the "Beaver" would gybe back again, and, as she had never taken

History of the Canada's Cup—Continued

her spinnaker in (still having it set to leeward), she would have more way, and, with both spinnaker and mainsail drawing, might have won on the line. But the "Genesee's" skipper here exhibited a most resourceful manoeuvre, one that has seldom been witnessed. Seeing his rival's object, and that he would be forced to gybe, he promptly had the turnbuckles of the main rigging unscrewed. This allowed him to let his main boom go right forward, and at the same time hauling his spinnaker boom aft, a reversal of the ordinary conditions, successfully staved off the "Beaver's" manoeuvre, and brought the "Genesee" over the line with a short lead of 39 seconds.

FINISH—"Genesee," 5.06.57; "Beaver," 5.07.36.

The next day's race was triangular, and again the weather was extremely light. The first leg was laid to windward. The "Beaver" got the start, but was unable long to hold it; but the race was fairly close until within half a mile of the first buoy, when the "Genesee" ran into a freshening southwest wind, which carried her round the buoy and off on the next course with lots of headway. The new breeze, however, did not reach the "Beaver" for ten minutes or more, during which time the "Genesee" had been making short miles of it on a broad reach for the next buoy. From that on it was nothing more than a procession, the result being as follows:

FINISH—"Genesee," 3.32.11; "Beaver," 3.42.58.

This gave the "Genesee" three straight races, and the cup.

The "Genesee," it must be remembered, was sailing under the flag of the Chicago Yacht Club, though she was owned by a company composed of Rochester Yacht Club members, with Mr. Chas. Vanvorhis as president and managing owner. She was sailed by Mr. Charles G. Davis, from a Long Island Sound Yacht Club, and the "Beaver" by Mr. Emilus Jarvis, of Toronto. Judges: For the Chicago Yacht Club, E. P. Warner; for the Royal Canadian Yacht Club, E. H. Ambrose. Referee, Mr. Louis M. Clark, of Boston.



IROQUOIS—Winner of the Canada's Cup, 1905

"INVADER,"—"CADILLAC."

Two years elapsed, when Mr. George H. Gooderham asked the Royal Canadian Yacht Club to challenge the Chicago Yacht Club for a race in 1901 between yachts of the 35-foot class, girth rule.

Mr. George H. Gooderham entrusted his design to Charles Sibbick, of Ryde, Isle of Wight, and Captain Andrews, of Oakville, again built the yacht. She was named the "Invader." The races took place off Chicago on August 10th, 1901, the yacht taking three out of five races to be declared the winner.

The first race was triangular, with a strong northeast wind and heavy sea. The "Invader" was double reefed, the "Cadillac" single reefed. It was a well known fact that the "Invader" was an indifferent performer in strong breezes but fast in light ones; but the "Cadillac" had been proven to be a good performer in both. The first leg of the course was a broad reach. The "Invader" got the better start, but the "Cadillac" overtook her and passed her about three-quarters of the way to the first buoy. It was evident that the "Invader" was outclassed in such weather. The next course was dead before the wind, spinnaker set. The "Cadillac" still kept improving her lead. The next was a close reach to the finish, encountering a heavy head sea. At this the "Invader" made a miserable showing, being entirely outsailed. As "Cadillac" was also looked upon as a fast light-weather boat, things looked exceedingly blue for the Canadian Challenger.

FINISH—"Cadillac" 1.46.35; "Invader" 1.55.10.

Sunday having intervened, Monday morning broke warm and calm, but about eleven o'clock, the starting hour, a light breeze sprang up from the south-east. The course was 9 knots to windward and return. The "Invader" led across the line high on the weather end, and soon began to drive ahead. At every tack it was apparent that the distance between the yachts was widening. The wind kept growing, but backing off the

lake, and the "Invader" was kept rather to the eastward of her course and kept springing into the freshening and fairing breeze. About half way out she came about on the port tack, which she was able to carry right out to the weather mark, and rounded it with a lead of several minutes. The return was a broad reach with a freshening breeze, and with balloon jib set she added to the lead, finishing almost a mile ahead.

FINISH—"Invader" 2 08; "Cadillac" 2 14.22.

The conditions were almost identical with those of the previous day, with a light south-east wind. The course was to be triangular, seven knots to the side. In manoeuvring for the start the "Invader" was kept to the westward of the line, and had been repeatedly measuring off her distance to the outer mark of the starting line; the "Cadillac," on the contrary, was kept to the eastward of the line. The result was that the "Invader" crossed on the extreme eastern end, exactly on the gun fire, and on the starboard tack. The "Cadillac" was endeavoring to cross at the same point at the same time, but being on the port tack, the "Invader" had the right of way. The "Cadillac's" skipper held on too long, and the result was that she was put about close under the lee bow of the "Invader." The "Invader" holding her course, struck her on the starboard weather quarter. The judges promptly steamed out and ordered the "Cadillac" to withdraw and the "Invader" was ordered to sail over, thus giving her the second race.

The following day the same conditions of wind and weather prevailed, a light to moderate south-east breeze and smooth sea. The course was to windward and return, nine knots. This time the "Cadillac" had the better of the start, and held the "Invader" under her lee while several short boards were taken, but never succeeded in actually blanketing her. Ultimately both boats started off on a long board to the south on the port tack. The "Invader" kept soaking out slightly to windward, but there was little difference in the speed through the water, that little difference being in



favor of the "Cadillac." After maintaining this tack for upwards of an hour the "Cadillac" was the first to feel a slightly freshening breeze, more from the south, and seemed to draw away, but to be backed off. The "Invader" promptly swung around on the other tack and thus was headed up on her course during the few minutes that the "Cadillac" was being headed off, so when the "Cadillac" swung around on the starboard tack the "Invader" was 150 yards or so directly ahead of her. From this to the turning buoy the "Invader" gained rapidly, and, making a close turn, started off for the finishing line; on a broad reach, at a great speed; and as both wind and sea were to her liking, she continued to gain, crossing the line three hundred yards or so ahead.

FINISH—"Invader" 3 07.30; "Cadillac" 3 09.49.

This gave the "Invader" three races, and the cup returned to Canada.

The "Cadillac" was sailed by Mr. William Hale Thompson, of the Chicago Yacht Club, and the "Invader" by Mr. .Emilius Jarvis, of the Royal Canadian Yacht Club. Judges—Royal Canadian Yacht Club, E. H. Ambrose, Esq.; Chicago Yacht Club, E. P. Warner. Referee, Oliver E. Cromwell, New York.

"STRATHCONA"—"IRONDEQUOIT"

After the race many challenges were put in—one from the Chicago Yacht Club, one from the Columbia Yacht Club, two from Detroit, and one from Rochester.

During the next month or so there was a good deal of controversy as to what challenge would be recognized, but ultimately the Royal Canadian Yacht Club accepted the challenge of the Rochester Yacht Club.

This challenge was for the new 40-foot waterline restricted class, and during the winter of 1902-3 both clubs built a vessel; the Rochester Yacht Club entrusting the designing to William Gardiner, of Gardiner & Cox, of New York, and the building to Mr. Wood, of City Island, Long Island Sound; this yacht was named the "Irondequoit." She was owned by a syndicate composed of Messrs. Hiram W. Sibley, Jas. S. Watson, Thos. N. Finucan,

History of the Canada's Cup—Continued

Arthur G. Yates, Walter B. Duffy, Jno. N. Beckley, Albert O. Fenn, Chas. M. Everest. The Royal Canadian Yacht Club representative was furnished by Mr. Norman Macrae, of Toronto. He ordered the design from Arthur Payne, of Southampton, and the construction was again entrusted to Captain Andrews, of Oakville. This yacht was named the "Strathcona."

The races took place off Toronto, commencing August 8th, 1903. The series was to be the best three out of five. The first race was triangular. The wind was fresh from the south-west, with a rather short steep sea. The "Strathcona" got slightly the better of the start, being to weather and dead abeam, though she actually crossed five seconds behind. For the whole trip to windward the race was of the keenest kind, the yachts never being separated by more than a few lengths or so, but the "Strathcona" kept the lead. It was very nearly lost to her, however, as at one time the "Irondequoit" was coming up fast on her weather quarter, both being on the port tack and fetching their buoy. The "Strathcona" came about on starboard tack, though it was taking her from her course, and the "Irondequoit" had to tack under her lee. After sailing for a short distance the "Strathcona" came back on the port tack, "Irondequoit" following, and again she came up fast and when almost overlapping, the "Strathcona" put her helm down, and luffed as though she were going to the starboard tack, but quickly changed her helm over, and sailed away again on the port. The "Irondequoit" being misled by this manoeuvre came right about on the starboard tack, and before she could return to port tack, lost considerable way and ground. The "Strathcona" by this manoeuvre had saved herself a blanket, and rounded the first buoy ahead. To the next buoy was a broad reach. It was again apparent that the "Irondequoit" was footing the faster. The "Strathcona" kept edging her off to windward, making her sail a long outer arc of the circle; but even under these conditions the "Irondequoit" sailed around and took the lead, and led at the next buoy by several lengths.



The next course was dead down the wind. With a freshening breeze, and spinnaker set to port, the "Strathcona" followed dead in the wake of the "Irondequoit", and it soon became apparent that she was interfering with the leader's wind, and the "Irondequoit" began to luff out. This the "Strathcona" kept her busy at until both had gone considerably to the westward of their course, so that to fetch the finishing line a gybe would have to be effected. During these luffing matches both had taken in their spinnakers, and were sailing under balloon jibs, but "Strathcona" had been getting her spinnaker boom shifted to leeward, so that when she had luffed the "Irondequoit" to the point that both had to gybe, she quickly put her helm, shot across "Irondequoit's" stern, gybed over, and promptly set her spinnaker to starboard, thus placing herself between the finishing line and her opponent, and with the big running sail set and drawing, and only a mile to go, she crossed, a winner.

FINISH—"Strathcona" 2.07.08; "Irondequoit" 2.07.30.

Next morning the wind was light, 5 to 8 miles an hour, from the south-west, smooth sea, course to windward and return. "Strathcona" got much the better of the start, and in the light breeze seemed to be much

more lively, and gained continually the whole trip to windward, and also on the run down before the wind, thus finishing a rather uneventful race many hundreds of yards ahead.

FINISH—"Strathcona" 2.48.47; "Irondequoit" 2.58.52.

In these two races the "Irondequoit" was sailed by her sailing master, Captain Barr; but Mr. Gardner, her designer, who was on board, was much concerned at their loss, and persuaded the owners to send for Mr. Arthur Hannan, of New York, who had sailed the "Irondequoit" in her races on Long Island Sound. He and his brother arrived next morning, and took charge of the "Irondequoit," they being put on board after the yachts had left the harbour for the starting line.

History of the Canada's Cup—Continued

The third race was to be triangular. The wind was fresh to strong, in fact, at times blowing almost to a moderate gale strength. The first leg of the course was to leeward. The two yachts crossed almost side to side. The "Irondequoit" was slightly ahead, and at once began to creep slowly away, and rounded the leeward mark 100 yards or so to the good. The next trip was a beat to windward, with jib topsails stowed. The "Irondequoit" began to both outpoint and outfoot the "Strathcona," standing up much stiffer, and, as she continued to gain during the whole leg, and also the next leg, (which was a broad reach), this contest was as uneventful as the one on the previous day.

FINISH—"Irondequoit" 2.15.05; "Strathcona" 2.20.19.

The following day the course was to leeward and return. It was apparent from the manoeuvring at the commencement that neither skipper was anxious to cross first. The wind was fresh and puffy from north-northwest, but dropping. It was at least two minutes after gun fire that both went over, the "Irondequoit" ahead, the "Strathcona" on her weather quarter, but neither heading for their buoy. The result of this unexpected manoeuvre and unexpected course about north-east instead of south-east was that a number of steam yachts and sailing yachts were found to be in the way, so that the two contestants got mixed up in the field of spectators, and were separated entirely by a large steam yacht, the "Strathcona" going to windward of her and the "Irondequoit" to leeward. It was evidently the "Strathcona's" plan to attempt the manoeuvre of the first day and luff the "Irondequoit" so far off the course that she would again be between her and the objective point. So far as this point was concerned, the manoeuvre proved successful, as after chasing the "Irondequoit" close up for at least two miles eastward towards Scarborough, the "Strathcona" suddenly put up her helm, gybed over and set her spinnaker to starboard. The wind, by this time, had grown lighter, and as they



ADELE
Canadian challenger for the Canada's Cup, 1907

sailed off shore grew lighter still. The "Strathcona" gained steadily and when within half a mile of the turning buoy was at least two hundred yards ahead, but here she ran into a soft spot in the wind and lay motionless, with her sails hanging idle and spilling the wind. The "Irondequoit," seeing her antagonist in this plight, sailed off to leeward, and was fortunate enough to carry a light draft through, and sailed completely around the "Strathcona," and rounded the buoy two minutes and fifty-two seconds in advance. Now came a beat to windward. The "Strathcona" began to pick up, and before long had run up under the lee of the "Irondequoit," but do what she would she could not sail through her lee, and twist or turn as she might she always found the "Irondequoit" planted between her and the wind, in the most masterly fashion.

In order to make the race as long as possible the "Strathcona" carried the contest away to the east, but Mr. Hannan was not to be caught, and, as "Irondequoit" was quicker in stays, any manoeuvre that was attempted was quickly met. In towards shore the breeze freshened, so that both yachts were at times driving along at a good pace, and finished close together, the "Strathcona" dead in the "Irondequoit's"

wake. This gave both yachts two races, and the interest in consequence was much enhanced.

FINISH—"Irondequoit" 3.12.13; "Strathcona" 3.12.31.

The next day the wind was southwest, and fresh, moderate sea. This time the "Irondequoit" got decidedly the better start, having the "Strathcona" well under her lee, where she kept her closely pinned during the whole trip to windward; but the contest was clean and exciting. "Strathcona" tacked and retacked, sailed rapfull, half a dozen times during the first half hour, but, do what she would, the "Irondequoit" was always between her and the wind, or the objective point, and rounded the weather buoy with several lengths to the good. The next was a broad reach, with large

jib topsails set. The "Irondequoit" continued to improve her position. The next course was dead down the wind under conditions almost to those of the first day, but "Irondequoit" was this time far enough ahead not to feel interference with her wind, and also gained throughout this leg, winning the race, and the series, taking cup back again to the United States.

FINISH—"Irondequoit" 2.40.55; "Strathcona" 2.42.17.

In the first two races Captain Barr, her sailing master, sailed the "Irondequoit," and in the subsequent races, Mr. Arthur Hannan, of New York. The "Strathcona" was sailed by Mr. Æmilius Jarvis in all five events. Judges: Mr. E. H. Ambrose, for the Royal Canadian Yacht Club; Mr. Frank T. Christie, for the Rochester Yacht Club. Referee, Mr. Oliver E. Cromwell, New York.

TEMERAIRE—"IROQUOIS"

In the autumn of 1904 the Royal Canadian Yacht Club again challenged the American holders of the Cup, but this time the 30-foot waterline restricted class was resorted to.

The result of the trial races at Rochester was the selection of the "Iroquois," and at Toronto, the "Temeraire."

The races commenced on Saturday, August 12th, 1905, off Charlotte, New York, the series to be the best three in five. The first race was triangular.

The wind was extremely light and variable, and a perfectly smooth sea. The judges evidently figured on a southwest wind under which conditions the final leg of the course would be windward. The fight for the start gave the "Iroquois" the advantage, she crossing the line with good headway, and everything set. The Canadian boat had got slightly too far to windward and had not so much way in crossing. It was soon evident that in the light wind and reach the "Iroquois" was gaining, and the first turn saw her a hundred yards or more in the lead. The wind, being variable, had altered its direction several times during this run, but never so that their sheets were not kept flowing. The next course was dead before it, with the breeze still lighter and fluky. For some time there was no change in the relative positions, but when about half over the course the "Temeraire" made a decided gain; but the wind was light and baffling, so that at times they were dead before it, and at other times reaching, and sometimes close hauled. In this drifting the "Temeraire" seemed to hold her own, and they

rounded the second buoy fairly close. The wind still remained light and variable during the next leg of the course, but on the next it freshened somewhat from the original direction; but there was no apparent difference in position between the two boats, the "Iroquois" still holding the lead by 100 to 150 yards. The same relative positions remained for the next leg, until near the turning mark, when the "Iroquois" ran into a north-eastern chill, which brought the "Temeraire" closer; but she still held her advantage, and rounded the next buoy 2.37 ahead, and started on the home journey with a slightly better breeze from the northeast. Both set spinnakers, and sailed in this way for about half the distance home, when the leader pulled her spinnaker, trimmed her sheets for a southwest wind of fairly good strength that for some time had been heeling the yachts sailing in shore, and, with a nice list, headed for home on an easy reach. By one of those freaks of nature that yachtsmen so frequently see, but which others do not understand, this breeze never reached the "Temeraire," though she was not 150 yards distant, and she continued a slow and uneventful sail home with spinnaker set, but constantly collapsing, and carried the northeast breeze right to the line. The result was that she was a long way behind, and many minutes; but this in no way was an indication of the relative merits of the yachts, as up to the time of this fluke in the wind the "Temeraire" was always dangerous.

FINISH—"Iroquois," 4.02.56; "Temeraire," 4.15.46.

On Monday morning a change had come over the appearance of things. There was a good fresh north-east breeze and a rising sea. The course was to windward and return, four miles, twice around. This time the "Temeraire" made the better start, and soon began to outfoot and outpoint her rival, and every tack showed an increased gain. She rounded the first buoy several minutes to the good. Down the wind she added a little to this gain, largely due to the "Iroquois" turning in a reef in her mainsail preparatory to the windward turn. On the second turn to windward the "Temeraire" added little to her lead, and lost slightly on the run home before the wind.

FINISH—"Temeraire," 2.20.47; "Iroquois," 2.25.51.

All Monday night the wind kept up, and on Tuesday morning half a gale was blowing from the northeast, with a considerable sea. The race was triangular. Again the "Temeraire" got slightly the better start, and at

History of the Canada's Cup—Continued

once began to gain, but not to such a marked degree as on the previous day, as the "Iroquois" started with two reefs in her mainsail and small jib, which seemed to suit her much better; still the improvement was not sufficient, and the "Temeraire" made a substantial and safe gain on the first turn to windward. The next leg was a run, with the wind abaft the beam. The "Iroquois" was hard driven, with both spinnaker and balloon jib set, but the "Temeraire" was not pressed, with extra sail. On the third leg of the first round, a reach, the "Temeraire" was satisfied with working sails, while the "Iroquois" was again pressed with balloon jib and balloon foresail. On the next turn to windward the "Temeraire" made little or no gain, and the same may be said of the next leg, but on rounding the leeward buoy, instead of jibbing, she was put about, and when she was set going it was found that her back stay was foul of her spreader, and she had to be luffed and held in the wind until it was cleared. This cut her lead down considerably, but as she still had a safe lead, no extra sail was put on her.

FINISH—"Temeraire," 1.32.32; "Iroquois," 1.35

Owing to the gale having kicked up such a sea, the next morning it was extremely difficult to get a judges' boat, but the late Senator Fulford, of Brockville, Ont., volunteered his large steam yacht, the "Magedoma." Early in the morning, the weatherwise foresaw a lightening in the wind, but the sea remained very heavy. At starting time the wind was so light that neither yacht could make headway against it to get to the weather line, and had to be towed out. About eleven o'clock, the wind had fallen to a calm, so that the heavy swell was in danger of setting the yachts on to the beach, and a postponement was ordered until the following day.

The next day the wind was light and variable. The judges sent the yachts out into the lake on what at that time was a windward course, but proved to be a long leg, with a short hitch. The "Iroquois" got a slight advantage in the lead, and seemed to steadily outpoint and outsail her rival, so that at no point of the race was she in jeopardy of losing her lead, and finally crossed the line three minutes to the good.

FINISH—"Iroquois," 2.35.14; "Temeraire," 2.38.14.

The course for the fifth race was to be triangular, and, as the wind was northeast at starting time, the first board was in that direction. While both yachts were scoring for the start, the wind shifted to the southeast. The "Temeraire" got the better of her rival, and crossed ahead, but neither skipper seemed to notice the shift of wind, and both pinned sheets flat. The

American boat, being in the Canadian's wake, was feeling her back draught, and came about and stood on the port tack to clear her wind. This was taking her almost directly in the opposite direction from her proper course. The "Temeraire," seeing this, eased her sheets, and headed off for the buoy, and soon opened up a comfortable lead before the "Iroquois" saw her mistake, and was put around. As they proceeded into the lake the wind got lighter, and when the "Temeraire" was approaching the buoy it went back into the old quarter, so that she drifted up to the mark, and then had to make a short stretch to weather it. Her rival, however, carried along the southeast breeze, and being far to windward, easily fetched the buoy, overhauled the "Temeraire," and gave her a good smothering, just as she was rounding. The next leg, the wind was more favorable. The "Temeraire" was close astern and kept bothering the "Iroquois" wind, so that they both began to luff out of their course. At this work the "Temeraire" seemed to be doing the best. It was a neck-and-neck race, and at one time it looked like a repetition of the conditions of the first "Strathcona"-Irondequoit race, and that the "Temeraire" would luff the "Iroquois" away from her buoy; but she did not carry the luffing match quite far enough, and paid off on her course rather too soon. Unfortunately, at this time she had some trouble with her spinnaker, and broke the boom, so that the balance of the trip to leeward she was without this running sail. This let "Iroquois" establish a comfortable lead for the next leg, during which the wind was light and variable, and she added a little more to her lead; so, also, on the next two legs of the course; but for the last leg the wind was fresher, from the southeast, making a beat back to the finishing line. At this "Temeraire" showed a slight gain, but she was at no time dangerous.

FINISH—"Iroquois," 3.02.14; "Temeraire," 3.04.29.

The winning of this race gave the cup to the "Iroquois," and made the first time that it had been successfully defended, as it will have been observed that in all previous races the challenging club had been successful.

The "Iroquois" was sailed in all the races by Mr. Laurie G. Mabbett, of Rochester, and the "Temeraire" by Mr. E. K. M. Wedd, of Toronto. Judges: Rochester Yacht Club, Chas. Vanvoorhis; Royal Canadian Yacht Club, E. H. Ambrose. Referee, W. P. Stephens, New York.

Mr. Jarvis' account of the first five contests, given above, is on record in the R.C.Y.C. year book.

History of the Canada's Cup—Continued

"ADELE"—"SENECA"

The contest of 1907 was between "Seneca," designed by Herreshoff for the Rochester Yacht Club, and "Adele," designed by A. E. Payne, Jr., for Mr. Cawthra Mulock, of the Royal Canadian Yacht Club. "Adele" and "Seneca" were not brought together for the "Canada's" Cup without bitter preliminary controversy over the measurement question; a controversy so bitter that had the outcome of the actual races been at all questionable, bad feeling would have ranked indefinitely. But it is not easy to treasure wrath over a technicality when you are beaten completely in straight sailing.

The trouble was this. Both clubs had agreed to submit the lines of their representatives to a referee. W. P. Stephens, of Bayonne, N.J., was first named but George Owen finally acted. Although the agreement was in black and white the Rochester Yacht Club was not willing to live up to it, and moreover, had it been ever so willing, was unable. That N. G. Herreshoff would relax his rule, and supply lines in this case was hardly to be expected; especially if there is any truth in the story that the club had to get the boat in a roundabout way. Herreshoff was said to have refused to design for them, and actually supposed that he was building "Seneca" for a syndicate with eyes on the Roosevelt Cup at Jamestown. There may be no truth in this gossip, and it may be all true. At any rate, it was commonly accepted by one of the high contracting parties.

The reason why Rochester did not hunger and thirst for the lines was that there was a well founded belief that "Seneca" was over the specified 27-foot racing measurement. The controversy waxed hot, so hot that at one stage Canadian representatives left the room, declaring they would have nothing to do with men who would not live up to a contract. Herreshoff sent the length of "Seneca's" L, and her weight, but refused further information. It was said that she had been built from a model, that her lines had never been drawn, and that it was impossible to reproduce them. The Canadians retorted that the cup was then forfeited, and proposed, informally, to race for a flag. Rochester yachtsmen were willing to race for anything from a flag to \$4,000, and there was a good chance of the cup being returned to the original Canada syndicate.

The trouble was ended by the Canadians freely waiving the technicality and giving up their rights to the lines. The question of measurement was determined, as it could have been determined at any time by measuring

"Seneca's" hull and sails and weighing her. She was weighed the very morning of the first race, and found to be 16,446 pounds, or 53 pounds over what Herreshoff had figured on. This left her with sail area in excess by ten square feet. The measurement could have been reduced by shortening the L—a most difficult process, with the attendant necessity of increasing the displacement—or by decreasing the sail area. This latter was decided on, the sails being uncut, and the measurement was reduced by shortening the perpendicular from the peak halyard block to the upper side of the boom. And so "Seneca" got inside the class by a decimal.

The contest itself was, as a series of races, a fizzle, as the record shows. It was sailed off Charlotte.

FIRST RACE—August 10, light wind, official time: Start, "Adele," 1.00.25; "Seneca," 1.00.31. First buoy, "Seneca," 2.35.20; "Adele," 2.42.38. Second buoy, "Seneca," 3.34.38; "Adele," 3.45.45. Finish: "Seneca," 5.58.22; "Adele" did not finish.

SECOND RACE—August 12th, good breeze; official time: Start, "Adele," 11.30.20; "Seneca," 11.30.25. Turn, "Adele," 1.05.21; "Seneca," 1.05.36. Finish: "Seneca," 2.51.16; "Adele," 2.56.54.

THIRD RACE—August 13th, stiff breeze; official time: Start, "Adele," 11.15.10; "Seneca," 11.15.13. First, "Seneca," 12.46.42; "Adele," 12.52.14. Second, "Seneca," 1.38.19; "Adele," 1.45.04. Finish: "Seneca," 2.31.50; "Adele," did not finish.

Aemilius Jarvis again sailed the challenger, and Mr. Hanan again skippered the defender's craft.

In the first race, over a 21-mile triangle, the boats went over on the port tack, "Adele" leading by six seconds; then swung round to starboard on "Seneca's" move, and settled down to the race. Official starting time was: "Adele," 1.00.25; "Seneca," 1.00.31; "Adele's" lead, six seconds.

As will be seen from the time, it was well on in the afternoon when the judges got the racers off; in fact, half an hour later and the contest would, under the rules, have been postponed for the day.

"Seneca" was off to leeward, and it was evident to all that Hanan was making her foot. "Adele" sailed in five and a half points and sailed well, although she was squeezed up as far as she would go on this occasion. "Seneca" rapidly went abreast and ahead of her but still to leeward; then she hauled up and pointed as high as "Adele." It did not seem to stop her travelling, and when the Canadian broke tacks at 1.18.45, and "Seneca"

History of the Canada's Cup—Continued

followed her, the whitehulled Yankee was in the lead—fully a hundred yards to the good.

From that moment the race was over and the Canada's Cup was safe. Canadians were agast. One hundred yards behind in the first quarter hour of windward work! And this the cup challenger that had excelled all the others at going to windward, whatever her weakness on other points of sailing; the boat that was expected to redeem everything by her wonderful ability in that one respect, an ability supposed to be inherent in the Payne family, as had been demonstrated in "Beaver," "Strathcona" and "Gloria." It was a bitter hour. There was nothing to do, however, but take the medicine. "Seneca" kept dropping "Adele" more and more until it was only a question of her finishing within the time limit. She just managed to do that. If she had had to go another hundred yards all her labors for the day would have been in vain. "Adele" did not finish. When the time limit expired at 6 p.m., she was a mile or more away, and her consort the steam yacht, "Tranquilo" circled down after her and took her in tow.

In the wholesale breeze of the second day's race Canadians thought they had some chance, but were again doomed to disappointment.

The breeze was west by south, a strong offshore current of air, but fickle as offshore winds usually are on Lake Ontario. Indeed, this particular zephyr was especially erratic, for it had soft spots where less than four-mile strength was shown, but it would average fourteen miles an hour easily. It was strong enough to make "Adele" tie in her slab reef before the start; but the wily Hanan left the bag in "Seneca's" sail till the race was half over and he had to haul up for the thresh home.

The course was nine miles to windward and back. At 11.30 the long-awaited whistle blew, and over they went, thus: "Adele," 11.30.10; "Seneca," 11.30.25; "Adele's" lead, fifteen seconds. Skipper Jarvis had again won the start, although he took "Adele" over the line in a rather precarious position, to leeward; but it was very nicely gauged, "Seneca" being so far to windward that she would lose considerable time crowding down to blanket,



"Canada" and "Vencedor" splicing tacks in the first Canada's Cup Race. "Canada" is to the right of the picture.

if she tried that. There was an enormous flotilla bunched around the starting line like innocent sheep, partly because the newspapers had dinned it into the skippers that to leeward was the only safe place to escape the revenue cutter's wrath, partly because many masters of craft failed to grasp the idea that the first leg of the course was not to windward. Both boats crossed with the wind little better than quartering, with mainsheets well aboard and spinnaker booms braced to port for action; but the long thin line of the spinnakers in stop told of anticipations of a battle royal for the weather berth.

Once her spinnaker was set, "Adele" ran almost dead before the wind, but "Seneca" held a quarter of a point higher, so that her spinnaker seemed to fit better and pull harder. But Jarvis was playing the old game, and playing it skilfully, of making the enemy point further away from the mark, and sail the longer course, in order to pass him. But "Seneca" was too fast to be held, and although "Adele" was 15 seconds in the lead in the turning buoy, she lost it in the first stretch of the beat home, and finished half a mile in the rear.

The third race, over the 21-mile triangle, was in heavy weather and completely demonstrated "Seneca's" superiority.

Once again the start went to Canada. This time Jarvis took her over only three seconds ahead, but well to windward, breaking out his fore-staysail from the stops as he crossed. They went over on the starboard tack, and Hanan at once began a skipper's battle, whirling "Seneca" around and round and round" fast enough to make the crew's heads swim. The time on the line was: "Adele," 11.16.10; "Seneca," 11.15.13.

"Adele" jibed safely at the mark but had not gone far on the reach home when her strut, which was connected with her weather spreader, twisted out of shape and allowed her masthead to sag aft so that it threatened to go at the jaws of the gaff. It was a case of lower away throat and peak and turn in a couple more reefs. By the time this was done she was nearly a mile astern, so held on her course for the Charlotte piers and went in without finishing—thus completing only one race in the series.

The Lipton Cup for Twenty-one footers

IT'S betraying no confidence to say there is a, well, difference of opinion, between upper lake and lower lake yachtsmen, or at least between those of Lake Ontario and those of Lake Michigan.

No one would go so far as to say there is an open breach, but without endorsing or contradicting them, and with an earnest desire to avoid the role of the mischief maker, let us give you these facts:

For a quarter of a century or more there was a keen rivalry between Toronto, the yachting centre of the lower lakes, and Chicago, Queen of the west. Toronto cutters such as the old *Verve* and *Aileen*, and the Toronto schooner *Oriole* made the fifteen hundred mile voyage to battle the Chicago flyers with more or less success, in the seventies, eighties, and early nineties of last century. Lake Ontario yachts such as the *Annie Cuthbert*, the *Atalanta*, and *Countess of Dufferin* were bought by Chicago yachtsmen after establishing records on the lower lakes. In fact, although separated so widely by water distance, Lake Ontario and Lake Michigan were close together in sentiment for three decades.

It was the Canada's Cup that caused the trouble, kindly as were the intentions of its donors. The story of that trophy has already been told fully in this volume. Chicago took a most unsatisfactory defeat in the original contest in 1896 gracefully, and after two years came back gamely with a challenge. The races were held in 1899.

The Chicago Yacht Club, actuated by a natural desire to make sure of winning the cup and at the same time make it serve its intended purpose of developing lake yachting at large, threw open its trial races for the selection of a challenger to all clubs, and Lake Michigan swarmed with ambitious candidates.



Genesee, a slippery sloop sent up from Lake Ontario by the Rochester Yacht Club, easily won the trials, and was selected as challenger, to sail for the Cup under the colors of the Chicago Yacht Club. This was one of the conditions of entering the trial races. Genesee, with her Rochester crew, won the trophy itself as easily as she won the trials, when she met the Canadian defender *Beaver* on Lake Ontario, and so the Cup went to Chicago.

But not without a squabble. Rochester men wanted the inscription to read, "Won by the yacht Genesee of the Rochester Yacht Club". Chicago men argued that the Genesee was under Chicago colors at the time and that it was Chicago's challenge. The result was that when the Chicago Yacht Club called for entries for trial races to select a defender in 1901, when the Royal Canadian Yacht Club challenged, Rochester was silent.

It was again an outsider that won the trial races—*Cadillac*, of Detroit—but she went down in defeat before *Invader* of Toronto. The Chicago Yacht Club pluckily challenged forthwith. Four other clubs did the same, among them Rochester. The Toronto yachtsmen felt that Chicago had had a good share of the Canada's Cup fun; that their neighbors on Lake Ontario had had very little; moreover, it was a long way to go back and forth between Toronto and Chicago; so they accepted the Rochester challenge.

Chicago's dissatisfaction was bitter. Some western yachtsmen declared they would let the Canada's Cup rust in its locker forever, if it was to degenerate

from an international interlake trophy into a mere interclub prize on Lake Ontario; and the breach widened.

Then along came Sir Thomas Lipton with consolation for Chicago. He gave the *Columbia* Yacht Club a \$4,000 trophy for perpetual

The Lipton Cup—Continued

competition, for yachts of the 21 ft. cabin class. The Columbia Yacht Club was not the one with the grievance with Lake Ontario, in fact it was a rival of the Chicago Yacht Club, but the westerners stood loyally together and made the Lipton Cup an international trophy rivaling in importance the Canada's, America, Seawanhaka, and Fisher Cups.

It took a long pull and a strong pull to give the trophy an international standing in fact as well as theory. The Cup was donated in 1902, but it was 1906 before Canadians could be induced to try for it. Many causes rendered the Canadians backward, among them being the feeling that here was a trophy that threatened to eclipse the Canada's Cup, and the fact that the type of boats wanted by the Cup was not popular with lower lake yachtsmen. The boat wanted on Lake Ontario is the boat you can "go away in." She must have living room and hard weather qualities. Even sixteen-footers on Lake Ontario have deep keels, heavy outside ballast, and cabin accommodation, and sail from one end of the lake to the other as though they were schooner yachts. "UP above" as the lake sailors call around the head of the lakes, the light, skimming craft, excellent for afternoon sailing but of dubious ability to keep the sea with comfort to her crew, has found favor. It's just a matter of taste. The Lipton Cup has produced a flotilla of fast, handy boats, but despite most elaborate restrictions lower lake yachtsmen consider them freaks and racing machines, and they would be so heavily penalized under the Universal rule, which prevails on Lake Ontario, that they would always lose on time allowance.

But Capt. J. H. Fearnside of Hamilton, builder of many Canada's Cup ventures, boldly overstepped public opinion in 1906 and built Raven for the Lipton Cup. Raven didn't win, but she came third out of nine starters, and upper lake yachtsmen were so much impressed by her performance that they eventually bought her. Raven to date is the only Canadian challenger for the cup, but the hope has been expressed by the



Columbia Yacht Club that with the subsidence of the fondness for the Universal rule, more Canadian challengers may be found.

It is a curious fact that all the winners of the Lipton Cup to date have held it for two years. It seems to be a bit of luck that goes with the trophy. Here is the record:

1902-1903—LaRita, Columbia Yacht Club, owned by Geo. R. Peare.

1904-1905—Ste. Claire, Country Club of Detroit, owned by Commodore Franklin H. Walker.

1906-1907—Cherry Circle, Chicago Athletic Association Yachtsmen, owned by a syndicate of its members.

The Cup stands thirty-nine inches in height, and is valued at \$4,000.00. It is by far the most magnificent trophy in the United States. Yachtsmen who saw all the Royal and Emperor's cups at Kiel state that the Lipton cup is the most beautiful in existence on either hemisphere. The oldest silversmiths declare it to be the best work ever seen in this part of the world, and that the colored enameled work cannot be done in this country. The trophy was made by the Goldsmiths' and Silversmiths' Company, Regent Street, London. Each piece of silver in the trophy bears the hall mark of the British government, showing the generation in which the work was executed.

The trophy is in the form of a vase, having for handles two finely moulded figures holding in one hand a wreath of laurel and in the other a palm branch, representative of "Victory" and "Good Will."

The lid is surmounted by a trophy composed of four prows of Roman galleys supporting a globe with an American Eagle above all.

The front of the Cup has a panel surrounded by a laurel wreath, water lilies, etc., with a representation of two racing yachts in full sail, executed in bold relief. The reverse has a similar panel containing the Shield of the United States enameled in proper colors, and surrounded by a wreath of laurel.

The stem and foot are decorated with water plants and laurel, the lower band bearing the following inscription: "Sir Thomas J. Lipton Competitive Cup, Instituted 1902."

The pedestal is of ebonized wood, having at each end a solid silver, finely modeled, winged horse, indicative of "Speed," with a panel on one side having the flag of the Club in enamel surrounded by the words "Columbia Yacht Club, Chicago," and a similar panel on the reverse side with the arms of Chicago enamelled in proper colors.

The lower portion of the pedestal has a silver band divided into spaces one inch high and three inches wide for engraving the names of the winners from year to year.

A careful and more or less successful effort has been made to eliminate the freak racing machines by means of rigid restrictions. In view of this, and because they give an accurate idea of the size of the Lipton Cup boats, the following paragraphs from the rules are of interest:

1. A 21-foot Cabin Class Yacht is intended to be a seaworthy type of cruising and racing sloop or cutter, substantially constructed, properly ballasted, and with moderate sail-plan, either with flush deck or cabin trunk, having suitable cabin accommodations below, and conforming to the limitations herein mentioned. Yachts in this class are intended to be of ordinary type, and any evasion in the shape of Sharpie, Catamaran, double hull, or other unusual type, or any yacht fitted with bilge fins, bilge boards or other similar contrivances will not be countenanced.

2. The load-water-line length shall be the distance in a straight line between the points furthest forward and furthest aft where the hull, exclusive of the rudder stock, is intersected by the surface of the water when the yacht is afloat in racing trim in smooth water, and shall not exceed 21 feet.

All yachts shall be measured for load-water-line length, beam and



RAVEN
The Canadian challenger for the Lipton Cup

freeboard with required ballast on board and in proper position, and all extra sails, spars and required equipment shall be on board and placed amidship. There shall also be on board at time of measurement a dead weight of 450, 600 or 750 pounds, according to whether the owner elects to carry a crew of three, four or five men, which dead weight shall also be placed amidship. The term "amidship," as here used, means the point midway on the light water line, and the requirement as to position of equipment applies only to time measurement is being taken.

If any portion of the stem, stern-post or other part of the yacht below the load-water-line projects beyond the length thus measured, such projection shall be added to the measured length and a form resulting from the cutting away of the fair line of the stem, stern-post or the ridge of the counter for the apparent purpose of shortening the load-water-line shall be measured between fair lines.

The measurer, at the time of taking his measurements, shall fix a distinctive, permanent mark at each end of the load-water-line.

No adjustable or movable truss or other device for shortening or changing the load-water-line length of yachts shall be allowed.

A yacht altering her trim so as to increase her load-water-line length must immediately notify the Secretary of the Club and obtain a new measurement.

3. The over-all length shall be the distance in a straight line between the points of the hull furthest forward and furthest aft, and shall not exceed 36 feet.

4. A square or snub-nose bow shall not be allowed. The beam, measured on deck at a point equidistant from the water-line forward and the extreme bow, shall not exceed 45 per cent. of the greatest water-line beam, and the deck line shall not run at an angle with the centerline

The Lipton Cup—Continued

greater than 30 degrees. Any evasion of the spirit as well as the letter of this rule shall disqualify a yacht from racing in this class.

The length of the forward or aft overhang shall not exceed 65 per cent. of the total overhang.

There is a sort of sliding scale of beam, ballast and sail area which is interesting. It runs as follows:

Table of Maximum Sail and Minimum Ballast:

BEAM	SAIL	BALLAST	BEAM	SAIL	BALLAST
ft. in.	Sq. Ft.	Pounds	ft. in.	Sq. Ft.	Pounds
6			7		
1	578	3616	1	662	3000
2	585	3573	2	669	2957
3	599	3487	3	676	2914
4	606	3444	4	683	2871
5	613	3401	5	690	2828
6	620	3358	6	697	2785
7	627	3315	7	704	2742
8	634	3272	8	711	2699
9	641	3129	9	718	2656
10	648	3086	10	725	2613
11	655	3043	11	732	2570
				739	2527

Table of Maximum Sail and Minimum Ballast (Continued):

BEAM	SAIL	BALLAST	BEAM	SAIL	BALLAST
ft. in.	Sq. Ft.	Pounds	ft. in.	Sq. Ft.	Pounds
8			9		
1	746	2484	1	830	1968
2	753	2441	2	837	1925
3	760	2398	3	844	1882
4	767	2355	4	851	1839
5	774	2312	5	858	1796
6	781	2269	6	865	1753
7	788	2226	7	872	1710
8	795	2183	8	879	1667
9	802	2140	9	886	1624
10	809	2097	10	893	1581
11	816	2054	11	900	1538
	823	2011		907	1495

BEAM	SAIL	BALLAST
ft. in.	Sq. Ft.	Pounds
10		
1	914	1452
2	921	1409
3	928	1366
4	935	1323
5	942	1280
	949	1237



The Fisher Cup

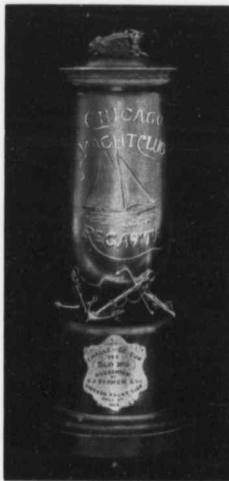
THERE are two stories of the origin of the Fisher Cup, now held by the Royal Canadian Yacht Club—not necessarily conflicting, but certainly not identical. It is, perhaps, only natural that this, the oldest of the international fresh-water yachting trophies, should have a slight halo of mystery about its beginning, but it is not exactly satisfactory to the one who wishes to write about it.

According to the Rochester Yacht Club, the Fisher Cup was presented to the Chicago Yacht Club on the 8th of July, 1882, by A. J. Fisher, Esq., as a challenge cup, and won by the following yachts:—

1882—"CORÁ" 1884—"NORAH" 1900—"GENESEF"
1883—"ATALANTA" 1892—"ONWARD" 1906—"ZORAYA"

The Canadian story, which is quite as much tradition as a written record, goes back much further. According to this the cup was won on the Atlantic coast by the yacht "Cora" in 1874 or thereabouts. The "Cora" was a 60-foot water-line boat of the type of the old "Ina." She was bought by Commodore J. K. Barker, of Detroit, and brought to the Lakes by him. Commodore Barker, by the way, was drowned in the seventies, while coming ashore in the "Cora's" dinghy, with a load of ballast, while the yacht was being stripped for the season.

When the "Cora" came to the Lakes she was one of the crack American yachts, and Canadians were eager for a brush with her with one of their fliers of the day, the "Annie Cuthbert" owned by Alexander Cuthbert, sr., of Cobourg, one of the predecessors of the Canadian challengers for the America Cup, the "Countess of Dufferin" and "Atalanta." The "Annie Cuthbert" and the "Cora" sailed a series of matches at Put-In-Bay, at the head of Lake Erie, and also in Lake St. Clair, in the season of 1875, and it was then, according to Canadian tradition, that the Fisher Cup was first won by a Canadian yacht.



The "Annie Cuthbert" was bought by Chicago yachtsmen, Commodore Prindiville among them, in 1879, and the cup, which had so far belonged to the winning boat, went with her to Chicago.

The Canadian sloop "Atalanta," which made an unsuccessful bid for the America Cup in 1881, was sent to Chicago in 1883, and won the trophy back to Canada. "Atalanta" was then owned by the Gifford Syndicate of Cobourg.

Next year the yacht, "Norah," of Belleville, owned by Mr. John Bell, G.T.R. solicitor, won the cup from "Atalanta." "Norah" held the cup for many years. There was, apparently, room for argument as to when the cup became the actual property of the winner, and whether the winner was bound to defend it at all times. Toronto yachtsmen, eager to get the trophy, endeavored to bring about a match when the new cutter, "Zelma," owned by N. B. Dick, Esq., was added to the Royal Canadian Yacht Club fleet in 1891.

"Norah" belonged to the Bay of Quinte Yacht Club, and efforts at arranging a match were unavailing. "Zelma" was sent to the bay, and actually made a start, but as there was no contestant for her she threw up the race and came home.

One way out of the difficulty presented itself in the challenge of the Rochester Yacht Club, which, being an international one, could not very well be refused. Toronto yachtsmen rather rejoiced at the prospect of the cup leaving the Bay of Quinte, as they expected to be able to recover it for themselves. "Norah" and the Rochester yacht, "Onward," sailed a race in September, 1892. There were practically no restrictions, in the modern sense of the word, and it was blowing a gale of wind. "Onward," with a crew of thirty-five men, piled up to windward, stood up like a church, and carried sail so ably that the Canadian defender was badly beaten, and the cup crossed the lake.

The Fisher Cup—Continued

Then "Zelma," as expected, challenged "Onward." They raced at Rochester, or rather Charlotte, but could not arrive at a conclusion. There were two races in light winds, which could not be concluded, and on the day for the third race it blew a gale, and neither yacht could tow out of Charlotte piers. This was in 1893.

The cup stayed undisturbed in Rochester for seven years, when "Minota," a 35-footer, as she was then classed, was sent after it, after a long series of trial races against "Beaver." "Minota" bore the Royal Canadian Yacht Club's challenge, and the Rochester Yacht Club depended on the "Canada's" Cup winner, "Genesee." In the first race, in light airs, "Minota" was beaten. In the second race, sailed in a gale, she stood a splendid chance of winning, when the parting of a main shroud turnbuckle completely crippled her, and allowed "Genesee" to complete the defence of the cup with a sail-over. The Royal Canadian Yacht Club,



however, had a magnificent revenge. Challenging with "Zoraya," in 1906, with the veteran .Emilius Jarvis at the helm, they defeated the Rochester Yacht Club's defender "Iroquois" very completely. Two races were sailed, one in a fresh breeze and one in light airs, and "Iroquois" was hull-down on the horizon, practically, at both finishes; so the cup came to Toronto.

The status of the cup as a trophy is no longer disputable. On November 15th, 1895, Messrs. J. R. White, Arthur T. Hagen, and Fred S. Todd, owners of the "Onward," donated the trophy to the Lake Yacht Racing Association, on condition that it should be a perpetual challenge cup for yachts in the 35-foot class, and larger, belonging to Lake Ontario yacht clubs, enrolled in the Lake Yacht Racing Association. It is provided in the deed of gift that the cup is not to be held by the winning yacht, but by the club to which she belongs.

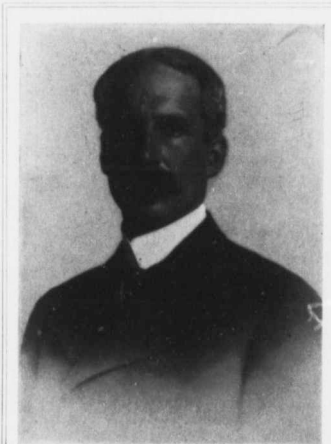


Æmilíus Jarvis, of Toronto, R. C. Y. C.

HERE is a brief account of the greatest Canadian fresh-water sailor. Æmilíus Jarvis, of Toronto, twice commodore of the Royal Canadian Yacht Club and many times skipper of R.C.Y.C. challengers and defenders in most important international matches.

Æmilíus Jarvis was born up Yonge Street, in York County, April 25th, 1860. As a boy he was intensely fond of sailing and his friends who had yachts found in him an ever-ready sailor lad. His marine schooling was not confined to the cockpit of pleasure craft for he made an extensive ocean voyage in the Canadian ship, "Edward Blake," where he did his full share of all kinds of ship work, and in 1888 he passed the Board of Trade examination as a Master Mariner, for which he holds a Government certificate for competency.

Æmilíus Jarvis came into prominence in yachting in 1887, through his victories with the sloop, "Whitewings," designed and built by Alex. Cuthbert, of Cobourg, a lake builder who had been identified with the America Cup through the schooner "Countess of Dufferin," and sloop "Atalanta," Canadian challengers for the Cup in 1876 and 1881. Mr. Jarvis' most notable victory with the "Whitewings" was at the international regatta at Put-In-Bay, Lake



ÆMILÍUS JARVIS
OF TORONTO, CANADA

Eric. The silver trophy which the "Whitewings" won was donated by Mr. Jarvis and his partner, Mr. A. G. Osborne, to the Royal Hamilton Yacht Club, of Hamilton, Ont., as a Cup to be competed for annually, and the race for the "Whitewings" Cup is still one of the annual fixtures of the R.H.Y.C. programme.

Prior to owning the "Wightwings" he designed and built the cutter "Whistlewing."

In 1890 Mr. Jarvis became prominently identified with the Royal Canadian Yacht Club, of Toronto. In 1898 he became the owner of the 50-footer "Merrythought," a yacht of Canadian design and build, Capt. James Andrews, of Oakville, Ont., being responsible for her. With this purely local product, Mr. Jarvis defeated the designs of Pife, Watson, Cary Smith and other famous masters. "Merrythought" raced as a cutter and cruised as a yawl, effecting the change in rig on twenty-four hours' notice. Selling her in 1905, Mr. Jarvis bought the auxiliary ketch, "Sitarah," from Russell A. Alger, jr., of Detroit. She was a magnificent vessel, intended, however, almost exclusively for cruising, but she was, unfortunately, blown up through the explosion of gasoline fumes while fuelling in Toronto harbor in the summer of 1907. Mr. Jarvis was not on board, nor were any of his

guests, but four members of the crew were injured and two Norwegian women, friends of the paid hands, were fatally burned. "Sitarah" was badly wrecked, and Mr. Jarvis replaced her by the magnificent schooner, "Zahra," of the same model, built in Boston by the Geo. Lawley & Sons Corporation.

In 1896 Mr. Jarvis sailed the famous "Canada" against "Vencedor," off Toledo, and won the international trophy known as the "Canada's" Cup. He was one of the original "Canada" syndicate. When the Cup had to be defended in 1899 Mr. Jarvis was one of the syndicate that built "Minota" and "Beaver" for the trial races. "Beaver" was chosen as the defender by the R.C.Y.C., and Mr. Jarvis sailed her in the races with "Genesee." The latter won, being favored with three days of light weather, entirely to her liking.

Mr. Jarvis' next international race was for the Fisher Cup, the oldest international freshwater trophy, off Charlotte, in September, 1900. "Minota" was the challenger and "Genesee" the defender. "Minota" lost on the first day in a light breeze, and in the blow on the following day she broke down, when she had a lead of a mile or more, leaving "Genesee" to hold the Cup by a sail-over.

Fortune, however, smiled on Mr. Jarvis later, for his 50-footer "Merrythought" kept up her reputation, and at last in August, 1901, at Chicago, he won back for Canadians the trophy

he had won and lost before—the "Canada's" Cup—through handling of "Invader" against "Cadillac."

Mr. Jarvis sailed the Canadian defender, "Strathcona" against the American challenger "Irondequoit" for the "Canada's" Cup in 1903, and all but saved the trophy. His health did not permit of his entering the racing game in the next "Canada's" Cup match in 1905, but in 1907 he was again at the tiller of the R.C.Y.C. challenger. Unfortunately, however, for Canada the challenger, "Adele," was completely outclassed by the defender, "Seneca." The fault was the boat's, not Mr. Jarvis'.

Sailing "Zoraya" for the Royal Canadian Yacht Club, Mr. Jarvis won back from the Rochester Yacht Club the treasured Fisher Cup in 1906.

In addition to the boats mentioned Mr. Jarvis sailed a number of smaller crafts. His "Thistledown" was the first absolute fin keel to make her appearance on Lake Ontario. A few years later, in 1897, he built the "Bonshaw," a highly developed scow model, with square bilges. She was intended for the defence of the Seawanhaka Cup, but was not quite smart enough to be chosen as defender. Next year, however, Mr. Jarvis had the honor of steering the defender of this international trophy. He sailed "Dominion" against "Challenger," during the illness of Mr. G. Herrick Duggan, the designer of the famous double-hulled boat.



Ensigns and Burgees of the



Yacht Clubs of the Great Lakes



Royal Canadian Yacht Club
Ensign



Royal Canadian Yacht Club
Commodore



Royal Canadian Yacht Club
Vice-Commodore



Royal Canadian Yacht Club
Rear-Commodore



Kingston Yacht Club
Kingston, Ont.



National Yacht Club
Toronto, Ont.



Queen City Yacht Club
Toronto, Ont.



Royal Canadian Yacht Club
Toronto, Ont.



Royal Hamilton Yacht Club
Hamilton, Ont.



Victoria Yacht Club
Hamilton, Ont.



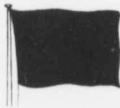
Gauanogue Yacht Club
Gauanogue, Ont.



American Yacht Ensign

INTERNATIONAL

SIGNAL FLAGS



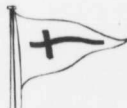
Absent Flag



Owner's Meal Flag



Crew Meal Flag



Church Pennant



Water Flag

Ensigns and Burgees of the Yacht Clubs of the Great Lakes



Bay City Boat Club
Bay City, Mich.



Buffalo Yacht Club
Buffalo, N. Y.



Cress Coveur Yacht Club
Cress Coveur Lake, Mich.



Columbia Yacht Club
Chicago, Ill.



Cleveland Yacht Club
Cleveland, O.



Chicago Yacht Club
Chicago, Ill.



Country Club
Detroit, Mich.



Crescent Yacht Club
Chaumont Bay, N. Y.



Detroit Boat Club
Detroit, Mich.



Detroit Yacht Club
Detroit, Mich.



Erie Yacht Club
Erie, Pa.



Duluth Yacht Club
Duluth, Minn.



Edgemere Yacht Club
Detroit, Mich.



Frontenac Yacht Club
Union Springs, N. Y.



Jackson Point Yacht Club
Chicago, Ill.



Lakewood Yacht Club
Rocky Point, O.



Maumee River Yacht Club
Toledo, O.



Milwaukee Yacht Club
Milwaukee, Wis.



Monroe Yacht Club
Monroe, Mich.



Oskosh Yacht Club
Oskosh, Wis.



Oswego Yacht Club
Oswego, N. Y.



Rochester Yacht Club
Rochester, N. Y.



Olcott Beach Yacht Club
Olcott Beach, N. Y.



Sodus Bay Yacht Club
Sodus, N. Y.



Saddle and Cycle Club Flot
Chicago, Ill.



Tawas Beach Yacht Club
Tawas Beach, Mich.



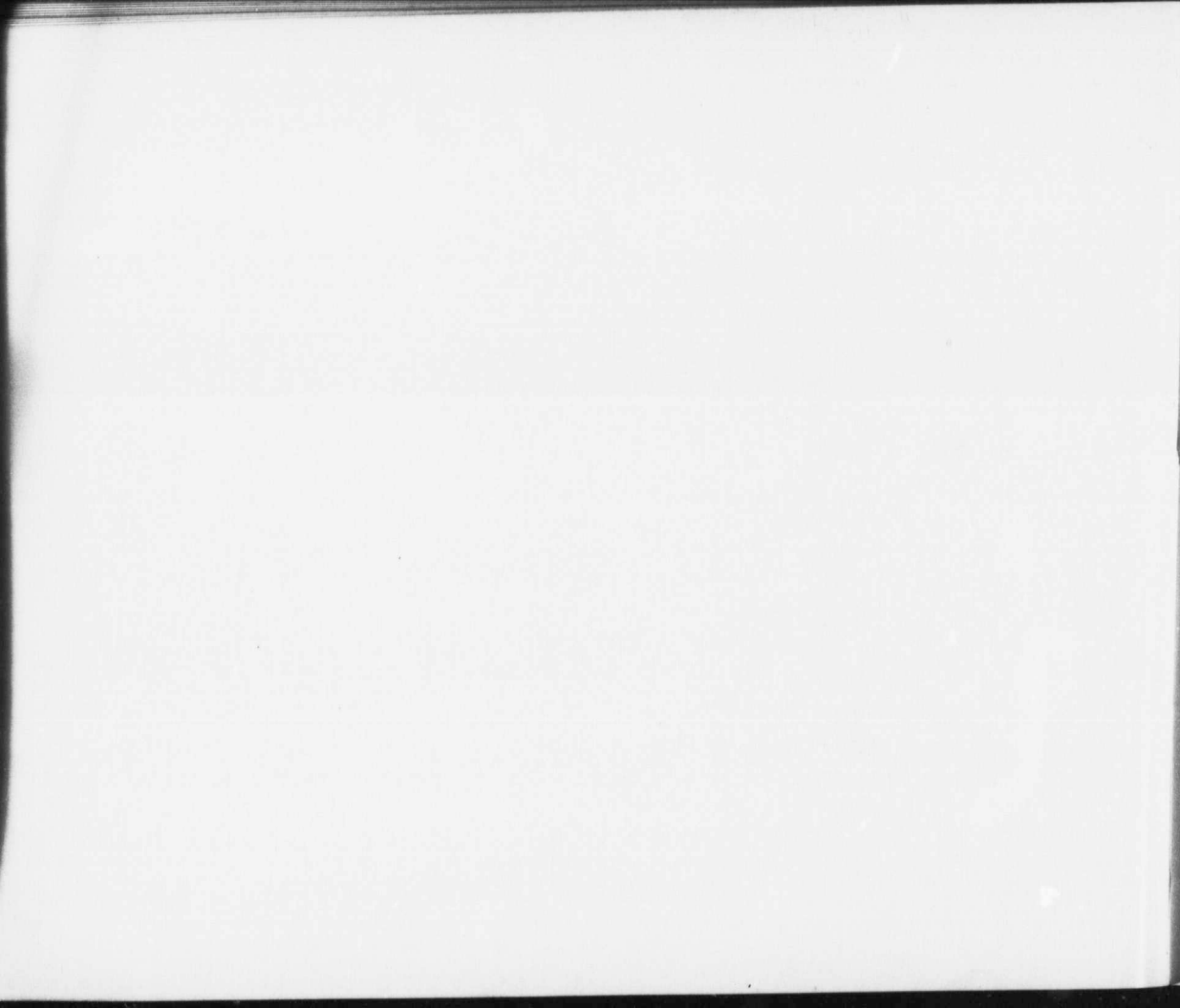
Thousand Island Yacht Club
Alexandria Bay, N. Y.



Windsor Park Yacht Club
Chicago, Ill.



Toledo Yacht Club
Toledo, O.



Clubs of the Great Lakes ■ ■ ■ ■

Their Homes ■ Their Men ■ Their Ships

PART I—THE CLUBS OF CANADA



Royal Canadian Yacht Club (of Toronto)



DR. A. A. MACDONALD,
COMMODORE ROYAL CANADIAN YACHT CLUB

THE Royal Canadian Yacht Club of Toronto is the premier yachting organization of the Great Lakes, a position it has held for many years, in fact it is the second largest yacht club in the world. The R.C.Y.C. leads the yacht clubs of the Great Lakes in every branch of the glorious sport. Its fleet is the finest on the inland seas, its sailors have won renown for themselves and their Club on every lake and have engaged in more big international trophy contests than any other club. No Club has a finer club house and grounds, its anchorage cannot be surpassed, its members are "sporty" enough to tackle anything on the lakes, and its resident membership list of 1,000 of the finest men in Toronto ensures its financial stability and social position.

The Royal Canadian Yacht Club has a membership of 1,450 with a resident waiting list of 50 or more.

The Royal Canadian Yacht Club had its inception in the old Toronto Boat Club. In 1852 this became known as the Toronto Yacht Club and the Toronto Yacht Club it remained until 1854

when by the consent of Her Gracious Majesty Queen Victoria the name was changed to the Royal Canadian Yacht Club. The Club was incorporated in 1868.

The first club house was a small brick house which stood where the Toronto Union Station now is. It was the property of the late Sir Casimir Czoswki. Later, for a time, the home of the Club was a building on a scow anchored on Rees' wharf. Between rats and storms the old scow went to pieces and the Club, in 1860, purchased the hull of the old Steamer "Provincial" and moored her at the foot of Simcoe Street and she was fitted up and made a comfortable club house for nearly ten years. In 1869 a new club house was built at the foot of Simcoe Street but railway encroachment on the water front made access dangerous and inconvenient. Then an uptown club house was purchased, which finally merged with the Toronto Club. In 1880 the club house and property at the foot of Simcoe Street was sold to the railways and arrangements were made for the building of a club house on Hiawatha Island across the bay, where the present magnificent club house now stands.

The island club was opened in June, 1881. In 1889 a rival organization known as the Toronto Yacht Club was absorbed by the R.C.Y.C. and the club house of the Toronto Yacht Club became the town club house of the R.C.Y.C. Then the wharfage line was extended out into the bay and a new town club was built on the end of a new wharf, still at the foot of Simcoe Street, practically right in the business heart of the city. In 1896 this club house was destroyed by fire and another club was built and was occupied until in 1904 when, after the old



The Royal Canadian Yacht Club House
Hiawatha Island, Toronto

club house on the island was destroyed, the present magnificent club house was built.

The Royal Canadian Yacht Club has been the recipient of many royal and vice-royal favors. His Royal Highness the Prince of Wales, the present King, in 1860 presented the Club with a cup for annual competition and became a patron of the Club. He started the races in the big regatta that summer.

In 1890 Queen Victoria presented the Club with a cup known as the Queen's Cup, which is also competed for annually. The Governors-General of Canada too have been generous. Lord Dufferin presented the Club with a set of gold and bronze medals, the Marquis of Lorne and the Princess Louise a handsome cup known as the Lorne Cup, and Lord Lansdowne a big silver trophy. The R.C.Y.C. has thirteen cups and trophies for Club competition and most of them are warmly fought for each year. The Canada's Cup, the emblem of fresh water supremacy in this portion of the world, is however the most famous trophy competition the R.C.Y.C. ever indulged in. Indeed it was the R.C.Y.C. that made Canada's Cup what it is to-day—the Blue Ribbon of the Great Lakes. The trophy now known as Canada's Cup was put up at the City of Toledo for a race between "Vencedor," of the Lincoln Park Yacht Club, Chicago, and "Canada" of the R.C.Y.C. The Lincoln Park Club had challenged the R.C.Y.C. to send a yacht to meet their new 45-footer "Vencedor," and a syndicate consisting of George Gooderham, James Ross, of Montreal, S. F. McKimmon, Geo. H. Gooderham and Emilus Jarvis had "Canada" built at Oakville from plans by William Fife. These two boats met in August, 1906, off Toledo, and "Canada," handled by Emilus Jarvis, Canada's greatest amateur racing skipper, defeated "Vencedor,"

23 minutes 34 seconds in the first race. This was in "Canada's" weather—light airs. The next day it blew hard and "Vencedor" would have walloped "Canada" in great style had she been properly handled. As it was, though, she was far speedier than "Canada." The breeze "Canada" carefully and skilfully handled held her so close that "Vencedor" was unable to work off her time allowance and lost by 26 seconds. "Vencedor" was handled by Capt. Barbour, mate of the America's Cup boat "Defender."

The owners of "Canada" deeded the cup won as a perpetual international challenge cup and since then there have been five international contests with the R.C.Y.C. figuring in every one. In 1899 the Chicago Yacht Club sent the "Genesee" of Rochester, a Hanley designed 35-foot centreboarder after the cup and "Genesee" won it three straight races, defeating the "Beaver," a keel sloop designed by Arthur Payne, an English designer. "Genesee" won the first race by 1:22, the second by 39 seconds and the third by 10:47. Again Skipper Jarvis sailed "Beaver" and only his clever handling saved "Beaver" from a horse drubbing.

In 1901 the R.C.Y.C. sent Skipper Jarvis and the 35-foot Sibbick designed racing machine, "Invader," to Chicago after the cup. The defender, another Hanley-designed centreboarder, "Cadillac" won the first race in a stiff breeze by 8:35, but "Invader" took the second by 6:22 in a moderate breeze. In the third race "Cadillac's" Skipper, W. H. Thompson, of Chicago, tried to bluff Skipper Jarvis over the right-of-way on the starting line. The Canuck held on and collided with "Cadillac" and the "Cadillac" was promptly ordered from the course. The third



ORIOLE

CANADA

ZAHRA

race went to the credit of the "Invader" by 2.19, chiefly owing to Mr. Jarvis' clever manoeuvring in a shifting wind.

In 1903 two 40-foot waterline-restricted class boats raced for the cup—"Irondequoit," of the Rochester Yacht Club, designed by William Gardner, and "Strathcona," a Payne designed craft—and they furnished the greatest contest ever held for the cup. "Irondequoit" was a trifle the better but Mr. Jarvis' superb seamanship and racing knowledge more than offset this and after completely out-manceuvring "Irondequoit's" professional Skipper Barr, he put the first two races to the Canadian boat's credit. The Rochester men promptly wired New York for Arthur Hanan, New York's cleverest amateur. He took the helm in "Irondequoit" for the rest of the series and after three mighty struggles captured the cup. "Strathcona" won the first race by 22 seconds, the second by 10.05. "Irondequoit" won the third in a good stiff breeze by 5.14, the fourth in a shifty wind by 1.18, and the deciding contest in a moderate wind by 1.17 seconds.

In 1905 the R.C.Y.C. sent a young skipper, E. K. M. Wedd, and the 30-foot waterline-restricted class sloop "Temeraire," designed by Fife, to Rochester to meet "Iroquois," of the Rochester Yacht Club, a sloop designed by Chas. F. Herreschoff, and sailed by Laurie G. Malbatt. Canada's change in skippers was due to a tentative agreement with the Rochester Yacht Club. They agreed that if the Royal Canadians would not avail themselves of Skipper Jarvis' services then they would not send outside of their own Club for a skipper to handle the defender as they did in the "Strathcona"-"Irondequoit" series. "Iroquois" won the first race in a light air by 12.50, but lost

the next two, which were sailed in heavy breezes and sea by 5.04 and 2.28. The fourth race was sailed in a light breeze and "Iroquois" won by 3 minutes. The fifth race was sailed in a very fluky light wind and "Temeraire" was dangerous until she broke her spinnaker boom and "Iroquois" drew away and won by 2.15. Mr. Frederick Nicholls, who built "Temeraire," came back in 1907 with another Fife designed boat, a 27-footer Crusader. She was beaten in the trial races by Mr. Cawthra Mulock's "Adele," designed by Payne, but in the final contest "Adell" was beaten by the Nat Herreschoff designed "Seneca," and Rochester still holds the cup.

The R.C.Y.C. now holds the Fisher Cup, a trophy said by some to have originated on the Atlantic coast and by others to have been a challenge cup presented by A. J. Fisher of Chicago. The cup has been raced for, so Canadian yachtsmen say, since 1874. The R.C.Y.C. first crack at it was when the cutter "Zelma" met the "Onward" of Rochester off Charlotte in 1893. After two uncompleted races owing to light airs it blew up a gale and neither boat was able to tow out of the piers. "Zelma" went home without a race and the trophy remained undisturbed until 1900, when "Minota," of the R.C.Y.C., was beaten by "Genesee" of Rochester. In 1906 the "Zoraya," the unsuccessful candidate for the Canada's Cup challenge of the previous year went over and beat "Iroquois" for the trophy and it now stands in the R.C.Y.C. club house. R.C.Y.C. skiffs have competed for and won the Grant-Walker Cup—the skiff championship emblem. The R.C.Y.C. fleet is the backbone of the Lake Yacht Racing Association rendezvous in circuit racing. The fleet contains everything from tiny 14-foot sailing dinghies to schooners like George H. Gooderham's "Clorita" or Æmilius Jarvis' new

TEMERAIRE



BLUE MOON



MERRY THOUGHT



BEAVER



ZELMA

ENID

Royal Canadian Yacht Club—Continued.

schooner, "Zahra." It has about forty boats with standing rigging. The Club has gasoline launches almost without number and half a dozen good sized steam yachts. With such a fleet and an anchorage in Toronto harbor, the safest harbor in the Great Lakes, and Lake Ontario with all its convenient ports and snug harbors to cruise and race to, is it any wonder that the Royal Canadian Yacht Club is the premier yachting organization of the Great Lakes and the second largest in the world.

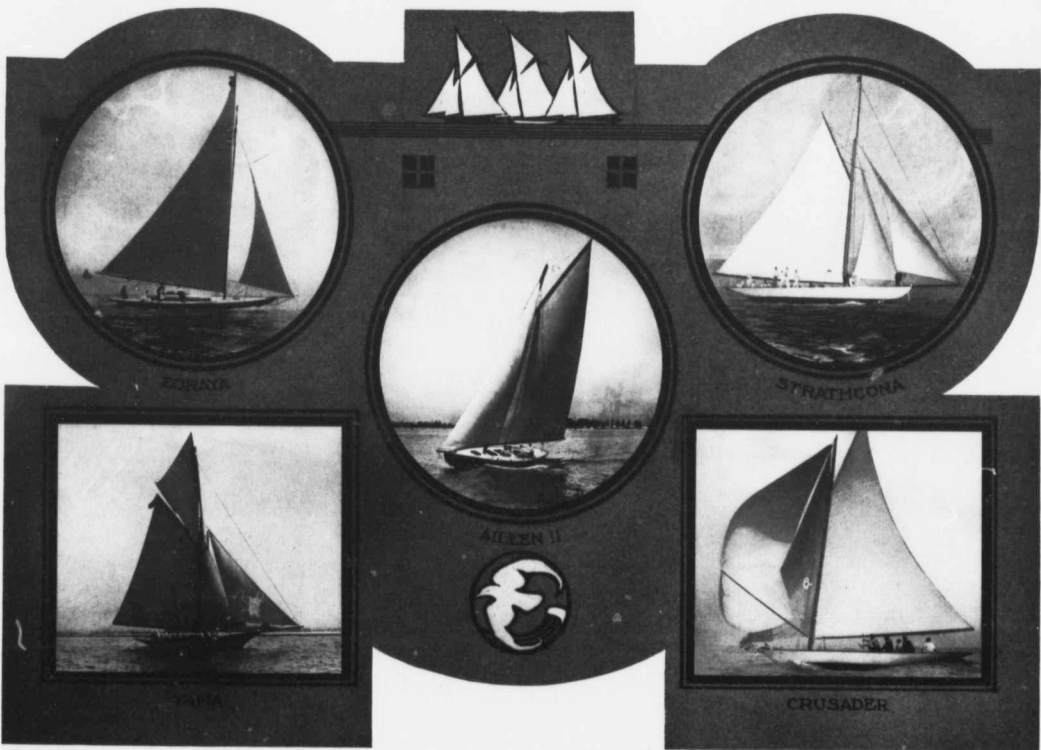
Sailing Committee—H. F. DARRELL, HARRY LOGAN,
AEMILIUS JARVIS, J. S. McMURRAY, T. K. WADE, E. K. M. WEDD,
and J. A. YOUNG, JR.

The officers of the Club for 1908 are:

Commodore	-	DR. A. A. MACDONALD
Vice-Commodore	-	C. G. MARLATT
Rear-Commodore	-	FRANK M. GRAY
Hon.-Treasurer	-	LOUIS S. McMURRAY

Executive—C. A. B. BROWN, S. B. BRUSH, AEMILIUS
JARVIS, J. S. McMURRAY, W. H. PEARSON, JR., A. W. S. ROBERTS,
F. A. ROLPH, J. W. RUTHERFORD, A. W. SMITH, E. K. M. WEDD





ZORAYA

STRATHGONA

ALLEN II

ALLEN

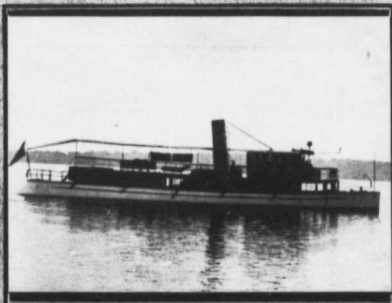
CRUSADER



ELECTRIC



CLEOPATRA



WANDA II



MCGAW CUP



QUEEN'S CUP



COSGRAVE CUP



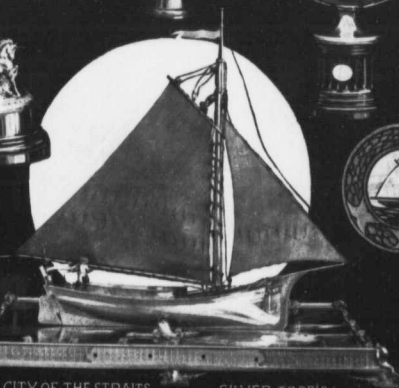
LORNE CUP



GOODERHAM CUP
FOR 14 FOOT SKIFF CLASS



MURRAY CUP



CITY OF THE STRAITS

SILVER TROPHY



OLCOTT CUP



LANSDOWNE CUP



BARBER CUP



RASMITH CUP



HARMAN CUP



NICHOLLS CUP
GOLD



PRINCE OF WALES CUP

Queen City Yacht Club



J. W. E. WORLD
COMMODORE QUEEN CITY YACHT CLUB

TWENTY-TWO years ago, on July 18th, 1886, the Queen City Yacht Club of Toronto was organized. T. A. E. World was Commodore then and he is Commodore now, but whereas then a hundred and fifty members and half a hundred skiffs and small yachts made up the whole fleet, now four times as many yachts and yachtsmen honor the burgee of the five bars—

three of blue and two of white.

The Royal Canadian Yacht Club is and always will be probably the largest yacht club in Toronto or Canada, but its membership, while large, is strictly limited, and its location across Toronto Bay from the city, accessible only by boat, renders it less attractive to the man who can only afford time for yachting by the half hour. The young fellow who goes for a sail after leaving the office doesn't always care to spend the greater part of an hour reaching his boat, and so the Queen City from its location is strong with the young business men of the city.

The Queen City moorings, capacious as they are, are now

well crowded with craft, ranging from the Fife cutter "Canada," winner of the famous cup of that name, down to the latest home-made skip-jack with her factory cotton sail. The original club house was on the old Clendenning wharf, opposite the Union Station, and although the wharf itself has disappeared, the new club house, with its spacious assembly room and balconies overlooking the bay, is not far from the original location.

Early officers of the Queen City were Commodores World, James Allen, George Schofield and Owain Martin. Charles Stone was the first secretary and John A. Browne, a well known Toronto yachtsman, was a charter member. The fleet of the early days was composed largely of racing skiffs—long, lean, clinker-built crafts, swinging huge sail spreads in sloop or lugger rigs, and kept from capsizing by strenuous exercise of live ballast or shifting of the dead variety. Such boats were not safe as houses but they bred good sailors and offered excellent sport. Then, too, the Q.C.Y.C. fleet had in its ranks several full-rigged cutters in miniature crafts around twenty feet on the water-line and yet swinging jibtopsails and jack-yards like America Cup challengers. Among the first boats of the Club were the "Dolphin," "Swan," "Ina," "Cyprus," "Little World," "Molley," "Enid," "Winona," "Tramp," and "Elsie." They were all well known, not only on Toronto Bay, but all over Lake Ontario, for the Queen City craft, though small, took part in regattas all over, wherever glory was to be won.

The Queen City was the first Toronto Yacht Club to establish a motor boat section and provide special fixtures for this increasingly popular part of every yacht club's fleet, and now between



Queen City Yacht Club House
Foot of York Street, Toronto

Queen City Yacht Club—Continued

forty and fifty motor boats fly its burgee.

The other crafts composing the fleet are divided into the following classes:

Class A—Yachts of 20-foot class and over, measured according to rules of the L.Y.R.A. and the Yawl Class.

Class B—Boats of Mackinaw rig 24 feet over all and of light draft.

Class C—Special Class to include the 16-foot Ballast Class.

Class D—17-foot Class according to L.S.S.A. requirements.

Class E—16-foot Skiffs according to classification of L.S.S.A.

Class F—Miscellaneous Class to include all boats not in any above class.

Dinghy Class—As specified by rules of L.S.S.A.

Motor Boat Class.

The officers of the Club for 1908 are:

Commodore	-	T. A. E. WORLD
Vice-Commodore	-	W. G. H. EWING
Rear Commodore	-	C. S. ARMSTRONG

Officers of the Club—Continued

Hon. Secretary	-	W. S. SALMON
Hon. Treasurer	-	F. S. KNOWLAND
Hon. Measurer	-	B. H. ARCHER
Asst. Measurer	-	G. CORNELL

Board of Management—F. CORNISH, E. DURMAN, E. BALL, C. W. EMBREE, J. NICHOLS, A. SUMMERVILLE, H. HENDERSON, W. J. COMMEFORD, JR., A. STEWART, H. W. TURNER.

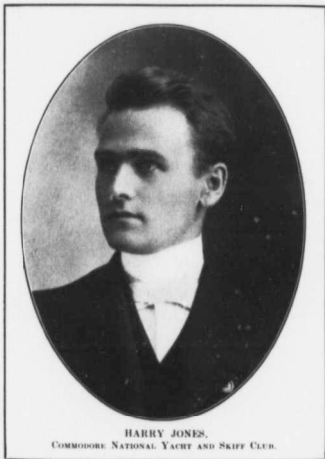
Sailing Committee—MAX TETTELBAUM, GEO. P. BESWICK, R. DOWNARD, E. G. SOUTHAM, R. M. EWING, G. ARCHER, C. BOLTON, W. J. HALES.

Auditors—W. D. THOMAS, R. TYSON.

The Club holds the following trophies: Tupper Cup, for Class A; Dodd Cup, for Class B; Frederick Nicholls Cup, for Class C; Smith Cup, for Class E; World Cup, for Class F; Commeford Cup, for 14-foot dinghies; Georgina Cup, for motor boats.



National Yacht and Skiff Club Toronto



HARRY JONES,
COMMODORE NATIONAL YACHT AND SKIFF CLUB.

THE National Yacht and Skiff Club of Toronto is a Club unique in the history of yachting on Lake Ontario. It is one of the few Clubs of working men which has worked its way to the front in the sailing game—a club of men who do things for themselves—everything from designing and building their own boats to building cribs for their new club house and

to moving their club houses from one location to another. The National Yacht and Skiff Club had its inception in 1892, when a number of enthusiasts living in the west end of Toronto held a meeting and organized as the West End Boating Club. They had no club house but kept their fleet at the foot of Bathurst Street, Toronto.

In 1894 the Club was incorporated as the National Yacht and Skiff Club by Lawrence J. Cosgrave, David McClintock, Herbert S. Martin, Chas. S. Graham, Chas. Bunbury, William Young, Oliver Spanner, Walter Spanner and Dennis J. Doyle.

Through the efforts of Mr. Bunbury the Club acquired the old Royal Canadian Yacht Club house. They moved it up

the bay to the western harbor entrance. The club house remained there until 1903, when the railways expropriated the grounds and the Club was forced to move. That winter the Club members got together and decided to do the work themselves. They built their cribs on the ice, sank them and moved the club house 200 yards to the new location on the bay side of the western channel, where the Club now stands. The Club from its inception took up the sailing skiff and small boat game. They designed and built their own sailing skiffs and soon after the Club got its feet firmly under it went after the blue ribbon of the Lake Sailing Skiff Association, the Frank E. Walker Cup, held in Hamilton. They were woefully beaten year after year by professionally-designed and built boats until in 1904 when Spencer Ellis won it with "Skirmisher," a skiff of his own design and construction. He successfully defended it in 1905 and in 1907 again won it. The Club took up the 14-foot dinghy class, practically a one design class, enthusiastically, and two of their youngest members, Turrall Bros., with their dinghy, "Little Ett," won the dinghy championship two years in succession. The Club also fostered the useful clinker-built mackinaw class and this year its fleet consists of about twenty motor boats, twenty dinghies and a score of skiffs, mackinaws and small yachts. The Nationals are a game crowd and are ready and willing at all times to tackle anything for which their boats are eligible. Their officers have been selected from their own ranks and have always been men who could design and sail their own boats. Commodore William Miller, who officiated in 1897-8, Commodore Day and Commodore C. M. Ellis who



National Yacht and Sloop Club House
Queen's Wharf, Toronto

National Yacht and Skiff Club—Continued

followed him, Commodore E. B. Collett who was at the helm for four years, and Commodore Harry Jones, the new Commodore, are all enthusiasts who are still interested in the game.

This year's officers are:

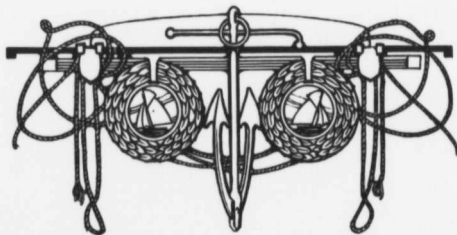
Commodore	-	HARRY JONES
Vice-Commodore	-	J. S. ELLIS
Rear-Commodore	-	A. L. WHINTON
Treasurer	-	E. H. BURNS
Measurer	-	G. S. ELLIS
Asst.-Measurer	-	A. DRYDEN

Secretary - J. G. BELL
539 Wellington St. West.

Executive Committee—T. A. RILEY, Chairman, E. B. COLLETT, R. F. FIELDING, G. BENHAM, W. H. PIPPY, A. JONES, E. WITCHALL, and flag officers.

Sailing Committee—Rear-Com. WHINTON, Chairman, J. TURRALL, T. BARBER, E. WAGHORNE, T. TURRALL, and flag officers.

House Committee—H. JONES, Com.; J. G. BELL, Sec'y; T. A. RILEY, Ch. Ex. Com.



Royal Hamilton Yacht Club



GLE Y R. JUDD
COMMODORE ROYAL HAMILTON YACHT CLUB

"Cyprus," in company with Messrs. Kilvert, Greening, Grant and Vallance, owners of a forty-foot cutter "Psyche," held a meeting on November 1st. Over one hundred enthusiasts were present, F. E. Kilvert acting as chairman and J. F. Monck, Secretary pro tem. Three other meetings were held up to April 2, 1888, when the first annual election of officers took place with a membership of 154, the officers elected being: Commodore, F. E. Kilvert; Vice-Commodore, John Stewart; Captain, J. F. Monck; Sec'y, J. W. G. Wilson; Treasurer, G. F. Birley; Committee, A. E. Jarvis, F. S. Malloch and G. Webster. A modest building at the Bay front was erected at a cost of \$1,000, while the fleet totalled twenty, consisting of fourteen centre board sloops, five cutters

and one steam yacht. The first Club race was held May 24th, 1888, with seven starters over a fourteen mile triangle. Fourteen other races were pulled off the same year under the auspices of the Lake Yacht Racing Association, an organization composed of all the yacht clubs on the Great Lakes. The first annual regatta of the Association was pulled off on Lake Ontario on July 28th, open to all Association Clubs. During the fall of 1889 the annual meeting of the Association council was held in Hamilton when the water-line system of classification was changed to corrected length, the Hamilton delegates being instrumental in the change.

In 1889 and 1890 the membership and fleet increased considerably and in Oct., 1890, the increase was so encouraging that it was decided to erect a new club house at Hamilton Beach, the location of the present Beach quarters. About the same time a petition was sent to Her Majesty the Queen for permission to carry the blue ensign of Her Majesty's fleet. In March, 1891, this was granted along with an admiralty warrant authorizing the Club to carry a blue ensign with a crown and maple leaf in the fly. The officers at this time were: Commodore, Hon. W. E. Sandford; Vice-Commodore, S. O. Greening; Captain, J. F. Monck; Hon. Sec'y, F. H. Ambrose. On May 1st, 1891, the Club membership reached 500 and a new club house was erected adjoining the piers on a government lease at a cost of \$1,300, the yachts by this time totaling 54. The trophy list by this time had steadily increased, the most famous of the collection being the handsome cup presented by Her Majesty to be competed for annually by yachts belonging to Canadian clubs. The first



Royal Hamilton Yacht Club House
at Burlington Piers

race was held at Toronto July 1st, 1891, when R. C. Cutler's "Veda," defeated "Whitewings" by the short margin of two seconds. In 1892 the "Nacy," owned by R. H. Cutler, defeated the new Life lugger "Vedette," of the Royal Canadian Yacht Club and in 1893 the trophy was won by the "Zelma." The officers in this year were Commodore, Hon. W. E. Sanford; Vice-Commodore, F. S. Malloch; Rear Commodore, R. A. Lucas; Captain, W. J. Grant; Hon. Sec'y, Thos. W. Lester.

From this time on the history of the Club was one of continued success and prosperity, the Club at the present ranking as one of the best situated and most prosperous of the Canadian yacht clubs, the membership consisting of 720 active members.

The officers for 1908 are:

Commodore	-	GUY R. JUDD
Vice-Commodore	-	JOHN LENNOX
Rear-Commodore	-	SAMUEL VILA
Hon.-Measurer	-	THOMAS UPTON
Sec'y-Treasurer	-	W. F. MCGIVERIN
Committee of Management	-	S. S. BEATTY, R.A.MILNE
		GEO. W. RAW
		GEO. W. ROBINSON
		J. A. TURNER
		Rear-Com. S. VILA, Ch.
Sailing Committee	-	L. S. MCKINDSEY
		STEWART MCPHIE
		GEO. J. TUCKETT
		THOMAS UPTON

The finances are in an unusually healthy state, the assets showing a credit account of \$10,770.36. During the past year permanent improvements have been made on the club quarters and the club house and bowling green, the latter a recent fixture, are in the best possible shape. There were 30 club races held last year, over 120 boats taking part. The competition

in the smaller classes has picked up wonderfully and is particularly keen. At the L.S.S.A. meeting in Toronto last year the Gooderham cup for the 16-foot dinghy class was won by R. A. Milne of the R.H.Y.C. Ladies' Days were inaugurated in 1903 and have proved a great feature of the Club dates. New boat houses and general improvements have increased the value of the Club property all along the line until the latter is a very valuable possession.

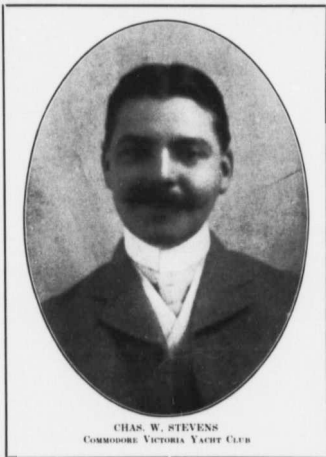
The fleet at present consists of: Class A—"Invader," J. H. Fearnside; "Raven," owned by J. H. Fearnside; "Chinook," owned by F. S. Malloch; "Keno," owned by Geo. T. Tucket, making a total of four in Class A. Class B consists of six yachts, while two yawls, auxiliary, four yawls, two smacks, two skiffs, three catboats, nine dinghies, fourteen motor boats comprise Class D. Class C is made up of eight motor boats and a motor canoe brings up the rear. The leading or most prominent boats are "Whizz," owned by Wm. Johnson, "Swan," owned by S. Mellon, "Go," owned by G. R. Finch-Noyes, "Sheila," owned by S. Vila, "Brenda," owned by J. Hugh Weir and "Helen," owned by D. G. Stewart.

The veteran members are: Hon. Wm. E. Sanford, born in New York, of English parentage, charter member and yachtsman all his life. F. S. Malloch, Ex-Vice-Commodore L.Y.R.A., born in Brockville, a member of the R.H.Y.C. and R.C.Y.C. and founder of the L.Y.R.A. E. H. Ambrose, born in Hamilton, of English descent, yachtsman all his life, secretary at time of organization, secretary in 1890 and captain in 1892. W. J. Grant, captain in 1893, English birth, member since organization. Thos. W. Lester, present secretary, one of oldest members and part owner of the old "Whitewings," was one of the incorporators of the Club.

The Victoria

Yacht

Club of Hamilton



CHAS. W. STEVENS
COMMODORE VICTORIA YACHT CLUB

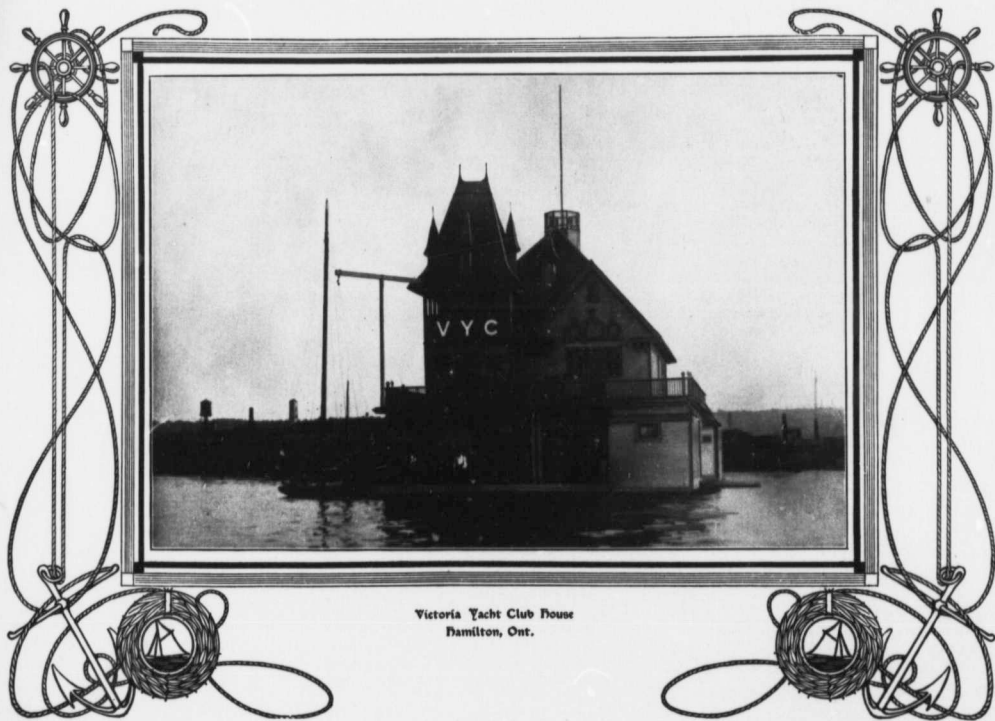
OF the two Hamilton yacht clubs, the Victoria Club is the baby, having been formed in the fall of 1893 and incorporated in 1895. It was in November of '93 that several enthusiasts met in Jutten's boat house, at the foot of Wellington Street, and laid plans for the organization of the V.Y.C., and on December 4th, at the home of Rev. C. E. Whitcombe, the club was

set on a permanent footing with the following officers:—

Commodore, Rev. C. E. Whitcombe; Vice-Commodore, Frank E. Walker; Rear-Commodore, Jas. A. Cox; Secretary, J. E. Taylor; Captain, T. L. Stephens; Treasurer, Wm. Bayley.

To these officers, along with Ed. Harris, of the Hamilton Herald, Robt. H. Hunter, of the Imperial Cotton Co., and E. A. Fearnside, the Club owes its existence, as it was mainly through their efforts that the organization was held together in 1893 and '94. In lieu of club rooms, the members met, first in Jutten's boat house, later transferring their belongings to Rev. Whitcombe's school house on Baxter St., near St. Matthew's Church. For two years the Club managed to exist in this manner but in

the spring of '95 a start was made on a club house at the foot of Wellington Street, at a cost of \$5,000, while a lease was secured from the Grand Trunk Ry. for permission to use the latter's property, facing the club house site, as an approach. With the erection of the club house the membership increased and the Club took on a more prosperous air, with a total of nearly one hundred and fifty members, an increase of nearly seventy-five on the first year. Letters of incorporation were received the same year, while the Club fleet took on a very promising appearance with a matter of over thirty boats. The interest in the game increased and the Club rapidly took a prominent place on the lake. Most of the club boats were built and sailed by their owners, the most prominent at this period being the "Echo," owned by Chas. Smith; the "Alert," by Jas. A. Cox; the "Lotus," by Mr. Weir, and the syndicate boat, "Ladona"—all thirty-foot centre board boats. The twenty-two foot class contained such well known performers as the "Caruli," "Iowa," "Wanda," "Zenneta," "Rhoda," while in the twenty-seven foot class the "Hiawatha," the "Myra," "Salola," "Nadgly," "Wang" and "Waterwitch" were the prominent ones with the "Eva" and "Nadia" in the thirty-two foot class. Of the skiffs, the "Zephyr," "Trio," "Doty," "Restless," "Coquette" and "Zita" were the principal winners. For the year 1896, the "Doty," "Caruli," "Hiawatha" and "Eva" were the winners of the average prizes for their respective classes. The "Eva" was the best known of the fleet at this period, being the first deep draft boat built by George Webster, and which cleaned-up all over the Upper Lakes.



Victoria Yacht Club House
Hamilton, Ont.

In '95 Wm. Bayley, who all along had been very prominent in the management of the club, retired from the position of Secretary-Treasurer and was succeeded by G. W. Cleversley who in turn was followed by E. A. Fearnside, one of the best known yachtsmen in these parts. Mr. Fearnside has been Secretary of the Club since that year—1897—and is very untiring in his efforts to further the interests of the organization. In 1897 the Rev. C. E. Whitcombe retired from the commodoreship and was succeeded by the late Frank E. Walker, under whose guidance the Club saw five very prosperous years and rapidly increased in membership until 1903, when the membership list contained 350 names, the largest in the history of the Club. This was the latter's most prosperous year and under the direction of the following officers a wonderful season was passed:—

Commodore, Frank E. Walker; Vice-Com., Geo. F. Crawford; Rear-Com., Robt. H. Hunter; Hon. Sec'y, E. A. Fearnside; Hon. Asst. Sec'y, Court Thomson; Hon. Treas., O. W. Gibb; Fleet Surgeon, Dr. Jas. Baugh; Hon. Measurer, George Allan; Hon. Asst. Measurer, George Wilson; Starter, J. Ecclestone; Asst. Starter, Wm. Phillips.

From this year on, however, the Club has declined considerably, most of the blame for this being due to the many restrictions in building rules which have been added year and year until now it is almost impossible for an enthusiast to build his own boat. In the old days nearly all the V.Y.C. members built their own boats, but with the changes in rules, etc., found this impossible and gradually dropped out of the game as their chances in the races became less and less. The new rules were perhaps better for boats but they have proven a decided hardship for the game as far as the Victoria Yacht Club is concerned.

At the present time, the fleet of the Club has dropped back again to some thirty odd boats, many of which are motors, the latter section forming an important part of the Club this year. The most prominent of the fleet at present are the "Invader," "Petrel II," "Helen," "Brenda," "Shiela," and "Myrtle," in the heavy class; the yawls "Midget," "Inferno," and the skiffs "Unique," "Signet," "King Edward," "Royal Flush" and "Fleet." The chief motors are the "Pittsburg," "Barbara," "Norman," "Bonnie Doon" and "Gompf."

The Cosgrave Cup, for thirty footers, the Copeland Cup, for all classes, the Frank E. Walker Cup, for sixteen footers, and the Briggar Cup, for the twenty-two foot class, are the main club trophies, the Walker Cup having been carried off this year by the speedy little "Unique," which cleaned-up in the L.S.S.A. regatta this month.

The officers of the Club for 1908 are:—

Commodore	-	CHAS. W. STEVENS
Vice-Commodore	-	HARRY CRIEL
Rear-Commodore	-	GEO. WHITE
Secretary	-	E. A. FEARNSIDE
Assistant Secretary	-	JOS. GIMBLETT
Treasurer	-	T. W. JUTTEN
Starter	-	JAS. ECCLESTONE
Measurer	-	JAS. FREEBORN
Time Keeper	-	JOHN HOUSTON

Management Committee—T. W. JUTTEN, H. W. WOODMAN, JAS. FREEBORN, O. W. GIBB, S. MELLON, E. HARRIS, JAS. COX, E. A. FEARNSIDE.

Bay of Quinte Yacht Club



THOMAS RITCHIE,
COMMODORE BELLEVILLE YACHT CLUB

TWENTY-FIVE or thirty years ago, there were yachtsmen and yachts in Belleville who took back wind for no crew or boats on fresh water on this continent. A large claim, perhaps, but please remember that the Bay of Quinte Yacht Club numbered among its members, Alex. Cuthbert, one of the best designers of his day, whose models beat the best turned out

by Yankee designers, and who challenged for the "America's" Cup with his own creation, the "Atalanta," and but for lack of money, would very likely have won that coveted trophy. Cuthbert also built the "Countess of Dufferin," the only other Canadian challenger. The "Atalanta" was built at Flint & Holton's dock in Belleville, challenged for the blue ribbon of the yachting world, made the tiresome and awful trip to New York through the Erie Canal, and there are men in Belleville to-day who will tell you that had the yacht been properly ballasted, rigged and manned, she would certainly have beaten the "Mischief." As a matter of fact, Capt. Cuthbert had to mortgage his yacht before he could finance his trip. Even after shipping

extra men at Oswego he was unable to get more than two-thirds of a crew, and when he reached New York, he had not the necessary sails to properly equip his yacht. The Canucks made shift to start in the races, however, and on November 9th, 1881, the "Atalanta" was beaten by the "Mischief," owned by J. R. Bush, by 28 min. 39 sec. The second race was sailed the next day, the "Atalanta" again being beaten. As before stated, there is good reason to believe that had the "Atalanta" been properly manned and equipped, she would have won the races and lifted the cup. But fate was against the venture.

In those days, Belleville and the Bay of Quinte harbored many fine craft, and in the regattas held around Lake Ontario and in the Bay of Quinte by the Lake Yacht Racing Association, the Belleville boats showed a clean pair of heels to the best the Yankees could produce. "Flyers," built by the famous Burgess, of Boston, for Oswego and Rochester yachtsmen, came for the express purpose of beating the Belleville yacht "Iolanthe," but she won every time. Those were the good old days when the name and fame of the Bay of Quinte Yacht Club spread all over fresh water, the club colors being seen on the "Iolanthe," "White Wings," "Norah" and "Atalanta." The latter boat, after the "America's" cup hunt, won the Fisher cup, emblematic of the great lake championship, at Chicago, in 1883, and it was held by the Bay of Quinte Yacht Club for many years. In those days, many fine craft were owned in Belleville. There were the cutters "Sylvia" (W. Pike) and "Rivet" (Judge Shemord); the two-masted lug sailed clinker built "Manitoba" (F. Ridley); the sloops "Spray" (Rudley and Campbell), the

Bay of Quinte Yacht Club—Continued

"Norah" (John Bell), the "Atalanta" (Flint and Houlton), "Iolanthe" (W. H. Biggar), "Katie Gray" (James Clarke and W. H. Campbell), "White Wings" and "Dauntless" (Thomas Kelso, D. B. Robertson and D. Pitcarthy), "Gracie" (R. M. Ray.) Other craft were owned and sailed by Geo. Hope, Wm. Johnson, J. W. Murray, W. A. Foster, E. B. Burrell and E. F. Milton, all good yachtsmen and good fellows. Many of them have since gone to that bourne from whence no traveller returns. Gradually, however, the spirit fell on evil days, and for many years there was little sailing, except punts and skiffs in the vicinity. Lately there has been a renaissance, as it were, and for the last two summers the Wednesday afternoon sailing races have been excellent features. The races, for prizes, are sailed on the Bay, the boats being all the time in full sight of Queen Victoria Park. It is confidently expected that the summer of 1908 will be the best for sailing and boating since the good old days.

The Bay of Quinte Yacht Club dates from 1875, when the Club was formed with the following officers:—Commodore, Thomas Kelso; Secretary, R. S. Bell. The latter gentleman

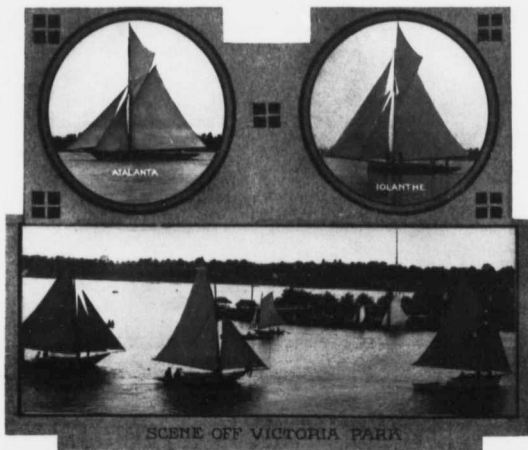
still lives here, and is as much interested in racing as when he acted as scrutineer on the "Mischieff," when she beat the "Atalanta" in 1881.

In the old days, the Club met at the Dafoe House, on the site of which the present palatial Hotel Quinte stands, and here the present Club meets when it meets at all.

The following officers compose the executive staff of the present Bay of Quinte Yacht Club.

Hon. Commodore H. CURLEY, ex-M.P.
Commodore - - THOS. RITCHIE,
Vice-Commodore S. R. BURROWS
(" Sandy ")
Skipper - - - KING ROGERS
Sec.-Treas. - - HUGO RATHBURN

Only two sailing yachts are owned here now—the "Polaris," the property of S. R. Burrows and the "Stanley," owned by J. C. Weir. There are many fine dinghies owned by Arthur and Ned Wallbridge, Miss McLean, H. Rathburn and others. The modern taste in this city seems to run to gasoline launches of which there are fully twenty-five here, and at least a dozen new ones being built. Some owners of fine motor boats are Messrs. Burrill, Evans, O' Flynn, Orr, Geary, Gillick, Turner, Hunt and others.



Kingston Yacht Club



J. M. CAMPBELL,
COMMODORE, 1907-08, KINGSTON YACHT CLUB.

THE Kingston Yacht Club was formed in April, 1896, with a membership of 100. Colonel Frank Strange was the first Commodore. The first building was erected at the foot of Maitland Street, just east of Macdonald Park, where the present building now stands. In 1906, ten years after the Club's formation, a new building was erected, one story

higher and much larger in every respect than the original Club. The new building is one of the finest in Eastern Ontario.

At present the membership is 300 with a large waiting list. The following officers were elected for the year 1908: Commodore, J. M. Campbell; Vice-Commodore, W. B. Walton, Jr.; Rear-Commodore, J. E. Martin; Sec.-Treasurer, C. G. Kirkpatrick; Measurer, H. Cunningham; Secretary Regatta Committee, H. P. Smith.

Last winter (1907-8) many improvements were made to the grounds. A new pier has been erected and a large number of boat houses for gasoline launches and small boats erected.

Of the charter members, about forty still remain on the list, a large number of the original hundred having moved away to other places, and a number have passed away since the formation of Kingston Yacht Club.

Up till the season of 1906, the fleet were not very successful in the outside regattas, but of late years have carried off many handsome trophies. The "Chiryia," a 20-footer designed by Geo. Owen, the flagship of the fleet, owned by J. A. and W. B. Dalton, has won the most trophies to adorn the Club rooms. In 1907, the "Chiryia" won the cups at the following regattas: Gananoque, July 1st, 1907; Bay of Quinte Regatta, August, 1907; Chaumont Bay Regatta, September, 1907. The Club races for the W. B. Carruthers' trophy were won in 1907 by the "Kathleen," owned by H. W. Richardson. The "Kathleen," an 18-rater, was built by a syndicate to enter against the "Crescent," of the Watertown Yacht Club, at Chaumont, in a new international trophy race, but she was defeated. She was also defeated by the "Crescent" at the Bay of Quinte Regatta. After these races she was purchased by Mr. H. W. Richardson.

The Club members also own a large fleet of ice boats and Club races are held every winter. There was no boating at all in the winter 1907-8, on account of the heavy snow, but in former seasons some of the best races in Canada have been pulled off under the auspices of the local Clubs. The Kingston Yacht Club is the only ice yacht organization in Canada where there are any really speedy ice yachts. In Kingston, the "Skeleton" iceboat, the type utilized by the Shrewsbury ice yachtsmen, are maintained on smooth ice and in light and

Kingston Yacht Club—Continued

moderate airs they are minutes faster than the side oar craft sailed in Toronto. In a gale of wind or through heavy snow, the heavier boats used by the Toronto ice enthusiasts have it on the lightweight flyers of the variety so ably sailed by Kingston ice-yachtsmen, who have frequently engaged in international competition with credit and honor to Canada.

The Kingston Yacht Club is ideally situated for all classes of cruisers. For motor boats and small sailing craft the gasoline man and his friend, the "Corinthian," have the choice of the Bay of Quinte and the St. Lawrence, among the Thousand Islands, two of the most picturesque stretches in the whole chain

of the Great Lakes, while larger sailing craft have the open lake right at hand. Kingston Yacht Club races are sailed in Kingston harbor, where an "L" shaped course, with the club house at the corner of the angle, is laid out. On this course, the start and finish are right in front of the club house, and the racing yachts must pass close to the club house going from the first to third buoys. The harbor is well protected from every direction except the south-west and a gale from that direction kicks up a nasty seaway at the club anchorage, but there is plenty of protection up the river and in the slips.



Gananoque Yacht Club



CHAS. McDONALD
COMMODORE OF GANANOQUE YACHT CLUB

FOR some years it had been felt by the citizens of Gananoque, which is so beautifully situated on the banks of the St. Lawrence river in the very prettiest spot among the Thousand Islands, that it would be in the interest of the town to have some kind of a boating club, but it was not until the spring of 1899 that any action in the matter was taken.

At that time a committee was composed of C. V. Ketchum, W. W. Richardson and W. McParland, circulated a subscription list with a view to raising sufficient funds to build a club house. They were unsuccessful. Only about \$500 was subscribed and the project was dropped for a time. In the spring of 1904, Mr. Chas. McDonald, an old Gananoque boy, who had returned from New York to take up his permanent residence in the town, was shown the list, and after consulting Mr. F. T. Lent, architect, offered to subscribe \$500 of stock if a club was formed. This offer stimulated interest and \$2,500 was raised and a club house was built. A committee composed of Messrs. Charles McDonald, Fred J. Skinner, C. V. Ketchum, Sidney Adams and

E. L. Atkinson was appointed to approve of plans for the club house and report. A draft of a set of by-laws was also referred to the committee.

The club house is situated in a bay about the center of the town's frontage, facing the Admiralty group of islands. It is a commodious frame building with covered verandah. In front there is a long L shaped pier with good water for large boats, and back of this a small dock for canoes and small boats. At the rear of the club house the land has been prepared for lawn tennis and bowling. A large addition to the club was made in the spring of 1908.

At present there is a membership of 192, resident and non-resident. Among the prominent members from out of town are Judge McDonald, Brockville; W. H. Nichols, New York; Hon. Clifford Sifton and Mr. P. Davis, Ottawa; George Gillies, Toronto; C. N. Britton, New York, and G. F. Benson, Montreal, all of whom own summer houses in the immediate vicinity.

In 1904, a very successful series of races was held in what is known as the swallow class; this was conducted for the purpose of educating the young members in the art of sailing. A smart little craft, "Dolores," owned and sailed by Mr. Wilfrid J. Bullock, won the prize, a silver cup; and also won second prize, a silver cup, on August 25th, during a water carnival at Alexandria Bay, N.Y., and two flag trophies offered by the regatta committee on Dominion Day the same year. The Dinghy class and motor boats have also furnished interesting races. In the larger class of sailing yachts, while several have

Gananoque Yacht Club—Continued

been owned here at different times, "Heather," the property of Commodore McDonald, is the only one that can really be counted as attached to the Gananoque Yacht Club. A number of others, whose owners are members of other clubs, also fly the burgee occasionally.

With the "Heather," Commodore McDonald and his skipper, Mr. Clarence Skinner, has succeeded in bringing a number of handsome trophies to the Club; in fact, only one race was lost, and that in 1905 the first year out. Her winnings in 1906 include—Silver Cup at Gananoque; Silver Cup at Cape Vincent, N.Y.; Silver Cup at Kingston, after a series of ten races in which she finished first seven times, second twice and third once. In July, 1907, "Heather" again won the silver cup at Gananoque. She was first at the Glen Island race during the Eastern Lake Yacht Racing Association's meet in July.

To Mr. C. V. Ketchum, who was the father of the scheme, Commodore McDonald, whose generous offer made it

possible, and Messrs. E. L. Atkinson, F. T. Lent, D. Ford Jones, W. T. Sampson, F. J. Skinner, C. E. Britton and a number of other veteran members, the Gananoque Yacht Club owes its existence, and they may take pleasure in the success of their venture.

The officers of the Club for 1908 are:—

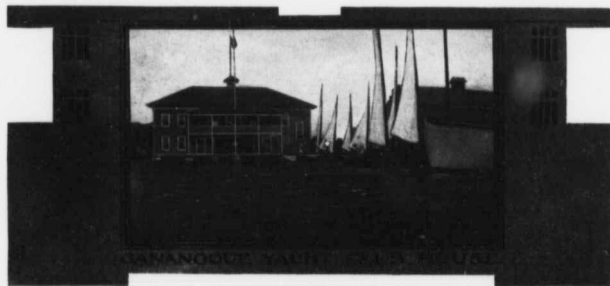
Commodore	- - - -	CHAS. McDONALD
Vice-Commodore	- - - -	DR. C. H. BIRD
Rear-Commodore	- - - -	B. IRVINE ROUSE
Secretary	- - - -	J. E. BIRMINGHAM
Treasurer	- - - -	CHAS. A. WATT

Executive Committee:

F. J. SKINNER
O. J. SHANNEOWAN
D. FORD JONES
RUSSELL BRITTON
C. V. KETCHUM

Regatta Committee:

D. FORD JONES
RUSSELL BRITTON
HARRY EDWARDS
CHAS. A. WATT
F. J. SKINNER



Royal St. Lawrence

Yacht Club



H. C. SMITH, K.C.
COMMODORE ROYAL ST. LAWRENCE YACHT CLUB

THE Royal St. Lawrence Yacht Club was organized on April 7th, 1888. Of the original charter members twelve survive who are still members of the Club: G. Herrick Duggan, Frank Scott, George O. Gabler, Hon. A. W. Morris, W. S. Clouston, E. Kirk Greene, Alfred G. Fry, J. H. Hodges, W. Arthur C. Hamilton, A. Ernest Nash, Alex. Irving, Justice C. P. Davidson.

Situate but twelve miles from Montreal, Lake St. Louis forms an ideal area for the yachtsman. Owing to its comparative shallowness it is impossible to have boats with a deep draught and the most convenient size of vessel has been proved to be a boat which does not draw more than 3½ feet of water.

The headquarters of the Club is at Dorval where a comfortable and commodious clubhouse has been erected.

Lake St. Louis is a basin some fifteen miles by six, into which the St. Lawrence and Ottawa rivers drain. The expanse of water is great enough to be comparatively rough on occasions, but the seas, although sometimes choppy, never run

high and the yachtsman finds ample scope for exercising his abilities in sailmanship.

The classes of boats chiefly used are the dinghy class, the "Hobo" class, a very popular and inexpensive class and much in vogue among the younger members; the 3 and 4 raters, the Seawanhaka class and the cruiser class.

The Hobo class is of one design, 15 ft. L.W.L. and 21 ft. L.O.A., carrying 200 sq. ft. of sail area. The 3 and 4 raters have respectively a sail area of 300 and 400 ft. of canvas, while the cruiser class, built less for racing than for comfort, carry a varying spread of canvas up to 625 ft. Of the Seawanhaka class more anon.

The Club competes each year for a number of valuable trophies, of which the most important are the Strathcona Cup, for boats over 40 rating; the Hamilton Cup, 40 raters and under; the Windmill Point Shield, open to all classes, and the Stephen Cup for the Seawanhaka class.

It was Mr. G. Herrick Duggan, a charter member and hailing from Toronto, who designed this class which, owing to the great success obtained by the Club in the defence of the Seawanhaka Cup with this type of boat, has now assumed this class name. Mr. Duggan, a designer of ability, laid down the lines of the "Bug," and she immediately met with such success that nothing on the Lake could compare with his boat. The main difference of the "Bug" from the previously designed boats was that she had a long "overhang" fore and aft, and it is from this design that some of the most successful racers have been copied. Fired by the success attained by the "Bug,"



Royal St. Lawrence Yacht Club House
Dorval, Que.

Royal St. Lawrence Yacht Club—Continued.

Mr. Duggan determined to try to wrest the "Seawanhaka Cup" from the Seawanhaka Corinthian Yacht Club which in 1895, having offered an International Challenge Cup, for the purpose of promoting small yacht racing and developing the Corinthian spirit among yachtsmen, successfully defended the trophy against a challenge by the Minima Yacht Club.

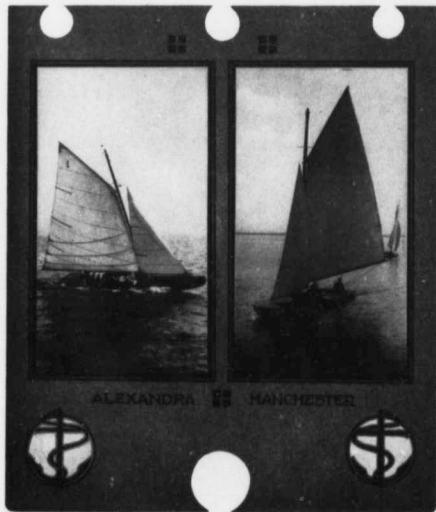
With Mr. Fred Shearwood as crew, Mr. Duggan went to Oyster Bay, N.Y., in 1896 and defeated the El Heirie of the Seawanhaka Corinthian Yacht Club in three straight races with the Glencairn I., brought the cup in triumph to the St. Lawrence where it remained for ten years, despite the efforts made by various Yacht Clubs from the United States to recapture the coveted trophy. It was in 1906 that the Royal St. Lawrence lost possession, the Manchester, belonging to the Manchester Yacht Club, defeating the defender's Alexandria and taking away the

cup that had lain so long in the hands of the Canadian Club.

When Mr. Duggan removed from Montreal some five years ago, Mr. Shearwood carried out the good work incepted by his former captain, and the last race gained by the Royal St. Lawrence Club was won by a yacht of his design, the Noorna. Others of his design which successfully defended the cup were the Trident and the Thorella II. The main dimensions of the Seawanhaka class are 37 ft. L.O.A., 27.5 ft. L.W.L., with 500 ft. sail area.

The officers for 1908 are: Commodore, R. C. Smith, K.C.; Vice-Commodore, S. A. Finley; Rear-Commodore, J. B. Paterson.

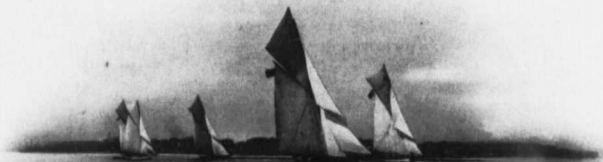
The Club has a membership of close on 600, consisting of 6 honorary, 41 life and 375 senior members. In addition there are some 50 junior members and 90 non-resident members.



Clubs of the Great Lakes ■ ■ ■ ■

Their Homes ■ Their Men ■ Their Ships

PART II—THE CLUBS OF THE UNITED STATES



Buffalo Yacht Club



EDWARD MICHAEL
COMMODORE BUFFALO YACHT CLUB.

It is the proud boast of members of the Buffalo Yacht Club that they belong to the first American yacht club of the Great Lakes and the oldest organization of its kind in their country. So far no other yacht club has come to the front in dispute of the claim of the Buffalo Yacht Club in this respect, unless possibly the Detroit Yacht Club on the Detroit River, and were it

possible to obtain a minute history of the local club from its incipency to its present condition, the chronological details would make unquestionably interesting reading to yachtsmen of the inland seas. The Buffalo Yacht Club was born somewhere in the year 1869, in what is known, even to this day, as the Erie Basin. It consisted of a diminutive boathouse, which had a small runway from the door to the water's edge. That was forty years ago, when the organizers, Commodore Provost and Commodore Vosburg, now of the bygone days, had boats of the slow, old-fashioned type.

During the summer of 1885, the Club, which had grown to perhaps a dozen or more yachtsmen, moved to the foot of Porter Avenue in a small shack which is now occupied by a well-known

river character popularly known as "Dutch Bill." In 1892 the quarters of the Club at the foot of Porter Avenue became submerged and it was found necessary to think about the construction of a suitable club house for the accommodation and safety of the members and in order to properly house the rapidly growing membership list. Somewhere about the year 1894 the present club house was erected, chiefly under the active management of F. B. Hoyer, who is a past Commodore of the Club, and one of the most prominent yachtsmen on the lakes. In 1901 and 1902 the Club raised means to bring about the construction of a station at Point Abino on the Canadian shore, recovering swampy grounds, which, by careful and capable supervision, have been transformed into one of the most beautiful summer club stations in this part of the country, principally because of its picturesque surroundings.

Situated at a point where it commands a splendid, sweeping view of the swift-running Niagara River, and a superb survey of the beautiful Lake Erie, with its shores fringed with rugged Canadian scenery, and behind it one of the most magnificent expanses of park lands in the city, the Buffalo Yacht club house is unmistakably fortunate in its unequalled location from the scheme of environment so desirable to yachtsmen. That it has been a progressive organization has been clearly demonstrated by its marvellous growth in membership within the past few years, and its active participation in all important yachting events on the Great Lakes has but added lustre to its name and brought honor to its members. From a comparatively insignificant institution the Club now has a membership of upwards



Buffalo Yacht Club House

of 325 yachtsmen, with an application list that grows with each succeeding month. Its roster contains some of the most influential and wealthiest men of Buffalo, men prominently identified with the commercial and industrial activities of this municipality—and the Buffalo Yacht Club yields to no other organization of similar intent in regard to craft of every kind and description for beauty or for speed.

The club house is handsomely equipped in every particular and there is nothing lacking for the convenience and pleasure of the members. It is a two and a half storey frame building, with gymnasium and bath equipment, pool and billiard room, assembly hall, ballroom, parlors and lounging rooms, and having broad verandahs all round, where on summer evenings the members are wont to sit and swap yarns about cruises they have taken part in.

Some of the yachts owned by the members are beauties and a luxury that few can afford. One of the finest yachts on the Great Lakes has just been

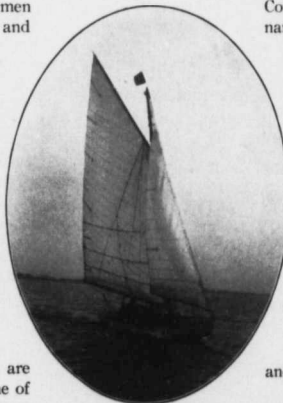
added to the sixty odd boats belonging to the Club. It has been built for Edward Smith, President of the Great Lakes Towing Company, and is of the Small Bros. design. The name of the sloop is "The Swastika." It cost somewhere around \$5,000 and is finished in mahogany and natural wood. Its interior is magnificently furnished and it lacks nothing wanting in the palatial pleasure craft.

Officers for 1908 are as follows:

Commodore	-	EDWARD MICHAEL
Vice-Commodore	-	CLARENCE D. BUCKPITT
Rear-Commodore	-	EDWARD D. ROHMER
Sec.-Treasurer	-	ROBT. H. MASON
Measurer	-	HARRY G. SMITH
Asst. Measurer	-	DR. W. H. ANNOWSKI
Fleet Captain	-	ALBERT W. PLUMLEY
Fleet Surgeon	-	DR. ELISHA P. HUSSEY

Directors—EDWARD SMITH, CHARLES F. PETERS, WHITNEY G. CASE, EDWARD B. GREEN, OGDEN P. LETCHWORTH, HENRY V. BISGOOD, jr., and WILLIAM J. CONNORS.

Regatta Committee—MEREDITH POTTER (Chairman), VERNON A. ELLSWORTH and EDWARD D. ROHMER.



THE PENGUIN
Club Champion, 1907



NEREND



BESSIE



CRICKET



AHALVA



BUFFALO YACHT CLUBMEN CRUISING IN NIAGARA RIVER

Chicago Yacht Club



JOHN B. BERRYMAN,
COMMODORE CHICAGO YACHT CLUB.

THE distinction of being one among the oldest yacht clubs on the great lakes, and practically the father of the yacht clubs of Chicago, belongs to the Chicago Yacht Club, which was organized early in July, 1870. A few yachting enthusiasts gathered on the evening of that date at the Sherman House to consider a proposed club. Among the dozen promoters of

the enterprise, the chief were James Bennett, Joseph Ruff, James Stabler, William Alcott, James Wilson, Robert Murray and James Coburn.

The organization grew out of the desire of the charter members to jointly own a good boat. The Naiad was accordingly built the same year of organization, and manned by the new Club. The next year the Clara, Lucy and Volante were built and added to the Club's fleet.

In the latter part of 1871, the Club suffered a disastrous fire and their entire fleet of four vessels and club house were destroyed. This placed a handicap upon the Club, and for the next three years yachting interest waned. In 1874, however,

the interest was revived, and the Club was reorganized. A number of new members were added from time to time and in 1879 incorporation was deemed advisable, and a charter was duly procured. In 1885 the fleet had grown to 25 vessels.

Among the boats in the early history of the Club which gained prominence and brought honor to the organization, were the Idler and Wasp. The latter was considered the largest sloop on fresh water. The Idler was a contestant in the great international yacht race in 1873 for the Queen's Cup. On June 8, 1876, at New York, this boat made the fastest time until then recorded.

The first big race promoted by the Club after reorganization was on August 24, 1875. The entrants were the Frolic, Anna S. Carey, Zephyr, Fleetwing, Dawn, Lucy and Naiad. The latter, of the Chicago Club, won the event.

The new club house was completed and opened in 1902. This is a palatial home and is situated on the lake front at the foot of Monroe street. The rooms are spacious, and are appropriately equipped for such occasions promoted by the Club.

Through the efforts of Mr. John Prindiville, the Idler, a famous schooner-yacht of the Atlantic Ocean and one of the foremost racers of the day, was brought here, and in 1895 was sailed under the colors of the Chicago Yacht Club. The Countess of Dufferin, built in Canada by Cuthbert, which boat gained fame as the challenger for America's Cup, came to Chicago, and was sailed by the Club for several years.

The Chicago Yacht Club gained prominence in the yachting world in 1899 by challenging for and winning Canada's Cup.



Chicago Yacht Club House

The races were sailed on Lake Ontario, and the successful boat was the Genesee. This cup was held until 1901, when the Royal Canadian Yacht Club of Toronto challenged and won it back with Invader. The races were sailed upon Lake Michigan, and at the close of the event, the Chicago Club arranged one of the most elaborate entertainments for the guests that has been the privilege of yachting enthusiasts to attend.

Three important annual events are prominent in the Club's calendar. These are the annual race to Mackinac Island, a contest for the Sir John Nutting Cup and the Labor Day cruise. The first is a race of 330 miles, which is the longest cruising race on fresh water, and was inaugurated in 1904. On the Friday preceding Labor Day, the start is made in the three days' triangular cruising race from Chicago to St. Joe, and from thence to Michigan City, and returning to Chicago on the afternoon of Labor Day.

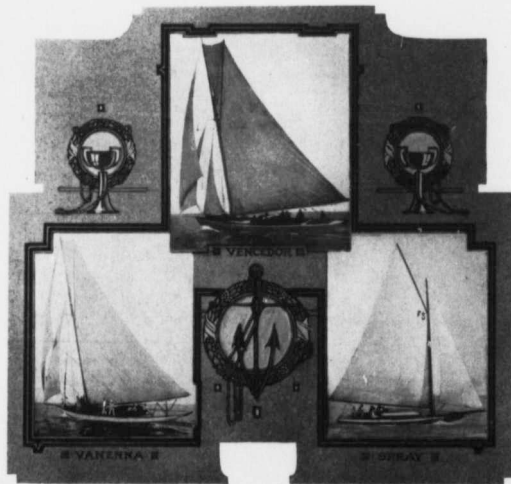
The Club boasts of a long list of veteran members, among which are Charles E. Kremer, who was organizer and has been prominent in all affairs of the Club; F. W. Morgan, of the firm of Morgan & Wright; John Prind-

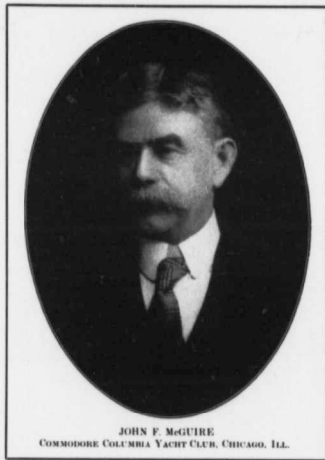
ville, a widely known marine enthusiast, and W. R. Crawford, who built and sailed the first and fastest racers on the great lakes.

No side sports are fostered by the club, but many social events mark the season. The most important annual social functions are the mid-winter dinner, at which prospects for the coming season are considered; the opening and closing season dinners.

The membership list reaches the 600 mark, and the 1908 officers are: Commodore, John B. Berryman; Vice-Commodore, Isaac Miller Hamilton; Rear Commodore, E. M. Mills; Secretary, C. E. Soule, Jr.; Treasurer, Donald A. Sage.

The class of yachts found in the Chicago Yacht Club do not differ in size to those found in any of the yacht clubs on the lakes, varying in measurement from twenty to sixty-five feet. The anchorage of the club is at the foot of Adams street, and it is about three-fourths of a mile distance before desirable water for sailing is reached. In the winter time the boats are tied up at Cuthbert's docks on the North side of the City. The Club racing course extends from Thirty-first St., out to the Four Mile crib, south to Thirty-first St. and back to Van Buren St.





JOHN F. MCGUIRE
COMMODORE COLUMBIA YACHT CLUB, CHICAGO, ILL.

Columbia Yacht Club of Chicago

THE Columbia Yacht Club, of Chicago, was organized in 1892, and was developed from several members of the Chicago Yacht Club and members of the old Corinthian Club. The Lincoln Park Yacht Club was also merged with the new organization, and the Club was well equipped with experienced men in yachting. The Club is now distinguished in the yachting world by promoting

the Sir Thomas Lipton Competitive Cup races, which event is held in August of each year.

Judge Thomas H. Bradwell was elected commodore at the time of organization, and his name figures prominently in all the early projects of the Club. The first year, the Michigan City race was established, and this has developed into one of the big annual racing events of the yachting season. Today it is known as the "Great Lakes Derby," and is held the third Saturday in June.

In 1902, Sir Thomas Lipton, of London, England, donated to the Club the cup which bears his name, and this is to be used as a trophy. The Sir Thomas Lipton Competitive race was

accordingly established the following year. The deed of gift specifies that there shall be three consecutive days' racing each year, and the Columbia Yacht Club shall have charge of the affair. The first race is to be sailed over an equilateral triangle, and the second race is to be to windward or leeward and return. The third race shall be over a quadrilateral course.

The Cup stands thirty-nine inches high, and is valued at \$4,000. It is considered by yachtsmen to be the most magnificent trophy on either hemisphere. It was made by Goldsmiths' and Silversmiths' Company, of London, England.

The first series of these races was won by the Columbia Club. The successful boat was "La Rita," owned by George R. Peare. The next year the same yacht won the event, and the Club still maintained the trophy. The third and fourth series, years 1904 and 1905, were won by the Ste. Claire, owned by Commodore Franklin H. Walker, of the Country Club of Detroit, Michigan. The fifth and sixth series were won by the "Cherry Circle," owned by the Chicago Athletic Association Syndicate of Chicago, which is an auxiliary to the Columbia Club.

During the life of the Corinthian Club, which was practically the early days of the Columbia Club, the "Little Shamrock" was taken to Milwaukee in 1883, and was entered and won in the Country Club Competitive Cup races.

The honors in the first Mackinac Island races, promoted by the Chicago Yacht Club in 1904, were taken by the Columbia Yacht Club. "Vencedor" was the successful boat. The Columbia Club added much to her honor list in the Chicago-Milwaukee race of 1903, which was held under the auspices of the Milwaukee



Columbia Yacht Club House
Chicago, Ill.

Columbia Yacht Club—Continued

Yachting Club. Seven out of eight prizes were won. There were 16 starters and 14 finished. The "Hoosier," owned by John F. McGuire, outsailed all boats in the 21-foot cabin class, and established the record of 7 hours, 15 minutes and 37 seconds, thereby winning the time and class prize.

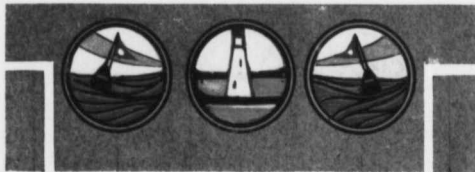
The biggest social event of the year with the Columbias is the Lipton Cup Banquet. In 1908, the event lasted an entire week and was known as the Lipton Cup Carnival. During this week athletic features prevailed and many aquatic contests and races were held. The affair closed with a Venetian night. The mid-winter and Commodore's balls are always largely attended by yachting people. Special social functions are held on Decoration Day, and at the opening and closing of the yachting season.

The membership of the Club is 420, and the officers for the

present year are as follows :

Commodore	-	-	JOHN F. MCGUIRE
Vice-Commodore	-	-	OTTO C. SCHOENWERR
Rear-Commodore	-	-	THOMAS J. QUAILE
Recording Secretary	-	-	MARK M. LEVERINGS
Financial Secretary	-	-	EDWARD T. BALCOM
Treasurer	-	-	CHARLES E. HATHAWAY
Fleet Captain	-	-	J. W. McLAUGHLIN

The Columbia Yacht Club fosters boats of all descriptions from the tiny cat boat to the cruising cutter. The anchorage of the Club is at the foot of Randolph Street. The yachts have to go three-quarters of a mile to open water. The Columbia Yacht Clubs' racing course extends out to the Four Mile Crib, north to the Carter Harrison Crib, and back to the point of starting near the club house.



Cleveland Yacht Club



Geo. H. WORTHINGTON
COMMODORE CLEVELAND YACHT CLUB

H. G. Phelps; Measurer, R. F. Bell.

Soon after this meeting Messrs. Geo. W. Gardner and Percy W. Rice became members of the Club. On April 5 1879, Mr. Gardner was elected Commodore, which office he held continuously until 1895. With him as leader the Club increased rapidly both in membership and size of fleet.

This year saw also the beginning of the Annual Fourth of July Free-for-all Races, which brought the fleetest yachts from Buffalo, Erie, Detroit Sandusky, Toledo and Chicago together.

On January 17, 1885, a joint meeting of the Cleveland Yachting Association and the Cleveland Canoe Club was held,

and the nucleus of the Inter-Lake Yachting Association was formed with Commodore Geo. W. Gardner as President.

An open Regatta was held at Put-In-Bay in July and a pretty sight it was, when over fifty yachts worked out from under the lee of Gibraltar to contest for the supremacy of the fleet of this first Inter-Lake Meet.

Cleveland, Detroit, Toledo, Sandusky, Chicago, Erie, Hamilton and Toronto, Ont., were represented at this meeting. Geo. W. Gardner was elected Commodore and J. S. Williams, Secretary.

On October 3, 1888, it was decided to incorporate as "The Cleveland Yacht Club" with a capital stock of \$25,000. The Club had secured from the Secretary of the Treasury a lease of the Marine Hospital lake front for the site of a modern club house.

The year 1895 proved a banner year for the Club, when, under the leadership of Commodore Geo. H. Worthington, the necessary funds for the construction of the new club house were raised.

The opening of the new home of the Club took place September 12, with appropriate ceremonies, most all of the Lake Clubs being represented.

Commodore Worthington brought the former American Cup yacht Priscilla from salt water this year to become the flagship of the fleet. He challenged the Idler of Chicago for a match race, which took place off Milwaukee on July 4, and administered such a crushing defeat that he has not been able to get Priscilla a race with any yacht since.



Cleveland Yacht Club House

Cleveland Yacht Club—Continued

In 1896 the Club held a big Centennial Regatta open to all yachts, and a large fleet from Lake Ontario, Lake Michigan, and all Lake Erie ports contested. Commodore Worthington was elected Commodore of the I.L.Y.A. for this year, and the entire fleet sailed from Cleveland to Put-In-Bay, where a very successful meet was held. From the Bay the fleet raced to Toledo where the first series of races for the Canada's Cup was sailed, and the Canada of the Royal Canadian Yacht Club defeated Vencedor of Chicago and took the cup, which now bears her name, home.

The year 1905 again saw Commodore Worthington in command of the assembled fleets at Put-In-Bay, and the meet was the most successful ever held.

In 1906 Commodore Worthington headed a syndicate composed of himself, Commodore Geo. W. Gardner, Mr. M. A. Bradley and Mr. J. H. Wade, and had built at Lawley's the twenty-one footer "Cleveland." She competed in all the races for her class, but did not develop her designed speed until the season of 1907, when she brought home the Walker Cup of the Country Club of Detroit, and the Hotel Ste. Claire Cup, won at the Annual Sweepstakes of the Detroit Yacht Club. In the winter of 1907-8, the Cleveland was altered to a keel boat, and with new sails showed improved form.

Commodore Worthington was again chosen as the head of the I.L.Y.A. for 1908.

The Cleveland Yacht Club is one of the strongest Clubs on the lakes financially.

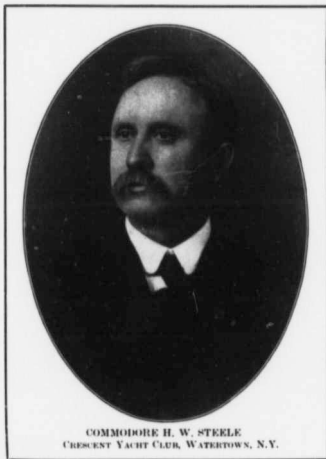
The club house has never been closed since its dedication, being open the entire year, and some of its members being ardent ice-yachtsmen, it is thus enabled to keep the grand sport going the year round.

The Officers for 1908 are as follows:

Commodore	-	Geo. H. WORTHINGTON
Vice-Commodore	-	WM. J. BENNET
Rear-Commodore	-	V. A. HIVES
Sec.-Treas.	-	PHILIP E. HINTZ
Measurer	-	O. P. DEMARS
Asst. Measurer	-	Otto Nehmst
Surveyor	-	Alva Bradley
Fleet Surgeon	-	Dr. J. M. Ingersoll
Fleet Captain	-	O. P. DeMars

The Cleveland Yacht Club anchorage is opposite the club house at the foot of East Ninth St. It is at the east end of the harbor. A new stone breakwater extends a mile and a half east of the anchorage which is protected absolutely from every quarter but the north-east, and nor'-easters are rare down Cleveland way.

Cleveland yachtsmen sail their races outside the harbor, starting just off the breakwater which is half a mile from the club house.



COMMODORE H. W. STEELE
CRESCENT YACHT CLUB, WATERTOWN, N.Y.

Crescent Yacht Club of Watertown, N.Y.

THE Crescent Yacht Club, with its headquarters at Chaumont Bay, Jefferson Co., N.Y., had its birth in March, 1901, with a membership of 43. At Sacketts Harbor, about twelve miles from Watertown and the site of Madison Barracks, a summer cottage was rented and remodeled for a club house. At organization the following officers were elected:

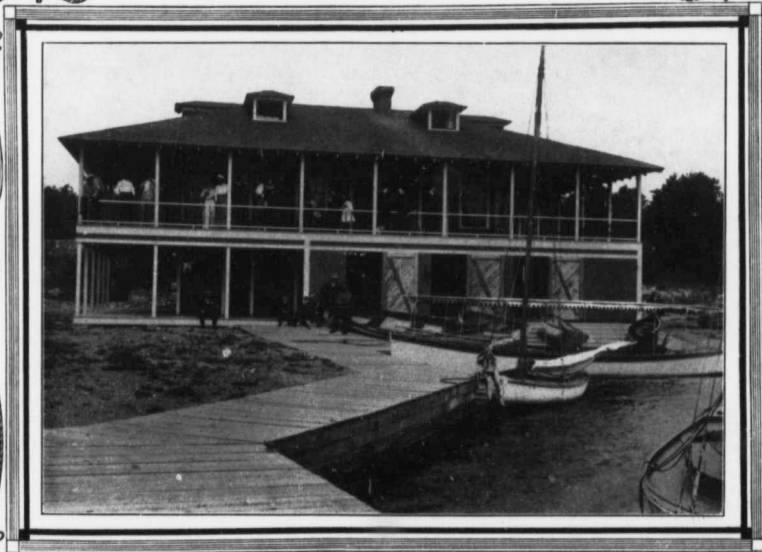
Commodore, Harvey W. Steele; Vice-Commodore, E. H. Murray; Secretary, F. M. Boyer; Treasurer, R. S. Parker. The fleet then consisted of sixteen sail boats and three power boats. The club as an organization did not race abroad until 1903.

In 1902 Mr. Steele was re-elected Commodore and the membership increased to ninety-one with a fleet consisting of sixteen sail boats, seventeen power boats, one auxiliary, and one steam yacht, thirty-five boats in all.

The next year, 1903, was an important one in the history of the club. George W. Reeves was elected Commodore, holding that office for five consecutive years. The Crescent Yacht Club was incorporated. The first race of representative

boats of the club against foreign boats was sailed this year and the headquarters of the club were moved from Sacketts Harbor to Chaumont Bay, about twelve miles north of Sacketts Harbor, in a fine land-locked harbor. The races in which the Crescent Yacht Club participated as an organization against foreign boats was the race for the Chaumont cup, presented by the citizens of Chaumont. The Nina, owned by Commodore Reeves won, the Verona, a Kingston boat finishing second. Since that time the Chaumont cup has never passed out of the lockers of the Crescent Yacht Club, the Turtle successfully defending it in 1907.

At the time of the incorporation of the club it was decided to move the headquarters to Chaumont. One and one-half acres of land on the bay shore were donated by Adams, Duford Co., of Chaumont, and in the spring of 1904 the club house was constructed. The club house is built on the the bungalow style and has a frontage of 100 feet. There are 300 feet of dockage, boathouses, stalls for twenty naphtha launches and a marine railway for beaching the boats. Power boat races were held during the season of 1903. The Guess, a C.Y.C. boat won third place in the race for the gold challenge cup for any power boat in the world. The cup was won by Chip II. of the Chippewa Bay Yacht Club and is now held by Chip III. of that organization. In the races among the twenty-five-foot class power boats, the Mamie, an outlaw boat owned by C. Roat of Cape Vincent, finished first, defeating the Irene of the Crescent Yacht Club. In 1904 no races were sailed with foreign boats.



Crescent Yacht Club House
Chaumont Bay, N.Y.

In 1905 open races were sailed near Picton, Ont., for special prizes put up by the Picton Yacht Club. The Nina finished first and the Latonka finished second, thus giving two prizes to the Crescent Yacht Club.

In 1906 a twenty-five-foot class race was sailed in the Bay of Quinte for a special cup. The Oleva, a Brighton, Ont., craft, finished first, winning the cup. In the eighteen-foot class the Nina won first place by a margin of twelve minutes. At Chippewa Bay the Guess Again of the Crescent Yacht Club failed to capture the gold challenge cup for power boats.

The year 1907 was the most important in the history of the Club. Early that spring a call was made by the Crescent Yacht Club for a meeting to be held at Kingston. Delegates were sent from the eight Clubs at the foot of Lake Ontario and an organization known as the Eastern Yacht Racing Circuit of Lake Ontario was perfected, to encourage the building under universal rules of boats of "R" type. The Crescent Yacht Club was to furnish a perpetual challenge trophy to be raced for by boats of the "R" type, the first race to be sailed in the Bay of Quinte, the second at Kingston and the third, if necessary, the cup going to the Club winning two out of three races, to be held at Chamont Bay. The winner of the first of the series was to be defender of the Cup. After the first year the cup could be challenged by any Club on Lake Ontario, which was of a country foreign to the holder. The races could, however, be participated in by one representative from any Club on Lake Ontario, either Canadian or American. The George Challenge Cup was presented by Silas L. George of Watertown, and popular subscriptions. The Crescent, owned by a syndicate in the Crescent Yacht Club, designed by

Charles D. Mower of New York, was built as the cup defender. The first race was sailed between the Crescent, the Kathleen of Kingston and the Little Nell of Trenton, on July 25 over a nine nautical mile course. The Crescent won by two and one-half seconds. The second race was sailed at Kingston, July 27, in a forty-mile gale between the Kathleen and Crescent, the Little Nell having dropped out. The Crescent won this race by one minute and ten seconds. This closed the series and the Crescent Yacht Club held the cup.

The Club in 1908 has 225 members and the fleet consists of 105 boats, of which thirty are sailboats, five cat boats, sixty-five power boats, two auxiliaries, two trunk cabin cruisers and one steam yacht.

The list of officers is as follows:

Commodore	-	-	-	Harvey W. Steele
Vice-Commodore	-	-	-	W. H. Moore
Secretary	-	-	-	George B. Calder
Treasurer	-	-	-	L. R. Washburn
Historian	-	-	-	H. J. Angley.

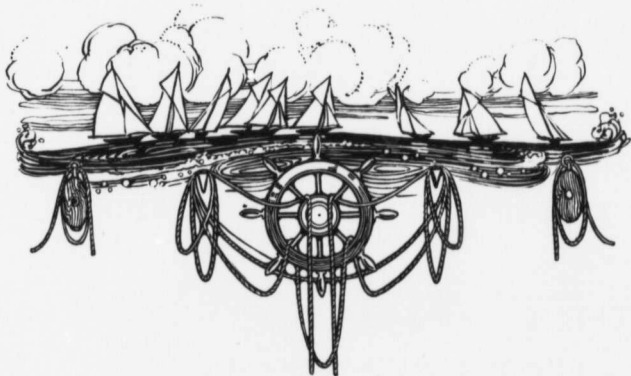
Commodore Harvey W. Steele is one of the charter members of the Crescent Yacht Club, having joined in 1901, and elected commodore at that time, holding the office two years. He was a member of the executive committee in 1903 to 1905. In 1905 and 1906 Mr. Steele was senior fleet captain and vice-commodore in 1907. He was elected commodore in 1908. Mr. Steele is a power boat enthusiast.

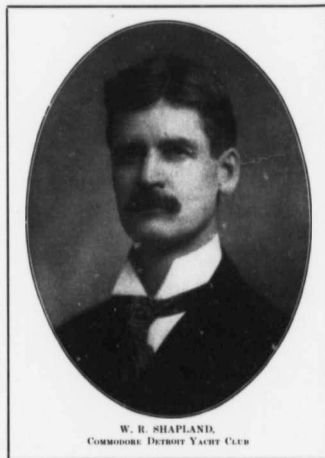
Ex-Commodore George W. Reeves, and captain of the victorious Crescent, is also a charter member of the organization. He was a member of the executive committee from 1901 to 1907, and was commodore from 1903 to 1907. He is the part

owner of the flag ship Crescent. Mr. Reeves was born near the shores of Lake Ontario and is an enthusiastic sailor. He is a member of the law firm of Kellogg & Reeves and is city judge of Watertown.

E. H. Murray, donor of the Murray cup, which has been raced for among the boats of the Club, was vice-commodore in 1901 and 1902; a member of the regatta committee in 1903 and 1904 and junior fleet captain in 1906. He is owner of the sail boat, the Duchess, which has won one first, three second and one third prizes. He is part owner of the Canokas and formerly was part owner of the Turtle.

H. N. Butterworth is a charter member of the Club. He was on the membership committee in 1902, junior fleet captain in 1903, member of the house committee from 1904 to 1907 and a member of the regatta committee in 1908. He is the owner and builder of the Swallow, a Lark design, which won a silk pennant in a special race. He is also owner of the yacht Neola, and the cat boat, No. 3, which won the special race for cat boats in 1906. He is the donor of the Butterworth cup, which has been raced for among the boats in the Crescent fleet.





W. R. SHAPLAND,
COMMODORE DETROIT YACHT CLUB

Detroit Yacht Club

Detroit, Mich.

NESTLING on the north shore of beautiful Belle Isle and commanding a view of the upper end of the City of Detroit lying beyond the stretch of river divided by the island — the Detroit Club enjoys the distinction of having one of the finest homes among fresh water yachting organizations. And it is well to be understood that the acquirement of this

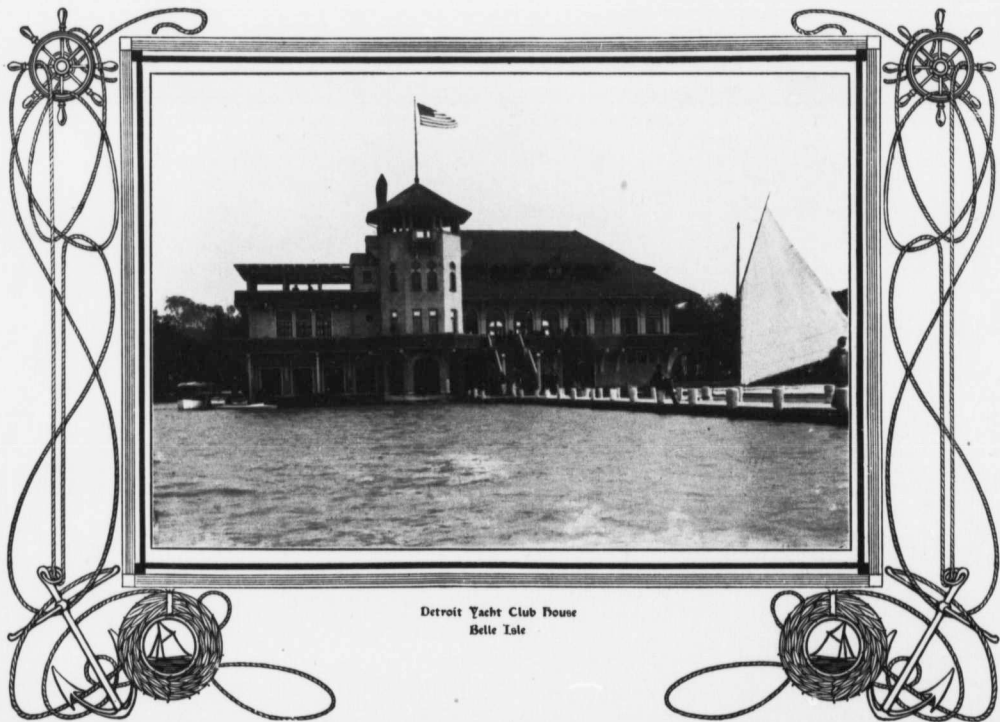
beautiful property was not the work of a moment or of spontaneous contribution or effort, but came after years of the hardest kind of work to keep the Club afloat when others starting about the same time were going down with not even a buoy to mark their last resting place.

The Detroit Yacht Club was organized in 1868. The first yachting organization of any importance in the City of the Straits was the old International, which disbanded after the tragic death of its Commodore, K. C. Barker, in 1874. The International had done a great deal of good for the sport of yachting but it had no tangible property. Therefore when its Commodore and leading spirit was drowned so unfortunately

the organization lagged and finally passed out.

Yachting continued to thrive in a modest way in Detroit and various match races and regattas were held but under no permanent organization management. The Detroit Yacht Club held some events in a desultory individual and unorganized fashion, but there was no concerted movement for the uplifting of yachting until the year 1877. At this time through the agency of S. H. Ives, now deceased, the Detroit Yacht Club was re-organized and an attempt was made at enthusiasm. However, yachting languished in this vicinity and the interest was slight in comparison to that of previous years. The Club, just about existed and dragged along in this fashion until the year 1882, when the Michigan Yacht Club was formed. This organization started to boom things in great fashion, which helped the yachting along considerably, and incidentally the Detroit Yacht Club fattened upon the renewed interest. The activity led to incorporation and on November 1, 1887, the Detroit Yacht Club was incorporated, with George W. Newberry as president of the reorganized and rejuvenated body of Corinthians.

In the years that followed there were many dissensions and breakings away, about which it would be useless to write. The most important split, however, was in the late eighties when a number of members of the Detroit Yacht Club withdrew and formed the Citizens Yachting Association, building a house at the foot of McDougal Avenue. This Club later went the route of so many others and its memory is now reposing peacefully somewhere on the bed of the Detroit River.



Detroit Yacht Club House
Belle Isle

Detroit Yacht Club—Continued

The D.Y.C. had the old Park house at Owen Park as a headquarters and a modest club house was built at the foot of the dock. The Club was very prosperous and began to grow handsomely. Along about 1890 the Michigan Yacht Club—its chief rival in the popularity of the community—erected a handsome new club house on Belle Isle. This was after the building of the home of the Detroit Boat Club further west on the same shore of the island. The Michigan Club, however, went into the social features of yachting with so lavish a hand that in 1894 it was forced into bankruptcy. As soon as matters could be arranged the Detroit Yacht Club incorporated as a stock company, acquired the M.Y.C. property and in 1895 moved across the American channel of the river and occupied the fine club house of the defunct organization. This club house remained until the disastrous fire of 1904 which razed it to the ground.

But in this the members of the Club exhibited the same fortitude that was characteristic of the first years of struggling existence. While the ruins of the fine building were still smoldering the officers of the Club energetically set about to rebuild the club house. A hurried meeting was called and over \$4,000 was subscribed toward the building project. There was \$6,000 insurance on the demolished structure and this, with the subscription of \$4,000, made a handsome nucleus of a building fund that grew steadily as work on the new structure progressed.

With one of the handsomest club houses on the Great Lakes all paid for, the Detroit Yacht Club has made a record to be proud of and its able officers of the fire year, as it is known, received many congratulations for steering the ship through the rough seas. The policy of the officers of the Detroit Yacht

Club has never been one of extravagance. The social features have not been neglected but have been kept within reason and the cafe and club house have been conducted on a rational basis, side-stepping the pitfalls that have ruined many good clubs. The Club had done its best to boom yachting and has succeeded beyond the effort of any similar organization on the river in the magnitude of its races and the advantages offered its members.

The regular quota of Club events has been held annually and in addition there has been the big free-for-all in the fall, which has grown to be regarded as one of the most important events on fresh water. A large fleet of catboats has been assembled and these afford much amusement and sport for the members who hold regattas every Saturday. They also serve to develop sailing instincts in the breasts of the younger members who possibly join the Club for social privileges.

The Detroit Yacht Club has a membership of 600 and enrolls all of the good yachts on the river in its Club roster. Its future is very bright and financial conditions are good. There is no danger of a storm, however sudden, taking the stick out of this old craft, which is now about forty years old.

Officers for 1908 are:

Commodore	-	W. R. SHAPLAND
Vice-Commodore	-	ERNEST VENN
Rear-Commodore	-	A. H. REUTER
Fleet Captain	-	MANNING LEONARD
Fleet Surgeon	-	DR. S. B. HAMBLEY
Fleet Measurer	-	HUGH B. GUNNISON
Secretary	-	OSCAR LINGEMANN
Treasurer	-	A. C. KRAMER

Directors

L. W. SCHIMMEL	THOS. GRIFFIN	THOS. OWEN
Jos. DUGGAN	FERD. LUDERER	

Lakewood Yacht

Club

Rocky River, O.



NE of the handicaps Cleveland suffers under as a yachting centre is its dirty harbor. A combination of sewerage, gas tar and soft coal smoke is a tough proposition for milk white sides and snowy canvas. Clevelanders stay with the game nobly, however, and perform miracles in keeping their yachts clean, but they have been driven into a good move—establishing a yacht station clear of all the mess and dirt of a commercial port. This is at Lakewood, further up Lake Erie. The harbor there is the only one suitable for pleasure boats for many miles east and west of Cleveland, and practically all of

the Cleveland pleasure craft will be found there. A proposition is now on foot to unite the two clubs and make one large and truly representative organization. Committees from the two clubs have been appointed to confer regarding a consolidation and something will be accomplished, in all probability, before fitting-out time comes around again.

The Lakewood Club has been in existence but a few years. For two or three years the organization made its headquarters wherever it could get in. Then a tent served the place of a clubhouse, on a site leased on the east bank of Rocky River, fronting on the lake; and later the present modest clubhouse was erected on this site. Up to this time all there was of the organization was the membership, a few boats, and unbounded enthusiasm and faith in the future. When the clubhouse was built it was considered quite a proposition and some of the more conservative members thought they would never find use for all of the locker space that was provided. A rapid, healthy growth began at once, however, and soon the capacity of the clubhouse was overtaxed. Two years ago it was decided to dredge a lagoon

from the river in back of the clubhouse. This was accomplished largely by personal subscription and has added greatly to the comfort of the members during the past two seasons.

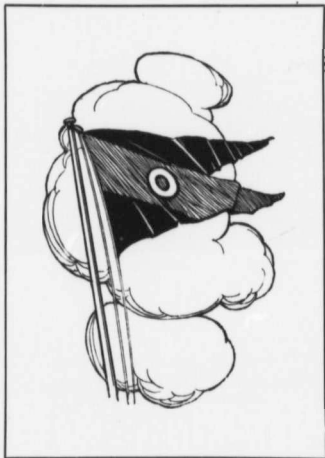
The Club has had a remarkable growth. The membership limit was 150, and was not full. An active campaign for members was begun and soon there was a waiting list. It was decided to raise the limit to 175, but in another month this limit was passed, and it was then set at 250.

The island at the mouth of Rocky River has been purchased and improvements have been commenced that will one day develop the finest yacht club location on the south shore. For years the Lakewood boys have been looking sidewise at this island proposition, hoping for the time when they would be able to come into possession of it.

This island is beautifully located, a few hundred feet up river from the open lake. It contains about seven acres and is nearly surrounded by deep water. Its border affords about a half-mile of space for landings, private docks, etc., and it can be made up beautifully to accommodate a large club. The lower end is protected from the seas by a line of closely-driven piling. A landing built out into the east channel in a general northeasterly direction serves as a protection to the boats moored along that side of the island. The west channel runs in behind the cliff in such a manner that there is always peaceful water there.

The clubhouse is located at the lower end, facing northeast. The dinghy shed is west of the clubhouse, the marine railway further up and the spar shed will naturally be near the ship yard.

The landscape possibilities of the location are great and there is a good start already in quite a respectable growth of large forest trees. The subsoil is a heavy clay and shale, which will afford excellent support for foundations of buildings. It is proposed to put a foot-bridge across from the east side of the river, while the vehicle approach will be from the west.



The Oswego Yacht Club

It was in May, 1881, that the yachting game first gained sufficient attention in Oswego to warrant the formation of an organization to foster and stimulate local interest in the sport. Out of that organization known as the Oswego Boat Club, grew the present Oswego Yacht Club, which was incorporated the following winter with about one hundred members.

Since then yachting has become an established means of recreation in Oswego and devoted to it almost exclusively to-day are two hundred and fifty sportsmen, who have a fine club house and anchorage on the shore of Lake Ontario.

Of the little coterie of yachtsmen who first expended their time, energy and money in stimulating interest in the sport, some are still in harness and watching with interest the healthy maturity of the seed which they sowed over a quarter of a century ago.

First in prominence among the members of the Oswego Yacht Club is Commodore John T. Mott. He was one of the charter members of the organization and even

now seldom misses a race or regatta on Lake Ontario. Mr. Mott is President of the First National Bank of Oswego and Republican State Committeeman for the Oswego-Jefferson district, but every week business and politics are laid aside for a cruise in his handsome yawl-rigged yacht, the "Papoose." Mr. Mott was the first president of the Lake Yacht Racing Association, and in 1882 brought out the keel yacht, "The Cricket," as smart as ever sailed on the Great Lakes. At that time she was the centre of attraction at every Port that she visited, and speculation as to whether or not she would prove a success formed a topic of interest for the sporting writers of the day.

Probably the most widely known yachts that were ever identified with the Oswego fleet were the Cutter "Yama," at one time owned by Allen Ames, and the "Katie Gray," now the property of Commodore John P. Phelps, and still flying the Oswego burgee. Fifteen years ago the "Yama," which is now owned in Toronto, was the fastest craft on the lake and her tussels for supremacy with "Zelma," a Toronto yacht, are still famous and remembered by the older yachtsmen. The "Yama" during the years that she raced carried off prize after prize.

The "Gray" is a creation of Alex. Cuthbert, of Trenton, and was built in 1875. She won the Bay of Quinte championship in 1876, the Toronto races in 1879 and swept everything before her at the Oswego regatta in 1882, the year that she was purchased by the late W. B. Phelps, of Oswego. The "Gray" is still in commission and though her racing days are over she has covered a greater distance during the last ten years than any other boat in the Oswego fleet.

The Oswego Yacht Club—Continued.

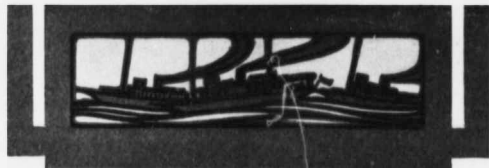
There are now about fifteen yachts and a like number of motor boats flying the Oswego Yacht Club burgee. In latter years Oswego crafts have not participated actively in regattas as frequently as in the past. The only real speedy craft now in the fleet is the flag ship, "Teresa," owned by Commodore James Parker. The "Teresa" gained a second the last time she raced at Kingston two years ago.

Despite the fact, however, that Oswego boats are not now so often seen in competition, the organization has never been in a stronger condition numerically or financially. The Club is a member of both the Y.R.A. and Eastern Racing Circuit of Lake Ontario and in addition to their club house, maintain a large

motor boat house and marine railroad. All of these conveniences are always at the disposal of visiting yachtsmen and each year the Club entertains several hundred motor boat enthusiasts on the way from New York and other points to the Thousand Islands—a trip which is made by the smaller craft by way of the Erie and Oswego canals and Lake Ontario.

The officers of the Club for 1908 are:

Commodore	-	JAMES PARKER
Vice-Commodore	-	E. C. SCHILLING
Fleet Captain	-	JOHN O'CONNOR
Fleet Surgeon	-	DR. J. W. EDDY
Sec'y and Treas.	-	C. J. McDOWELL





GEO. P. CULP
COMMODORE ROCHESTER YACHT CLUB

Rochester Yacht Club

THE Rochester Yacht Club occupies a unique position in Great Lakes yachting. With its members living seven miles from the club station and possessing few if any natural advantages for the development of a fleet, the club, which was organized in 1886, has grown until it stands today second only to the Royal Canadian Yacht Club of Toronto,

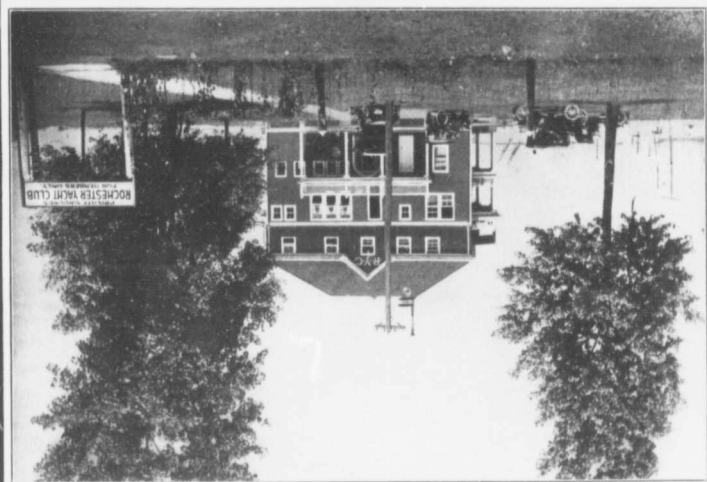
considered purely from a racing standpoint. Rochester is not essentially a yachting town, nor do its citizens get over-enthusiastic even when its tars are out on the high seas grabbing cups and other trophies emblematic of supremacy. The Rochester Yacht Club is at Somerville, N.Y., opposite Charlotte, N.Y., at the mouth of the Genesee river.

The stimulus of yachting in Rochester has been vested in a very few patrons of the sport, but those few have had the satisfaction of seeing their efforts rewarded with success. They have watched the development of the racing yacht from the old days of the clipper bow, schooner-rigged, wind-jamming hooker, with a keel almost as heavy as a locomotive, down to the day

and generation of such a ghost as the incomparable Seneca, the wonder of 1907.

Away back in the latter part of the 80's Rochester Yacht Club boats were in the hunt, even up on Lake Erie, one notable instance being the occasion of the voyage of the Fife sloop *Nox* to Put-In-Bay, when she outsailed everything in the 25-foot class and utterly routed all Lake Erie yachts that locked bowsprits with her. In 1892 the big sloop *Onward* cruised over to the Bay of Quinte and in a whale of a breeze put her rival *Norah* out of the running and brought back the Club's first international prize, the Fisher Cup. Seven years later the Club responded to the Chicago Yacht Club's appeal for help, and sent the famous Hanley sloop *Genesee* to compete in the trials for a Canada's Cup challenger. The *Genesee* gave her opponents such an unmerciful walloping that they were never heard of again outside of Lake Michigan. Then under the auspices of the Chicago Yacht Club, she went to Toronto and trimmed the defender *Beaver*. The cup was won for the Windy City and the *Genesee* sailed back to Charlotte sans the trophy but rich in glory. The following year the Canadians romped over with the *Minota* in tow, looking for the Fisher Cup. *Genesee* gave her the sleep potion in two straight heats. Then Chicago lost the Canada's Cup to the Royal Canadian Yacht Club and Rochester yachtsmen buckled on their armor and journeyed across the pool for a try on their own hook. This time it was the big, handsome, slippery cutter *Irondequoit*. After losing two races and the cup almost hull down on the horizon, Skipper Addison G. Hanan of New York made a melodramatic entrance

Rochester Yacht Club House



Rochester Yacht Club—Continued

on the scene and put the challenger through her paces according to the blue prints. Three solid raps she gave the defender, Stratheona, and every yard of bunting that for two days had inflamed Toronto's busy streets, instantly turned to crepe. Then the cup came back to where Rochesterians could glimpse it and watch it. They have been doing this ever since. The Canadians tried hard and gallantly to win it back in 1905 with the Temeraire, but Americans put something in the water—Iroquois—and it was Rochester for the third time. Some meed of consolation was given the Royals in 1906, however, when their beautiful sloop Zoraya avenged the Temeraire and administered the soundest thrashing to Iroquois that that slim nosed champion ever received, but it was for the Fisher Cup, and the blue ribbon of Lake Ontario—the Canada's Cup—still stuck. In 1907 the biggest yachting surprise in many years was sprung. Everybody knows about it and it does not make good reading for Canadians. The latter had challenged for the same old cup and they had impressed Fife, Mylne and Payne into service. The Payne candidate, Adele, won out in the trials. Nat Herreshoff, who had never before been mixed up in fresh water racing, evolved the defender Seneca. Skipper Hanan sailed her and he had for his opponent Emilius Jarvis, Canada's best. In everything from zephyrs to blows, Seneca simply paraded. Twice the Adele failed to finish. The cup still stays.

Yacht racing is like everything else. Things have been rosy for the Rochester Yacht Club in the racing line and its members are proud of the record made. But there is always an ebb as well as a flow to the tide. The mutations of time have their effect on yacht racing as they have on every other sport and enterprise.

This summer (1908) members of the Rochester Yacht Club are absorbed in the proposition of new anchorage, a basin which has been in a stagnant state for many years and which is separated from the Genesee river by only a hundred feet of soft earth. Once this is cut through and the basin dredged, the fleet will have exceptional harbor advantages and a greater impetus will be given yachting in all its branches.

The Rochester Yacht Club's racing course is in the open lake off the mouth of the Genesee river. Its anchorage is up the river a half a mile from the pier heads. The anchorage is well protected from everything except a north-easter, which sends a swell that turns things topsy-turvy occasionally, hence the agitation for a basin.

THE OFFICERS FOR 1908

Commodore	GEORGE P. CULP
Vice-Commodore	GEORGE B. SAGE
Fleet Captain	ERIC C. MOORE
Secretary	CLUTE E. NOXON
Treasurer	EDWARD O. GRAHAM
Fleet Surgeon	DR. W. J. HERRIMAN
Measurer	CHARLES J. PEMBROKE

DIRECTORS

Frank Ocumpaugh	George V. Fleckenstein
A. R. Gorsline	Thomas B. Pritchard
Frank T. Christy	Winfield P. Pembroke

EXECUTIVE COMMITTEE

Commodore	Vice-Commodore	Fleet Captain
Secretary	Treasurer	Directors

Toledo Yacht Club



S. O. RICHARDSON, JR.
COMMODORE OF THE INTERLAKE YACHTING ASSOCIATION

FOR thirty years the Toledo Yacht Club has been doing business on Lake Erie, and to-day it is a hale and hearty Club with eighty-seven boats in its fleet, 500 active members, seventy non-residents, thirty-five life members and seven honoraries. In trophies just at present it is a little shy, the Commodore Miller's Punch Bowl being the principal one after the

fire of last year, but the deficiency is more than made up by the enthusiasm of the members.

The Toledo Yacht Club has had several homes. The first was on Gard Island, in 1878, a very modest affair. It was succeeded by a more pretentious structure of wood on the same island in 1890. This was succeeded by a third clubhouse on Presquile six years later. The fourth clubhouse was built at the present location, Bay View Park, in 1903, and was one of the handsomest on the lakes. The latest clubhouse is a still more magnificent structure. It was opened with appropriate ceremony May 2nd, 1908.

As already stated the history of this aquatic sports organization dates back over a quarter of a century. When organized

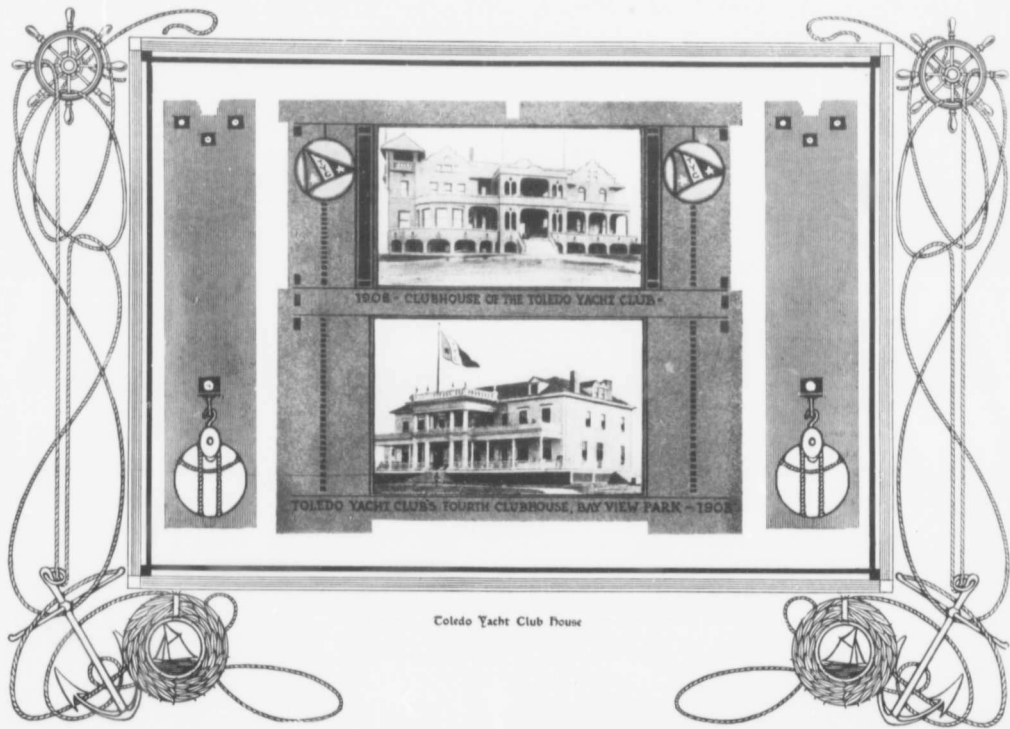
in 1878 the name Toledo Yacht Club was taken, and that name was surrendered in 1896 for the corporate title of Toledo Yachting Association. The reason for the change in title was consolidation with another local aquatic organization—The Ohio Yacht Club. In 1904 the old, historic name of Toledo Yacht Club was re-adopted.

The Toledo Yacht Club was organized in 1878, and its first Commodore was A. L. Smith, whose flagship was the Stella. The T.Y.C. Commodore during the year which witnessed the merger of local yachting interests (1896) was E. D. Potter, jr. The Ohio Yacht Club, organized in 1885, had for its first Commodore, S. C. Reynolds, and its last, John E. Gunckel. The merger of the Toledo and the Ohio Clubs created the Toledo Yachting Association in 1896, with S. O. Richardson, jr., as first Commodore.

Officers for 1908 are:—

Commodore	-	S. O. RICHARDSON, JR.
Vice-Commodore	-	CHAS. A. RUSSELL
Rear-Commodore	-	EDWARD FORD
Financial Secretary	-	FRANK R. FREY
Treasurer	-	R. H. SCRIBNER
Recording-Secretary	-	WM. J. WILSON
Fleet Captain	-	HENRY W. HESS
Measurer	-	WALTER COAKLEY
Fleet Surgeon	-	DR. P. E. BETHARDS

Trustees—S. O. RICHARDSON, JR., R. H. SCRIBNER, W. L. SCHUMACHER, C. A. RUSSELL, F. R. FREY, W. F. BROWN, EDWARD FORD, WM. F. BROER, D. E. JONES.



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The distance from goose neck or saddle to throat billiard block.
The distance from saddle or goose neck to deck.
The distance from throat to clew, called the "diagonal."
The length of each jib stay.

Send designs, plan or blue print if possible.

JIBS AND STAY SAILS

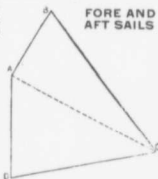
A to B. Length on stay Ft. Ins.
A to C. Length on leach Ft. Ins.
B to C. Length of foot Ft. Ins.

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Page Ninety-two



FORE AND AFT SAILS

A to B Length of gaff Ft. Ins.
A to C Diagonal Ft. Ins.
A to D Length on mast Ft. Ins.
D to C Length of boom Ft. Ins.
B to C Length on Leach Ft. Ins.

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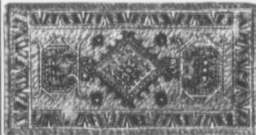
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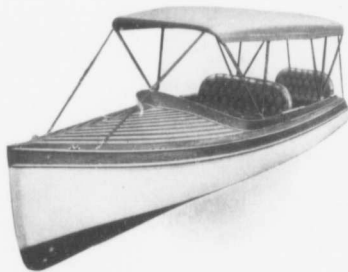
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MADE BY

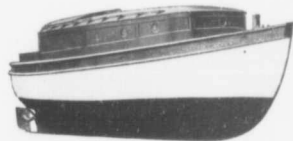
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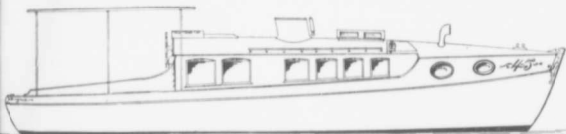


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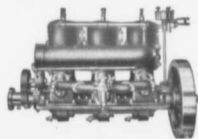
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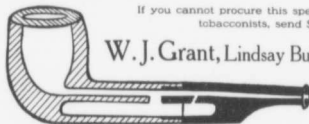


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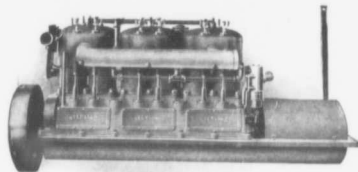
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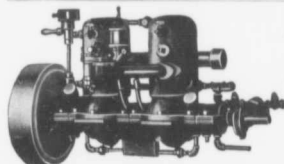
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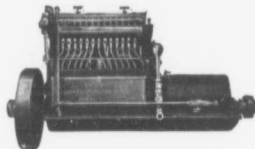
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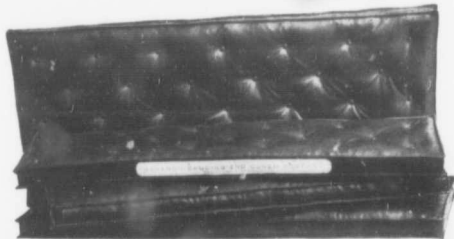
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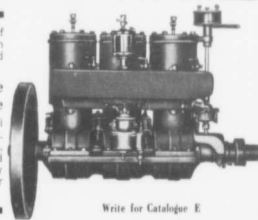
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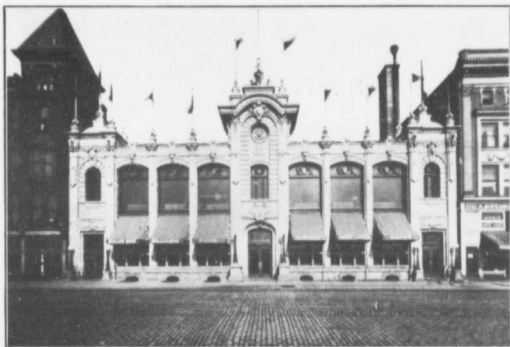


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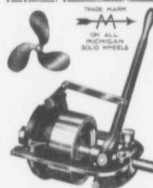
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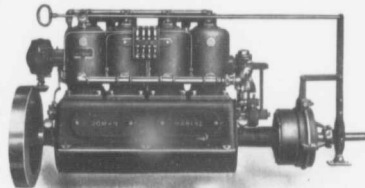
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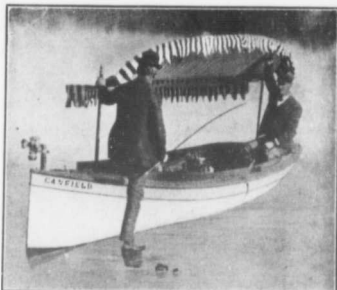
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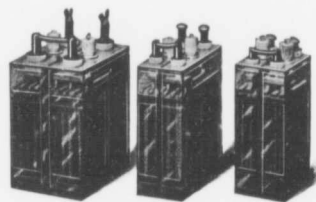
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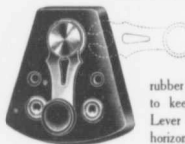
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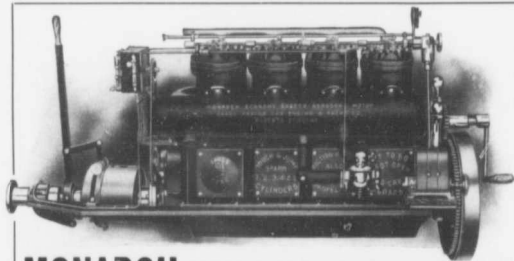


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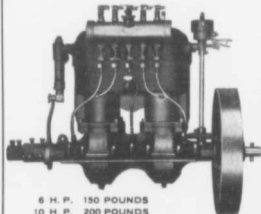
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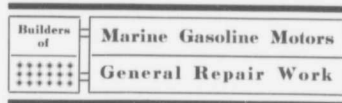
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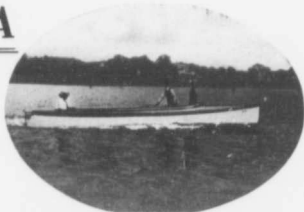
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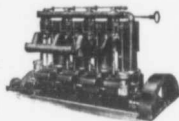
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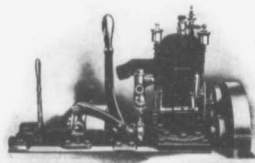
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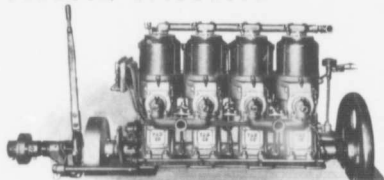
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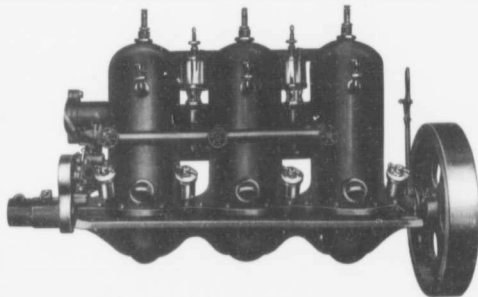
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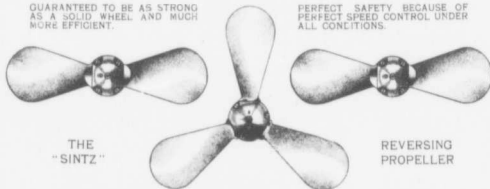
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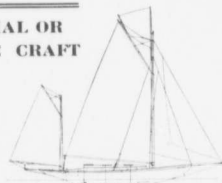
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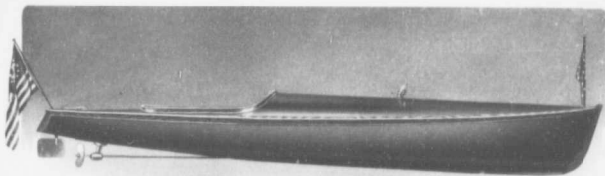
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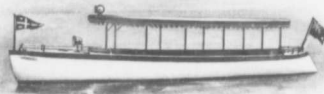
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