

## AN ICE FOUNTAIN.

Monson, Mass., is a delightful New England town, seventeen miles from Springfield. Normally it does not, however, offer any novel features which would permit of our illustrating them, but in the present instance the fountain which was allowed to play during very cold weather resulted in producing a very picturesque scene. The fountain was soon buried under an enormous mask of ice which entirely obscured its real shape and also covered a considerable area around it. In a short time boys succeeded in cutting into the mass of ice and formed an embrasure in this miniature and evanescent fort. In Belgium the carving of snow images is a popular pastime during the winter, and it is surprising that more attention is not given to this form of amusement in this country. The fountain is located upon the lawn in front of the residence of Mrs. William N. Flint.

## THE "SHAMROCK" UNDER SAIL.

BY OUR SPECIAL CORRESPONDENT.

Particular interest has attached to the trial spins of "Shamrock II." on account of the somewhat radical changes which Mr. Watson is supposed to have introduced in modeling the new boat, changes suggested by his lengthy experiments in the Denny towing tank. On the first of the two spins which she has taken in the Solent there was, during most of the time, smooth water, and breezes generally so light that the cup racer carried her big press of canvas at a very slight angle of heel. On the second day there was heart in the wind, and although there was no sea which could be counted as likely to retard the yacht the surface was pleasantly ruffled and there was a fleck of foam showing here and there on top of the short little seas.

Under these conditions it might have been expected that the watchers would have been able to settle off-hand the question of whether the new challenger went along with greater or less disturbance of the water, and therefore resistance, than other sailing cutters of similar size. As it is, however, there is some difference of opinion. When under tow the yacht went along carrying a deal of foam under the bow, and this impression is intensified when she is seen under sail. To the older school of yachting men, trained to appreciation of the sharp-stemmed craft which could cleave its way through the water with least disturbance of the surface, this peculiarity condemns her at once, and heads have been shaken ominously when her chances have been discussed among the men who built and sailed the challengers of by-gone days.

On the other hand it is argued by others who have less suspicion of novelty, that the length to which the designer of "Shamrock II." has pushed the principle of skimming over the water involves this disturbance of the surface as a matter of necessity, and it is further contended that the displacement of the water goes no depth, and there is much fuss with very little actual drag. This contention is supported by the fact that the wave from the lee bow, big as it is,

has practically disappeared before it reaches as far aft as the chain-plates.

One of the outstanding characteristics of the Watson racer is the exaggerated fashion in which the quarters are run off to the narrowest counter ever put upon a yacht of this size. The object in view in doing this was to give a fine run and a clean delivery, and this, at least, has been accomplished beyond the possibility of dispute. When sailing fast she sheds a sharp little quarter wash, but this, like the curl under the bow, is principally on the surface, and quickly disappears. Under the counter the wake left by the yacht is almost imperceptible, and a careful study of her going in a fresh

breeze and comparative calm leads to the conviction that the hull is one which can be driven with remarkable ease.

By all the calculations it appeared likely that the new craft would be excessively tender, and the fact that the scanty rail with which she is provided is put eighteen inches inside the point at which the deck and topsides meet, suggests that the designer himself expected that she would heel far and easily in anything of a breeze. The fine-drawn quarters were opposed only on the ground that the want of beam there robbed the yacht of much of her power to carry sail, and this danger of having a boat which might prove unable to stand up to her work in a moderate breeze was intensified by the shallower draught, less beam, steeper floor and greater height of sail plan given to "Shamrock II." as compared with previous challengers. These calculations looked sound, but they are contradicted in practice, for a careful observation extending through the whole of the first two days' trials shows the new challenger to be able to stand up to a breeze better than "Shamrock I.," and that she inclines to stiffness rather than to tenderness.

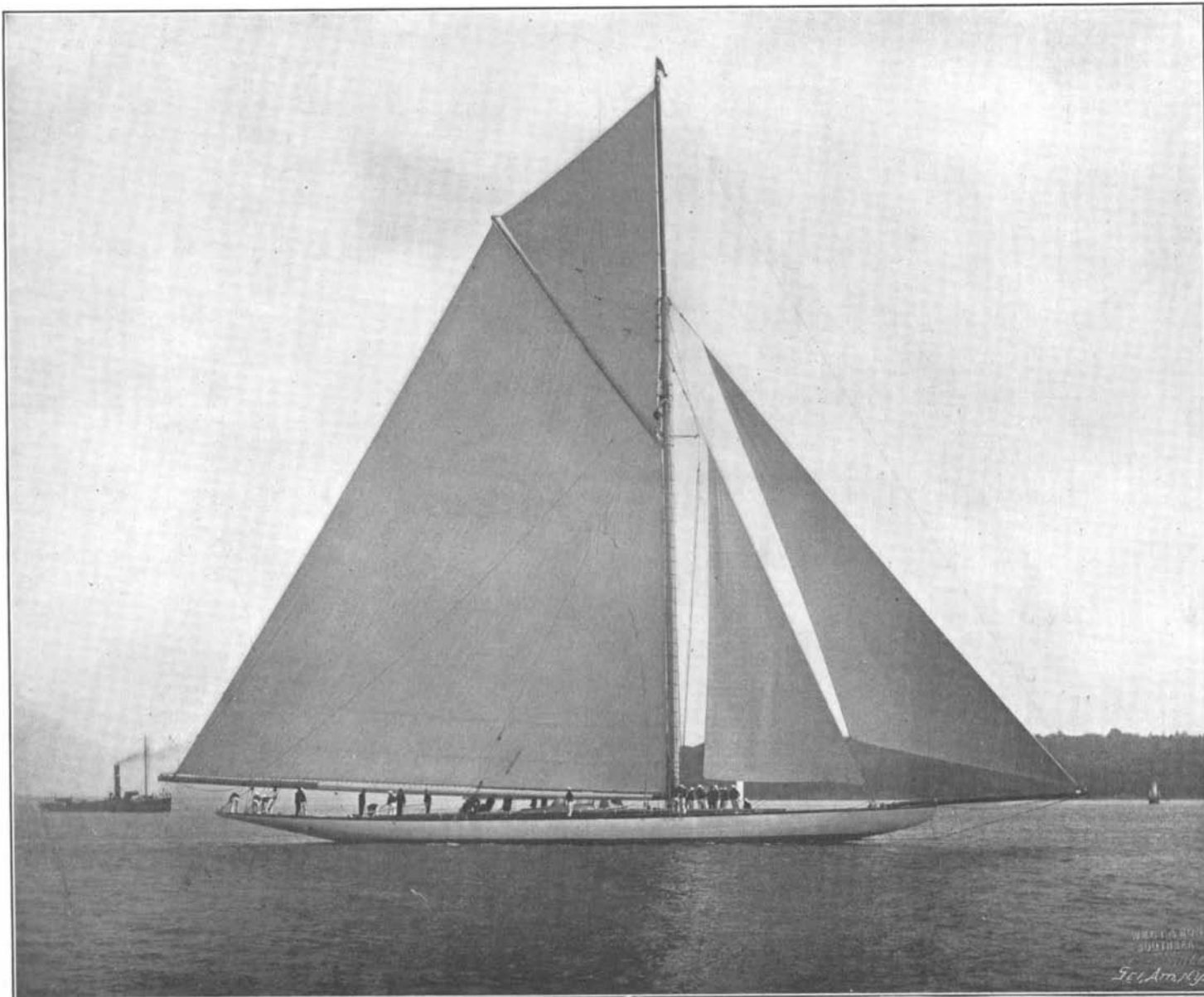
[Since the above was written the challenger has been beaten by "Shamrock I." in a strong breeze and rough sea by over five minutes, the older boat showing superiority on every point of sailing. It is offered in explanation that the sails of "Shamrock II." were ill-fitting, particularly the mainsail, and that she was not in her proper trim. Although this is probably true, it cannot be denied that the race has been somewhat of a disappointment in England, and also in America, where the interest is always greatly heightened if the challenger is believed to be a dangerous boat. The last race was over a 20-mile course, and sailing under the same conditions over a 30-mile course the difference would have been about 8 minutes. "Columbia" beat "Shamrock I." in a very similar wind and sea by 6 minutes and 31 seconds, and "Constitution" will probably be 4 or 5 minutes better than "Columbia." This shows the challenger to be many minutes slower than she should be, if the cup is to be carried back to the Solent. It is stated that "Shamrock I." is in better form and better sailed than when she was on this side of the water—which is quite possible—and "Shamrock II." will no doubt beat her in the later trials. We are indebted to Mr. David Barrie, Sir Thomas Lipton's representative in this country, for an excellent photograph of the new yacht. —Ed.]

—Ed.]

The Wind Cave in the Black Hills of Dakota is to be opened by order of Commissioner Hermann, of the General Land Office. The cave is the property of the Federal government, and includes about a thousand acres. Permission to visit it was withdrawn January 16, 1900, owing to vandalism, which was responsible for much injury to the beauties of the place. No depredations or trespasses of any kind will be permitted, and no specimens will be allowed to be taken away by tourists, and there will be no fees or gratuities in connection with the visit.



AN ICE FOUNTAIN AT MONSON, MASS.



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