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**YACHTING FOR '89.**

England will Probably not Try for the America's Cup.

BUT AUSTRALIA PROBABLY WILL

The Smaller Class of Craft Which Will Be More Numerous on the American Sea Coast This Season—Coming Events of Interest.

The prospective season for yachting in America will be one of greater activity for home talent than the previous half dozen



CLARA.

years have been. The chief reason for this is the extreme remoteness of any international contest of note taking place this year, and the yachtsmen are therefore devoting their energies to subjects at home. For the past four seasons, up to last year, there has been a great international yacht race for the America's Cup. These races have so occupied the yachting fraternity that the fostering of a purely recreative type of boat has not had the attention which it is receiving this year.

The competitive boats in these international races have been sloops of what are called the eighty-five and ninety foot classes. They have been built especially for racing, and are too large for pastime, for they require so many men to handle them properly. A schooner of that size is more easily handled than a sloop, for the tremendous main sail alone of the latter takes a whole crew to manage, and other features of these boats are equally expensive. It can be readily seen that no man wishes a boat of this kind for more pleasure purposes, and if a boat over fifty or sixty feet long is wanted for cruising, the majority will be schooners.

**THE SMALLER TYPE OF YACHT.**  
A number of boats made their appearance last year that are known now as "forty footers." Others are on the stocks, and by the time the different regattas are held this season there will be quite a fleet of these handy yachts. They are of a size which is considered best for all around purposes, and their popularity is the result of actual cruising and racing in place of mere cheapness, as might be at first supposed when compared with the new boats of two or three years back.

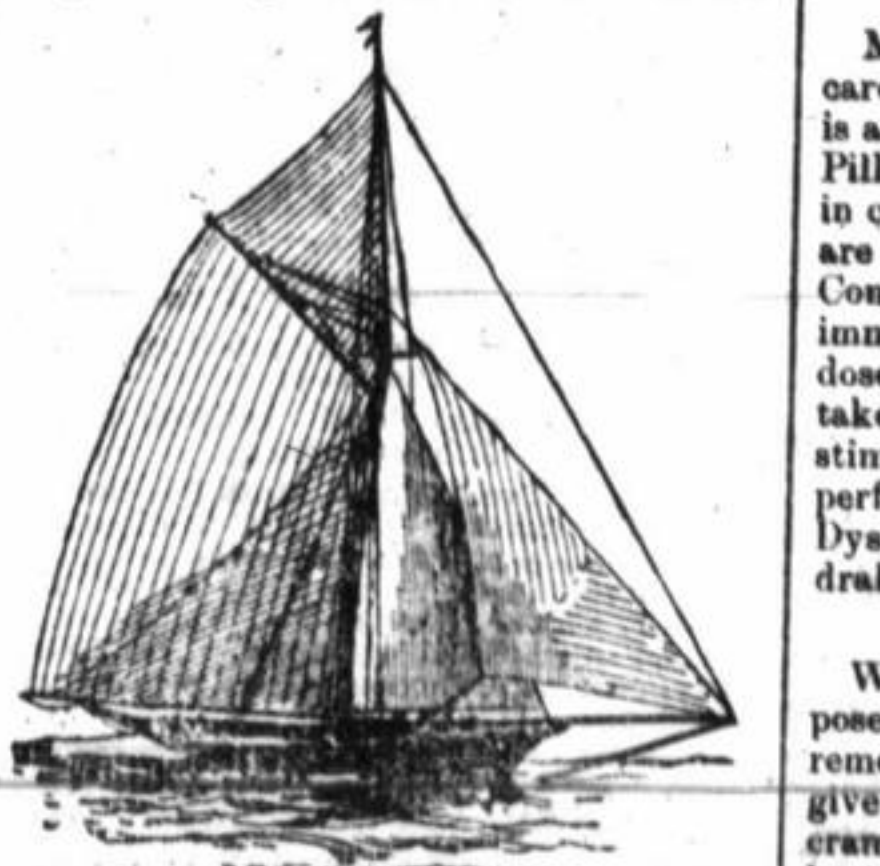
There are in all eleven of these forty footers that will be called 1889 boats, and with the nine that competed last year, a fleet of twenty will be in service this season. The most notable of last year's forty footers are the Xara, Baboon, Chiquita, Nymph, Papeete, Vandal and Alga.

**THE COMPROMISE TYPE.**  
Many of the new forty footers are of the compromise type, with a keel. Some are fitted with centerboards which, however, rarely rise above the floor, the additional depth of the boat going away with the necessity for the deep board required on the old shallow type of craft. The average draught of these forty footers is nine feet, and though not so wide as the ordinary centerboard sloop, their beam is proportionately greater, even than that of the Thistle, which was the widest boat of her class that ever visited us from English shores. To Edward Burgess credit is generally given for the introduction of this class, and his boats in this class compared with the typical English cutter are much wider than the latter are of the same draught. For instance, the Baboon with a draught of nine feet is thirteen feet beam, while the Minerva, a celebrated forty foot cutter now in America, has a beam of only about eight or nine feet. The Minerva is a fine type of the English model. She was built by Fifo on the Clyde and will take part in the American regattas this season.

The English boats of this class are comprehensively described as racing machines, for they are for the most part devoted wholly to speed, and have no deck furniture, while their below deck accommodations, though they have large depth of hold, are small on account of the narrow beam. Even with this sacrifice of comfort and space for speed it is yet to be proven that they are faster than, or as fast as, the American type, for the greater beam of the latter allows larger sail area. Most of the new American forty footers are built with flush decks and can be shut up and driven through heavy weather with the advantage of having comfortable accommodations below.

**THE QUESTION OF EXPENSE.**  
A factor of the popularity of these boats over the class which includes the big single stickers Puritan, Mayflower and Volunteer, is that whereas the Volunteer, for instance, cost about \$30,000 and entailed correspondingly great running expenses, the new forty footers are costing on an average \$9,000, and can be handled by three or four men, including the owner. Gen. Paine sailed the Volunteer with about ten men before the mast, but in a race the number was doubled. Take them for all purposes, the forty footers are the proper size for amateurs to become nautical experts.

The Seawanhaka-Corinthian club offers a special prize for this class at its annual regatta this year on June 15 and 17, over the regular New York Yacht club course. So many owners signified their intention of en-



MINERVA.

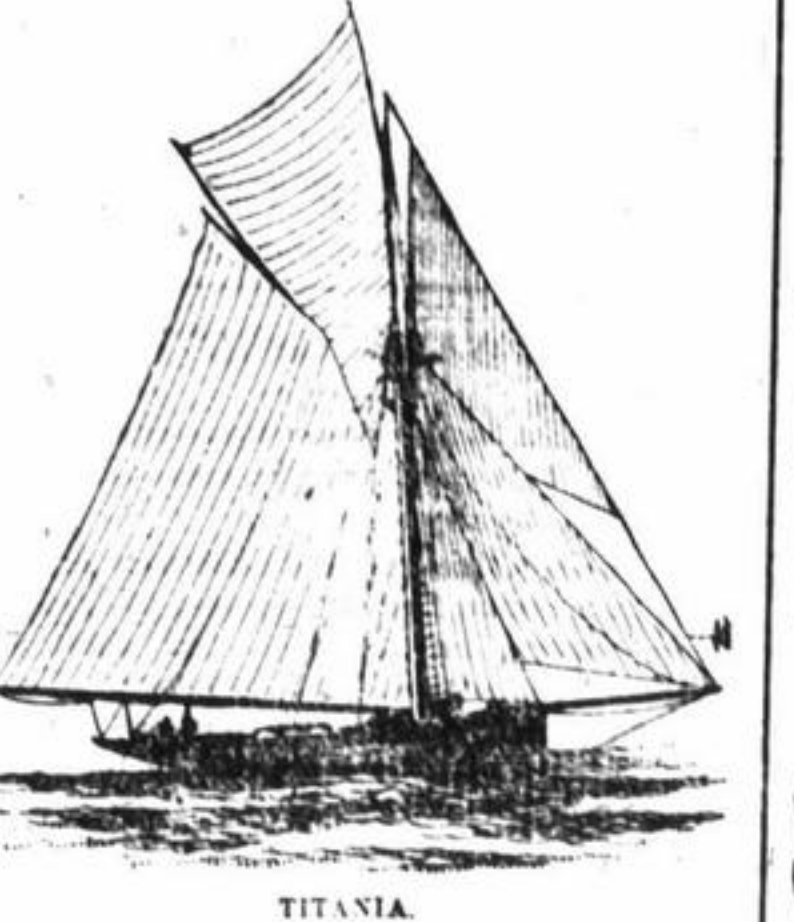
tering their craft that the New York Yacht club for their regatta over their course on June 13 has also offered a tempting prize for the forty footers. These two large meetings taking place so near each other will attract almost every yacht of note in this country, and by that time the question of measurement may be settled satisfactorily to all parties, thereby bringing about more

even time allowances. A committee of the New York Yacht club have this important question in charge and expect to get it on such a basis that all yachts will be brought to even terms.

**COMING EVENTS.**  
The first event of the season will be a match race between the Titania, owned by Mr. C. O. Iselin, and the Shamrock, owned by Mr. J. Roger Maxwell, on Decoration day under the auspices of the Larchmont Yacht club, over their triangular thirty mile course on sloops of Long Island sound. These two boats are about sixty-nine feet water line. Rivalry has existed between the owners as to the merits of his boat since the season of 1887. The Titania was laid up last year on account of Mr. Iselin being away, and the meeting between them is looked forward to with intense interest by yachtsmen, and a large fleet will be present to accompany them during the race.

The first open regatta will be given by the Atlantic Yacht club on June 11 over the New York Yacht club course. This will be followed by regattas of all the clubs at intervals of three and four days on the different courses along the Atlantic coast. In August the most important event will be the annual cruise of the New York Yacht club at Newport. The "Goslet cup" will be raced for on this occasion, and the probabilities are that the big English cutter Galatea will be on hand to make a bid for honors. If she does come, the only American boat able to cope with her, likely to be in commission, is the Puritan, but American yachtsmen may feel fairly easy, for the Puritan disposed of the Genesta, the predecessor of the Galatea, so nicely that unless the latter will have some improvements made that will increase her speed materially, she will share, unless the wind is a gale, the same fate as the Genesta.

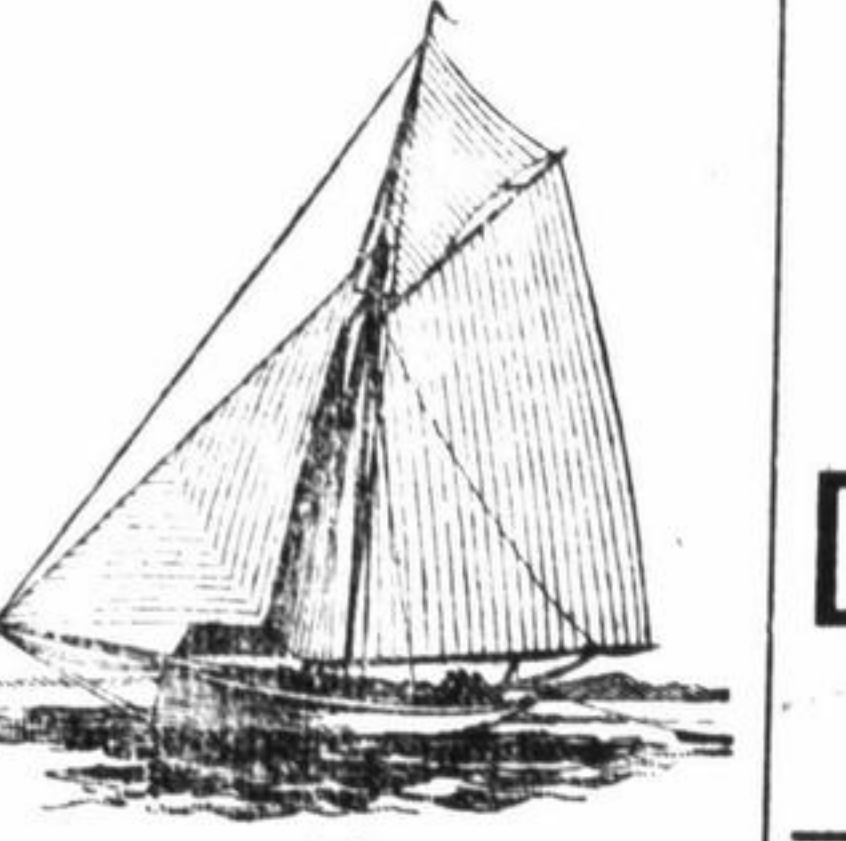
**THE PROBABLE AUSTRALIAN CHALLENGE.**  
Although no international race for the America cup will take place this year, the indications are that a challenge from Australia will be received for a race in 1890. It



TITANIA.

is not yet known whether the challenger will race with a single stick or schooner, and according to the deed of gift controlling the races for the cup specifications of the boat of the challenger need not be sent here before next fall. The deed states that sloops for this race must not be less than 65 feet nor more than 90 feet in length at load water line. Schooners are limited between 80 feet and 115 feet at load water line. The challenging boat must also proceed under sail on its own bottom to the port where the contest will take place. This last clause will without doubt affect the build of a boat coming from a place so far distant as Australia, for the voyage alone would need almost as much preparation for as the race. Many prominent yachtsmen think that the Australian craft will be a schooner, and if it proves to be such the race will be unusually interesting, for nothing but sloops have taken part in the international races since the revival of interest in them. It looks as though England had decided not to challenge again until a boat is constructed that will have qualities that will insure confidence as to her ability to cope successfully with the American vessels in all kinds of weather. Yachting matters are busy over there, and if some fine new boats are not in commission by this season the reason will not be that they have not experimented enough.

The question of having yachts sailed by their owners is receiving attention by American clubs. The Corinthian, Seawanhaka and Larchmont clubs make it a condition of contesting in the races of the club that boats must be sailed by members, either the owner himself, or if he is not competent, a friend



XARA.

among the members of the club. With the smaller boats this condition can generally be complied with, and the result, as the provision designs, is to improve the skill of amateur yachtsmen, but it would be impossible to obtain successful results should the rule be enforced when the big vessels are racing.

The numerous small yacht clubs in America have been trying to organize for some time, so that races for small sailing craft of all kinds could be held under rules which would be fair and allow for the many differences of build of the boats. These clubs have large memberships, and their boats represent a great variety of hull and rig.

**Dyspepsia.**  
Much will necessarily depend upon the care exercised in the selection of food, which is all important to the dyspeptic. Hamilton's Pills may be used with the greatest benefit in cases where liver and bowel complications are produced by or are a result of dyspepsia. Commence with one pill every second day immediately after dinner, and reduce the dose gradually until one quarter of a pill is taken, which will be found sufficient to stimulate the liver and assist in the more perfect stimulation of food in the stomach. Dyspepsia, try Hamilton's Pills and Mandrake Butter-nut.

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