

THE NEW YORK YACHT CLUB.

BY JOHN C. HEMMENT.

THE FOREMOST AMERICAN YACHT CLUB, WHICH IS PREPARING TO DEFEND THE AMERICA'S CUP AGAINST ANOTHER BRITISH CHALLENGER—ITS INTERESTING HISTORY, AND ITS SERVICES TO THE SPORT OF YACHTING—ILLUSTRATED FROM PHOTOGRAPHS BY THE AUTHOR.

THIS is an eventful year in the history of the New York Yacht Club. For the first time in its annals it will possess its own club house in New York—a mansion in every way worthy of the organization, situated in the very heart of the club quarter. Not only its thirteen hundred members, but all Americans as well, are watching its preparations for the defense of its most cherished trophy, the America's Cup, for which a British yachtsman has challenged once more. Another event of interest is the building of a new flagship—to cost half a million dollars, and to replace the old Corsair, which did such capital war service as the Gloucester—for the commodore, Mr. Pierpont Morgan, who generously presented the club with the site of its new building.

The fiftieth anniversary of the founding of the club was celebrated quietly in 1894. The occasion seemed to have no special significance, except that the secretary, Mr. J. V. S. Oddie, brought out an *édition de luxe* of the club book—which, incidentally, was a remarkable record of what this association of amateur sailors has done for the sport at home and abroad. Starting in a small way, it now boasts of a fleet whose equal cannot be found anywhere, of a membership unsurpassed for spirit and sportsmanship, and of a history brilliant with memorable achievements.

The first yacht club in the United States was the Boston Yacht Club, organized in 1835 by Captain R. B. Forbes, his little schooner *Dream*—a tubby, apple bowed vessel of twenty eight tons—constituting both fleet and flagship. The club, which went out of existence two years later, was purely a social organization, the members being enthusiastic fishermen and jolly good fellows. It did nothing to foster yacht building or yacht

racing, and can only be called a yacht club by courtesy and from respect to the brave old Boston salts who were its organizers.

It was on July 30, 1844, that a number of yachtsmen who realized the need of an American yachting organization met in the cabin of John C. Stevens' schooner *Gimerack*, anchored off the Battery, and founded the New York Yacht Club. The organizers were Hamilton Wilkes, schooner *Spray*, 37 tons; William Edgar, schooner *Cygnets*, 45 tons; John C. Jay, schooner *La Coquille*, 27 tons; George L. Schuyler, schooner *Dream*, 28 tons (late flagship of the defunct Boston Yacht Club); James M. Waterbury, schooner *Minna*, 30 tons; Louis A. Depaw, sloop *Mist*, 40 tons; George E. Rollins, sloop *Petrel*, 16 tons; and James Rogers, of the sloop *Ida*, of whose tonnage I can find no record. It should be remembered that tonnage was then calculated by the old system of custom house measurement.

The yacht owners present were men of action, who had met with a definite object in view. At their first session they organized the club, elected Mr. Stevens commodore, and resolved to sail on their first cruise next morning, their destination being Newport.

The little squadron—whose combined tonnage was less than that of a moderate sized steam yacht—cruised down Long Island Sound, touching at Huntington, New Haven, Gardiner's Bay, and Oyster Pond, now known as Orient Point, and arriving at Newport on August 5. Newport was then only an old fashioned fishing town, with quaint streets and buildings and quainter inhabitants. No palaces crowned its picturesque heights. No millionaires had discovered its marvelous beauties. The advent of the squadron was nevertheless an important epoch in the history of the town, which owes its

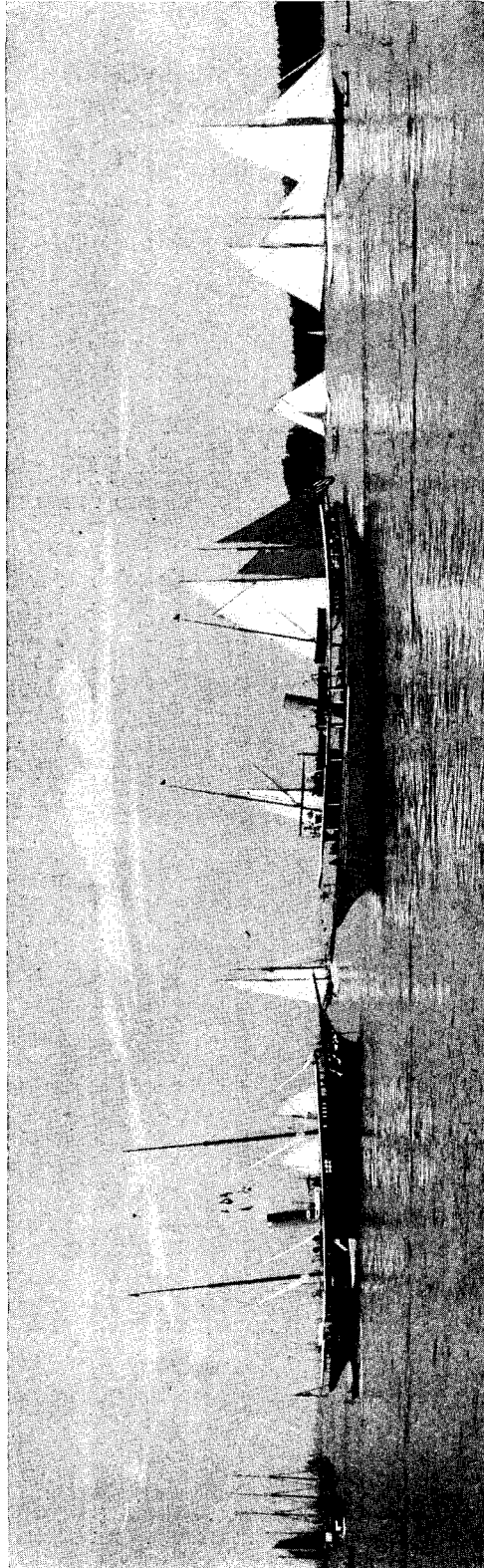
present standing and prosperity to yachtsmen, and whose growth has kept pace with that of the New York Yacht Club. Much of its present popularity as a yachting resort is due to a former commodore, James Gordon Bennett, who was one of the first young men of wealth to realize its advantages as a harbor and its charms as a summer colony. He was a pioneer of the "cottagers" who are now plentiful enough to form a small army.

The yachts of 1844 would provoke a smile today, but no better amateur sailors ever manned a halyard or "tailed on" to the end of a mainsheet than the founders of the New York Yacht Club. They wore no uniform; they used no pipe clay or gold lace; there was no etiquette to speak of, beyond the unwritten code that prevails among gentlemen; there was absolutely no red tape. But under their guidance the sport thrived wonderfully and naval architecture was stimulated.

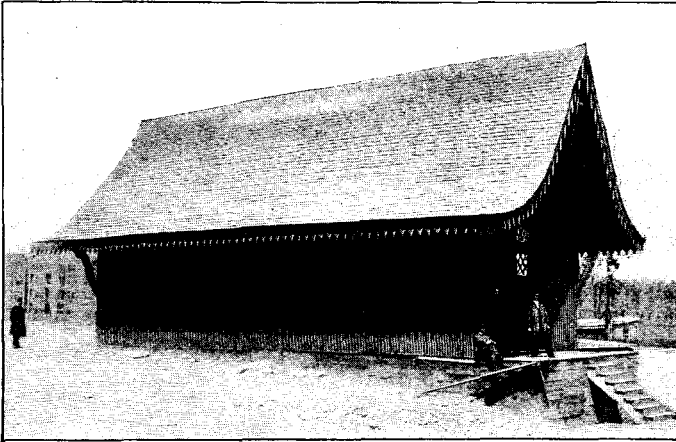
At Newport the squadron was augmented by the schooner *Northern Light*, owned by Colonel W. P. Winchester, of Boston, who had aboard as a guest Ex Commodore Forbes, late owner of the *Dream*. These gentlemen and David Sears, Jr., joined the club later, being the first Boston yachtsmen that were admitted to membership.

The first annual meeting of the club was held at Windhorst's, New York, on March 17, 1845, John C. Stevens being reelected commodore. The first club house was built on the Elysian Fields, Hoboken, a tract of land owned by the Stevens family. It is an unpretentious structure of wood, rather dilapidated and weather beaten at the present time, but full of glorious memories. It now serves as the headquarters of the New Jersey Yacht Club, which appreciates the historic associations that surround the famous old building.

It was from the anchorage in



A RENDEZVOUS OF THE NEW YORK YACHT CLUB FLEET AT GLEN COVE, LONG ISLAND, FOR THE ANNUAL CRUISE TO NEWPORT. THE BLACK STEAM YACHT ON THE LEFT IS MR. PIERPONT MORGAN'S CORSAIR, NOW THE UNITED STATES SHIP GLOUCESTER.

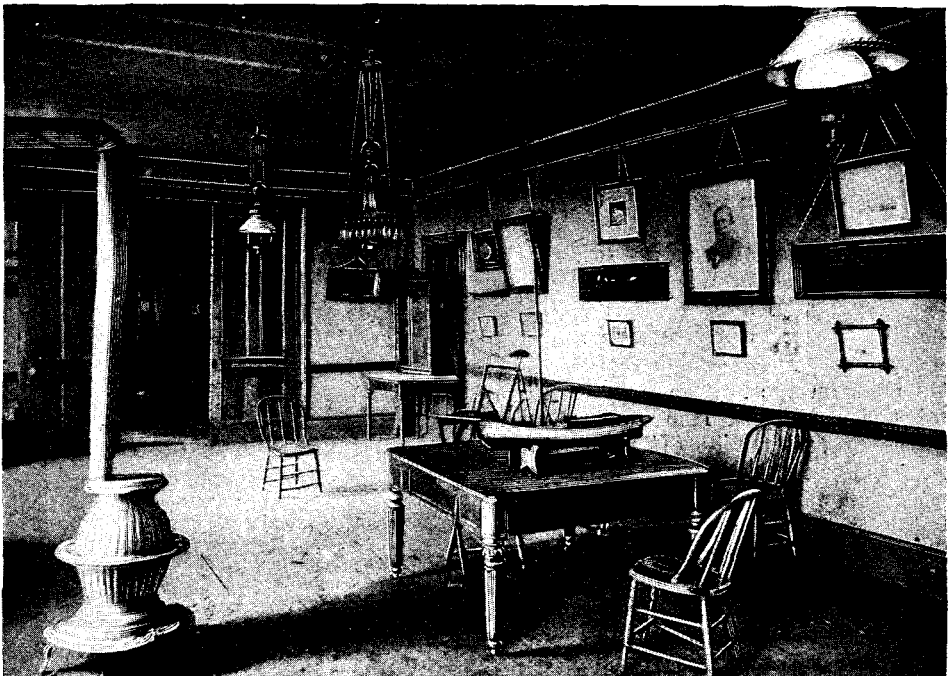


THE NEW YORK YACHT CLUB'S FIRST CLUB HOUSE, IN THE ELYSIAN FIELDS, HOBOKEN, SINCE OCCUPIED BY THE NEW JERSEY YACHT CLUB, AND NOW TO BE DEMOLISHED TO MAKE ROOM FOR A RAILROAD EXTENSION.

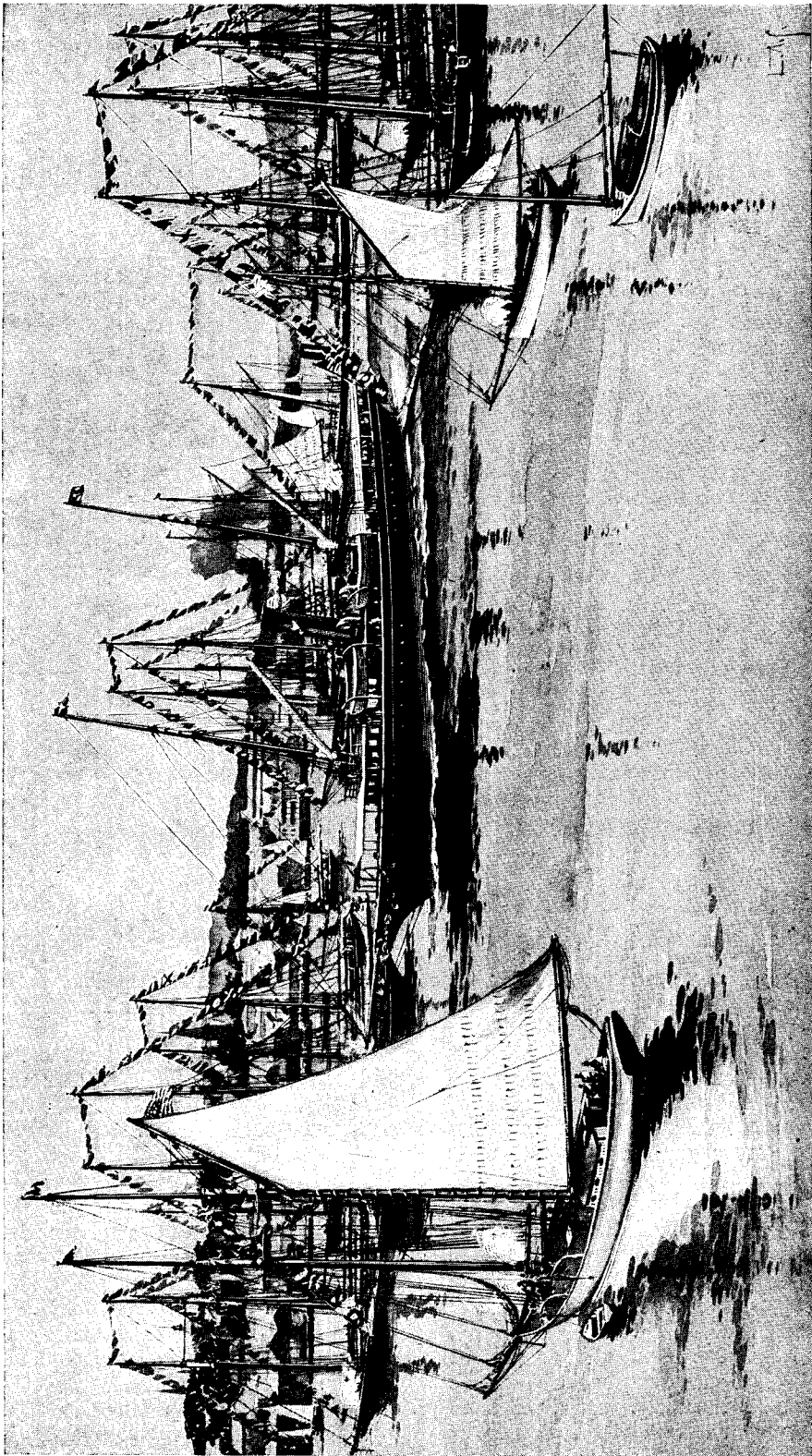
the Hudson River opposite this club house that the start of the first regatta took place on July 17, 1845. Being almost an unknown sport, the races drew thousands of spectators to the banks of the river. The course was from off the club house to the Southwest Spit and back. Nine yachts started, the fee being five dollars and the prize

a silver cup bought with the entrance money. This modest trophy seems insignificant in these days of thousand dollar cups, but no doubt the owner of the schooner *Cygnnet*, which carried off the honors, was very proud of his victory.

Imagine a fleet of smart yachts at anchor off the shore, with cables hove short, and all canvas except the head sails extended to a rattling southerly breeze; all hands alert for the starting gun—some at the windlass, others at the jib and foresail hal-yards; the captain with his eye on the muzzle of the club cannon as the time for the start draws nigh. A flash of flame, a puff of smoke, a loud, reëchoing report. "Up with the anchor, boys; heave with a will. Hoist away the headsails!" is the burden of the sea song, and presently, like a flock of



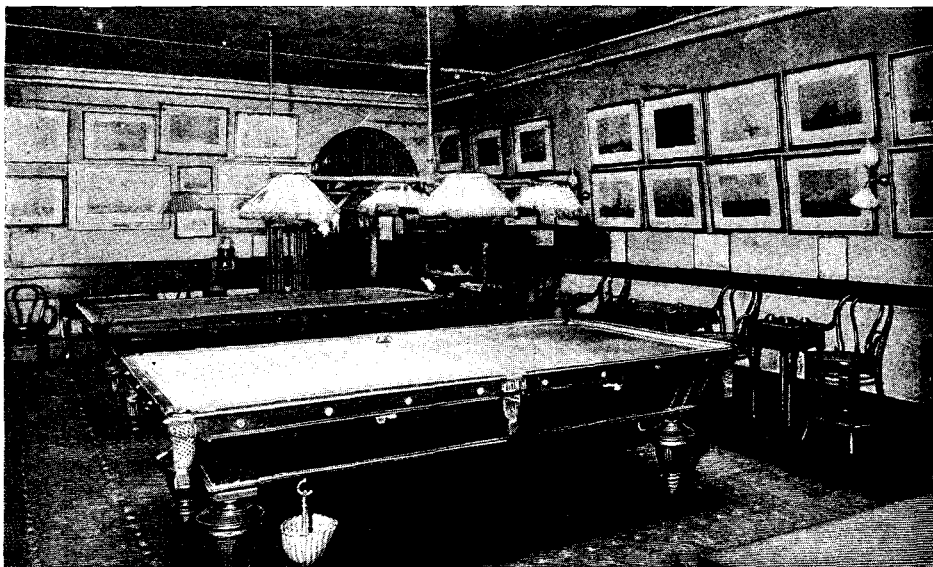
INTERIOR OF THE NEW YORK YACHT CLUB'S FIRST CLUB HOUSE. THE SMALL ROOM AT THE BACK SERVED AS THE BOAT HOUSE AND DRY DOCK.



THE RENDEZVOUS OF THE NEW YORK YACHT CLUB SQUADRON AT NEWPORT—ARRIVAL OF THE FLAGSHIP, COMMODORE J. PIERPONT MORGAN'S STEAM YACHT CORSAIR, NOW THE UNITED STATES SHIP GLOUCESTER.

great white water birds, the whole squadron is under way, and with a fine heel to port or starboard, as the case may be, the boats are beating seaward. Many a conflict is fought between eager rivals anxious to be first round the Spit and first to set the squaresail (there were no spinnakers in those days) for the fast run home. Then the joy of victory and the fighting of the battle over again to the accompaniment of a pipe and a glass of grog after the custom of seafaring men from time immemorial.

was half a century in advance of her time, being fitted with what even now are termed "modern improvements," such as outside lead, a hollow mainboom, a heavily weighted main centerboard, and a smaller one forward to keep her from falling off in light weather—a device which General Paine adopted in his cutter Jubilee in 1894. Maria was launched in 1844, the year in which the New York Yacht Club was founded. She was modeled by Robert Livingstone Stevens, the commodore's brother, and built by William Capes at



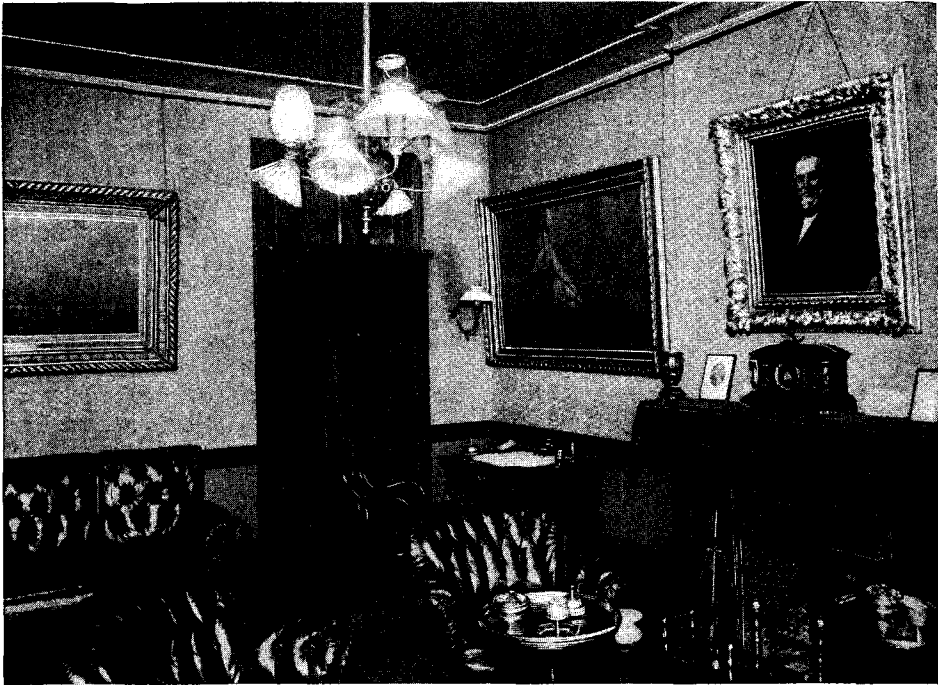
BILLIARD ROOM OF THE NEW YORK YACHT CLUB HOUSE AT 67 MADISON AVENUE.

This regatta was the precursor of many historic tussles on the water for modest prizes and true love of the sport. Commodore Stevens and his fellow yacht owners were enthusiastic sailors, managing their yachts with the assistance of but few paid hands, glorying in conflicts with boisterous gales, fitting out their yachts while still the snow was flying, and laying them up only when the blustering wintry winds compelled them.

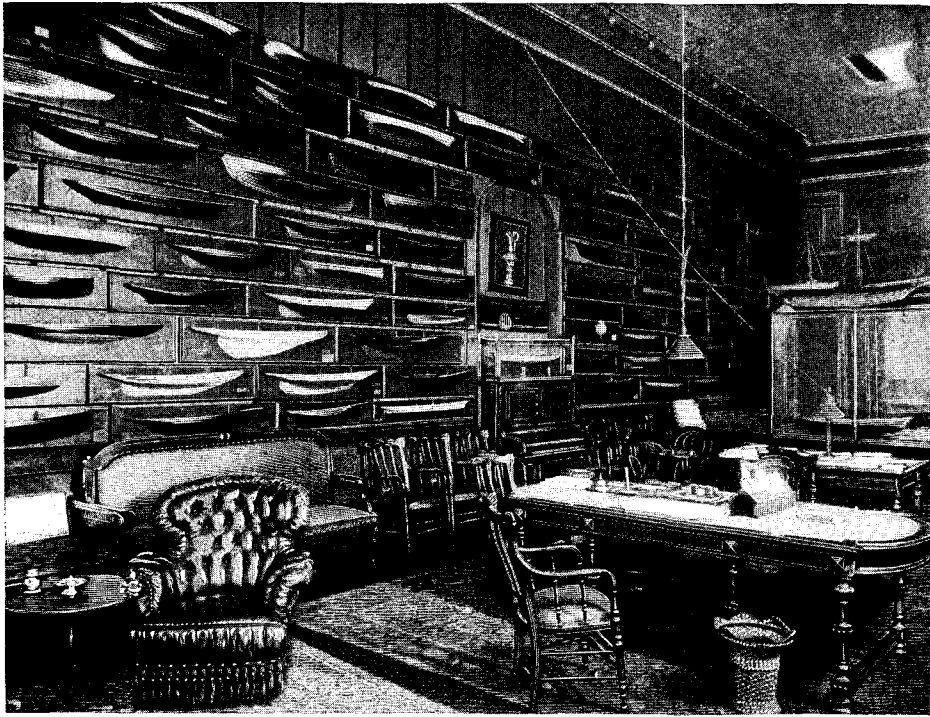
John C. Stevens, who may be called the father of the sport of yachting in America, was in love with boats from his earliest boyhood. He built his first craft, the nine foot Diver, with his own hands. Later he had many larger boats, but his favorite was the sloop Maria, which he "tuned up" until, in the days of her prime, nothing afloat, whether propelled by steam or sail, could look at her. She

Hoboken. On her trial trip she nearly capsized, her rig being too heavy; but this was speedily remedied.

The famous schooner America was designed and built by George Steers for John C. Stevens, Hamilton Weeks, George L. Schuyler, James Hamilton, and J. B. Finlay. The only craft that could beat her in her trial races, preliminary to her voyage to England in 1851, was the Maria, which used to sail round her with ridiculous ease. So decisive indeed was the victory of the sloop over the schooner that Commodore Stevens and his associates at one time doubted whether it would be advisable to send the America across the sea to try conclusions with the Britishers. But as the America beat every other craft she sailed against, it was determined to make the venture. So she sailed across the Atlantic, and won



THE RECEPTION ROOM. OVER THE MANTEL IS A PORTRAIT OF JOHN C. STEVENS, THE CLUB'S FOUNDER AND FIRST COMMODORE.



THE MODEL ROOM, WHOSE WALLS GIVE AN EPILOGUE OF AMERICAN PROGRESS IN YACHT DESIGNING.

THE NEW YORK YACHT CLUB HOUSE ON MADISON AVENUE.



IN THE WAKE OF THE RACES OFF SCOTLAND
LIGHTSHIP.

every race she started in while handled by her American crew.

She was sold by Mr. Stevens to M. de Blaquiére, who cut down her rig and used her chiefly for cruising in British waters. In 1861 her name was altered to *Camilla*. She was next purchased by a Southern gentleman, who fitted her out as a Confederate cruiser armed with one big gun. Her pristine speed seemed to have vanished, and her owner, finding her useless as a blockade runner, sailed her up the St. John's River, in Florida, where he sank her. After lying in the mud for several months, she was raised by the crew of the frigate *Wabash*, and next saw service as a training vessel for the cadets of Annapolis. When Mr. Ashbury brought his schooner yacht *Cambria* to New York in 1876 to sail for the cup the *America* won, the old craft was refitted as a yacht by the navy, and she took part in the race against the *Cambria*. After the race she was purchased at auction by General Benjamin F. Butler, who gave her an overhanging stern and outside lead, and otherwise altered her. She was in commission last year, looking quite young and handsome, and in all probability will be in evidence at the coming cup races. With the wind free, and plenty of it, the *America* can still hold her own with many of the modern schooners, but when close hauled the new craft outfoot her and point higher, too.

Looking at the magnificent proportions of Mr. W. K. Vanderbilt's *Valiant*, one of the largest steam yachts afloat, it requires an effort to realize that this grand vessel owes its origin to a primitive twin screw launch designed by John Stevens in 1804. John Ericsson developed the screw propeller, and the Robert B. Stockton, built by him, was the first vessel driven by a screw to cross the Atlantic, in 1839. Thus from Mr. Stevens' rude beginning was evolved not only the steam yacht of today, but also the modern ocean steamship.

The first American steam yacht—so called by courtesy only—was the *North Star*, a wooden side wheel vessel of 1867 tons. She was launched in 1852, for Cornelius Vanderbilt, and was the first steam vessel enrolled in the New York Yacht Club fleet. She carried its famous burgee to England, and afterwards became a cargo steamer, being finally broken up in 1870.



THE LIBRARY, A TREASURE HOUSE OF LITERATURE BEARING UPON THE SPORT OF YACHTING.

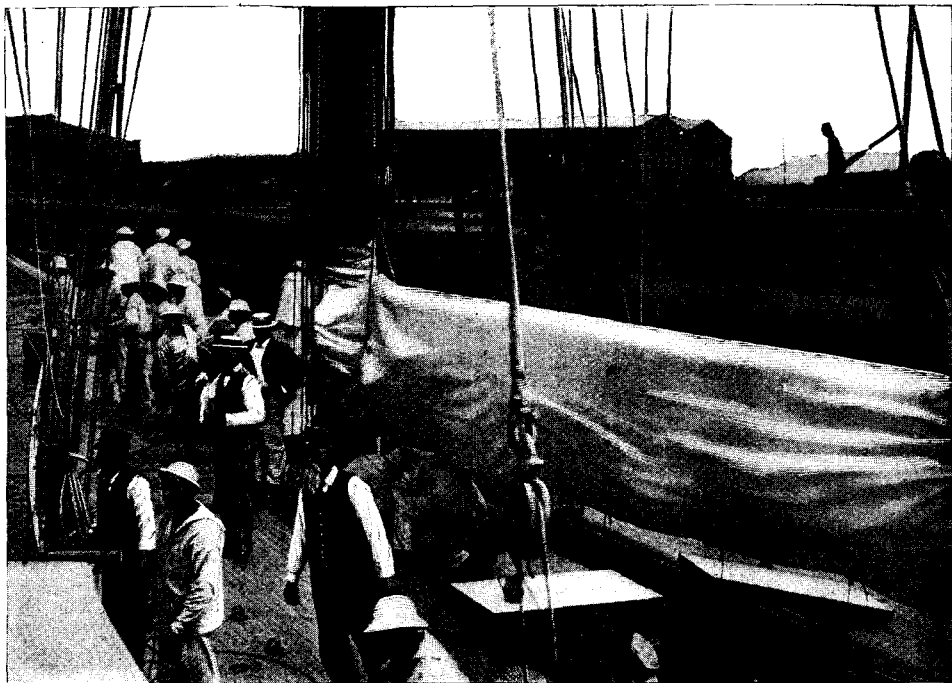


THE ENTRANCE HALL. THE MADISON AVENUE CLUB HOUSE IS NOT AS FINE AS THE ONE NOW BUILDING ON WEST FORTY FOURTH STREET, BUT THE "OLD TIMERS" WILL LEAVE IT WITH REGRET.

THE NEW YORK YACHT CLUB HOUSE ON MADISON AVENUE.

The first steam yacht race held under the management of the club was in 1875, at the twenty ninth annual regatta. A special committee was appointed to arrange the conditions of the contest, a substantial prize being offered. Three boats entered, all from the design of Jacob Lorillard. They were the Ideal of 200 tons, the Lookout of 76 tons, and the Lurline. The last named beat the Ideal by ten seconds, the Lookout breaking down. In the same year Ideal and Lookout raced for a thousand dollar cup,

the helm until 1860, when Edwin A. Stevens, a brother of the first commodore, was elected. Then came William H. McVickar, who served in 1866, and Henry G. Stebbins, who ruled from 1867 to 1870. James Gordon Bennett was elected to fill the latter's place. In those days Mr. Bennett was an ardent racing man, a regular daredevil at "cracking on" sail, and he raced his own yachts, brooking little or no interference from professionals. He was liberal, enterprising, and lavish with prizes, and he has the dis-



THE PREPARATION OF A RACING YACHT—THE DEFENDER, WITH OLIVER ISELIN AND CAPTAIN HAFT ON DECK, GOING INTO DRY DOCK TO BE MEASURED BEFORE HER RACES WITH VALKYRIE III.

the course being round Long Island. Ideal was the victor, making the run at an average speed of twelve and a half knots an hour.

Since that time the growth of the steamer fleet has been large indeed. There are at the present time 186 steam yachts enrolled in the club, to 80 schooners and 92 sloops, cutters, and yawls. Probably every large steam yacht on the Atlantic coast is on the club's register.

John C. Stevens acted as commodore from 1844 to 1855, when failing health compelled his resignation. He was succeeded by William Edgar, every inch a sailor and sportsman, who remained at

the helm until 1860, when Edwin A. Stevens, a brother of the first commodore, was elected. Then came William H. McVickar, who served in 1866, and Henry G. Stebbins, who ruled from 1867 to 1870. James Gordon Bennett was elected to fill the latter's place. In those days Mr. Bennett was an ardent racing man, a regular daredevil at "cracking on" sail, and he raced his own yachts, brooking little or no interference from professionals. He was liberal, enterprising, and lavish with prizes, and he has the dis-

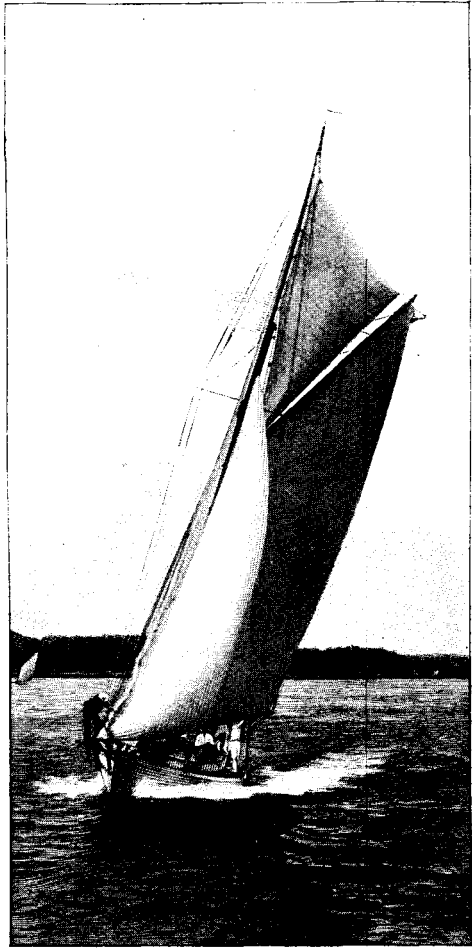
George L. Kingsland succeeded Mr. Bennett, and reigned until 1876, when S. Nicholson Kane, a graduate of Annapolis, a skilful seaman as well as an accomplished gentleman, was chosen. He is at present the chairman of the regatta committee, a position which he has held during several international contests and always with credit. As commodore, he was succeeded

in 1880 by William H. Thomas, who held the position for one year; then came John R. Waller, and in 1882 James D. Smith, well known in the financial world as a president of the Stock Exchange. No one who saw Commodore Smith would take him for a financier. Bluff, genial, and hearty, he is the very type of a sailor. As chairman of the America's Cup committee when Lord Dunraven challenged with his first Valkyrie, he showed a spirit of independence and fair play that was doubtless appreciated by the Royal Yacht Squadron.

In 1884, when Sir Richard Sutton challenged for the America's Cup, James Gordon Bennett was again elected commodore. In conjunction with Vice Commodore William P. Douglas he built Priscilla for cup defending purposes, but she was beaten by the Boston boat Puritan. Mr. Bennett might have succeeded himself if he had so desired, but he frankly told the club that he did not approve of non resident commodores, and that, dearly as he loved New York, Paris and the Riviera had still greater charms for him.

Elbridge T. Gerry came next on the roll of commodores, reigning from 1886 to 1892. He entertained sumptuously on the Electra, and proved himself an ideal steam yachtsman, making no pretensions whatever to be a sailor. In lieu of Mr. Bennett's brass band, Commodore Gerry used to carry the yachting reporters of the leading New York and Boston dailies with him on the cruise, treating them with courtesy and feeding them on the fat of the land. In consequence, the Electra was the most widely advertised and popular steam yacht afloat. But Mr. Gerry did much for the club, and when he retired, in 1892, the members presented him with a fine service of plate.

E. D. Morgan, a gentleman who has probably owned more expensive pleasure craft than any other American, was Mr. Gerry's successor. As a racing yachtsman he was singularly unfortunate until he commissioned Nat Herreshoff to build the forty six footer Gloriana, whose record of eight starts and eight first prizes was the yachting marvel of 1890. Commodore Morgan has done a good deal of deep water cruising on the imported steam yachts Amy, Ituna, Sans Peur, and May, also on the big steel schooner Constella-



OUT FOR PLEASURE—ONE OF THE FORTY FOOT YACHTS CRUISING ON THE SOUND.

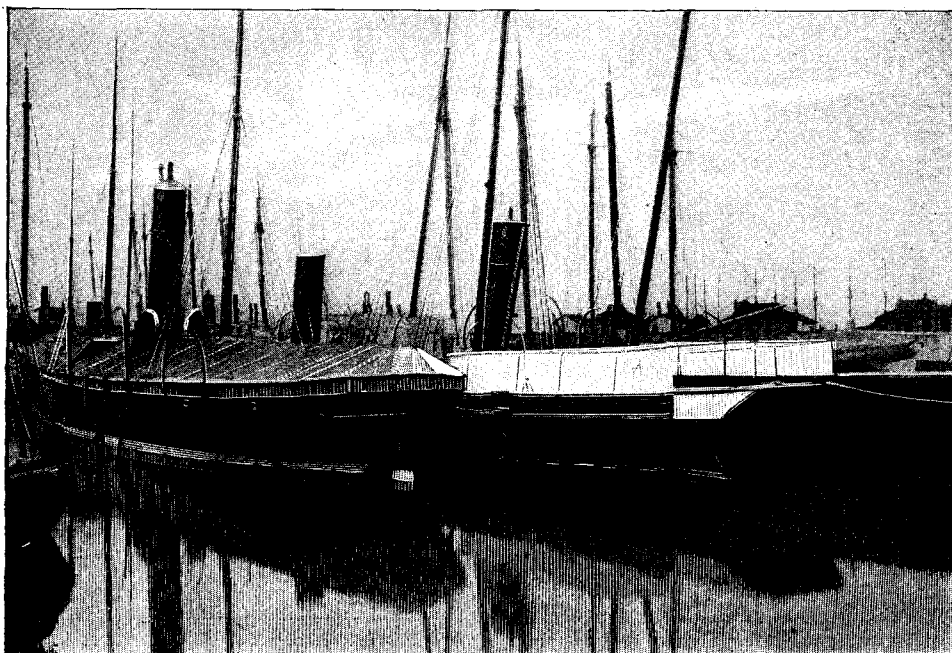
tion, which Mr. Burgess designed for him. He raced Mayflower against Volunteer, and was beaten. Nothing daunted, he entered the forty foot class with Moccasin and Tomahawk—one would not content him—but again he met with bad luck. In fact, the only really successful racing yacht he has ever owned was Gloriana.

Edward M. Brown, the next commodore, once owned a trim racing schooner, but of late years has taken his pleasure in the steam yachts Fedalma, Shearwater, and Sylvia. He was followed by the present incumbent, J. Pierpont Morgan, another commodore who has done great things for the club. In addition to buying the site of the new building, Commodore Morgan has borne the whole expense of building the Herreshoff cup defender of 1899, as well as that of refitting the old Defender

to act as a pacemaker for the new boat. The cost of running these two expensive vessels will also be assumed by Mr. Morgan. If we add the \$500,000 he has paid for his new flagship Corsair, a little work with pencil and paper will show that the commodoreship of the New York Yacht Club is a costly honor.

There is a distinguished list of honorary members, among them being the Prince of Wales, who has many friends in the club.

The second water front club house was on Staten Island, and the start of the regattas used to be from the north side of the Narrows, in sight of the club house, which was a modest structure enough. The town house, at 67 Madison Avenue, has long been inadequate to accommodate the rapidly increasing membership, but many memorable festivals and meetings have been held in the building. All the challengers for the Amer-



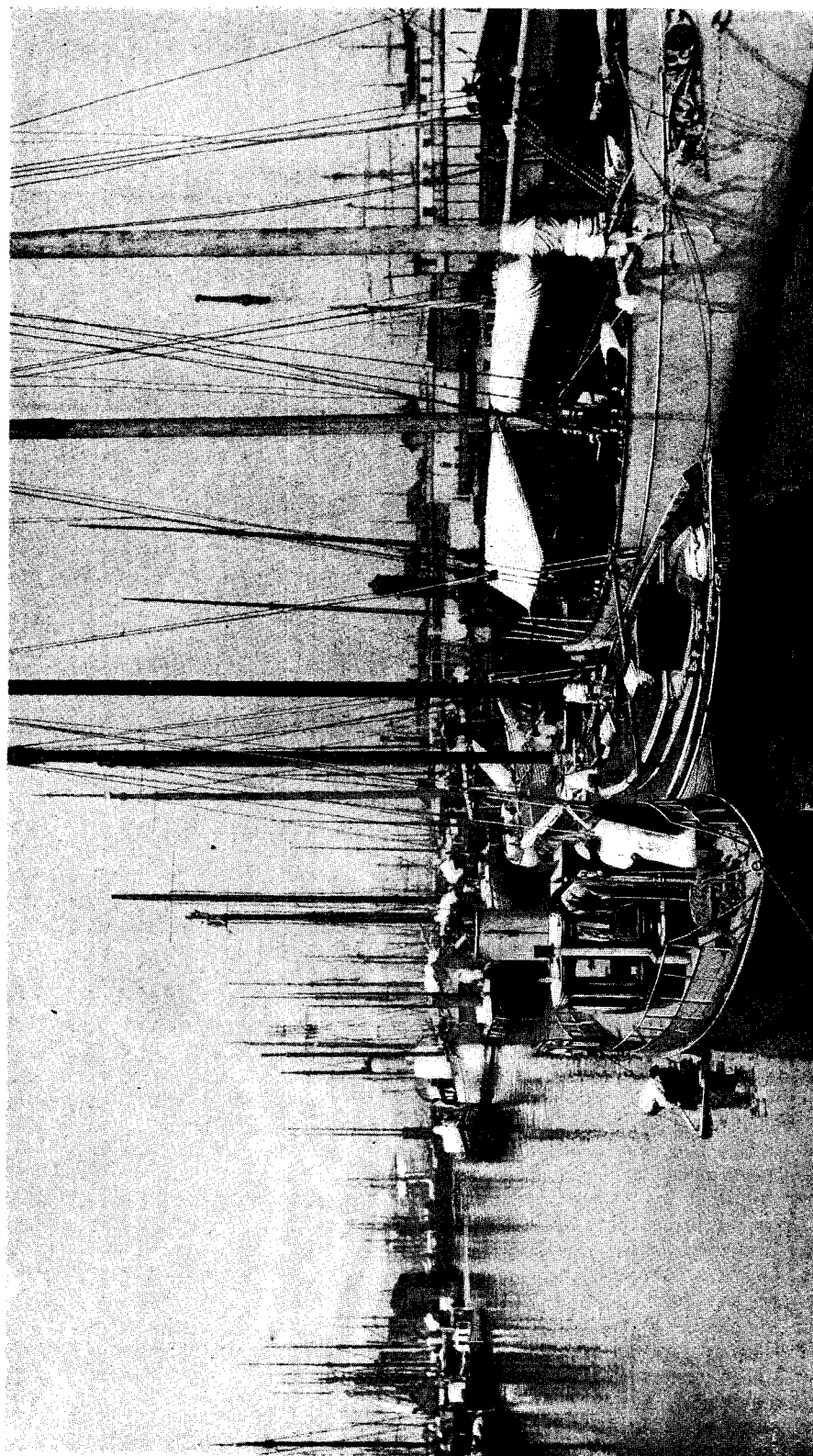
LAI'D UP FOR THE WINTER—YACHTS OF THE NEW YORK YACHT CLUB FLEET WINTERING IN TEBO'S DOCK, SOUTH BROOKLYN.

The Marquis of Dufferin and Ava is seventh on the list. He is commodore of the Royal Ulster Yacht Club, whose challenge on behalf of Sir Thomas Lipton for the America's Cup was accepted last summer.

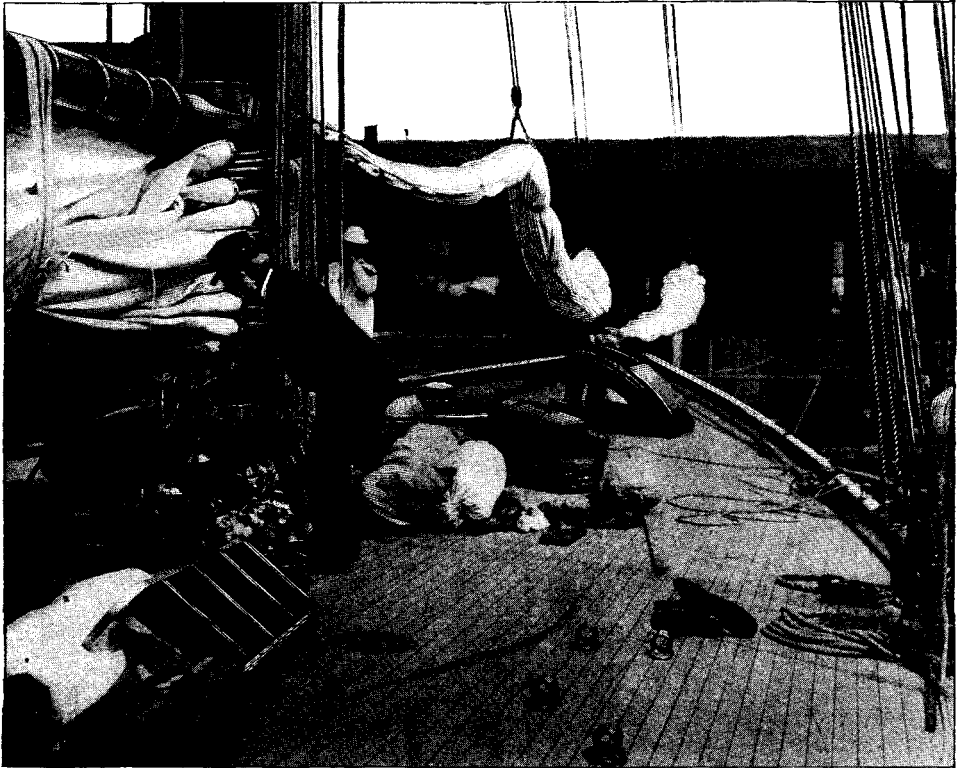
A few years ago, after ladies had long knocked in vain at the doors of the club for membership, a compromise was brought about by which the fair owners of yachts were permitted to become "flag members." This entitled them to practically all the club privileges, except the right to vote. The first "flag member" was Mrs. Lucy C. Carnegie, owner of the steam yacht Dungeness. She has now nearly a dozen seafaring sister members, all in love with the pastime and loyal to their club.

ica's Cup of recent years have been entertained at its hospitable board, and have been solaced with grog and tobacco until they forgot their disappointment and determined to try again.

The personnel of the club is varied and interesting. There are a number of naval officers on the rolls, as well as a sprinkling of fashionables who belong to the organization for social reasons alone, not knowing one end of a vessel from the other. The contingent that possesses most charm for the student of human nature is that of the "old timers," who meet over the sea coal fires, toasting their toes at the open grates, spinning wonderful yarns about the past. When they are forced to leave the Madison Avenue house there will be real regret among them. The place



PREPARING FOR THE YACHTING SEASON--YACHTS OF THE NEW YORK YACHT CLUB FLEET AT TEBB'S DOCK, SOUTH BROOKLYN, MAKING READY FOR THEIR SUMMER'S WORK.



MEASURING A RACING YACHT—JOHN HYSLOP, THE OFFICIAL MEASURER OF THE NEW YORK YACHT CLUB, TAKING THE DIMENSIONS OF THE VIGILANT.

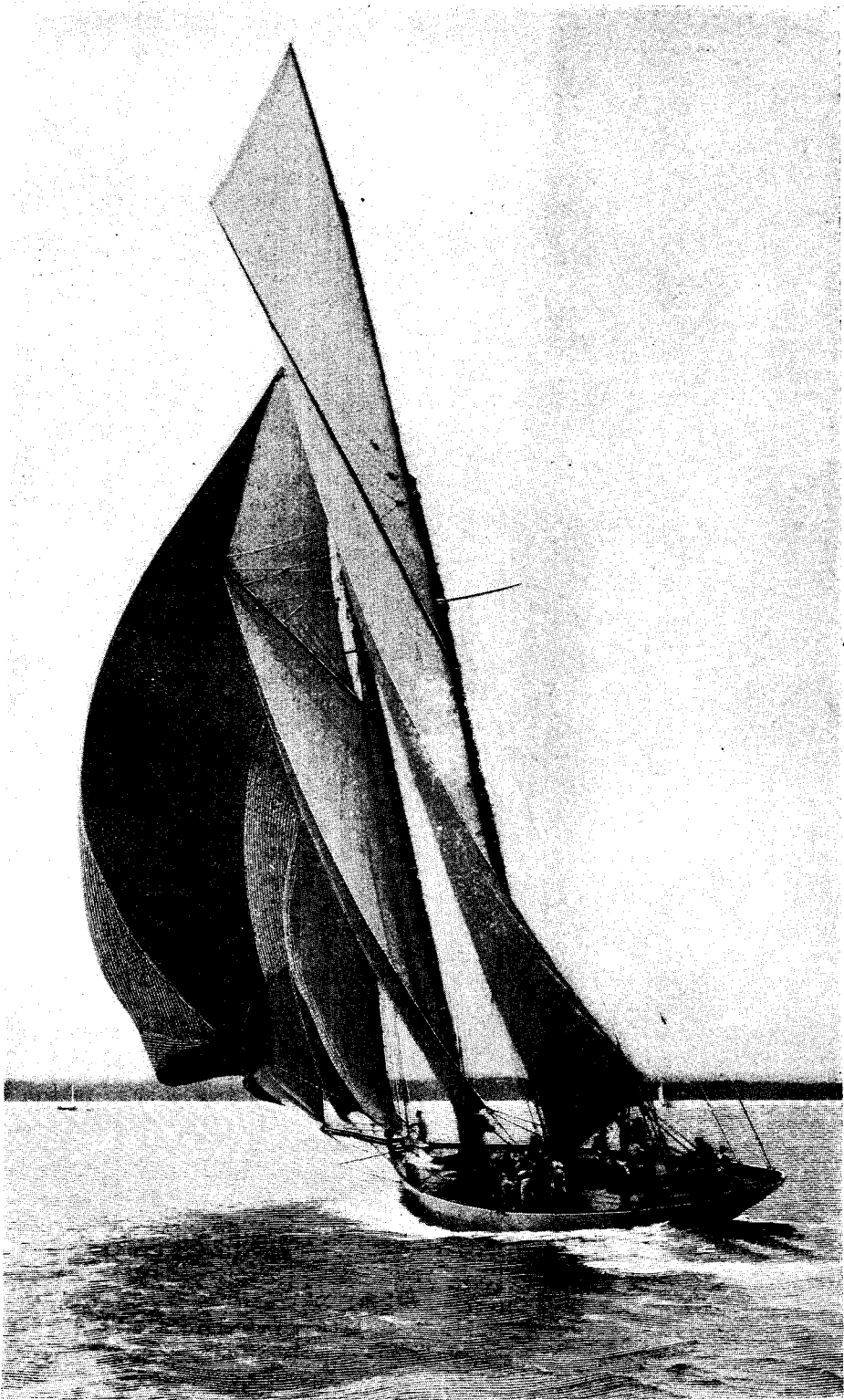
has become dear to them. They haunt the model room, the library, and the billiard room, in each of which are enshrined beloved relics, pictorial, artistic, and bibliographical. The new house is grander in every way, but it will be long before some of the "old timers" feel at home in it.

The old model room of the club in Madison Avenue has been a fund of never ending delight to the student of naval architecture. It is to the credit of the club that it has never been churlish with its treasures, and the model room has always been open to those who went thither impelled by some nobler motive than mere curiosity. On its walls were displayed models showing the progress of yacht designing from the days of the *Maria* and the *America* down to the *Defender* of 1895. Epoch making yachts like *Puritan*, *Volunteer*, or *Gloriana*, and the still more modern Yankee type of fin keel, are exhibited in a manner delightful to the votary of scientific ship building.

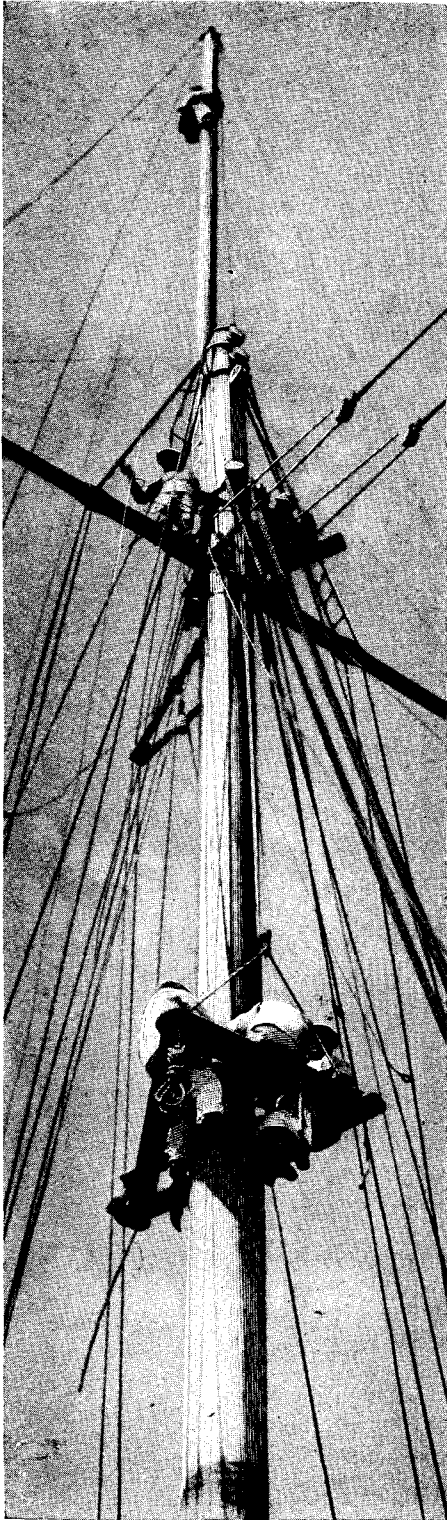
The library of the club is rich in yachting lore. An interesting history of the

sport is contained in a series of scrap books containing newspaper clippings. These are kept religiously and form a valuable record of the progress of yacht designing and yacht sailing. All the magazines and periodicals which make a feature of the sport are purchased and bound up, while the library committee makes a point of adding new books to the archives, and of buying valuable old works pertaining to the sport whenever they come into the market. The collection of pictures, prints, portraits, engravings, lithographs, and water colors, is also a remarkable one.

Among the interesting things that have figured in the club's history are the deep water cruises and races in which historic craft owned by its members have engaged. One of the most exciting contests ever known was sailed under the rules of the club in December, 1866, the starters being James Gordon Bennett's *Henrietta*, Pierre Lorillard's *Vesta*, and the *Fleetwing*, owned by George and Franklin Osgood. The three vessels were schooners, and the stakes were \$90,000. Each was in racing



A FINE SPREAD OF CANVAS—THE SCHOONER COLONIA, BUILT AS A SINGLE STICKER FOR THE DEFENSE OF THE AMERICA'S CUP.



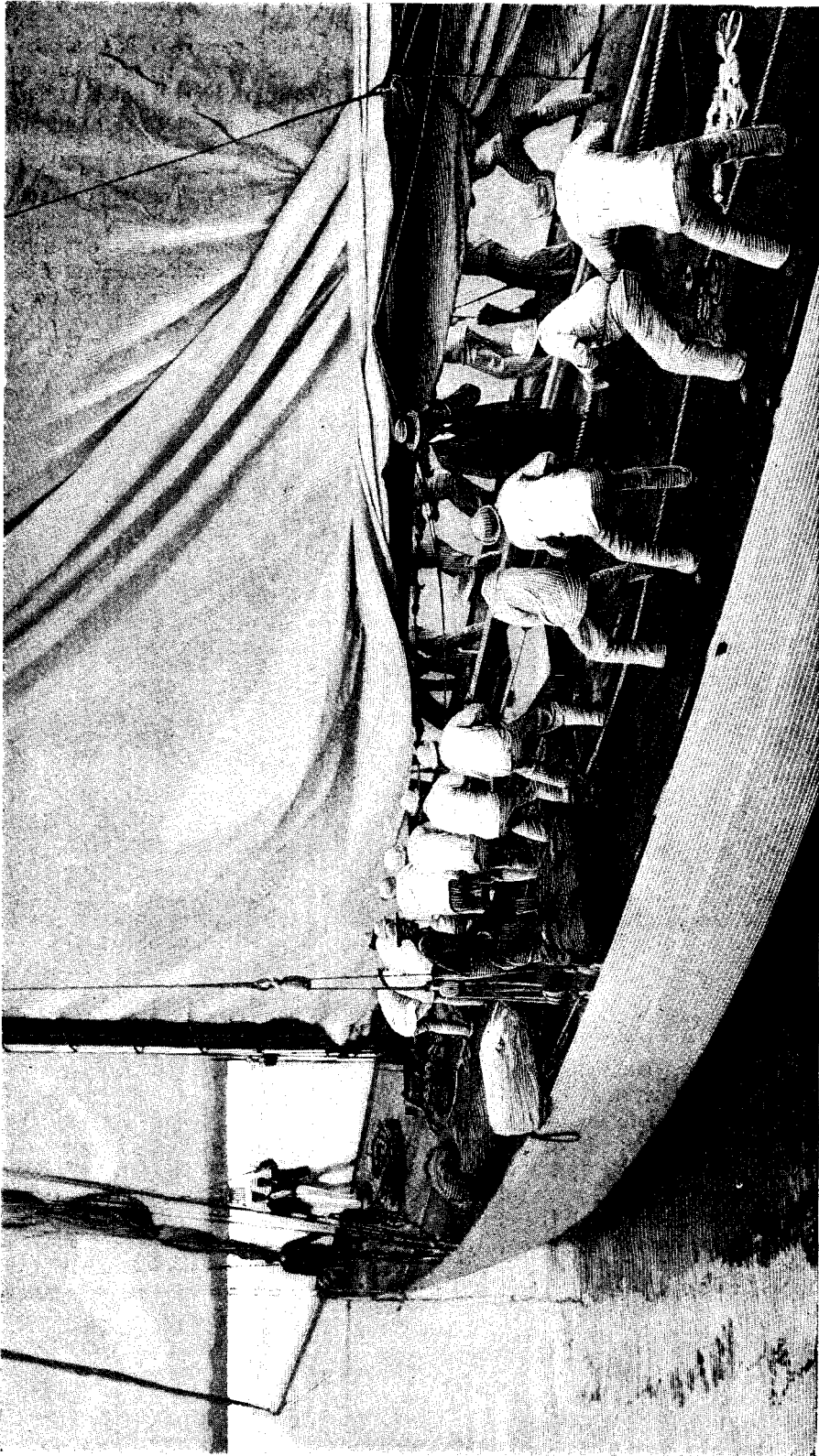
UP ALOFT—SAILORS AT WORK SCRAPING THE
MAST OF A RACING YACHT.

rig, and never were pleasure craft driven harder across the stormy Atlantic. *Henrietta* won, sailing 3,106 miles in 13 days, 21 hours, 55 minutes. Her best day's run was 280 knots. English yachtsmen entertained the American visitors with splendid hospitality and were loud in their praises of Yankee pluck.

Another close and exciting ocean race was that between James Ashbury's English schooner *Cambria* and James Gordon Bennett's schooner *Dauntless*, from Ireland to New York, in July, 1870. The American vessel was beaten by an hour and seven minutes. The *Dauntless* took part in another historic ocean race in March, 1887, her opponent being the schooner *Coronet*, a larger vessel and brand new. She was beaten by the more powerful craft, but the race will always be remembered by those who took part in it. The *Dauntless* was then owned by that capital yachtsman the late Caldwell H. Colt, who sailed across in his yacht. He was assisted by that famous old navigator Captain Samuel Samuels, who drove the schooner as hard as he dared through a series of wild gales. Her best day's run was 328 nautical miles in the 24 hours ending at noon on March 25—the record run for a yacht in the western ocean. She met with a mishap to one of her tanks, and drinking water grew scarce. The sailors had to slake their thirst with drafts of sparkling wine—an experience probably unique in the annals of ocean racing; but it is not recorded that there was any grumbling in consequence.

Mr. Bush, the owner of the *Coronet*, did not sail in his yacht, his place being taken by John H. Bird, for many years secretary of the New York Yacht Club. *Dauntless* was beaten after a gallant struggle, and her plucky owner lost \$10,000.

The squadron cruises of the club are popular and fashionable functions. The yachts have the choice of sailing either in cruising or racing trim, valuable prizes being offered to the winners in both divisions. The yachts of late years have made Glen Cove their rendezvous, the next stopping places being Huntington, New London, and Newport. At Newport races are sailed for prizes offered by members, and several days are spent in that favorite harbor. The races for the cups presented by the late Ogden Goelet were

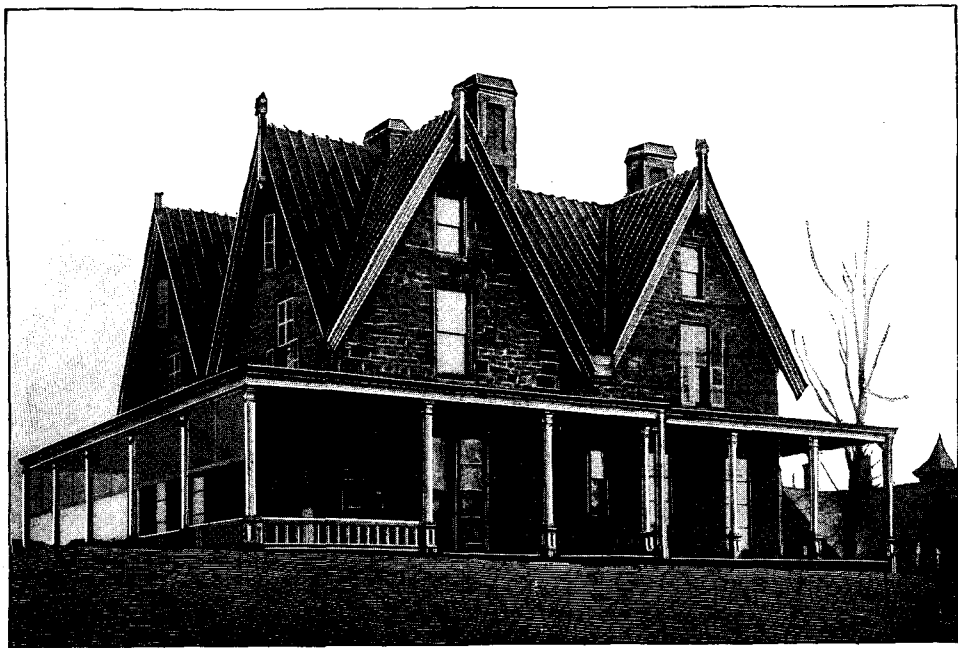


THE CREW OF A RACING YACHT AT WORK—HOISTING THE HUGE MAINSAIL OF THE DEFENDER, PREPARATORY TO A RACE.

great attractions. Colonel John Jacob Astor has arranged to offer cups of equal value—a one thousand dollar prize for schooners and a five hundred dollar prize for sloops, cutters, or yawls. The first contest for these trophies will be sailed in August of the present year.

Owing to the war with Spain there was no squadron cruise last year. This caused much disappointment to yachswomen, who greatly enjoy the annual yachting car-

fact, the America's Cup has about as much intrinsic beauty as a tomato can. It has no bottom, and will not hold liquid. When the Thistle came over to be beaten by the Volunteer, the Scotch syndicate which built that celebrated cutter imported a famous Highland piper to sound on his instrument a pæan—or rather a pibroch—of victory when the cup should be won. The piper was confident of success. He said he would drink Scotch



THE NEW YORK YACHT CLUB'S SECOND WATER FRONT CLUB HOUSE, ON STATEN ISLAND, NEAR FORT WADSWORTH.

nival. For that reason the cruise of 1899 promises to be the most brilliant in the club's history, an additional incentive being the coming rivalry between the new and the old cup defenders, the former manned by hardy and agile sailors from Maine and the latter by sturdy Scandinavians. These boats will be raced with keen persistence throughout the season, and to the better boat of the two will be given the task of sailing against Sir Thomas Lipton's Shamrock.

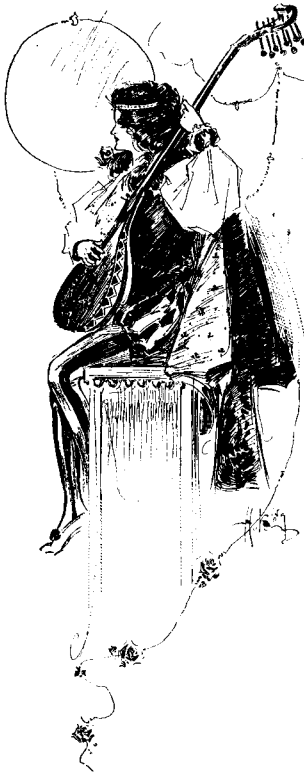
Most visitors to the club's headquarters linger in admiration over the famous trophy that may be called the blue ribbon of the yachting world. As a matter of

fact, the America's Cup has about as much intrinsic beauty as a tomato can. It has no bottom, and will not hold liquid. When the Thistle came over to be beaten by the Volunteer, the Scotch syndicate which built that celebrated cutter imported a famous Highland piper to sound on his instrument a pæan—or rather a pibroch—of victory when the cup should be won. The piper was confident of success. He said he would drink Scotch

whisky out of the cup before it left America. He wouldn't believe that it was hollow from base to spout until the old mug was shown to him by one of the attachés of the club house. Then he muttered a few words in Gaelic, presumably an imprecation. It was indeed, from the patriotic Scot's point of view, a hollow mockery.

Nevertheless, the old cup is the club's most treasured possession, and should the Shamrock carry it across the Atlantic in October a challenge will be lodged for it at once, and preparations will forthwith be begun for a cup race in British waters next year.





THE STAGE

A REVIEW OF THE SEASON OF 1898-99, WITH ITS OPENING IN TORRID TEMPERATURE, ITS UNEXPECTED FROSTS, AND ITS SUCCESSES, WHICH WERE UNUSUALLY NUMEROUS, THOUGH THE FOREIGN STAR WAS SCARCELY REPRESENTED AND THE NATIVE PLAYWRIGHT MADE BUT ONE HIT—THE PLAYS BROUGHT FORWARD IN THE METROPOLIS, THE PEOPLE WHO APPEARED IN THEM, AND THE IMPRESSION THEY MADE ON THE PUBLIC.

AS early as last December it became apparent to all who followed the affairs of the stage with any attention, that the theatrical year was to be a notable one from the standpoint by which even art is first judged nowadays—that of material prosperity. And this element of box office success continued to dominate the record as the months went by. Hit after hit was scored, in striking contrast to the previous season, which, as was stated in our review of last July, was marked by an unusual number of flat failures.

But one imported star shared in this prosperity—Olga Nethersole, unless we include Sonnenthal, who acted in German for a short season at the Irving Place Theater. On the other hand, almost every one of the successful dramatic productions was of English, French, or German origin. There is no getting away from this fact, sad blow to patriotic pride though it be. The stage, however, is not alone in depending just now on a foreign source of supply. Most of

our books, too, are coming from abroad. For the lovers of native drama, though, there is this consolation, that London is extending a warm welcome to a larger number of American plays with each advancing season. But to the New York record more in detail.

THE OPENING ATTRACTIONS AND THEIR HANDICAP.

The dramatic year opened August 25, a terrifically hot night, with musical comedy, "A Runaway Girl" at Daly's. The conception of this successor of various other "Shop," "Geisha," and "Circus" girls was imported from the London Gaiety, but her American realization was Virginia Earl, and the public "guessed right the very first time" in predicting that she and her clever associates would carry this farrago of tuneless froth and frolic into the good graces of all sorts and conditions of theater goers. The critics, too, recorded a success the next morning, which was certainly very good of them, considering the moist conditions of linen under which they were obliged to write their impressions. But public, critics, even Mr. Daly himself, scarcely counted on a metropolitan run that extended almost through February, and a vogue for the airs that would place them on the



"A RUNAWAY GIRL" AT DALY'S THEATER.