

YACHTING ON THE GREAT LAKES.
BY WALDON FAWCETT.

Every international race for the "America's" cup has had its effect upon yachting on the Great Lakes, both in the stimulation of additional interest and in influence upon approved design in yacht construction. The season of 1899 is sure to prove doubly productive in this sense from the fact that the object lessons

Great Lakes in yachting as a sport. Yet on the five Great Lakes, and the connecting rivers, there are three great yachting associations, embracing upward of twenty-five separate clubs; the membership in several of which ranges from 500 to 600.

The development of lake yachting has extended over about half a century, and the respective merits of centerboard and fin-keel have nowhere been more

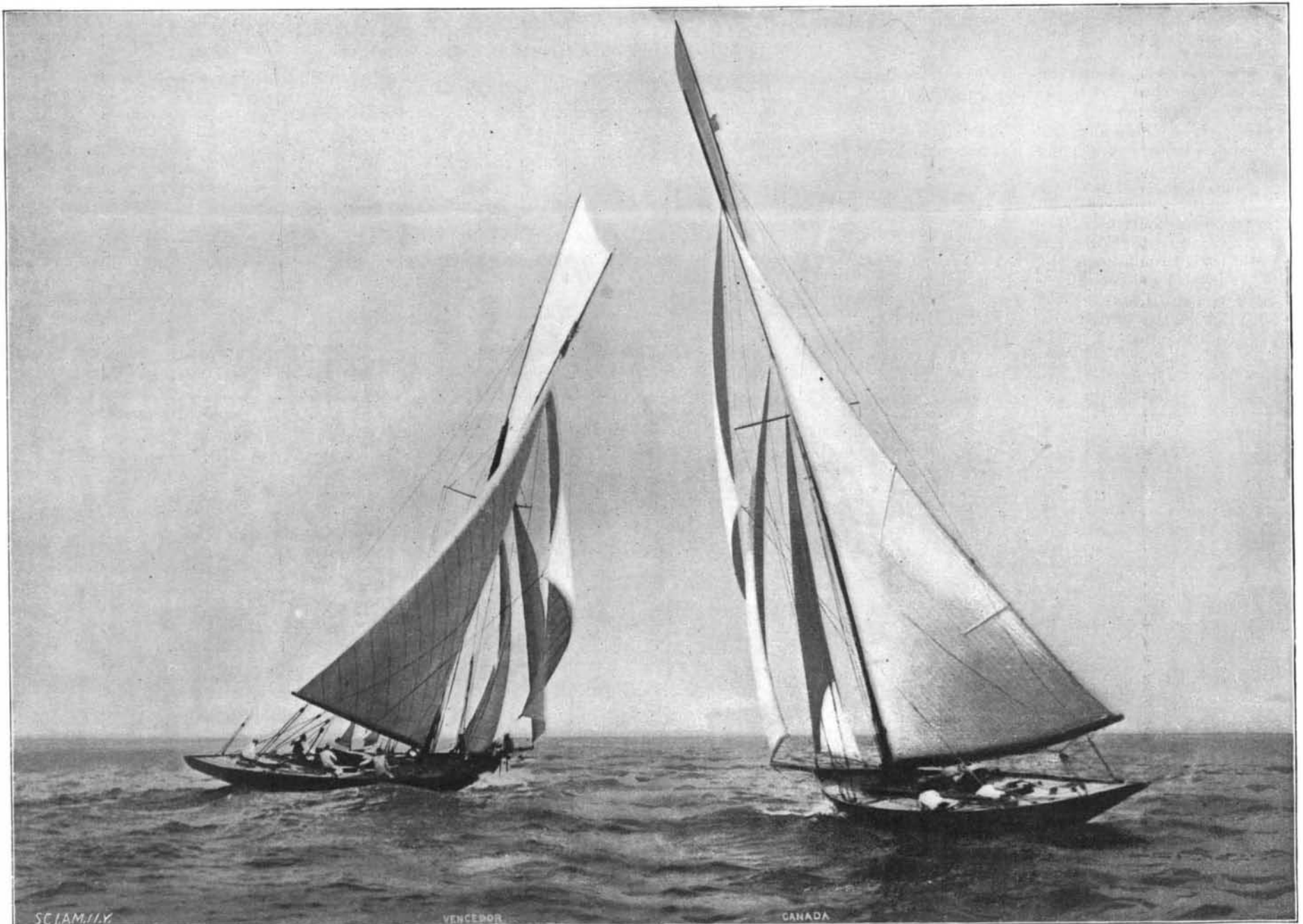
modeled pretty closely upon the designs of ocean racers. This resemblance may be traced in almost all the yachts which have captured championship flags of any importance for some years past. The lines of the "Gloriana" were followed in the construction of the "Neva." The "Sultana," of Toledo, which won the Inter-Lake Association championship in 1894, is suggestive of the "Vigilant." The designer of the "City of



"BEAVER," DEFENDER OF THE "CANADA'S" CUP IN 1899.



"GENESEE," WINNER OF THE "CANADA'S" CUP IN 1899.



"VENCEDOR" AND "CANADA," CONTESTANTS FOR THE ROYAL CANADIAN YACHTING CLUB CUP IN 1896. WON BY "CANADA."

afforded by the great contest off Sandy Hook are augmented by those derived from an international race on the lakes as well.

The fresh water yachtsman finds, therefore, suggestion of many ideas possible of embodiment in lake yacht building practice. On the other hand, he has before him a demonstration of the practicability of late innovations when governed by the peculiar conditions of the inland cruising and racing field.

It is perhaps not unnatural to find a pretty general lack of appreciation of the depth of interest on the

vigorously debated by verbal argument and actual contest. The appearance in a race for the "America's" cup of any new type or modification upon any existing one has been speedily followed by its advent upon fresh water, and, with a mere suggestion for a basis, the American and Canadian yachtsmen on the unsalted seas have worked out improvements and discoveries which have been deemed worthy the attention of the most capable designers on both sides of the Atlantic.

At the same time the boats with which these interesting experiments are made are almost invariably

the Straits" and "Alice Enright," of Detroit, evidenced his admiration for the "Volunteer." The "Puritan," of Toledo, and the "Commodore Gardner," of Cleveland, are copies from the "Vigilant;" and finally the "Vencedor," of Chicago, which was defeated in the international race at Toledo, in 1896, has points of resemblance to both the "Gloriana" and "Wasp."

In years gone by, when the yacht designers were obliged to seek the Great Lakes for their data relative to actual trials between centerboard and fin-keel boats, the preference was manifestly in favor of the latter de-

sign for racing purposes; and this sentiment is still prevalent. At the same time the centerboard type has some warm friends on fresh water who can muster more or less evidence in support of their contentions that it is especially suited to lake sailing owing to local conditions.

The "Oriole," of Toronto, a centerboard yacht, a few years ago defeated the "Priscilla," which was built for a cup defender, and which, after passing from the hands of James Gordon Bennett, came into the possession of some Cleveland yachtsmen. It is also worthy of note that of the six yachts built by Americans and Canadians with a view to participation in the 1899 international races for the "Canada's" cup, two were of the centerboard type.

Interest in yachting on inland waters should increase even more rapidly henceforth by reason of the practical certainty of international contests at reasonable intervals. Contests between yachts of the two nations bordering on the Great Lakes have occurred frequently for several decades, and as late as 1880 two cups were won by the Canadian yacht "Rivet," which was famous in England as a racer long before the cup winner "America" was thought of, about the middle of the century.

It was not until 1896, however, that events shaped themselves so as to insure to the international contests that degree of permanency which characterizes the series of contests on the Atlantic. In the year mentioned a cup was offered for which the Lincoln Park Yachting Club, of Chicago, sent a formal challenge to the Royal Canadian Yachting Club, of Toronto. When the race was sailed late in the summer of that year off the port of Toledo, O., the "Vencedor," which had been built by a syndicate of members of the Chicago club, was defeated by the "Canada," the representative of the Toronto organization. The Royal Canadian Club decided that their capture should constitute a permanent trophy to be henceforth known as the "Canada's" cup. The race of 1899 marked the second race for this cup, and in the races which took place at Toronto in August, the American yacht, the "Genesee," had no difficulty in besting her Canadian rival, the "Beaver," and the cup thus comes back into the possession of American yachtsmen.

British yachtsmen have several times during the discussion of the points of the contest between the "Shamrock" and the "Columbia" advanced the project of having a challenging boat built in Canada. The gentlemen interested in the sport who have in the past stood in support of this proposition have suggested that she be designed in England and the several parts put together at some port in the Dominion. They pointed out the handicap placed upon all designers of challengers for the "America's" cup by the necessity of constructing a strong craft in order to successfully withstand the trip across the Atlantic, and they cite these and contributory facts in support of the contention that the construction of a vessel in Canada would be the only way to overcome the disadvantages of building a strong and therefore weighty hull.

Probably there would be nothing to disqualify a boat built under these conditions from competition in an international race on salt water, because she could be put together at a port on the lower St. Lawrence; but Great Lake yachtsmen, both Canadian and American, are debarred. The clause which limits challenges to those foreign yacht clubs which have for their annual regattas "an ocean water course on the sea, or an arm of the sea" would serve to blast the hopes of any Canadian sportsmen, while the provision that a yacht must come to the scene of the race on her own bottom and with her own power would exclude Americans on the Great Lakes who might wish to build a cup defender. No yacht could of course make the passage of the canals with her own power.

No existent limitations have, however, retarded the popularity of the sport on the Great Lakes. Wealthy residents of Chicago, Cleveland, Buffalo, Detroit and other large cities have taken the most active interest in the building and sailing of yachts and the maintenance of club houses as well.

The three general associations, the Yacht Racing Association, of Lake Ontario, the Inter-Lake Yachting Association, and the Lake Michigan Yachting Association, are governed by general rules, universal in scope, formulated at a meeting of representatives of the various associations.

The Lake Ontario Association is composed of the Rochester, Oswego, Bay of Quinte, Kingston and Buffalo clubs, the Victoria Club, of Hamilton, Ont., the Royal Hamilton Club, of the same city, and the Royal Canadian Yacht Club, of Toronto.

The Inter-Lake Yachting Association, which embraces the clubs on Lake Erie and the Detroit River, has in its membership the Cleveland, Erie, Buffalo,

Sandusky, Put-in-Bay clubs, the Toledo Yachting Association and Up-the-River Yacht Club, of Toledo, the Detroit Yacht Club, West End Yacht Club, and Detroit Boat Club, all of Detroit.

The Lake Michigan organization takes in the Chicago Yacht Club, the Lincoln Park Yacht Club, of Chicago, the Milwaukee Yacht Club, and several smaller organizations on Lake Michigan.

The clubs enumerated comprise practically all those on the Great Lakes, there being little, if any, yachting on Lake Superior.

The members of each association assemble at some central point each year for an annual regatta, and on occasions the fleet of one organization has made a squadron sail to the rendezvous of one of the neighboring associations. Possibly the best programme of this sort for an extension of fraternal feeling has been that of 1899, opening with the cruising race of the Lake Michigan yachts at Mackinac Island and followed by a visit of these boats to the Lake Erie regatta at Put-in-Bay and the event at Erie, Pa., the whole fleet finally proceeding to the international race at Toronto; its possibilities are of a nature to be appreciated by yachtsmen everywhere, be it viewed from a technical or social standpoint.

Almost all the clubs on the lakes have very handsomely fitted up club houses and several of them have, or have at some time had, floating club houses. About the time of the civil war the Royal Canadian Yacht Club, which had only just secured permission to prefix "Royal" to its name, gloried in quarters fitted up on an old-fashioned side-wheel steamer.

The lake yachtsmen

in this country, continue to figure in Canadian races, but most of the American-owned yachts are from the designs of residents of the lake territory. It is interesting to note in passing that A. G. Cuthbert, formerly the well known Canadian designer and who was responsible for the famous "Countess of Dufferin" and the sloop "Atalanta," which raced for the "America's" cup, is now a resident of Chicago, and designed an American boat for the race of 1899. There has been little dishonesty in lake yachting since the affair of the "Ina," which, along in the seventies, defeated with ease everything against which she sailed. After the officials secured evidence that she shifted her ballast, the flier disappeared with a suddenness that was startling.

The steam yacht fleet on the Great Lakes has increased within the past few years to quite respectable proportions. The "Comanche," of Cleveland, and the "Enquirer," of Buffalo, two of the best boats, were purchased by the government during the Spanish-American war. On the former, Senator Hanna and President McKinley had enjoyed many cruises. The "Peerless," owned by the Harkness estate, of Cleveland, is now probably the best yacht on fresh water. Detroit has a handsome fleet which includes the "Pathfinder," "Cynthia," "May Lily," and "Lily." The Wade yacht "Wadena," now on the Atlantic coast, is counted a lakeboat, and W. J. White, of Cleveland, the manufacturer of chewing gum, has the "Say When," a very trim craft which he brought to the lakes from the coast. There are a number of steam yachts at Chicago, but they are unimportant. W. J. Conners, of Buffalo, who formerly owned the "Enquirer," will next year build a 250-foot yacht which will be engined for 3,000 horse power and is expected to develop considerable speed.

Finally, with the lake fleet increasing at the rate of almost 100 per cent in five years; with international contests assured, and with clubs increasing in number and membership, there would seem to be little risk in the most optimistic predictions for yachting on the chain of the Great Lakes. The deep waterway from the lakes to the sea is becoming each day a more salient possibility, and this may ultimately assure to the yachts from inland waters a standing on the coast.

RECENT DISCOVERIES IN THE ROMAN FORUM.

Archæologists and historians might well have doubted whether there could be any further prospect of discoveries of great importance to be made in the Roman Forum. But the scientific and intelligent use of the spade works wonders, and Signor Baccelli, the Italian Minister of Public Instruction, has again brought the spade into play on the Forum with results which have astonished even those who believed that the imperfectly explored portions of the site would yield interesting secrets. That the tomb of Romulus himself, the founder of the Eternal City, would be one of the discoveries seems incredible; but it is certain that in the pavement of black marble uncovered near the arch of Septimius Severus, the excavations have laid bare the Lapis Niger—black stone—which was venerated by generation after generation of Romans as the place where Romulus was buried.

The "Black Stone" is referred to by Varro, who wrote in the century before Christ, and by Festus, three centuries after, who says of it:

Niger Lapis in Comitio locum funestum
Significat ut alii Romuli morti destinatum.

The Comitium was an open lobby of the Roman Senate, and the Senate House itself, or Curia, was where the church of St. Adriano now stands. There, then, in the place pointed out by the old historians and topographers, Signor Baccelli found the sacred site. The Lapis Niger is a pavement of thick black marble slabs, and is about 9 feet square, partly inclosed by a low wall of travertine slabs fixed in a stone socket or trough—proof of the care with which it was guarded.

Some of the archæologists claim that the Lapis Niger marked the spot where Curtius leapt into the gulf, and controversy, of course, rages around the question. However it may be settled—if it is ever settled—the important discovery of a mutilated stele beneath the Lapis Niger marks the place as one of great sanctity. The stele is inscribed with archaic Latin characters forming words so strange that the assertions of the later Romans of the empire that the ancient Roman tongue could not then be understood receives absolute confirmation.

The inscription, so far as it can be deciphered and conjecturally restored, seems to designate the spot as a peculiarly sacred sacrificial locality, and this is borne out by the objects found near the stele, small votive statuettes, vases, and objects in bronze, iron and marble. We reproduce, says The London Graphic, from photographs, some of these objects, the most ancient relics which have as yet been discovered in Rome.



Statuettes of Phoenician Type.



The Stele, Inscribed with Archaic Latin Characters.



Fragment of a Bas-Relief.



A Sacrificial Vessel.

RELICS FROM THE SUPPOSED "TOMB OF ROMULUS," ROMAN FORUM.

have one very marked advantage over devotees of the sport in the large cities on the Atlantic coast. The owner of a boat on the Great Lakes can, with very few exceptions, reach his club house and his craft after a ride or walk of perhaps a quarter of an hour from his place of business, and he is thus enabled to take many a short spin over the water which is denied to his Eastern friend, who finds it hardly worth while to think of yachting unless he has at least half a day to devote to it.

The Great Lakes have some excellent racing courses. Those at Chicago, Erie and Toronto are generally satisfactory, while that at Put-in-Bay Island, in Lake Erie, is invested with general interest by reason of its historical associations. It is triangular in shape and of a length of twenty-one miles, and with possibly two or three miles exception, the battle-ground where Commodore Perry won his memorable victory over the British is constantly in sight. Cleveland also has a triangular course where the water is fairly deep and the wind generally strong.

One thing which now adds materially to the pleasure of yachting on the Great Lakes is the large complement of accurate charts available. These are supplemented by carefully compiled records, so that when a syndicate of Chicago gentlemen, who were preparing a cup challenger for the 1899 race, wished to take into consideration August weather conditions, they were able to consult full data extending over a period of more than twelve years.

Boats designed by Watson and Fife, and put together