588. Mr. J. Russell King, is now laying up. Brynhild, cutter, 186, Sir James Pender, Bart., is being hauled up for the winter during the present week. Albion, s.y., 181, is still undergoing

MEDSEV

Laying up has begun and Bonn hauled up the following craft last week, viz.: Curlew, cutter, 5 tons, Messrs. Hitchmough and McCoy; Lulu, cutter, 8, and The Scot, 1 rater, Mr. W. B. Anderson; Lily II., cutter, 7, Mr. T. H. R. Bartley; M. B. Anderson; Eny H., Cutter, J. M. T. H. K. Sameo, 3, Mr. H. Woodcock, has been laid up in the Tranmere S.C. enclosure. Jeannette, cutter, 20, Messrs. Bird, Stead, and Robinson, left on Saturday for a week's cruise, and Mr. C. H. Wright's 'motor yawl White Heather has also left. Selma, 8y., 311, Mr. L. P. Nott, arrived last week and left again on Monday. Cestria, s.y., 248, Mr. J. Johnson Houghton, has arrived and is commencing to lay up. Bronwen, cutter, 43, Messrs. Baynes and Whiteley, arrived at Holyhead last week after a fast passage from Falmouth. She went on to Conway last week-end. Miriel, s.y., 65, Mr. Joseph Heap, was at Holyhead recently and has since returned to the Straits and is commencing to dismantle. Inyala, cutter, 20, Mr. Living ston, and Narwhal, s.y., 18, Mr. J. P. Hall, were at Holyhead at the same time, but are now back at Beaumaris. The following craft were under way on Sunday, viz.: Apteryx. Robinson, left on Saturday for a week's cruise, and Mr. C. H. at the same time, but are now back at Beaumaris. The following craft were under way on Sunday, viz.: Apteryx, eutter, 17, Mr. T. Webster; Gala, ketch, 28, Mr. C. Wright; Pearl, cutter, 12, Messrs. Titterington; Lilian, cutter, 7, Messrs. Porter; Markal, cutter, 5, Mr. T. Moston; Mermaid, cutter, 8½, Messrs. Dean and Hogg; Thelma, cutter, 5, Mr. H. D. Fisher; Ikinoo, cutter, 7, Mr. W. R. Dibb; Daimla, motor yacht, Mr. H. Ian MacIver; Marguerite, cutter, 14, Mr. Geo. Leather; Kestrel, etc.

RIVER CROUCH Last Wednesday Burnham experienced the lowest tide for years following on a gale of wind from the south-west. The houseboat Daydream, of the Crouch Yacht Club, dragged her bow anchors and went ashore, luckily without any damage to herself or other boats. Shimna, 15 metres, Messrs. Watson and Payne, has been ashore for a clean up. Chittabob III., ex-24-footer, Mr. Watson, has had a new mast. Hinemoa, 6 metres, Mr. F. Varlson, nas nad a new mast. Hinemoa, 6 metres, Mr. F. Varley, which sprung her mast in Burnham Week, has been laid up by the BURNHAM YACHT BUILDING Co. Coquette, 35 tons, Mr. Truefitt, has come in from cruising. Primrose, 10, Messrs. Challis and Brown, has also returned from Ramsgate. Fanny, 10, left on Sunday for Pinmill, where ne will be stationed in future. M'Bolo, 4, Lieut. Hudson, left for Sheerness on the same day, her repairs having been left for Sheerness on the same day, her repairs having been completed. Sunshine, 15, Mr. Rome, and Zella, 30, Mr. Chester Jones, has come ashore to lay up. Graciosa, 8, Mr. R. Wilks, returned to Burnham on Sunday flying nine flags. Moretta, 15, Mr. Matthews, and Ran, 10, Mr. Haig, have returned to their moorings. The 22-ton motor boat Speedwell, built for Messrs. R. Smith Bros. by King AND Sons, left on Monday Messrs. R. Smith Bros. by King AND Sons, left on Monday Messrs. R. Smith Bros. by King and Sons, left on Monday for Harwich. Among the boats under way during the week end were Woodbine, 34, Mr. Alabaster; Coquette, 35, Mr. Truefitt; Willow Wren, 40, Mr. Thompson; Nanette, 18, Mr. Venables; Enriquita, 24, Mr. Collingwood; Manxman, 14, Mr. Wedd; Mona, 10, Dorothy, 7, Mr. Dallimore; Nomad, 40; Maureen, 10, Mr. Booth; Clare, 18, Mr. Duplantier; Maid Marian, 4, Mr. F. B. Cooke; Grebe, C.O.D., Messrs. Clift and Beauchamp; Egret, C.O.D., Mr. Pain Clark; Edith, 5, Mr. Cross; Olive, 2, Messrs. Heather and Hewitt: Hibernia. 7. Beauchamp; Egret, C.O.D., Mr. Pain Clark; Edith, 5, Mr. Cross; Olive, 3, Messrs. Heather and Hewitt; Hibernia, 7, Mr. Say; Genesta, 10, Mr. Knight; Kittie, 20, Mr. Newton; Marguerite, 5, Mr. Viner; Muriel, 10; Undine, 20, Mr. Cook; Great Western, 7, Mr. Hood; Magnolia, 5, Mr. Danzie; Dawn, 7, Mr. Taylor; Thistle, 5, Mr. Bell; Violet, 8; Glitter, 15, Mr. Jones; Columbine, 10; Mr. Katz; Eileen, 5; Rose, 7, Mr. Jones; Columbine, 10; Mr. Katz; Eileen, 5; Rose, 7, Mr. Dumas; Jabbernock, 6; Winsome, 12, Mr. Allison; Starlight, 30, Mr. Matland; Cresta, 7, Mr. Cresswell; Cuan, 10, Messrs. Herring and Barley; Theo, 4, Mr. Downman; Ran, 10, Messrs. Haig; Sai Wen, 10; and Primrose, 10, Messrs. Challis and

SOUTHAMPTON.

At Summers and Payne's yards the 12-ton auxiliary cruising yawl building for a member of the R.Y.S. is planked up and deck beams are being fitted. Dream, 83 tons, schooner, Mr. C. H. Bill, has been towed up from Wootton Creek and berthed on the mud, where she will winter. Orelia, 119, auxiliary motor schooner, Mr. Clarence Wilson, has arrived at the yard and gone on the grid for alterations to the propeller. The laying up of Kethailes, 611, Mr. W. Johnston, is being proceeded with. Camellia, ex-52 ft. l.r., Mr. G. N. E. Hall-Say, has had her mast lifted out and has been hauled up for the winter. Pleione, 22, motor yacht, Commander Sir Hamilton P. Freer-Smith, R.N., has arrived at the yard and will lay up for the winter. Vista, 95, s.y., Mr. W. S. Hunter, is hauled up and the dismantling is completed. Norseman, 521, auxiliary barquentine, on charter to Captain the Hon. Fred. Guest, arrived at Corfu on 8th and Piræus on the 11th, making a stay of rived at Corfu on 8th and Pireaus on the 1th, making a stay of two days. Grianaig, 439, the Duke of Westminster, is at Venice awaiting the arrival of the Duchess. Lantana, 225, Mr. M. Cope, arrived at the port and after a short stay has left cruising. Imatra, 45, yawl, Mr. C. Stahl, is shortly expected at the yard from Germany. Vera, 183, schooner, Capriain A. M. B. Gage, is being put through survey. At STEWENS West Quay yard, Camilla has been hauled up for the winter west Quay yard, Camina has been in collision during the recent heavy weather. Ladye Wilma, auxiliary motor cutter, and Sturdy, auxiliary motor yawl, have also been hauled up, as well as Sagitta, motor launch, which has been pulled out of the well as Sagitta, motor launch, which has been pulsed out of the water for engine repairs to be undertaken by the Parsons Motor Co. Dinah, yawl, has arrived at the yard and will be hauled up. At the Hythe yard, Hygeia, yawl, is undergoing repairs Co. Dinah, yawl, has arrived at the yard and will be haused up. At the Hythe yard, Hygeia, yawl, is undergoing repairs after being in collision, and Dorothy has come in for new decks. The laying up season in this yard is in full swing. The firm are completing a motor launch for the winter service of the yard. G. J. TILLING AND SONS put a very large quantity of stores on board Giralda, s.y., H.M. the King of Spain, during the recent visit to Cowes and Southampton. The same firm is also furnishing supplies and carrying out others works to s.y. Liberty, Mr. J. Pulitzer of New York. At the FERRY YARD the workmen are pushing on with the 2-raters for Lough Erne. Dorothea, s.y., has arrived up the transparent of the control of the control of the transparent of the control of the con the gridiron having alterations below carried out; she is also being supplied with a new mainmast. Sea Queen, 377, is to be dry-docked by the firm this week and will be stripped of her sheathing, recaulked, and coppered, and also repainted. Nebula, 36 which was hauled up last week, has had her copper cleaned and is now out of commission. Rendezvous, copper cleaned and is now out of commission. Rendezvous, 29. Mr. Mason, has also been hauled up and has now completed her dismantling. Majesta, 170, has taken up a mud berth, as also has Hildegard, s.y., Mr. A. H. Illingworth, 19bird, Mr. W. F. Thompson, has come in from Plymouth and is being dismantled, and will be hauled up for the winter, Taurus, 373, Dr. Hugh Andrews, is still receiving attention. Pauline, 29, Mr. A. Seaward, has arrived. Bloodhound, the Marouess of Ailsa's 40-tonner, is being gutted out. The crew of Ceylon, 225, Captain R. V. Webster, which has been destroyed by fire, arrived at the Yard on Friday in the yacht's bbats, and ways are being laid for hauling up Oberon, Major Bott, which is expected in these next tides. The teak launch for the Parsons Motor Co., and for the use of H.M. Southampton Customs, is nearing completion. Work has been commenced on some more boats for the Admiralty. commenced on some more boats for the Admiralty.



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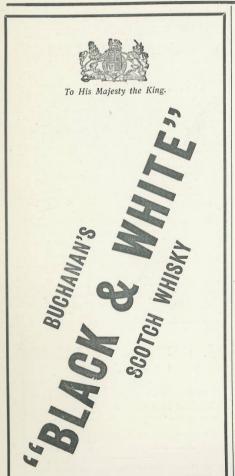
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AND MARINE MOTOR JOURNAL

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The Skipper's Column SCANTLING REGULATIONS

WHY THEY SHOULD BE REVISED

HE effect of the International Rule for rating racing yachts can now be fairly gauged. As regards the larger classes, say 12 metres measurement and over, it appears to answer fairly well and the yachts built to it are satisfactory, although somewhat overburdened with sail, owing to the light tax on sail area.

The same cannot, however, be said for the small classes.

The racing for the Olympic gold medals, which was held on the Solent this year, puts the English boats on top. This simplifies matters, as the comparison about to be made between the I.Y.R.U. and the Y.R.A. includes the best boats of each type, from a competitive point of view.

Beginning at the bottom of the scale of size, we find the 15-linear raters Bunnie and Lady Jim beating the so-called 5-metre boats Emu and Me-Too whenever they met in 1906. We say "so-called" because these 5-metre boats were never officially certificated. How they were entered, how their entries were accepted, how their declarations were drawn up when they occasionally won a second or a third prize, it is difficult to surmise. The local racing association, the clubs concerned, and the owners of the boats were all performing their duties in a slack, irresponsible

Nevertheless, the boats were probably close enough to their assumed ratings and, inasmuch as they were designed by one who designed the flying 18-footer Bunnie, they must be regarded as fair samples of first results from the new rule.

Their failure when racing against the 18-footers was attributed by Mr. Payne to be due to the heavy scantling then required and the resulting minimum of lead in the keel. This, no doubt, was the whole truth, and no other explanation was necessary, although tendered. One, given by the Editor of the "Field," was an opinion that the new rule had not been properly exploited; in short, that the designers were in fault. Yet in foregoing numbers of that journal the Editor had frequently maintained that the journal the Editor had requestly maintained that one write varied but little from the Y.R.A. rule it was about to displace. This may be quite true. But where does it lead us? Evidently a drawing board which produced Jasmine, one of the best 24-linear raters, and Bunnie, the very best 18-linear rater, was not likely to err very much in the design of new raters if the I.Y.R.U. and the Y.R.A. rules differed so slightly as Mr. Heckstall Smith stoutly asserted.

It is only logical, therefore, to arrive at the conclusion that the failure of Emu and Me'Too was not caused by bad design, but by a bad table of scantlings, propounded by Lloyd's, by the German Lloyd's, and by the Bureau Veritas conjointly—bodies evidently knowing very little about the requirements of small yachts. The extraordinary part of the business is that Mr. William Fife and other eminent designers were associated with these bodies to assist in drawing up the scantlings.

September 24, 1908 The Yachting World and Marine Motor Journal

down to the line their respective positions remained unchanged, Flavia scoring another win and L'Allegra a second. This race was followed by one for the club one-design sailing boats. The resulted in the keenest struggle ever witnessed in the class. The boats were sailed by Admiral Tate, Mr. and Mrs. T. Winans, Mr. and Mrs. Williams, Mr. H. Brickwood, and Mr. N. Cobbold. Mr. Brickwood led over the line by a few yards, closely followed by the remaining four boats. The positions constantly changed during the first round, but in the second Mr. Winans secured the lead again and held it to the finish. Mr. Brickwood was second and Admiral Tate

THE WINTER SEASON

Although Enchantress will remain in full commission for some weeks yet, arrangements are already being made by which members will be able to use the club ship during the winter months. Enchantress will be moved to sheltered waters and sufficient staff retained on board to deal with the requirements of winter visitors, of whom it is expected there will be a considerable number in view of the very attractive surroundings in which the ship will be stationed. Particulars of these arrangements will shortly be announced.

ESSEX MOTOR BOAT CLUB

SUCCESSFUL REGATTA AT SOUTHEND

The motor-boat racing season was brought to a close on Ine motor-boat racing season was brought to a close on Saturday, when a very successful regatta was carried out by the Essex Motor Boat Club off Southend. Five events, for which the entries numbered thirty-one, were on the programme, and with three exceptions all the boats put in an appearance. All the races were run on handicap terms, and in that for better receipting the contractions of the contractio boats exceeding 10 knots an hour, 1 min. 25 sec. covered the whole of the five competitors on corrected time—the best handicap of the season. The racing attracted a good deal of attention, the attendance on the pier, from which a good view of the whole course could be obtained, being excellent. The weather conditions were ideal, and, owing to the completeness of the arrangements made by Mr. A. H. Phillips, the honorary secretary and treasurer of the club, the regatta proved a great success in every way, and is likely to be repeated on a rather larger scale and at a more convenient date next season.

Handicap for Cabin Cruisers.—First prize, "Hayward" Challenge Cup (value 18 guineas) and miniature; second prize, E.M.B.C. silver cup; third prize, E.M.B.C. diver medal. Course, from Southend pier head to and round Nore lightship, thence to and round mark off Chapman lighthouse, back to and round Nore lightship and return to starting line. Disand round Nore lightship and return to starting line. Distance, 24 sea miles. Entries: Flonora, Mr. H. Brown, 25-h.p.; Melita, Mr. H. J. Hayward, 20; Halcyon, Mr. D. G. E. Davies, 24; Napier Major, Mr. S. F. Edge, 21; Lethe, Mr. E. H. White, 25; Scintilla II., Messrs. T. and A. T. Kerr. They were started at 10.30 a.m., Halcyon being the only absentee. Flonora was on the scratch mark, allowing Melita and the started of the started started at 10.30 a.m., Vanier Meior 8, min. 2 min., Scintilla II. 7 min. 30 sec., Napier Major 8 min. 25 sec., and Lethe 30 min. Something went wrong with Melita's steering gear at the start and she fouled Napier Major, but no damage was done. Scintilla II. early gave up with a heated bearing, and Lethe, which had been very generously dealt with in the handicapping, proved an easy winner from Napier Major, with Flonora a good third. Times:

771	H	. M	S.	
Flonora (third)	1	43	4	
Napier Major (second)	1	49	47	
Letne (winner)	T	27	T 4	
Melita	2	9	30	

Handicap for Motor-Boats Exceeding 15 Knots.—First prize, Handicap for Motor-Boats Exceeding 15 Knots.—First prize, "Daily relegraph" Challenge Cup (value 20 guineas) and E.M.B.C. gold medal or miniature (at winner's option); second prize, E.M.B.C. silver medal; third prize, E.M.B.C. bronze medal. Course, from Southend pier round Kiver Middle buoy and Leigh buoy, returning to starting line. Twice round. Disactince, to sea miles. Entries: Fleurette II., Mr. O. B. Colls, 35-h.p.; Spitfire, Mr. W. Schmahl, 24; Irish Adamate, Mr. W. Scott Hayward, 45. Irish Adamate was scratch, allowing Fleurette II. 35 sec. and Spitfire 14 min. The last-named was entered on the chance that she might come within entered on the chance that she might come within 10 per cent. of the speed stipulated—namely, 15 knots; but, steering a very erratic course, she never looked like doing this, and the contest resolved itself into a duel between the scratch boat and Fleurette II., which was steered by Mr. R. B. Robinson, secre-

Andrew Thomson's Yachting Guide for 1908, now ready, contains Tide and Speed Tables, International Sailing and Measurement Rules, Winning Yachts of 1907, Winners of all important Cups, List of Fixtures, Tables of Distances, and a quantity of information useful to all yachtsmen. Published

tary of the British Motor Boat Club. The starting gun was given at 2.30 p.m., and, lying well for the first mark, Fleurette II. dashed off with the flash of the gun, slightly ahead of Irish Adamate. She took the mark much closer than the Irish Adamate. She took the mark much closer than the scratch boat and began to open out a lead, which she increased slightly at each mark, leading at the end of the first round by 23 sec., ultimately finishing 38 sec. ahead of Mr. Scott Hayward, who was steering his own boat. The official times

Eltt II ()	H.	M.	S.	
Fleurette II. (winner)	3	7	17	
Irish Adamate Spitfire	3	7	55	
optime	2	20	Oi	

Handicap Sweepstakes for Boats Exceeding to Knots.—First prize, five-eighths; second prize, one-quarter; third prize, one-gipth of entry fees, with silver and bronze medals added to first and second prizes. Course, the same as in second race, but only once round. Distance, 5 sea miles. but only once round. Distance, 5 sea miles. Entries: Fleurette II., Mr. O. B. Colls, 35-h.p.; Spitfire, Mrl. W. Schmahl, 24; Irish Adamate, Mr. W. Scott Hayward, 45; Ravissante, Mr. L. M. Waterhouse, 24; Blake Q., Mr. F. C. Blake, 6; Camilla, Mr. R. N. Fairbanks, 20. Irish Adamate was scratch and was called on to allow Fleurette II. 15 sec., Camilla, 3 min., Ravissante 7 min., Spitfire 7 min. 10 sec., and Blake Q. 8 min. 25 sec. Ravissante did not start. They were sent away 45 co.p. 4 sent away at 3.30 p.m. to a capital start, Fleurette II. again leading Irish Adamate across the line, Blake Q. being third, Spitfire fourth, and Camilla last to cross. This proved the best race of the day, Fleurette II. taking the marks well and giving Irish Adamate her wash all the way round the course. From the Leigh buoy back to the finishing line they raced together, almost level, and until the gun went it was doubtful together, almost level, and until the gun went it was gouddlus which would finish ahead. In the end the scratch boat was beaten by a fraction of a second. Spitfire, however, with her allowance of 7 min. no sec., proved the winner of an excellent handicap. The official figures were:

Fleurette II. (2nd)	2	ro.	25	
Trick Adamst	3	20	33	
Irish Adamate	3	50	36	
Camilla (3rd)	3	53	22	
Spitfire (winner)	3	56	37	
Blake Q.	3	59	17	

Handicap for Boats over 8 and not Exceeding 15 Knots.—First prize, E.M.B.C. silver cup; second prize, E.M.B.C. silver medal; third prize, E.M.B.C. bronze medal. Course, the same as second race, twice round. Distance, 10 sea miles. Same as second race, twice round. Distance, to sea miles. Entries: Camilla, Mr. R. N. Fairbanks, 20-h.p.; Spiffire, Mr. W. Schmahl, 24; Melita, Mr. H. J. Hayward, 20; Ravissante, Mr. L. M. Waterhouse, 24; Dorine, Mr. El. T. Pudney; Blake, Q., Mr. F. C. Blake, 6. Camilla was scratch, allowing Blake Q., Mr. F. C. Diake, O. Camina was scratch, anowing Spitfire 8 min. 10 sec., Ravissante 6 min. 40 sec., Blake Q. 10 min. 20 sec., Dorine 17 min., and Melita 32 min. All went except Ravissante. Melita led across the line at 4.15 p.m., followed by Spitfire, Blake Q., Camilla, and Dorine in the order named. The scratch boat soon took the lead and was 3 min. 4 sec. ahead of Spitfire at the end of the first round, failing by 1 min. 14 sec. to allow Mr. Schmahl's boat her handicap. Blake Q. was a fairly good third. Times:

Camilla (2nd)	4	57	0	
Spittine (winner)	5	3	56	
Blake Q. (3rd)	5	IO	30	
Dorine	5	36	5	
Melita	5	41	39	

Handicap for Boats under 8 Knots.—First prize, E.M.B.C. silver cup; second prize, E.M.B.C. silver medal; third prize, E.M.B.C. bronze medal. Course, same as second race, once oround. Distance, 5 sea miles. Entries: Iffit, Messrs. G. Gilson and F. Lucking, 29 min.; Lethe, Mr. E. H. White, scratch; Cheripika, Mr. W. H. McLean, 23 min.; Advance, Messrs. W. V. and H. J. Sharp, 12 min.; Rana, Mr. J. Dring, 17 min.; Peggy, Mr. A. H. Phillips, 19 min. 30 sec.; Luluette, Mr. G. L. Bradley, 26 min. 30 sec.; Mikado, Mr. F. Drury, 14 min'. 30 sec.; Dorothy, Mr. F. May; Flash, Mr. S. J. Peters, 9 min. All went at 4.45 p.m., except Dorothy. The official times were.

Lethe	5	34	43	
Flash	5	37	58	
Advance	5	40	9	
Rana	5	41	19	
Peggy (3rd)	5	42	32	
Mikado Luluette (winner)	5	44	0	
Luluette (winner)	5	45	18	
Cheripika (2nd)	5	45	19	
lffit	6	2	31	

SOUTH-WESTERN HOTEL.—Large Dining Room, Restaurant, Billiard Room, and Lounges on Ground floor. Adjoins Central Station and opposite Docks, Electric lifts to all floors, All ships are wired from Hurst Castle. A Four-in-hand Coach, with excellent team, is also available for gentlemen wishing to qualify for the Coaching Club; subscribers invited. Commodious motor garage. Hotel omnibus meets principal trains at West Station. Telegrams: "Welcome, Southampton," Telephone No. 5

CORRESPONDENCE

THE PLYMOUTH REGATTAS

To the Editor of THE YACHTING WORLD AND MARINE MOTOR TOURNAL

Sir -The committee of the Minima Yacht Club, at a meet-Sir,—The committee of the animan ratio Cilib, at a meeting held on Friday, September 11, to discuss and settle all regatta business, had placed before them your number of August 27. In that number of THE YACHTING WORLD you state: "That the Plymouth Regatta Week started on August 19 with the Port of Plymouth Regatta." continuing 20th, 21st, and 22nd. I am instructed to forward you the "Joint Book" for that week, issued by the combined clubs and town committees, and you will see that the "Minima Yacht Club," Plymouth division, had the honour of opening the week's racing, and locally it was considered the most successful day for the week. The classes catered for were well filled and, as officer of the day, I had the pleasure of starting thirty-nine boats.—Yours,

Minima Yacht Club, Plymouth, September 17, 1908

(We extremely regret the omission, but our remark had reference, of course, to the first-class racing.-ED. Y.W.]

FOREIGN SURVEYS

To the Editor of THE YACHTING WORLD AND MARINE MOTOR JOURNAL

Sir,-I have read in your esteemed journal of September 3 last the letter from Mr. Nelson, the owner of the yacht Ophelie, in which the facts are absolutely inexact. The survey of the yacht Ophelie was made by an English expert, Mr. Richard Wise, engineer, recommended by Mr. Andrew Thomson, 50, Pall Mall, London. My part in the matter was simply to supply skilled mechanics, carpenters, workmen, etc., to take down the partitions, boiler, engine, condenser, etc., under the orders of Mr. Richard Wise.

The object of this letter is to contradict formally what Mr Nelson has written. My workmen have only followed Mr. Wise in his operations for the survey on board Ophelie, and the above had orders to make the survey.

Mr. Nelson, therefore, makes a mistake when he calls me to book, and I, therefore, count on your impartiality and your courtesy to establish the facts by inserting this letter in your next number.-Yours, etc.,

Cannes, September 20, 1908

HENRY VINCENT

INFORMATION WANTED

To the Editor of THE YACHTING WORLD AND MARINE MOTOR JOURNAL

Sir,-I have it in contemplation, shortly, to lay down a motor yacht for next year's working for coasting and estuary cruising round England. Would some of your readers kindly advise me what class and size of craft I should find most convenient, the accommodation being required for, say, self and wife, and occasionally a lady or gentleman friend?

I should keep one hand only aboard, and should endeavour to find an all-round man that could do the cooking, etc., at a

The subject of the motor I am quite at home upon, as I have a 4-cylinder craft, 10-12-h.p., on the river; but the Thames Conservancy folk seem to raise so many difficulties for the motor boat owner that I am determined to go where I shall not be subject to irritating rules and restrictions, not to

mention heavy lock dues.

My idea with the proposed motor yacht was to cruise about the Isle of Wight, Falmouth, and such places, but to make a port somewhere or other every night .- Yours, etc., THAMES-SICK September 21, 1908

THE REPORTED SALE OF THE S.Y. OITHONA

To the Editor of THE YACHTING WORLD AND MARINE MOTOR TOURNAL

Sir,-We notice in your issue of the 17th inst. you state that the s.y. Oithona has been sold to Mr. Maurice Jenks. This statement is not only untrue, but has no foundation in fact, and we should be glad if you will in your next issue give as much prominence as possible to contradict this statement.—

LORY AND Co., LTD.,

Managers and Agents of s.y. Oithona
4, Albany Courtyard, Piccadilly, London, W., September 18, 1908

[We are sorry that our statement was incorrect, but we received the information from a usually well-informed source.—

THE OLYMPIC GAMES REGATTA

LIST OF AWARDS

The vacht-racing section of the British Olympic Council have now made the awards in connection with the Olympic Regattas, held on the Solent at Ryde and on the Clyde at

Hunter's Quay.

In the 8-metre class a gilt commemorative medal has been awarded to Mr. Blair Onslow Cochrane, the owner of Cobweb, which was the winning boat, while a silver commemorative medals goes to the Royal Gothenburg Yacht Club, who nominated Vinga, the second boat. Mr. Blair Onslow Cochnominated Vinga, the second boat. Mr. Blair Onsiow Cochrane also takes a gold Olympic medal, as the helmsman of Cobweb, a silver Olympic medal being awarded Mr. C. L. Hellstrom, the helmsman of Vinga. Silver Olympic medals have been awarded Messrs. A. N. L. Wood, H. C. Sutton, J. E. Rhodes, and C. R. Campbell, who acted as crew to Cobweb, while the crew of Vinga—Messrs. E. G. Thormahlen, E. G. Wallerius, E. G. Sandberg, and J. H. Wallin-receive E. G. Wallerins, E. G. Salberg, and J. II. Wallin bronze Olympic medals. Silver commemorative medals have also been awarded to the Duchess of Westminster and to Mr. C. Wisbech, the owners of Sorais and Fram, which also took part in the races. The helmsmen and crews of these boats

In the 7-metre class Mr. C. Rivett-Carnac's Heroine sailed over, and her owner has been awarded a gilt commemorative over, and her owner has been awarded a girt commendation medal and a gold medal (as helmsman), her crew, consisting of Mrs. Rivett-Carnac, Mr. Norman Bingley, and Captain R. T. Dixon, being awarded silver medals.

R. T. Dixon, being awarded silver medals. The gilt commemorative medal in the 6-metre class and also the challenge vase of Sèvres china, presented by the President of the French Republic, were won by Mr. T. D. McMeekin in Dormy. The silver commemorative medal goes to Mr. R. Dormy. The silver commenciative medial goes to Mr. R. Osterrieth, owner of Zut, which won one of the three races. The helmsmen's medals were won by Mr. G. Umfreville Laws (gold) and Mr. Leon Huybrechts (silver). Major C. W. H. Crichton and Mr. T. D. McMeekin receive silver Olympic medals as crew of Dormy, and Messrs. Louis Huybrechts and H. Weewauters bronze Olympic medals, as crew of Zut. Silver commemorative medals have also been awarded to Mr. J. W. Leuchars, owner of Sibindi, and to M. R. Delagrange, owner of Guyoni, the helmsmen and crews of both boats being awarded special certificates of merit.

The gilt commemorative medal in the 12-metre class was won by Mr. T. C. Glen-Coats, who also took a gold Olympic medal as the helmsman of Hera. The silver commemorative medal as the helmsman of Hera. The silver commemorative medal was awarded Mr. C. MacIver, who likewise received the silver Olympic medal as helmsman of Mouchette. Silver Olympic medals have also been awarded Mr. J. H. Downes (Hera) and Mr. J. G. Kenion (Mouchette) as mates of the competing craft. The silver Olympic medals, as crew of the winning boat, go to Dr. A. D. Downes and Messrs. John Buchanan, ming boat, go to Dr. A. D. Downes and Messrs. John Buchanan, ning boat, go to Dr. A. D. Downes and Messis, John Buchand, J. C. Bunten, David Dunlop, John Mackenzie, Albert Martin, Gerald Tait, and J. S. Aspin, while the bronze Olympic medals, as crew of the second boat, have been awarded Messis. James Baxter, W. P. Davidson, J. F. Jellico, T. A. R. Little-dale, C. Macleod Robertson, J. F. Spence, C. R. MacIver, and I. M. Adams.

FAMBRIDGE YACHT CLUB

The season was concluded on the 20th inst. when races were put on for vachts over and under 4 tons respectively over the usual Creeksea course. In the match for yachts over 4 tons the starters were as follow: Eluned, Mr. T. D. Nottidge, the starters were as follow: Eluned, Mr. T. D. Nottidge, scratch; Ran, Messrs. D. M. Haig and G. R. Pember, 4 min.; Marguerite, Mr. Hugh Viner, 4 min.; Cachalot, Mr. B. E. Dunbar-Kilburn, 7 min. The boats were despatched to a rather straggling start at 11 a.m. in a light easterly breeze. The finish was timed as follows: Ran, 1 hr. 5 min. 35 sec. (2nd); Eluned, 1 hr. 6 min.; Cachalot, 1 hr. 7 min. 10 sec. (winner). Marguerite gave up. The smaller boats started a quarter of an hour late, the entry being as follows: Ripple, Mr. L. H. Lockett, scratch; Erl King, Mr. H. W. Stout, Amin.; Maid Marian, Mr. Francis B. Cooke, 12 min. The finish was timed: Ripple, 1 hr. 19 min. 15 sec. (winner); Erl King, 1 hr. 27 min.; Maid Marian, 1 hr. 34 min. 30 sec.

EASTERN OF ENGLAND YACHT CLUB

On Saturday, in a light easterly breeze, the club had two races down for decision. The 6-metres started at 3.30 p.m., all four boats turning out. The race was stopped at the end of the first round. Times:

of the mot remain and the second seco	H	M.	S.
Sibindi, Mr. Leuchars	5	12	15
Dormy, Mr. McMeekin	5	15	50
Gypta Messrs, Farrow and McMeekin	5	36	IO
The Alien, Messrs. Terrell and Brooks	5	40	30

Only two of the one-design boats finished, Raffles (Dr. Gibson), at 7 min. 5 sec., winning from Elf (Mr. Alexander), at

SOUTHAMPTON

At Summers and Payne's yards the framing of the new 9-ton cruising cutter building for Mr. H. R. Wintle is being proceeded with. Preparations are well advanced for the casting of the lead keel for the new 135-ton ketch on order for Sir Maurice the lead keel for the new 13-100 ketch on order for SI Maurice FitzGerald, Bart. The main keel is also cut and ready to be set up and moulds are being made. The 6-metre yacht building for Mr. Paul von Schoeller of Vienna is nearing completion. Another yacht of the same class is to be built by the firm for H.H. Prince Philip of Saxe-Coburg-Gotha. The extensive repairs to Vera, 183-ton schooner, Captain A. M. B. Gage, are so far completed and the alterations below and on deck are being forwarded towards an early termination. The new foremast has been lifted in and wedged and the mainmast delivered and preparations are being made for relaunching and installing of the motors. Her owner proposes fitting the vessel out and cruising in the Mediterranean and will eventually proceed to China. Cobalt, ex-24-ft. l.r., Mr. W. J. Fernie, has ceed to China. Cobalt, ex-24-tt. 1.r., Mr. W. J. Fernie, baseen hauled up. Some alterations are in hand on board Calisaya, yawl, 42 tons, Mr. N. J. Ede. Grianaig, R.V.S., 439, the Duke of Westminster, is being put through her No. 1 survey and is being chipped and repainted inside. Joan, motor yacht, Mr. Eric H. Clift, has been fitted out for a short cruise. Dido, motor launch, Mr. E. Singleton Wise, has been shipped to British Columbia via Liverpool, and Carrissima, motor launch. to Oban. New starting gear is being fitted to Saleia, 22, Mr.
H. W. Forster, M.P. Hawthorne, 19, Mr. Norman Craig, has
had her bottom black varnished. Some stores have been sent to Mr. Morton F. Plant's Iolanda at Marseilles. At FAA's the work on Jason, s.y., Mr. F. Bibby, including new stanchions, part new bulwarks, and rail, is now completed. The new sun and rain awnings for Maund, s.y., together with the necessary work in connection therewith, are well in hand. The Duke of Bedford's s.y. Sapphire, 1,023, is at present dismantling and her crew are busy cleaning off and varnishing her boats preparatory to storing same for the winter. Fay's have caulked the main and poop decks of Vanadis, s.y., and done soundry other jobs on borol, including several in the engine room. The survey on Abona, s.y., is completed and the firm have orders to do the necessary work as recommended by the surveyor, which includes several new plates, etc. The work on Gladys, Mr. H. H. Bartlett, in connection with her survey is proceeding satisfactorily. Several new plates have been fitted and sundry

other work done on board. Fay's have practically completed the rearrangement of Rose-France's accommodation. The bright work is being scraped preparatory to varnishing. The atteration to the cabin arrangement of Lorna, yawl, is also well in hand. On Iverna, Mr. J. Jameson, the new deck is being laid and an Edson steering gear has been fitted. White Heather, Mr. M. B. Kennedy's racing cutter, has also been Beatiner, M. M. D. Kennedy's facing clutes, has also been scraped outside and, as the copper has been stripped, she is now getting a good drying. The work in connection with the survey of Vera, yawl, is practically completed. The new mas which this firm made for the schooner Vera was launched off At White Bros. Wild Rose, 100, Mr. Duncan Sillars, has been launched from the slip, recaulking and coppering having been completed. The yacht has returned to her mud berth. Taurus, 373, Mr. Hugh Andrews, is now hauled up for coating, etc., and is now completing her refit. The work on Bloodhound is proceeding. Orders have been received for extra work to the yacht's lead keel, and this is now being put in hand. The lead keel mould for Captain Ommanney's 18-ton cutter is being "rammed" and will be cast at an early date. Repairs are proceeding on Merlin, s.y., which is to have a new foremast and will be hauled up shortly for survey. On Anemone, 96, the work of conversion is well advanced. Mariska, 15 metres, is still receiving attention. Joiners are still at work on Erin, 1,342, undergoing survey in the inner dock. Resolute, m.l., has been hauled up under cover and is now going out of comhas been hauted up under cover and is now going out of com-mission. The overhaul of the s.y. Norna, 48, is proceeding. The hull of the aux. schooner Ceylon has arrived at the yard and will probably be hauled up for removal of ballast, etc. Xenia is under survey for an intending purchaser. Mildred, 20, is receiving slight attention.

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AND MARINE MOTOR JOURNAL

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THE SKIPPER'S COLUMN

IN THE OLYMPIC WAY

OCAL rivalry plays an important part in all our sports, but competitive vachting is probably more indebted to it than almost any other. It provides the schools in which the best of our racing men get their training and from which, when time and circumstances serve, they graduate ready to take their places in sporting ventures which have a wider and it may be a keener circle of critics. It is the rare exception to find a man make his first entry to the sport in first-class racing of an open kind, and it is still more rare, though not altogether unknown, to find him make his first appearance in the arena which is reserved for international events. The vachting centres on the coasts of the three kingdoms have each their own local interests, and although it often happens that these receive less attention than they deserve in the arrangements made to serve the whole country, it is admitted by those who have most care for our sport that every development of the racing spirit in the local classes is a distinct gain to the sport at large, and there are genuine regrets when any of the legislation made for the general welfare falls across the prosperity of any of the

It is, therefore, with pleasure that we receive the proofs that the prosperity promised in the open racing classes during the coming season extends also to the classes and regattas of which less is heard, and promises to provide a season more pleasantly crowded with a variety of sport than any we have enjoyed for many years. In the increase and popularity of the purely local classes there is, however, one consideration to which the attention of those responsible for the planning of this section of the season might be called. When any section of the sport is confined rigorously to one district it is inevitable that, sooner or later, the list of men desirous of sharing in that particular branch of the sport will become exhausted. The tendency is the more pronounced because, unless the competing men and vessels are unusually well matched, the impression is apt to grow that one particular vessel is practically unapproachable. One or two may try their luck, but if the result happens to go against them there is a not unnatural inclination for others to haul clear and to try some other class in which there may appear to be an easier road to success. The result is a class which may linger a season or two without a chance of recovery, and then fade off the cards to make room for some other of a healthier

smaller interests.

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such things exist, would keep always in mind that however good the local sport may be it may still be improved if the element of outside competition can be introduced. What the universal rule has done for international racing the same rule may be made to do on a smaller scale for the development of competition among the various centres. Local racing will never secure its proper place and recognition until it is recognised as a part only of the general scheme, which should link up all the yacht racing of the country. How keen the sporting interest may be made by the introduction of competition from the outside was shown last season in the Clyde-Crouch matches, which were arranged by an energetic racing owner of the Clyde and carried through under conditions which were almost enough to deter the most enthusiastic of sportsmen. Every influence was against the matches. The season was over, the days were shortening rapidly, and the weather seemed to hold all the evils which had been mercifully withheld during the course of the summer. In spite of these things the racing was followed with the keenest interest, and there is the best of reason for a conviction that these matches will prove to be but the first of a keen and interesting series. The lesson of those matches and the others sailed under the auspices of the Olympic Committee may be recommended to those who have not yet experimented with the introduction of district rivalry into local sport.

SEA BREEZES

Mr. William Rathbone, jun., has placed an order with Mr. Linton Hope for a 6-metre boat for the coming season, to be named Musette. She will be raced at Burnham, Ostend, and finally on the Solent, if there are any other 6-metre boats in that district to meet her. She will be a very powerful and able sea boat, of a type which will be equally suitable for cruising or racing. The boat is to be built by Messrs. Hart, Harden and Co., Hampton Wick, to Lloyd's highest "R" class.

Florette II., belonging to Mr. D. Clark of Inverkip, sailed 19 races last season and won 19 prizes, 10 of which were firsts. Mr. R. H. Yuile's Ithona, the champion of the Clyde Canoe Club, sailed nine races and won a prize in each of them. Ithona's full record is three firsts, three seconds, one third, and two fourths. Her prizes last summer included the Points Cup of the club and the Chal-

At a meeting on Monday at the Bay Tree Hotel it was unanimously decided that the proposed Cruising Associa-tion be formed, and the rules drafted by the provisional committee were adopted. Owners of yachts and others interested in yachting, ladies and gentlemen, are eligible for membership of the new association. Anyone desiring to become a member must apply to the secretary, who will supply a form of application, which on being duly filled up and returned will be submitted to the council for approval. The annual subscription has been fixed at 7s. 6d.; life member's subscription £5.

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We regret to announce the death of Mr. G. H. Brown, commodore of the Royal North of Ireland Yacht Club which took place on Saturday. Mr. Brown was a keen and enthusiastic vachtsman. His first boat was the 21/4-rater Halcyone, which he designed himself, and her successes were a great delight to him on that account. She raced against such well-known craft as Bedouin, Fedora, Nita, and Primula about a quarter of a century ago; and when her career ended he entered the No. 1 class of the Belfast Lough one-design vachts with a new Halcyone, one of the smartest in the division. This yacht also won many races, and is now owned by Colonel R. G. Sharman-Crawford, D.L. He next purchased the yawl Satellite, 69 tons, from Mr. Jon Workman, and converted her into a cutter, in which he did quite a lot of cruising, a form of recreation of which he was extremely fond. About five years ago he acquired the yawl Chanticleer, 122 tons, being a roomy, well-found and beautifully furnished boat in every respect. He inherited his taste for vachting from his father, who in his time owned the 20-rater Victoria. As commodore of the Royal North of Ireland he gave his personal attention to every detail in connection with the club, and his advice was always considered to be of the greatest value, having regard to his wide experience.

The late Mr. Brown was not a mere figurehead, but he made it his business to enter intimately into everything having for its object the promotion of the club's best interests, while his generosity helped to stimulate and widen the scope of the social side of vachting at Cultra. On race days he provided afternoon tea and music, so that the ladies who did not sail could more fully enjoy croquet, tennis, and other games, and members and guests alike always appreciated his unobtrusive hospitality. His services to the Royal North of Ireland Club were recognised this year by the presentation to him of an oil painting by Mr. W. L. Wylie, R.A., depicting yacht racing at Cultra-The picture, which was exhibited at the Royal Academy and was reproduced as a supplement to a recent issue of THE YACHTING WORLD, shows the deceased, as commodore of the club, being rowed in Chanticleer's gig, and the gift was very much appreciated by the recipient; while at the same time Mrs. Brown received a handsome diamond brooch in recognition of the esteem entertained for her by the club members. The late Mr. Brown was for some years treasurer of the Royal Ulster Yacht Club, a position which is now held by his son, Mr. Herbert Brown, jun., who, keeping up the family tradition for love of yachting, owns the cutter Persephone.

Another death which has to be recorded is that of Admiral Sir John K. E. Baird, K.C.B., who died at his residence, Woodside, near Cowes, of pneumonia. The deceased admiral was a keen sailing man, and amongst the several yachts owned by him may be mentioned Otterhound, yawl, 70 tons, and the famous yawl Formosa, 102, which was originally built as a cutter in 1878 by Michael Ratsey and won a large number of prizes. She was altered to yawl rig in 1887 and lately passed over to the ship-breaker. Formosa in her first year carried off the Queen's Cup at the Royal Yacht Squadron Regatta at Cowes, whilst Cup at the Royal Yacht Squadron Regatta at cowes, while the next year (1879) she won a Queen's Cup at the Royal Albert Races at Portsmouth, whilst again the next year (1880) she won the Queen's Cup at the R.Y.S. Regatta at Cowes: also in 1878 she won the race from Dover to Boulogne given by the Royal Cinque Ports Yacht Club.

Mr. Frederick Shepherd, M.I.N.A., is working on plans for a cruiser of 22 tons for a South Coast yachtsman. The vessel will be ketch rigged and built to Lloyd's class and is to be ready by the commencement of next season. Another of Mr. Shepherd's designs is for a yawl rigged auxiliary of 23 tons of the fast cruiser type. This yacht will be built in the North.

I. EDWIN WILKINS

NAVAL ARCHITECT AND CONSULTING ENGINEER. EXPERT DESIGNER OF STEAM YACHTS.

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CLYDE BREEZES

It is of more than passing interest to note that the enthusiasts of the motor section show a disposition to take up some of the develop-ments which have hitherto been looked upon as peculiarly within the province of the sailing fleet. We have as peculiarly within the province of the sailing fleet. We have already grown fairly familiar with the spectacle of motor racing on the Clyde, and a few of the gatherings held last year fairly earned the title of regattas. Admitting that it takes a man with an intimate knowledge of the relationships between h.p. revolutions and speed to enter fully into the spirit of the sport, there is no questioning the enthusiasm with which the fixtures were planned and carried out. Now it is stated that this enthusiasm with the other will be acted for the last the state of the last of the thusiasm is to carry the motor sailors a step further. In this phase of the sport more than in any other the heavy cruising craft of moderate power has little chance of making a show against the shells which are built and fitted for racing. In the desire to give the genuine cruising craft a chance of distinguishing herself and of proving that she is capable of racing the open water in any reasonable kind of summer weather it is proposed that there should be a long distance race from Hunter's Quay round Ailsa Craig and back. No very definite arrangements for the event have yet been made, but the date which is tentatively suggested for the fixture is some time in

Interest in an event of this kind would not be Hard Weather confined to the motoring season, but as a preliminary the sailing men will be inclined to wish their brethren in the sport better condi-

tions than those which have attended some sailing ventures of the same kind. There are two cases on record in which sailing matches round Ailsa Craig gave the competitors such a taste of outside weather as might be expected to carry a serious disoutside weather as might be expected to carry a serious dis-couragement to the practice of using the distance between the Craig and the upper Firth as a racing course. There was the race by the early giant cutters in 1885. The start on this occa-sion was from Millport, and the fleet which gathered for it included Amadine, Tara, Marjorie, Wendur, Ilex, Galatea, and Vanduara. So wild was the morning of the match, however, that there were only Marjorie and Galatea ready to face the music. It was housed topmasts, treble-reefed mainsails, and spitfire jibs on both, and they went off smashing through seas which washed solid over them and sent the spray halfway to the mast head. A lulling of the wind and a fog of midnight darkness were among the later troubles of the day, and in this Galatea ran ashore on the Ayrshire coast, leaving Marjorie the only vessel of the fleet of stout old ships to complete the course. Conditions almost equally hard were met with when Kariad and Sybarita were matched over the Ailsa Craig course from Rothesay a few years ago. In this, however, the wind—an honest half gale with a big sea from the south-west-held all day and gave one of the most memorable heavy weather trials ever held on the Clyde. The motor boat men may be wished more favourable weather for their sporting event, and the wish will doubtless be heartily re-echoed by the intending competitors.

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International

In our own satisfaction at the past and prospective success of the racing class of 12-metre clippers there have been occasional re-ferences to the fact that we owe the institution

of the class to a sporting suggestion which came to us from the racing men of the North of Ireland. The proposal was that branches of the same class should be started on the Clyde braiches of the salie class should be started on the Cryue and in Irish waters with the intention of carrying out a series of international races. Since the formation of the Clyde section there has been no neglect of any opportunity of pointing out to our sporting colleagues in Ireland that the way was clear for them to complete the arrangements by setting about getting a few representative vessels for the Irish section. Difficulties rew representative vessels for the Irish section. Dimicuties such as we have known something of have stood in the way so far, but there would appear to be a possibility that the coming season may possibly see the completion of the scheme. It is definitely stated that one of the orders which Mr. Alfred Mylne has on hand for the designing and building of a 12-metre cutter comes from Ireland. One cutter does not make a class any more than one swallow does a summer, but the fact that a start has been made has been noted with extreme pleasure, as has also the assurance that she will be raced on the Clyde. The pleasure would be doubled, however, if a couple Clyde. Ine pleasure wothin be doubled, however, it a couple of Irish sporting companions could be got for this vessel. Then the arrangement of sending the Clyde boats to meet the Irish boats in their home waters and bringing the others to the Clyde could be carried out in its completeness and the sport on both sides of the Channel would profit.

SEABIRD, SEASHELL, AND CARIAD ONE-DESIGN CLASS ASSOCIATION

The following officers and committee have been elected for 1909, viz.: President, Mr. Domingo de Larrinaga; hon. treasurer, Mr. S. A. Bassadora; hon. secretary, Mr. W. S. Moore; committee, Messrs. W. D. Coddington, J. C. H. Sandbach, W. L. Hall, and W. G. Caird. The three association races were held at Carnarvon after the Straits regattas, the prizes being provided by Messrs. W. D. Coddington, J. Prichard, J. C. H. Sandbach, W. L. Hall, E. P. Widdowson, and the Royal Dee Y.C., the latter club taking up the date which the Liverpool Yacht Club relinquished. The class has been given up at Carnaryon, but is woing strong in Mersey been given up at Carnarvon, but is going strong in Mersey waters and none of the boats are now for sale. The finances of the association are quite satisfactory, there being a balance of £4 in hand.

The Great Eastern Railway announce that in addition to the tourist, fortnightly, and Friday or Saturday to Monday or Tuesday tickets to the East Coast and the Norfolk Broads dis-Thesalay tickets to the East Coast and the Norlock proads districts (Yarmouth, Gorleston-on-Sea, Lowestoft, Mundesley-on-Sea, Cromer, Sheringham, Clacton-on-Sea, Walton-on-Naze, Dovercourt, Harwich, Felixstowe, Aldeburgh, Southwold, Hunstanton, etc.), which are issued from Liverpool-street and Hunstanton, etc.), which are issued from Liverpoolistreet and their other London and suburban stations, there will be special excursion bookings on December 24 to most of the above stations; also to Norwich, Cambridge, Wisbech, Lynn, Fakenham, Colchester, Ipswich, Bury St, Edmunds, Diss, Woodbridge, Beccies, Newmarket, Wells, and other places in the Eastern Counties; also via the Cathedral routes to Spalding, Lincoln, Edwinstowe, Chesterfield, Hull, Sheffield, Hudders-Lincoin, Edwinstowe, Chesterneid, Huil, Sheffield, Walchester, York, Leeds, Scarborough, Bradford, Wakefield, Munchester, Vork, Leeds, Scarborough, Bradford, Wakefield, Durham, Newcastle, and other stations in the Northern Counties; also on December 24 and 34, cheap bookings to Darlington, Newcastle, Edinburgh, Glasgow, and other stations in Scotland. Tickets (ordinary, excursion, etc.) can be obtained in advance at Liverpool-street Station and at the company's City, West End, and other booking offices. Re-lieving trains will precede some of the principal trains to Colchester, Ipswich, Yarmouth, Lowestoft, Norwich, Cam-Colonester, Ipswich, Yarmouth, Lowestoft, Norwich, Cambridge, Lynn, etc., on December 22, 23, and 24. On Thursday, December 24, special trains will leave Liverpool-street at 8.10 a.m. for Colohester, Jpswich, Yarmouth, etc., at 8.43 a.m., and for Cambridge, Ely, Brandon, Norwich, etc., at 7.11 p.m. for Ipswich, Beccles, Yarmouth, Lowestoft, Diss, Norwich, etc.

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