

hour, she made remarkably little disturbance of the water. There was no perceptible drag, and the bow and stern waves were extremely light for a boat of that size moving at such high speed. On this leg she beat "Columbia" 1min and 80sec, or at the rate of half-a-minute a mile. It is possible that some time may have been lost by "Columbia," because of the fact that while "Reliance" carried her jib in addition to her balloon jib topsail and staysail, the older boat did not use her jib over a considerable part of the distance; but even if allowance be made for this fact, the performance of the new boat was most remarkable. It was expected that when sheets were flattened in for the final thrash to windward, the great ability of "Columbia" on the point of sailing would show itself, and that she would, at least, hold the big boat safe, if she did not cut down some of her lead; but, again to the surprise of the yachting "sharps," "Reliance" continued to pull away from her badly beaten competitor, and on the 11-mile beat she gained 4 minutes and 23 seconds, which is equal to a gain of about 24 seconds per mile, the speed of "Reliance" being a trifle over 10 knots per hour. In the broad reach over the 3-mile log of the course, "Reliance"

and 12 tons more net tonnage than that boat. Reliance's gross tonnage is greater by 40 tons than that of the Shamrock I., and greater by 46.23 tons than that of the Shamrock II. Reliance does not look the big vessel she is when resting on the water. Her topmast is skyscraping. There is much that is novel in her fittings, but conspicuous are the two steering wheels. One is forward of the wheelbox and the other aft of it. Her designer has evidently tried to guard against accidents so far as her steering gear is concerned.

The well-known schooner Rainbow has recently been sold to a German syndicate, and will in future be known as the Hamburg, and the huge Gleniffer has been converted into a three-master.

A couple of weeks ago a Maclean sculler named Philip issued a challenge to R. Tresidder for a match on the Maclean River. To this Tresidder replied that he was willing to make a match, provided it was decided on the Hunter or Parramatta Rivers. Philip's backers, however, are not agreeable to this suggestion, and now state that they will allow Tresidder something for expenses if he will row on the Maclean.



(By "The Judge.")

Some little time ago a couple of excellent offers were made by prominent sportsmen, in Messrs S. Green and P. Lamb, to the N.S.W. National Coursing Association, the officials of which were indeed grateful. Now another has to be reported. Mr R. Coombes intimated at a meeting of the committee that Mr H. V. Foy had become a member of the association, and, furthermore, had promised to give £100 towards the Challenge Stakes next year. Things in the coursing line are certainly booming in New South Wales.

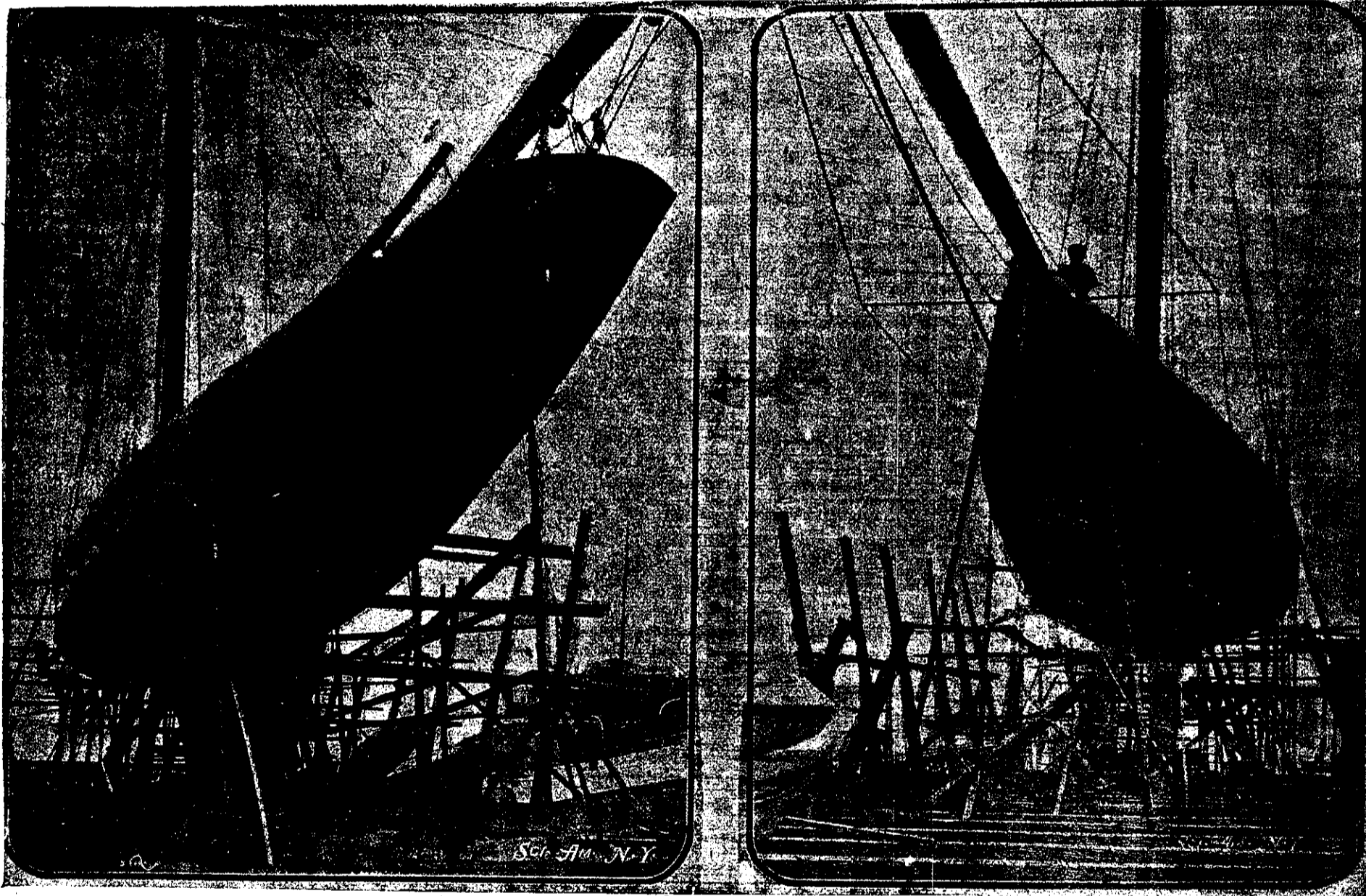
The draw has been declared by the committee for the ladies' championship, as under—Miss Richardson v. Miss N. Young, Miss Young v. Miss R. Skeet, Miss Willis v. Miss C. Willis, Mrs Richardson v. Mrs Coates, Miss Brooks v. Miss H. Wells, Miss Priestly v. Miss Wells.

As the Australian Golf Championship is to be held at Adelaide this year, it is hardly likely that New Zealand will be represented, the distance to be travelled and the time that would be occupied being a serious drawback for golfers on this side.

FLEET FOOTED DOGS.

The estimates made regarding the speed of various breeds of dogs are in most instances unauthenticated, and too often bear evidence of exaggeration, but statements from practical, reliable observers are always acceptable.

Marvelous endurance is shown by little fox terriers, who follow their masters patiently for hours while the latter are riding on bicycles or in carriages, says Monsieur Rusolier, a French scientist, and even greater endurance is shown by cer-



Stern view, showing the great overhang. Reproduced by "Scientific American."

Bow view, showing the great breadth, and shoal body of the yacht. The "RELIANCE" in dry dock.

averaged 13.2 knots per hour; and it is certain that if the breeze had held at the strength which it had in the first mile of this log, the new yacht would have shown a considerable higher average speed than that."

Judging from the above report, the new Cup defender will be the fastest boat the American side have turned out, and the "Shamrock III. will have to be very fast indeed to obtain the coveted "Cup," and further news of competition will be eagerly awaited.

The views reproduced of the Cup defender, "Reliance," were taken when she was hauled out to clean for this race. The most surprising feature is the extreme breadth and shoalness of the forebody, the yacht showing up extremely shallow and flat from the forward waterline to the heel.

Reliance has been assigned her official number and signal letters by the United States Bureau of Navigation, and with their publication the gross and net tonnages of the yacht are given. The gross tonnage of the Reliance is 175 and the net tonnage 140. These figures tell the story in part of the yacht's great size. Her gross tonnage exceeds that of Columbia by 80 tons, and her net tonnage by 22 tons. She has 16 tons more gross tonnage than the Constitution,

PROPOSED NATIVE DISPLAY.

A meeting of the committee of the Anniversary Regatta was held in the Waitemata Hotel on Monday afternoon, at which the president, Mr J. H. Witheford, M.H.R., presided, there being a full attendance of members.

The chairman said that, with a desire to make the anniversary regatta of 1904 as great a success as possible, and to endeavour to make it of an intercolonial character, he had sent a telegram to the Premier, Sir J. G. Ward, and Hon. J. Carroll for their patronage and assistance in regard to railway concessions and Maori attendance to help to make the next Auckland annual regatta an event of colonial importance to draw visitors from all parts of the colony and Australia. Replies had been received from each promising to give the matter their full attention.

It was resolved to make a further application to the Auckland Harbour Board re a donation to the funds of the regatta, and to inform the Board that the letter sent to the Board at its last meeting by Mr Witheford was quite in accordance with the wishes of the committee. It was decided to hold another meeting of the committee on July 2.

Mr H. W. Davies, secretary of the Wellington and Suburban Coursing Club, is convening a meeting of delegates of clubs, to be held in Wellington during the third week in August, to form a New Zealand Coursing Association.

The Wellington Coursing Club intend giving a £100 stake, to be decided on August 26, 28, and 29 next, providing eighty dogs make the second payment, in the event of which £100 is guaranteed to the winner in addition to a cup valued at 10 guineas. The first payment of 10s is due on July 6, and the full payments amount to £3.

GOLF.

The following draws and handicaps by the Cambridge Golf Club have been declared for Messrs E. Porter and Co.'s trophies:—Dr. Roberts (8) v. A. Richardson (10), R. J. Roberts (9) v. C. Coates (10), W. F. Buckland (9) v. W. R. C. Walker (8), S. Coates (scratch) v. T. J. Lea (5), H. W. Price (8) v. W. M. Coates (scratch) v. M. V. Dixon (5), E. C. Clarke (a bye, 8).

tain wild animals that are akin to dogs. Thus the wolf can run between fifty and sixty miles in one night, and an Arctic fox can do quite as well, if not better. Nansen met one of these foxes on the ice at a point more than seventy miles north-west of the Sanikow territory, which is 480 miles from the Asiatic coast. Eskimo and Siberian dogs can travel forty-five miles on the ice in five hours, and there is one case on record in which a team of Eskimo dogs travelled six and a-half miles in 28 minutes.

According to Monsieur Rusolier, the speed of the shepherd dogs and those used in hunting ranges from ten to fifteen yards a second. English setters and pointers hunt at the rate of eighteen to nineteen miles an hour, and they can maintain this speed for at least two hours. Foxhounds are extraordinarily swift, as is proved by the fact that a dog of this breed once beat a thoroughbred horse, covering four miles in six and a-half minutes, which was at the rate of nearly eighteen yards a second. Greyhounds are the swiftest of all four-footed creatures. English greyhounds, which are carefully selected, and which are used for coursing, are able to cover at full gallop a space between eighteen and twenty three yards every second.