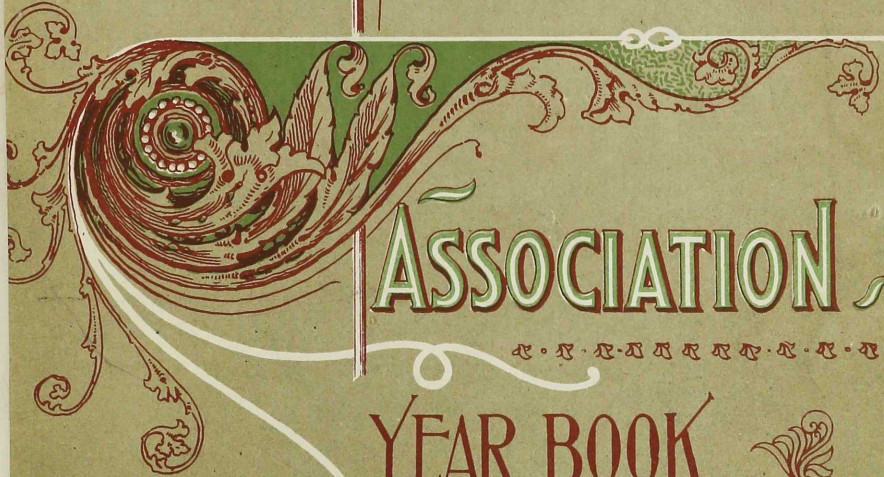


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MUSKOKA LAKES



ASSOCIATION

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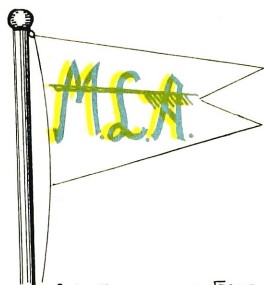
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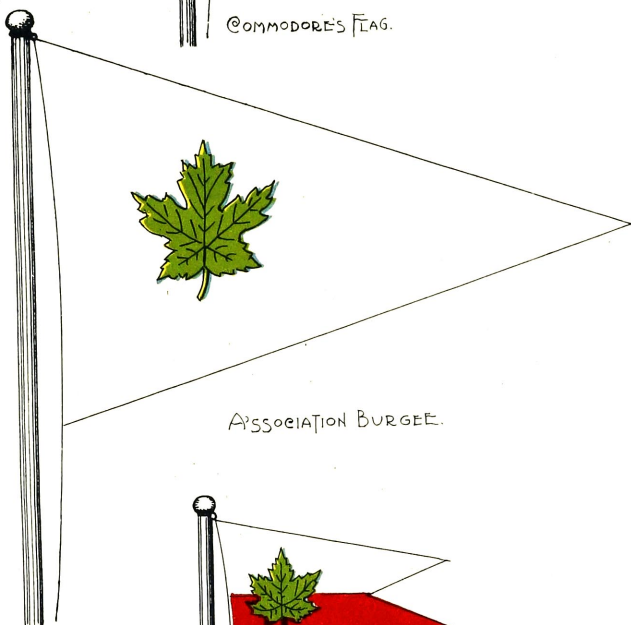
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PRESIDENT, &
VICE PRESIDENT.



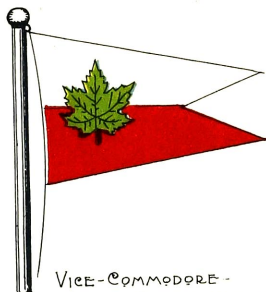
SEC. TREASURER'S FLAG.



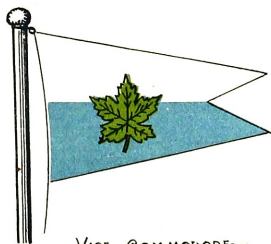
COMMODORE'S FLAG.



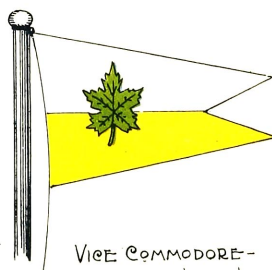
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VICE-COMMODORE -
LAKE MUSKOKA.



VICE-COMMODORE -
LAKE ROSSEAU.



VICE COMMODORE -
LAKE JOSEPH.

A Short Letter to Muskokans . . .



DEAR MUSKOKANS,

It is impossible for you to spend all your time in fishing or flirting ; you will of course have to have some books. Now we have nothing to say against those volumes that you reckon next in value to the Bible—your Shakespeare, your Plutarch's Lives, your Milton, your Bacon or your Plato ; your Conic Sections or your treatise on some new aspects of Logarithms. But you will want some novels, and you will perhaps allow us to recommend a few.

If you have not read "**Bob, Son of Battle**" send for it at once (50 cents, paper), it is a capitally breezy book ; and talk-

ing about breeze, "**Moran of the Lady Letty**," is the story of a strapping sea girl that you cannot help admiring. Conan Doyle's "**A Duet with an occasional Chorus**," you should certainly read, and also Crockett's "**Black Douglas**," and Charles G. D. Roberts' "**A Sister to Evangeline**." With the exception of "**Moran**," which is 50 cts., all these are 75 cts. in paper, and \$1.50 in cloth. If you want to read *the* book that will coach you up on all the great things and people of Europe, send for W. T. Stead's lavishly illustrated "**United States of Europe**"—a mine of information on current topics.

Yours truly,

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Muskoka Lakes Association



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President

GEO. BELL.

Vice-President

A. H. O'BRIEN.

Commodore.

ALFRED BAKER.

Vice-Commodores

WM. CALDWELL.

F. J. PHILLIPS.

F. D. MANCHEE.

Secretary-Treasurer

J. D. MCMURRICH.

Regatta Secretary

J. BURTON HOLLAND.

Cottagers' Committee

LAKE JOSEPH

HON. MR. JUSTICE MACLENNAN.

J. HERBERT MASON.

C. O. STRANGE.

HON A. M. ROSS.

LAKE ROSSEAU

A. G. MURRAY.

J. CROWTHER.

B. SAUNDERS.

—, STANDISH.

LAKE MUSKOKA

DR. E. HERBERT ADAMS.

H. GUMMER.

H. NEILSON.

J. W. ORAM.

Regatta Committee

Yachting.

LAKE JOSEPH—J. S. McMURRAY.

LAKE ROSSEAU—H. B. PHILLIPS.

LAKE MUSKOKA—S. C. GILL.

Rowing and Paddling.

R. P. CAMPBELL.

F. S. COATE.

JOHN WALKER.

Canoe Sailing.

A. C. MORRIS.

E. MINETT.

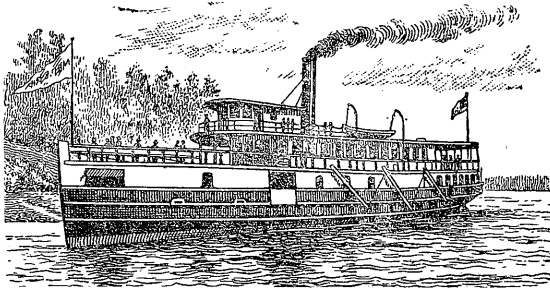
DR. WILLARD.

OFFICERS OF THE ASSOCIATION SINCE ITS FORMATION

	1894	1895	1896	1897	1898	1899
Hon Pres.	Hon. J. B. Robinson	Rev. E. M. Bland	Walter Read	Walter Read	W. B. McMurrich	W. B. McMurrich
President.	Rev. E. M. Bland	Walter Read	W. B. McMurrich	W. B. McMurrich	Prof. Alfred Baker	Geo. Bell
Vice-Pres.	Walter Read	F. J. Phillips	Alfred Baker	Alfred Baker	A. H. O'Brien	A. H. O'Brien
Commodore.	A. Y. Scott	W. B. McMurrich	E. H. Adams	A. H. O'Brien	Geo. Bell	Prof. Alfred Baker
Vice-Com- modores	(a) { E. Fearman (b) { R. Millichamp (c) { W. B. McMurrich	A. H. Cheesbrough Alfred Baker A. C. Morris	F. W. Fearman A. H. O'Brien A. C. Morris	Hugh Neilson Hon. W. E. Sanford Rev. Canofn Bland	Hugh Neilson F. J. Phillips Wm. Caldwell	F. D. Manchee F. J. Phillips Wm. Caldwell
Sec.-Treas.	E. H. Adams	A. H. O'Brien	J. D. McMurrich	J. D. McMurrich	J. D. McMurrich	J. D. McMurrich
Assist. Sec.	W. F. Adams	J. D. McMurrich				
Regatta Sec.		J. H. Coburn	Arthur Monteith		J. Burton Holland	J. Burton Holland

(a) Lake Muskoka (b) Lake Rosseau; (c) Lake Joseph.

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In connection with Muskoka Express leaving Toronto 11.30 a.m.

GOOD MEALS served on board the Boats at moderate rates.

Two Hundred pounds of Baggage and Bicycles accompanied by riders, free

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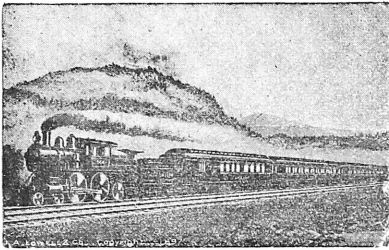


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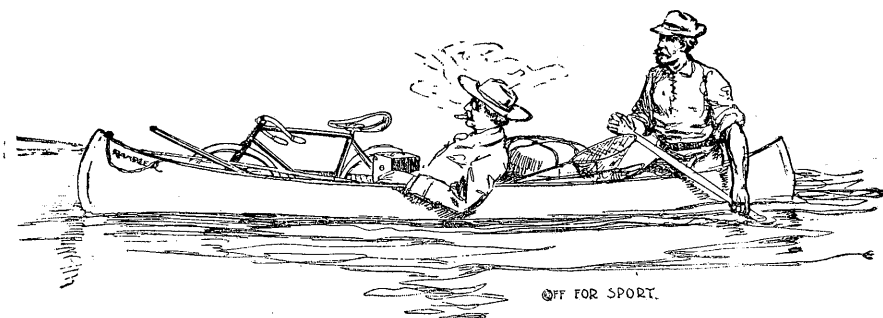
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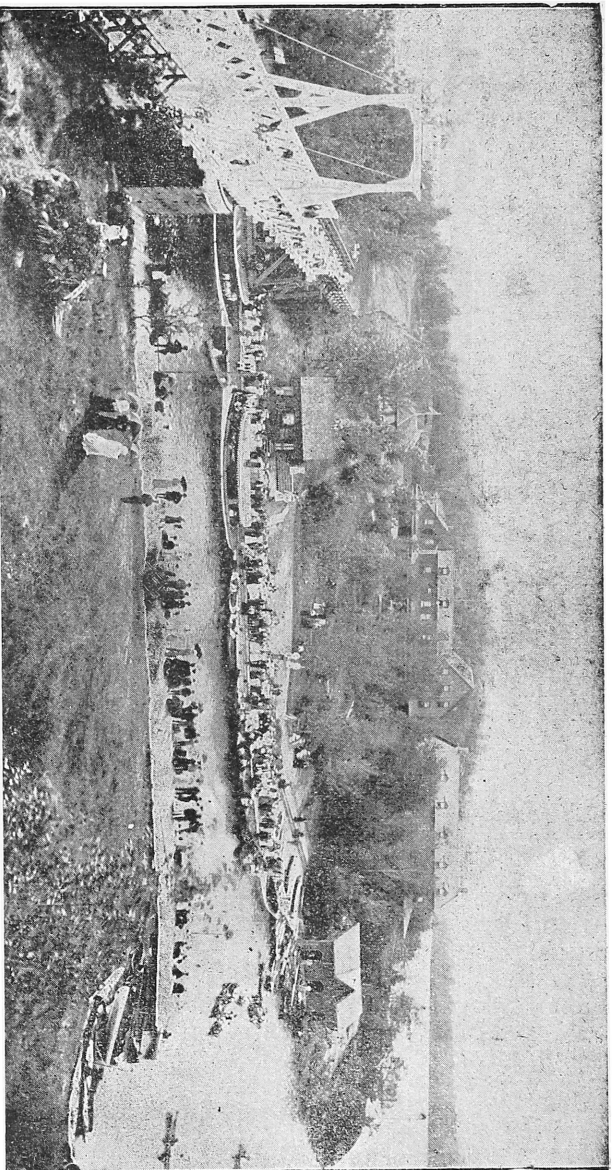
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Muskoka Lakes Association.

ITS HISTORY, OBJECTS AND USE.



Originally formed and instituted on the 19th of February, 1894, by a few of the summer visitors to the Muskoka Lakes region for the purpose of amusement and protection, it has surpassed the expectations of its authors. Its rapid progress being phenomenal, and its popularity undiminished, as it enters upon its sixth year.

The original two objects are still kept in view. By means of its Annual Regatta, its encouragement of aquatic sports, and inducements to excel in every department of such sports, it furnishes amusement and entertainment to the summer visitors during the Tourist Season, and its efforts in this direction during the past five years have been greatly appreciated, not only by the members, but also by the general public.

The other department of its work, while not so conspicuous, is really the most important, and is so regarded.

The Association has in the past, and will still, endeavor (as far as it is possible for them to do so), to take an interest in everything that is for the benefit or advantage of those living permanently or temporarily on or about the Lakes. A few of these benefits are touched upon, in order that all may know the advantages accruing from membership. The improper taxation of non-residents, who are members of the Association, has been taken up without any expense to individual members, who have thus been saved much money as well as trouble and worry by such action. A Solicitor is employed by the Association to act in all such cases,

A reward is offered by the Association for the conviction of any person injuring the property of any member.

The protection of the fish in these lakes and the game on the lands is being actively looked after, and measures are being taken to secure the prompt conviction and punishment of offenders against these laws, and it will be borne in mind that this Association is no respecter of persons.

Transportation facilities have been greatly increased by the representations which the Association has been able to make, both to the Grand Trunk Railway Company and the Muskoka Navigation Company, and it is understood that this summer, arrangements more advantageous than hitherto will be obtained.

The G.T.R. has issued its special rate for 1899 in the matter of the transportation of canoes and row boats, the charge for which between Toronto or Hamilton and Gravenhurst will be \$1.00. They have also issued the following notice:

SPORTSMEN.—For sportsmen, campers and cottagers, singly or in parties, on camping, hunting or fishing expeditions, two hundred (200) pounds of baggage will be checked, free of charge, on each full ticket, and one hundred (100) pounds on each half ticket, provided it consists of wearing apparel, sportsmen's and camper's outfit, such as tents, small bundles of bedding, folding cots, camp-chairs, camp utensils, and provisions in small quantities.

Furniture, barrels or bags of flour, or like bulky articles of that nature, will not be checked as baggage, but must be sent by express or freight.

On the return journey, a game or fish catch of fifty (50) pounds weight, not in conflict with existing laws, may be included in the 200 pounds "allowance."

Guns in wooden, canvas or leather cases may be taken into passenger cars; but if not protected, they must be conveyed in the baggage car, at owner's risk. Canoes, skiffs and other boats will not be taken in the baggage car, but must be forwarded by freight or by express.

The foregoing arrangements apply to a limited district, including Muskoka, and certain other points north of Toronto.

The Muskoka Navigation Company, who furnish an excellent boat service to every part of the lakes, will carry canoes, for 25c., 35c., and 50c., according to the distance; skiffs of fifteen feet, 50c.; from fifteen to eighteen feet, 75c. and \$1.00 according to distance.

"Muskoka Lakes—Highlands of Ontario," published by GRAND TRUNK RAILWAY SYSTEM, and giving a description of this magnificent tourists' resort, profusely illustrated, may be had free upon application to any agent of the GRAND TRUNK RAILWAY SYSTEM.

ASSOCIATION REGATTA

1899.

The Sixth Annual Regatta will be held on Monday, 7th August, (Toronto's Civic Holiday) at Port Sandfield, the junction of Lakes Rosseau and Joseph.

All who were at the Regatta last year at Port Sandfield will remember the success which crowned the efforts of the management, and a still greater success is looked for this year.

The genial proprietor of the hotel, Mr. Ed. Cox, is sure to give every one a hearty welcome, and as the hotel is one of the largest on the lakes, there will be room for all.

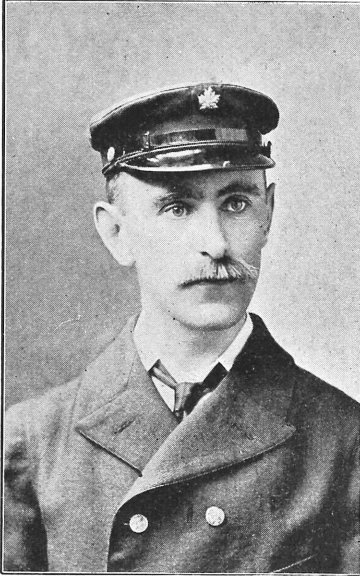
Suitable arrangements are being made with the Muskoka Navigation Company and other steamers for special trips both going and returning, of which particulars will be given later on. Late return trips will be arranged so as to enable as many as wish it, from the different lakes, to remain over to the "At Home" in the evening, which will be held in the spacious Ball room adjoining the hotel, admitted by all to have the best floor in the Muskoka district.

The Management earnestly desire that every member of the Association will feel it a pleasure to take an active interest in the day's proceedings, and look forward to an increased attendance over that of last year, which was the most successful regatta, so far, held under their auspices.

Come and bring all your friends with you. Commodore Baker and the officers extend to you a hearty welcome. Do not forget the 7th of August.

FIFTH ANNUAL REGATTA.

The Fifth Annual Regatta and At-Home of the Muskoka Lakes Association, were held at Port Sandfield, on Monday, 8th August, 1898.



PRESIDENT GEORGE BELL.

There had been rain on the previous day, and in the morning the sky was threatening, but towards noon the sun shone out brightly, drying the dampness. The afternoon was warm and delightful, with a pleasant breeze.

The people were slow in coming, fear of rain having delayed many in starting, but towards noon they began to arrive in great numbers, and by the afternoon the crowd that had gathered was the largest

ever known at a Regatta in Muskoka.

The Medora brought a large party from Barrie; others came by steamers of the Muskoka Navigation Co., and in steam launches, sailing vessels, row boats and canoes, from all parts of the Lakes.

The numerous steamers, house boats, launches and crafts of various kinds, which were moored in the cut and along

the shores of both lakes, for a considerable distance, were gaily decked with flags and bunting. The uniforms and brilliant blazers of the men, and bright dresses of the ladies, added greatly to the beauty of the scene; and while the Regatta was in progress the scene was one rivalling Henley in beauty and attractiveness.

The yachts, sailing skiffs, and sailing canoes, started about eleven o'clock, and immediately afterwards the other events were proceeded with, a short adjournment being allowed for luncheon. The programme was concluded about six o'clock.

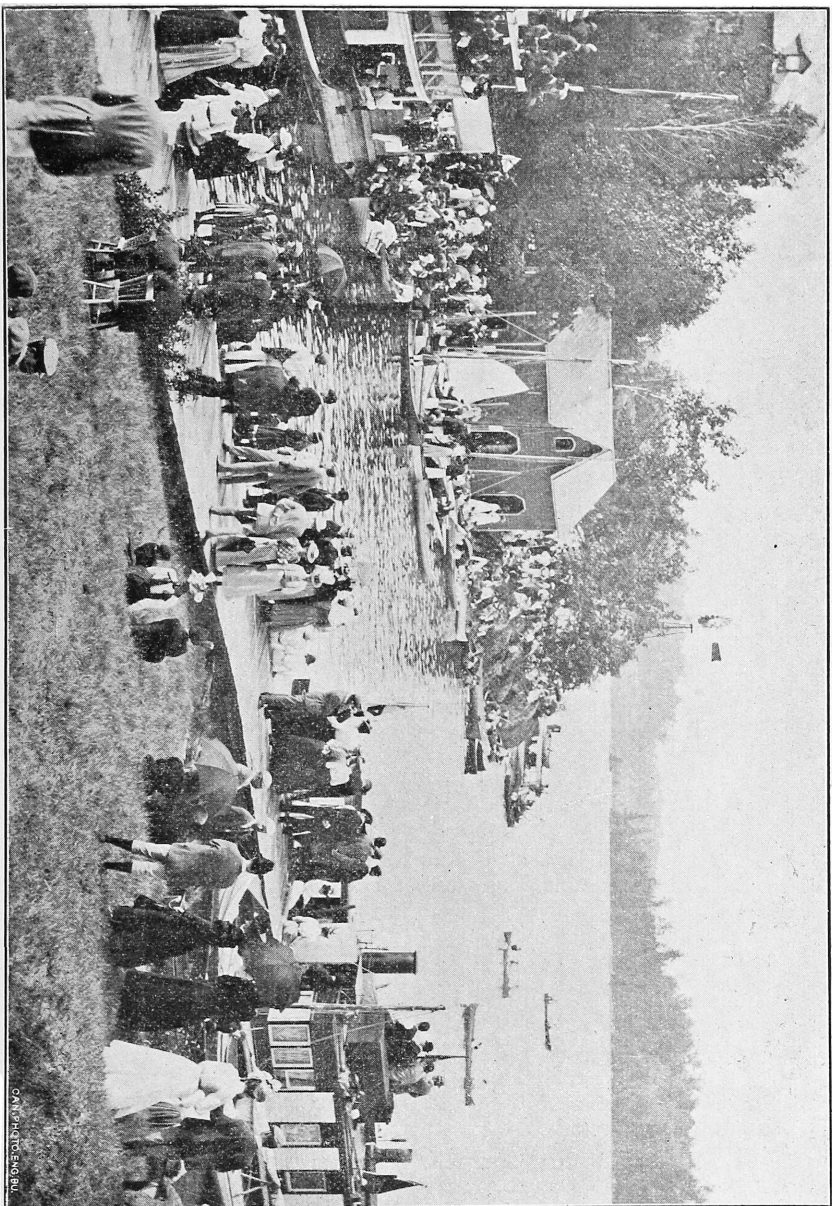
In the evening the members of the Regatta Committee, with a few invited guests, were entertained at dinner by Mr. Cox, after which the prizes were presented to the successful competitors, in the ball room, which had been gaily decorated for the occasion. The evening was afterwards spent in dancing, the music being furnished by the Glionna Marsicano Orchestra.

The Regatta Committee convey their sincere thanks to all who contributed, in various ways, towards the success of the Regatta, and congratulate the Association on the financial results, which are understood to have been exceedingly satisfactory.

GEORGE BELL,

9th February, 1899.

Commodore.



SCENE AT MUSKOKA LAKES ASSOCIATION REGATTA AT PORT SANDFIELD, MONDAY, AUGUST 8TH.

CAMPBELL & CO. TORONTO

RECORD OF RACES.

1898.

SAILING RACES.

YACHTS—

- 1st. "Upstart," J. D. McMurrich.
 2nd. "Eleanor," J. Burton Holland.

SKIFF SAILING—

- 1st. "Algonquin," R. P. Campbell.
 2nd. "Kelpie," W. J. Craig.

CANOE SAILING—

- 1st. J. D. McMurrich. 2nd. O. L. Bickford.

SKIFF RACES.

MEN'S SINGLE ($\frac{1}{2}$ mile)—

- 1st. S. A. Minett. 2nd. Thos. Henry.

MEN'S DOUBLE ($\frac{1}{2}$ mile)—

- 1st. Messrs. H. C. and S. A. Minett.
 2nd. Messrs. C. Campbell and R. F. Angus.

LADIES' DOUBLE ($\frac{1}{4}$ mile)—

- 1st. Miss Seath and Miss Beddoe.
 2nd. Miss Papps and Miss A. M. Papps.

LADIES' SINGLE ($\frac{1}{4}$ mile)—

- 1st. Miss Beddoe. 2nd. Miss Seaton.

BOYS' DOUBLE ($\frac{1}{4}$ mile)—

- 1st. Masters Counsell and Ellis.

BOYS' SINGLE ($\frac{1}{4}$ mile)—

1st. H. C. Minett. 2nd. A. Wood.

CANOE RACING.

MEN'S SINGLE ($\frac{1}{2}$ mile)—

1st. S. Playfair. 2nd. T. Henry.

MEN'S SINGLE ($\frac{1}{2}$ mile, open)—

1st. F. Taylor. 2nd. R. R. Woods.

MEN'S TANDEM ($\frac{1}{2}$ mile)—

1st. Messrs. Henry and Woods.

2nd. Messrs. H. and G. W. Begg.

LADIES' AND GENTLEMEN'S TANDEM ($\frac{1}{4}$ mile)—

1st. Miss Stanton and Mr. Minett.

2nd. Miss Henry and Mr. Henry.

BOYS' TANDEM ($\frac{1}{4}$ mile)—

1st. H. Smith and H. C. Minett.

2nd. G. Bell and G. Campbell.

PADDLING UPSET—

1st. J. D. McMurrich. 2nd. O. L. Bickford.

GUNWALE RACE—

1st. S. Playfair. 2nd. A. Woods.

FOUR IN A CANOE—

1st. Messrs. Taylor, Sylvester, H. Begg and G. W. Begg.

2nd. Messrs. S. A. Minett, H. C. Minett, T. Henry and R. Woods.

TOURNAMENT—

1st. Messrs. Minett and Smith.

SWIMMING RACES.

MEN'S (100 yards)—

1st. O. L. Bickford. 2nd. Mr. Elmsley.

Boys' (50 yards)—

1st. H. C. Minett. 2nd. A. Ellis.

Championship Shield for highest average number of points in all events, Thos. Henry.

DONORS OF SPECIAL PRIZES, 1898.

George Bell—Trophy for Yacht Race.

Alfred Baker—Cup for Skiff Sailing.

F. J. Phillips—Cup for Canoe Sailing.

The J. E. Ellis Co., Limited—Cup for Settler's Single Canoe.

Hon. W. E. Sanford—Cup for Men's Single Canoe.

Mr. Justice MacLennan—Prize for Ladies' Tandem Canoe.

C. O. Strange—Prize for Ladies' Single Skiff.

W. B. McMurrich—Cup for Men's Tandem Canoe.

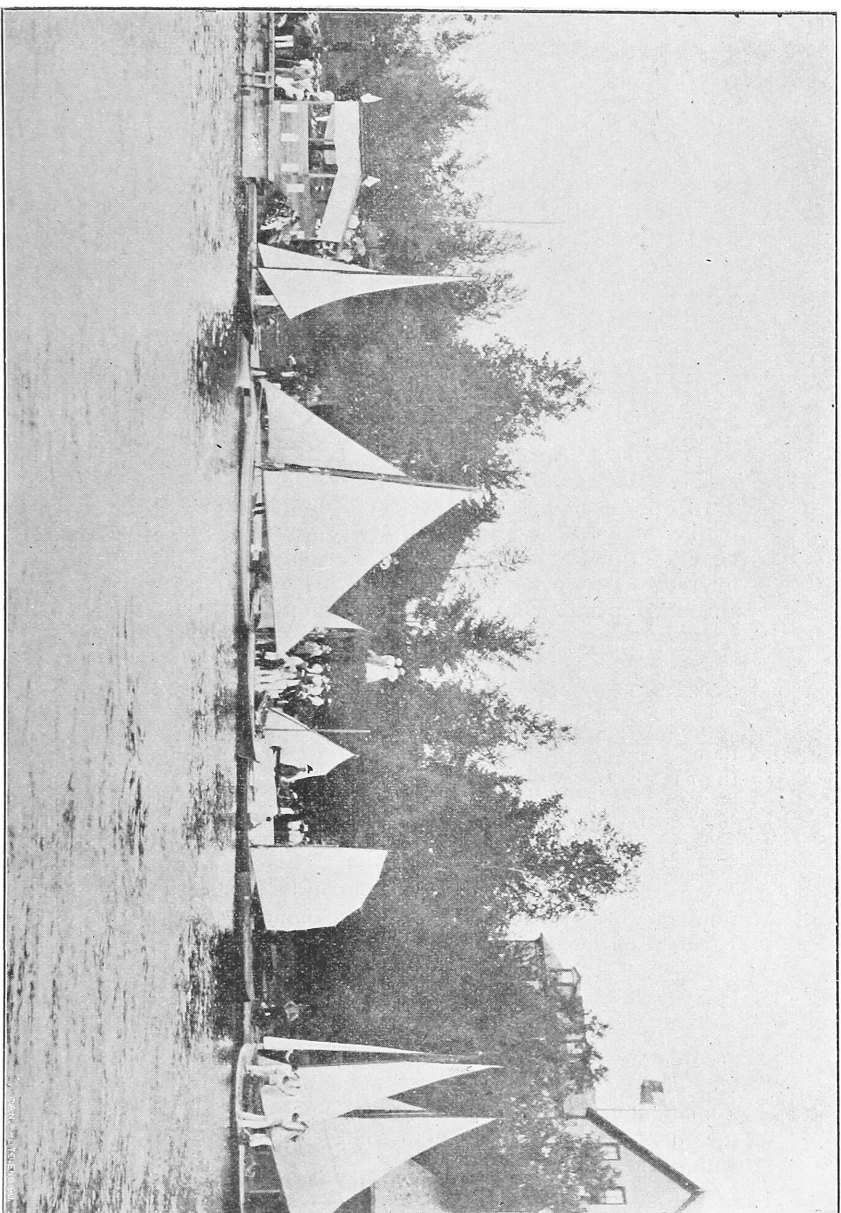
S. C. Gill—Prize for Ladies' and Gentlemen's Tandem

A. H. O'Brien—Challenge Cup for Paddling Upset (Canoe)

Wm. Caldwell—Cup for Swimming Race.

John Penman—Cup for Combination Race.

A. H. O'Brien—Challenge Shield for Championship.



SCENE AT MUSKOKA LAKES ASSOCIATION REGATTA AT PORT SANDFIELD, MONDAY, AUGUST 8TH.

CONSTITUTION.

ARTICLE I.

NAME.

The Association shall be called the "Muskoka Lakes Association."

ARTICLE II.

OBJECT.

Its object shall be to unite together all those interested in the three Lakes, Muskoka, Rosseau, Joseph, and their vicinities, for the purpose of protecting and promoting the interests of property owners, cottagers and tourists, and encouraging amateur aquatic and other sports.

ARTICLE III.

TERRITORY.

The Association's territory shall consist of three Divisions, namely:—(a) Muskoka ; (b) Rosseau ; (c) Joseph ; with their respective vicinities.

ARTICLE IV.

MEMBERSHIP.

Anyone may become a member upon his or her application being passed by the Executive Committee, and upon payment of the annual fee.

ARTICLE V.

HONORARY MEMBERSHIP.

Honorary members may be elected by a three-fourths vote of the members present at any annual meeting, or by a unanimous vote of the Executive Committee. Honorary members are entitled to all privileges of the Association, without payment of any fees.

ARTICLE VI.

OFFICERS.

SEC. 1. The Officers of the Association shall be an Honorary President, President, Vice-President, Commodore, three Vice-Commodores, Secretary-Treasurer and Regatta Secretary.

SEC. 2. The Commodore shall be chosen from the Division in which the Association Regatta is to be held in the current year.

SEC. 3. The Vice-Commodores shall be chosen one from each Division.

ELECTIONS.

SEC. 4. All Officers and Committees shall be nominated and elected at the Annual Meeting of the Association.

SEC. 5. All elections shall be made by ballot.

ARTICLE VII.

GENERAL MEETINGS.

SEC. 1. The Annual Meeting shall be called by the President, Commodore and Secretary, for such time in the month of February in each year, and at such place as they may decide.

SEC. 2. A quorum for the transaction of business at the Annual Meeting, or at any other general meeting, shall consist of at least ten members. Any absent member can be represented and vote by proxy.

SEC. 3. Ten days' notice in writing shall be given of the Annual Meeting, and seven days' notice of any special general meeting.

ARTICLE VIII.

EXECUTIVE COMMITTEE.

SEC. 1. The Executive Committee shall consist of the Honorary President, President, Vice-President, Commodore, Vice-Commodores, Secretary-Treasurer and Regatta Secretary and shall have general supervision of the affairs and finances of the Association, with power to call special general meetings of the Association, if necessary.

SEC. 2. At all meetings of the Executive Committee, four members shall constitute a quorum.

SEC. 3. A notice of three days (in writing) must be given to all members of the Executive to attend Meetings, and two members may require a meeting to be called.

ARTICLE IX.

COTTAGERS' COMMITTEE.

The Cottagers' Committee shall consist of four members from each Division, three of whom are property owners. They shall consider the interests of cottagers with regard to protection of property, taxation, fish and game, transportation and such other matters as they may deem advisable, and make recommendations respecting the same, which they shall report to the Executive Committee, who shall forthwith take such action thereon as they may deem best. The Committee may appoint sub-committees to deal with any special subject. The Committee may add to the membership of each sub-committee, and fill any vacancy during the year. The Secretary-Treasurer shall be ex-officio a member of the Committee.

ARTICLE X.

REGATTA COMMITTEE.

The Regatta Committee shall consist of the Honorary President, President, Vice-President, Commodore, Vice-Commodores, Regatta Secretary, and three members from each Division, one from each Division being elected to represent each of the following Branches :—1. Yacht and skiff sailing. 2. Canoe sailing. 3. Rowing and paddling. And the three representatives of each branch shall, with the officers of this Committee, form a sub-committee to which all matters relating to that branch shall be referred and decided.

ARTICLE XI.

DUTIES OF PRESIDENT.

The President shall preside at all General and Executive Meetings of the Association.

ARTICLE XII.

DUTIES OF VICE-PRESIDENT.

The Vice-President shall preside at all meetings in the absence of the President.

ARTICLE XIII.

DUTIES OF COMMODORE.

The Commodore shall be Chairman of the Regatta Committee, and shall have general supervision of all matters connected with the Annual Regatta.

ARTICLE XIV.

DUTIES OF VICE-COMMODORES.

The Vice-Commodores shall work in conjunction with the officers of their Division, to induce tourists and cottagers to become members, and to further the objects of the Association in their district.

ARTICLE XV.

DUTIES OF SECRETARY-TREASURER.

The Secretary-Treasurer shall keep a record of the proceedings of the Association and Executive Committee, keep a correct roll of members, and attend to all the correspondence in connection with the Association, receive all moneys due to the Association, pay all accounts passed by the Executive, and make an annual report of the finances.

ARTICLE XVI.

DUTIES OF REGATTA SECRETARY.

The Regatta Secretary shall be Secretary of the Regatta Committee, shall keep the necessary records in connection with the Annual Regatta, and, when necessary, shall assist the Secretary-Treasurer in his duties.

ARTICLE XVII.

REMOVALS AND EXPULSIONS.

Any officer or member of the Association may be removed or expelled by a two-third vote of the entire Executive Committee, for good reasons, after having had due notice of the meeting to be held, which notice shall specify the object of the meeting.

ARTICLE XVIII.

AMENDMENTS OF THE CONSTITUTION.

The Constitution may be amended by giving thirty days' notice in writing to the Secretary-Treasurer, prior to the annual or any general meeting, when the amendment can be moved and voted upon, requiring for its adoption the affirmative vote of two-thirds of the members present.

BY-LAWS.

LAW I.

MEMBERSHIP.

SEC. 1. Application for membership shall be made to the Secretary-Treasurer in writing, accompanied by the dues for the current year, and every application shall be recommended by an active member of the Association.

DUES.

SEC. 2. The Annual Fee for ordinary members shall be \$1.00. Ladies and boys of seventeen years and under may become special members on payment of an annual fee of 50 cents.

Special members are entitled to free entry in any association regatta, but have no vote at meetings.

SEC. 3. Only those members whose fees are paid can vote at any meeting or participate in any event of the Association.

LAW II.

ASSOCIATION REGATTA.

SEC. 1. One general regatta shall be held in each year in each lake successively, the Division of holding to be decided at the Annual Meeting, the place of holding to be settled by the Regatta Committee, but any Division may waive its rights to the Regatta by a majority vote of the members of such Division who are present at the annual meeting either in person or by proxy.

SEC. 2. Amateurs only may compete in the Association Regattas.

DEFINITION OF AN AMATEUR.

SEC. 3. An amateur is one who has never competed for a money prize or stake, or with or against a professional

for any prize, or who has never taught or pursued the practice of athletic exercises as a means of livelihood, or who has never entered any competition under a name other than his own, or has never been employed in any occupation involving any use of the oar or paddle.

LAW III.

REGATTA COMMITTEE.

It shall be the duty of the Regatta Committee to prepare and publish, not later than the first of July in each year, an order of races for the Annual Regatta ; to superintend the laying, logging and buoying of courses ; to provide the prizes ; to appoint judges, starters, measurers, time-keepers, time correctors, etc. ; to advertise the date of holding the Regatta, and decide all protests. They shall post the course and conditions of each race in some prominent place at least one hour before the race is called, and shall have entire control of the races at the Regatta, and shall make a report at the Annual Meeting.

LAW IV.

ANNUAL REGATTA.

The Annual Regatta shall be held between the 1st and 20th of August, the date to be arranged by the Regatta Committee.

LAW V.

DIVISION COLORS.

The distinguishing colors of the lakes shall be as follows—Lake Muskoka, red ; Lake Rosseau, blue ; Lake Joseph, yellow.

LAW VI.

FLAGS.

SEC. 1. The breadth of all flags shall be two-thirds the length, and in swallow-tailed burgees the tails shall be five-twelfths the length. The size for canoe flags shall be 12x18 inches.

ASSOCIATION FLAG.

SEC. 2. The Association Flag shall be a burgee, the field white with a green maple leaf in the centre. This flag may be flown by any member of the Association,

OFFICERS' FLAGS.

SEC. 3. The flag of the Honorary President, President, and Vice-President, shall be a burgee. The colors shall be red, yellow, blue and white, in equal triangles and in the centre of the flag a green maple leaf.

The Commodore's flag shall be a swallow tailed burgee having the colors of the three lakes in alternate stripes, with a green maple leaf upon the yellow.

The Vice-Commodores' flags shall be swallow-tailed burgees, with the colors of their lake and the Association in equal stripes, each flag having a green maple leaf in the centre.

The Secretary's flag shall be a swallow-tailed pennant of white, with the letters "M.L.A." supported by a quill in green.

LAW VII.

ASSOCIATION BADGE.

The Association badge shall be the Association flag in the form of a breast pin or brooch, with the letters "M.L.A." in gold upon the maple leaf.

LAW VIII.

These By-laws may be amended by a vote of the Executive Committee with a two-thirds majority.

[*NOTE.—It is recommended that a uniform badge be used, which can be had either in the form of a breast-pin or brooch. These are of silver gilt the field of the flag being white enamel with a maple leaf of green enamel, in which are set the letters "M.L.A." in gold. The price of these badges is \$1.00 post paid to members, and can be had from the Secretary on receipt of price].

CASH STATEMENT.

RECEIPTS.

Carried forward	\$ 21 66
Fees for 1898	98 50
Association Pins and Programmes	150 25
Year Book Advertisements	224 00
Prize Moneys	42 00
	<hr/>
	\$536 41

DISBURSEMENTS

Printing	\$ 145 95
Postage	11 46
Regatta Expenses	99 35
Prize Pins, etc	166 95
Sundries	2 00
Commission on Advertisements	59 40
Law Costs	20 45
Secretary's Honorarium	40 00
	<hr/>
	\$545 56

Balance due Treasurer \$9 15

LIABILITIES.

Ryrie Bros	\$ 9 80
Rolph Smith	8 60
J. E. Ellis & Co.	15 00
Geo. Parker	28 71
	<hr/>
	\$ 62 11

Audited and found correct,

J. S. McMURRAY,
E. J. MINETT.

Yacht and Skiff Sailing Rules.

1. All races and all yachts sailing therein shall be under the direction of the Regatta Committee of the Association or of the Club by which the races are given. All matters shall be subject to their approval and control, and all doubts, questions and disputes which shall arise shall be subject to their decision. Their decision shall be based upon these rules as far as they apply, but as no rules can be devised capable of meeting every incident and accident of sailing, the Regatta Committee should keep in view the ordinary customs of the sea and discourage all attempts to win a race by other means than fair sailing and superior skill and speed. The decision of the Regatta Committee shall be final. No member of the Regatta Committee shall take part in the discussion or decision upon any disputed question in which he is interested.

2. The rules shall apply to all yachts whether sailing in the same or different races.

3. Yachts shall be amenable to the rules from the time the preparatory signal is given until the finish of the race.

4. No boat shall be allowed to sail for any of the Association's cups or pennants, except boats owned or partly owned by a member or members of the Association.

5. Each boat shall be measured on written application being made to the official measurer (Capt. Jno. Rogers, Port Sandfield, Muskoka) who shall, with as little delay as possible, measure it and forward his certified measurements to the Honorary Measurer, who shall issue a certificate of measurement, in the form provided, assign the boat a number, and record it on the certificate, and shall keep a register of existing measurements, which he shall deliver to the Regatta Secretary the day before the regatta. The

charge for measurement is \$1.50, and for remeasurement in proportion thereto, payable to the official measurer at time of measurement.

6. A certificate of measurement, however, by any recognized Club or Association will be accepted, on its being shown that the said Club or Association has the same system of measurement, and on its being recorded by the measurer and said record certified to by him thereon.

7. No boat shall be allowed to sail in any Association race unless so measured, and the certificate is to be produced, if required, at any time of race.

8. If any change is made in a boat's name or racing length, new or corrected certificates must be obtained as above provided.

9. Entries shall be made with the Regatta Secretary addressed to the locality where the race is to be held, not later than 6 p.m. of the day before the day appointed for starting the race, and shall state the boat's name, racing length, time allowance in seconds for one knot, and the class for which it is entered. In case of Sunday intervening, 24 hours shall be added. An extension of time may be granted by the Regatta Committee, in event of delay being shown to their satisfaction to have been unavoidable.

10. Unless two or more boats start, the race may be postponed or cancelled, at the discretion of the Regatta Committee.

11. A first prize shall be given in each race, and a second prize in each regular event where more than three boats start.

12. Charts of the course and instructions for each race shall be conspicuously posted in the locality of the races, at least an hour before the race is called.

13. In races, each boat must carry her Association numbers, eighteen inches high, conspicuously displayed on both sides of the peak of the mainsail. These numbers can be obtained this year from the Secretary at cost price.

14. There shall be a time limit of four hours in Regatta races.

15. All yachts must be steered in Association races by members of the Association.

16. There shall be no scrutineers in Association races.

17. There shall be a yacht class and a Skiff class. A skiff shall not be allowed to sail in the Yacht class.

18. In the Yacht class :

(1) A yacht's crew shall consist of not more than one for every five feet or fraction of five feet of her corrected length, except in cruising races, when there shall be no limit to the size of the crews.

(2) Schooners shall be rated at 85 per cent. of their corrected length, but allowed crews at their full rating.

19. The Skiff class :

(1) Skiffs not more than 19 feet corrected length, without a counter and rudder hung outside the boat, shall be eligible for this class.

(2) Allowed crews as follows :

Skiffs, 17 ft. c.l. and over, 4 men.

Skiffs, under 17 ft. c.l., 3 men.

(3) No stationary ballast allowed.

(4) No hiking boards allowed.

20. The measurement of a boat shall be of length and sail area according to the following formula :

$$\frac{L.W.L. + \sqrt{\text{Sail Area.}}}{2} = \text{Racing or corrected length}$$

(See rule 23.)

21. Time shall be allowed for difference in corrected length according to the annexed scale, increased or decreased in proportion to the length of different courses.

22. Notice of any change desired in these rules affecting racing length or time allowance, must be handed to the Secretary in writing signed by three members, by the 1st November, when the Secretary shall arrange to have a committee of sailing men and the boat owners appointed to consider and decide the matter not later than the 15th December.

23. In rule 20, length to be measured from the forward side of stem at the load water line to the load water line at stern wherever found, exclusive of any part of the rudder. This measurement to be taken when the boat is afloat and in her ordinary trim, and without the crew on board.

24. No person shall be the owner of more than one yacht entered for a race in the same class.

25. Each yacht entered for a race must be the *bona fide* property of the person or persons in whose name she is entered, who must be a member or members in good standing of the Association, and not be in arrears for any amount owing to the Association. A yacht chartered for the season shall be considered the property of the person or persons chartering it.

26. All entries shall be in writing, and shall be signed by the owner or his representative, giving name of yacht racing length and racing number, and must be lodged with the Regatta Secretary not later than noon of the day before the race, exclusive of Sundays, unless otherwise ordered by the Regatta Committee.

27. The regatta Committee may refuse to accept any entry made after the time of closing.

28. The same yacht shall not be entitled to enter for a race under different rigs.

29. The Regatta Committee may, if they consider it expedient, reject any entry.

30. The Regatta Committee shall have power to change the courses or amend the instructions on or before the day of the race, provided notice of such change is given to each yacht in writing before the preparatory signal is given.

31. The Regatta Committee shall also have power to postpone any race should such a course appear to them desirable. No race, however, in which there is a time limit, shall be postponed merely because of lack of wind if any of the competing yachts shall have sailed round the course once within the allotted time, but should such race not be finished the prizes shall be awarded in the order in which the last completed round shall have been finished. The Regatta Committee may, in their discretion, suspend this rule in the case of special races.

SAILS.

32. There shall be no restriction as to sails or the manner of setting or working them, but no yacht shall carry any sail for which she has not been measured.

33. Trimming by dead weight shall not be allowed after the preparatory signal. Ballast shall not be taken in or discharged after noon of the day preceding the race. A race postponed or re-sailed shall, so far as regards this rule, be considered a new race.

RE-SAILED RACES.

34. No new entries shall be received for a race re-sailed, but a yacht duly entered shall be entitled to start though she originally failed to start, or having started was withdrawn. No yacht disqualified in a race shall be entitled to start in case the race be re-sailed.

LIGHTS AND FOG SIGNALS.

35. The Government regulations regarding lights and fog signals shall be observed.

PROPULSION.

36. (1) No means of propulsion other than sails shall be employed.

(2) Manual power only shall be used for working a yacht.

STARTING AND FINISHING.

37. All starts shall be flying, and shall be one gun starts.

38. Half an hour before the time of starting a gun shall be fired and a flag hoisted as a signal for the yachts to approach the starting line. Ten minutes before the start a preparatory gun shall be fired. At the expiration of ten minutes *exactly* the flag shall be hauled down and a third gun fired as a signal to start. Should the gun miss fire the lowering of the flag shall be the signal to start.

39. In the event of different classes starting in succession, not more than ten minutes apart, the starting gun of each class shall be the preparatory gun for the next class to start. Each yacht shall be timed from the starting signal of her class.

40. If any yacht, or any part of her hull or spars, be on or across the line before the signal to start is given she must return and re-cross the line. A yacht so returning, or

one working into position from the wrong side of the line after the signal to start has been given, must keep clear of all competing yachts.

41. A yacht shall be considered to have finished a race when, on completing the course, any part of her hull or spars shall be on or across the line.

MARKS.

42. A mark is in any vessel, boat, buoy, float or other object used to indicate the course.

43. Should any mark be absent or moved from its proper position during the race, the Regatta Committee shall, if possible, replace it or substitute the Committee boat with a plain red flag hoisted, and call attention by gun or whistle. Failing thus to re-establish the mark, the race may be ordered to be resailed or not, at the option of the Regatta Committee.

ANCHORING.

44. A yacht may anchor, but must weigh her anchor again and not slip. A yacht shall not warp or kedge or make fast to a buoy, pier, vessel or other object, except as provided under these rules.

RUNNING AGROUND AND FOULING.

45. A yacht running aground or fouling a buoy, pier, vessel or other object may use her anchors, warps, boats, etc., to get clear, but may not receive any assistance except from the crew of the vessel fouled. Any anchor, warp or boat so used must be taken on board again before continuing the race.

ACCIDENTS.

46. Every yacht shall render all possible assistance to any vessel or person in peril and if, in the judgment of the Regatta Committee, she shall thereby have impaired her chance of winning, they shall order the race to be re-sailed between such yacht and the winner in her class.

SOUNDING.

47. No other means of sounding than the hand lead and line shall be employed.

RIGHT OF WAY.

48. When one yacht is approaching another so as to involve a risk of fouling, one of them shall keep clear of the other as follows :

(1) *On different points of sailing.*

A yacht free shall keep clear of one close hauled.

(2) *On the same point of sailing with the wind on opposite sides.*

When both yachts are close hauled, or both free, or both have the wind aft and on opposite sides, the yacht with wind on the port side shall keep clear.

(3) *On the same point of sailing with the wind on the same side.*

When both yachts are free, or have the wind aft and on the same side, the yacht to windward shall keep clear.

(4) *Wind aft.*

A yacht with the wind aft is deemed to have the wind on the side opposite to that on which she is carrying her main boom. A yacht with the wind aft shall keep clear of a yacht on any other point of sailing.

(5) *Overtaking.*

An overtaking yacht shall in every case, as long as an overlap exists, keep clear of the yacht which is being overtaken.

(6) *Definition of overlap.*

An overlap is established when an overtaking yacht has no longer a free choice on which side she shall pass, and continues to exist as long as the leeward yacht by luffing, or the weather yacht by bearing away, is in danger of fouling.

(7) *Altering course.*

When of two yachts one is obliged to keep clear the other shall not alter her course so as to involve risk of fouling.

(8) *Luffing.*

A yacht may luff as she pleases in order to prevent another from passing her to windward, provided she begins to luff before an overlap is established.

(9) *Bearing away.*

A yacht shall not bear away out of her course so as to hinder another in passing to leeward.

(10) *Rights on new courses.*

A yacht shall not be entitled to her rights on a new course until she has filled away.

(11) *Converging close-hauled.*

When two yachts, both close-hauled, on the same tack are converging by reason of the leeward yacht holding a better wind, and neither can claim the rights of a yacht being overtaken, then the yacht to leeward shall keep clear.

(12) *Passing and rounding marks.*

If an overlap exists between two yachts when both of them without tacking are about to pass a mark on the required side, then the outside yacht must give the inside yacht room to pass clear of the mark. A yacht shall not, however, be justified in attempting to establish an overlap and thus force a passage between another yacht and the mark, after the latter has altered her helm for the purpose of rounding.

(13) *Obstruction to sea room.*

When a yacht is approaching a shore, shoal, rock, vessel or other dangerous obstruction and cannot go clear by altering her course without fouling another yacht, then the latter shall, on being hailed by the former, at once give room; and in case one yacht is forced to tack or bear away in order to give room, the other shall also tack or bear away as the case may be, at as nearly the same time as is possible without danger of fouling; but should such obstruction be a designated mark of the course, a yacht shall not force another to tack under the provisions of this rule.

PROTESTS.

49. A yacht having cause during a race to protest against another yacht for a violation of these rules, may display a flag in the rigging, and keep such flag flying till answered from the Regatta Committee's boat by the answering pennant.

50. Protests must be filed in writing with the Regatta Secretary within two hours after the finish of the race, and must be signed by the owner or his representative.

51. If through protest the measurement of a yacht be called in question the Regatta Committee shall direct the measurer to re-measure such yacht, and the result as reported by him shall be final. The usual fee for measuring shall be collected from the owner if the measurement be found wrong to a greater extent than one per cent. of the R.L., and from the person protesting if the measurement be found within that limit.

DISQUALIFICATION,

52. Every yacht must go fairly around the course, and must not touch any mark, but shall not be disqualified if wrongfully compelled to do so by another yacht.

53. A yacht shall not, after crossing the finishing line, interfere with any yachts still in the race so as to affect the times of such yachts at the finish. A yacht so doing may be disqualified.

54. A yacht in any way causing a mark boat to shift her position to avoid being fouled by such yacht may be disqualified.

55. A yacht which in consequence of her neglect or violation of any of these rules shall foul another yacht or compel another yacht to foul a mark or obstruction or run aground may be disqualified, and shall pay all damages, and a yacht which shall wrongfully cause another to luff or bear away in order to avoid fouling, or shall without cause compel another yacht to give room or tack as otherwise provided in these rules, or shall herself fail to tack or bear away as required, or shall in any way infringe or fail to comply with any of these rules, may be disqualified.

56. The Regatta Committee may, without protest, disqualify any yacht should it come to their knowledge that she has committed a breach of these rules.

57. A yacht whose measurement has not been filed with the Regatta Secretary prior to the start of the race may be disqualified and forfeit all claim to a prize, and such yacht may, at the discretion of the Regatta Committee, be

debarred from entering any other race of the Association or Club until her certificate of measurement has been filed with the Regatta Secretary.

58. If a yacht which has been officially measured makes any alteration causing an increase of her racing length, and starts in a race without having been re-measured or notifying the Regatta Secretary in writing previous to the start that such alteration has been made, she may be disqualified.

59. If a winning yacht be disqualified the next yachts in order shall be awarded the prizes.

60. When a prize has been offered for competition any yacht duly entered may claim to sail over the course, and shall be entitled to a prize of not less than one-half the value of the first prize, subject, however, to Rules 31 and 32.

61. Before receiving a prize the owner of a winning yacht, or in his absence the person representing him on the yacht, shall sign a declaration that the rules governing the race have been complied with.

DEFINITIONS.

I.—CORINTHIANISM

Corinthianism in yachting is that attribute which represents participation for sport as distinct from gain, and which also involves the acquirement of nautical experience through the love of sport rather than through necessity or the hope of gain. It is consistent with the motive higher than mercenary found in the ranks of officers of the navy and naval architects, notwithstanding the remuneration they receive, while it is inconsistent with the trade of the fisherman, even though one following such a trade has never been a paid sailor. In this respect the following general definition is given.

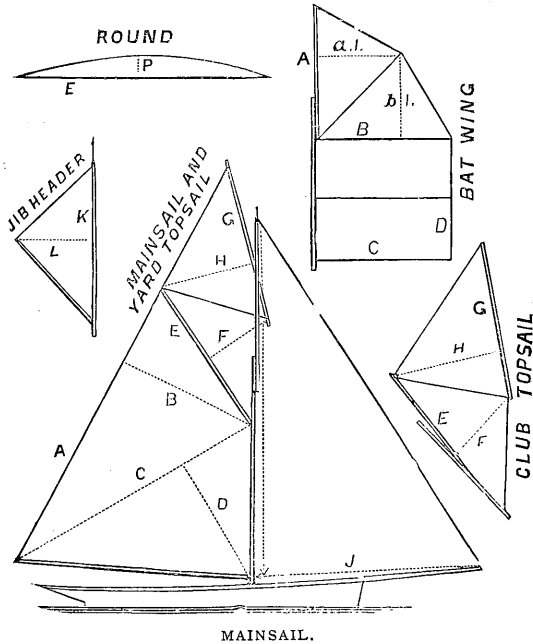
No person who follows the sea as a means of livelihood, or who has accepted remuneration for services rendered in handling or serving on a yacht, or who is a professional in any other sport, shall be considered a Corinthian yachtsman.

II.—YACHTS.

A yacht shall be defined as a vessel of not less than 15 feet L.W.L., and must carry not less than 300 pounds of

ballast permanently stowed under the platform or in lockers, or have a beam of not less than one-third of her L.W.L. length. She must have standing rigging, or a fixed mast, and must be kept permanently on the water during the season, and must not be engaged in trade.

The sail area to be ascertained as follows :



MAINSAIL.

A—Measured from the top of the boom at end to the under side of the gaff at end ; any extension of gaff or boom to be considered part of the gaff or boom and to be extended when measured to its full limit.

B—Perpendicular to *A*, measured to under side of gaff close in to the mast.

C—Measured from top of boom at end, or any extension thereof, when extended to its full limit to under side of gaff close in to the mast.

D—Perpendicular to *C*, measured close in to the mast, in a line with the top of the boom, or to tack cringle of mainsail, if below top of boom.

YARD TOPSAIL OR CLUB TOPSAIL

E—Measured from upper side of gaff close in to the mast to pin of sheave for topsail sheet or to lacing hole in jack-yard.

F—Perpendicular to *E*, measured to lacing hole in yard.

G—From lacing-hole to lacing-hole in yard.

H—Perpendicular to *G*, measured to pin of sheave for topsail sheet to gaff, or to lacing-hole in jack-yard.

JIB HEADER.

K—Measured from top of gaff close in to the mast to pin of halyard-sheave in topmast.

L—Perpendicular to *K*, measured to pin of topsail sheet sheave in gaff, or to lacing-hole in jackyard.

HEAD SAILS.

I—Measured from the main boom goose-neck to the shoulder of top-mast, or in cases where no sails are attached to the top-mast stay or pole-stay, the measurement to be taken from the main boom goose-neck to the pin of the highest sheave in or on the top-mast or pole, or to the pin of the sheave of any block secured to the top-mast or pole, and used in either case for head-sail or spinnaker. In the case of a schooner which has no foretopmast, but has a main spinnaker, the perpendicular for the fore-triangle shall be measured from the main boom goose-neck to the shoulder of main topmast or pin of highest sheave or block used for spinnaker.

J—Measured from the fore side of mast to top of crane iron on bowsprit end, or where bowsprit is cut by line of topmost stay or pole stay; or, in cases where no sail or sails are attached to the stay, the measurement to be taken from the fore side of the mast to the pin of the sheave for jib outhaul.

In all cases if the distance from the centre fore and aft line of the mast to the outer end of spinnaker boom (when shipped in its place and square to the keel), exceeds the distance from the fore-side of the mast to the crane iron on the bowsprit end, (where cut by the line of top-mast stay), or pin of sheave for jib outhaul as the case may be, the excess shall be added to the base of the triangle formed by the head sails. and the area of the head sail to be computed accordingly.

In the case of a boat having no headsail, but carrying a spinnaker, the area for headsail shall be computed from the length of spinnaker boom and the height from main boom goose-neck to shoulder of topmast, or highest pin in sheave of polemast, as provided for in this rule.

The length of the head-stick or head-yard to spinnaker shall not exceed one-twentieth the length of spinnaker boom. Foot-yards not allowed on spinnakers.

FORESAIL OF SCHOONERS.

A—Measured from fore side of mainmast (in a line with main boom goose-neck), to under side of gaff at end; any extension of

gaff to be considered part of gaff, and to be extended when measured to its full limit.

B—Perpendicular to *A*, measured to under side of gaff close in to the mast.

C—Measured from foreside of mainmast (in a line with main boom goose-neck), to gaff close in to mast.

D—Perpendicular to *C*, measured in to the mast in a line with the top of the fore boom or tack cringle.

AREA OF MAINSAIL.

To find the area of mainsail : Multiply *A* by *B* and *C* by *D*, and add the two products together and divide by 2.

AREA OF YARD TOPSAIL OR CLUB TOPSAIL.

To find the area of yard topsail or club topsail : Multiply *E* by *F*, and *G* by *H* and add the two products together and divide by 2.

AREA OF JIB HEADER.

To find the area of jib header : Multiply *K* by *L* and divide by 2.

AREA OF HEAD SAILS.

To find the area of head sails, jib topsail or spinnaker : Multiply *I* by *J* and divide by 2.

AREA OF POLE MAST HEAD SAILS.

To find the area of head sail for pole mast : Multiply *I* by *J* and divide by 2.

AREA OF BAT WING SAILS.

To find the area of bat wing sails : Multiply *A* by *a* 1 and *B* by *b* 1, and add the two products together and divide by 2, and multiply *C* by *D*, and add the two products together. In case the battens *C* are not horizontal or the luff and leach *D* perpendicular, the sections must be divided into triangles and the actual area found therefrom.

AREA OF SCHOONER'S AND YAWL'S SAILS.

The area of a schooner's sail or a yawl's sail would similarly be found ; in case of a yawl having a lug mizzen the lacing-holes in the yard would be taken as the upper boundaries.

AREAS OF LUG SAILS AND HEAD SAILS.

In the case of a lug-sail, standing lug-sail, or balance lug-sail being carried, the actual area of the same shall be computed ; and if headsail be also carried, the measurements for computing the area of the same shall be taken from foreside mast, etc., in accordance with the method provided in the rule for head sails.

To compute the area bound by the round in the head of a lug-sail, or the foot of a loose-footed mainsail when extending below the boom (or leach, luff, etc., if extended by battens) multiply the base *E* by two-thirds of the Perpendicular *P*. (See diagram).

In cases of disputed measurements, or if the necessary measurements cannot be obtained from the sail-maker, the sails can be measured in the manner following : Take the length of boom from

mast to end, and length of gaff from mast to end (any extension of gaff or boom to be considered part of gaff or boom and to be extended when measured to its full limit), then hoist the sail with the tack fast and set the peak and luff taut, and let go the topping lifts so that the weight of the boom comes on the leach of the sail. With a line and tape measure the leach and luff and the diagonal C. For the head sail measure the height, I, and the distance, J, as provided for in the section dealing with head sail. For topsail the sail would be hoisted and marked in a line with the gaff; then lowered and the other dimensions taken. From the measurements so taken a sail plan would be made and the areas calculated as described.

SAILS OF UNUSUAL FORM.

If the various methods of measuring sails herein shown do not in the opinion of a measurer, cover the case, he is to divide the sails into such triangles or figures as will get at accurate results, and a sail plan showing the manner in which the boat has been measured giving the different measurements and the points from which they have been taken, shall be furnished by the measurer to the owner of every boat measured by him.

EXAMPLES.

- (1) What time will a boat 22 feet racing length have to allow to one of 20.7 feet racing length in a course of 15 nautical miles?

The time opposite 20.7 feet is	237.76
The time opposite 22 feet is.....	225.89

11.87
15
<hr/>

Allowance.....	178.05
or 2 minutes, 58 1-20 seconds	

For part of a foot take its proportion of the difference between the time opposite to the figure to which the fraction is attached and the next higher number :—

- (2) What time will a boat 30 feet have to allow one of 25.86 feet on a course of 20 nautical miles?

The time opposite 25.8 feet is	196.51	196.51
The time opposite 25.9 feet is.....	195.83	

Difference.....	.68	
6 10 of the difference.....		.408

Time for 25.86 feet for one nautical mile.....	196.102
Time for 30 feet for one nautical mile.....	170.77

Allowance in seconds for one nautical mile.....	25.332
	20
	<hr/>
	506.640

or, 8 minutes 26.64 100 seconds,

Time Allowance for one Nautical Mile. IN SECONDS AND DECIMALS.

Measure- ment	Allow- ance	Measure- ment	Allow- ance	Measure- ment	Allow- ance	Measure- ment	Allow- ance	Measure- ment	Allow- ance
12.0	361.76	17.	278.68	22.	223.89	27.	188.54	32.	160.34
.1	359.61	.1	277.44	.1	225.02	.1	187.90	.1	159.84
.2	357.48	.2	276.21	.2	224.16	.2	187.26	.2	159.34
.3	355.38	.3	274.97	.3	223.30	.3	186.63	.3	158.85
.4	353.31	.4	273.74	.4	222.45	.4	186.00	.4	158.36
.5	351.26	.5	272.51	.5	221.60	.5	185.37	.5	157.87
.6	349.23	.6	271.27	.6	220.76	.6	184.75	.6	157.38
.7	347.23	.7	270.04	.7	219.93	.7	184.13	.7	156.90
.8	345.25	.8	268.80	.8	219.10	.8	183.52	.8	156.43
.9	343.30	.9	267.57	.9	218.28	.9	182.91	.9	155.96
13.0	341.37	18.	266.34	23.	217.46	28.	182.30	33.	155.49
.1	339.46	.1	265.21	.1	216.65	.1	181.69	.1	155.01
.2	337.57	.2	264.08	.2	215.84	.2	181.09	.2	154.53
.3	335.71	.3	262.95	.3	215.04	.3	180.49	.3	154.06
.4	333.87	.4	261.82	.4	214.24	.4	179.89	.4	153.59
.5	332.04	.5	260.69	.5	213.45	.5	179.30	.5	153.12
.6	330.23	.6	259.56	.6	212.66	.6	178.71	.6	152.66
.7	328.45	.7	258.43	.7	211.88	.7	178.12	.7	152.20
.8	326.69	.8	257.30	.8	211.10	.8	177.54	.8	151.74
.9	324.94	.9	256.17	.9	210.33	.9	176.96	.9	151.29
14.0	323.21	19.	255.05	24.	209.56	29.	176.38	34.	150.84
.1	321.50	.1	254.00	.1	208.80	.1	175.81	.1	150.38
.2	319.81	.2	252.96	.2	208.04	.2	175.24	.2	149.93
.3	318.14	.3	251.92	.3	207.28	.3	174.67	.3	149.48
.4	316.48	.4	250.87	.4	206.53	.4	174.10	.4	149.03
.5	314.84	.5	249.83	.5	205.79	.5	173.54	.5	148.58
.6	313.22	.6	248.79	.6	205.05	.6	172.98	.6	148.14
.7	311.62	.7	247.74	.7	204.32	.7	172.42	.7	147.70
.8	310.03	.8	246.70	.8	203.59	.8	171.87	.8	147.26
.9	308.46	.9	245.66	.9	202.86	.9	171.32	.9	146.83
15.0	306.90	20.	244.62	25.	202.14	30.	170.77	35.	146.40
.1	305.36	.1	243.62	.1	201.42	.1	170.22	.1	145.96
.2	303.83	.2	242.63	.2	200.70	.2	169.68	.2	145.53
.3	302.32	.3	241.64	.3	199.99	.3	169.14	.3	145.10
.4	300.82	.4	240.66	.4	199.29	.4	168.60	.4	144.67
.5	299.34	.5	239.69	.5	198.59	.5	168.06	.5	144.24
.6	297.87	.6	238.72	.6	197.89	.6	167.53	.6	143.81
.7	296.42	.7	237.76	.7	197.20	.7	167.00	.7	143.39
.8	294.98	.8	236.81	.8	196.51	.8	166.48	.8	142.97
.9	293.55	.9	235.86	.9	195.83	.9	165.96	.9	142.55
16.0	292.11	21.	234.92	26.	195.15	31.	165.44		
.1	290.76	.1	233.99	.1	194.47	.1	164.92		
.2	289.42	.2	233.07	.2	193.79	.2	164.40		
.3	288.08	.3	232.14	.3	193.12	.3	163.88		
.4	286.73	.4	231.23	.4	192.45	.4	163.36		
.5	285.39	.5	230.33	.5	191.79	.5	162.85		
.6	284.05	.6	229.43	.6	191.14	.6	162.34		
.7	282.70	.7	228.54	.7	190.48	.7	161.83		
.8	281.36	.8	227.65	.8	189.83	.8	161.33		
.9	280.02	.9	226.77	.9	189.18	.9	160.83		

The allowances in the above table are based upon the rule accepted by naval architects, that within economic limits opportunities for speed vary in different vessels as the square roots of their respective lengths. As strong winds are required, however, to give to larger vessels the full extent of their advantage in size, and as such a scale of allowance is not adapted to ordinary summer racing, 50 per cent. only of the allowance due to the rule is given to the table.

Rowing and Paddling Rules.

1. The word "boat" in these rules shall include boat and canoe, and the word "Committee" shall mean the Regatta Committee.

2. The Committee may handicap any boat or contestant, or place the same in a position for starting in rear of the starting line at whatever distance it sees fit.

3. All entries must be handed to the Secretary of the Committee within such time before the race as the Committee directs.

4. The races at each Annual Regatta shall, subject to Rule 5, be as follows :

(a) CANOE RACES.

1. Men's single, $\frac{1}{2}$ mile.
2. " " (open) $\frac{1}{2}$ mile, single or double blade.
3. " tandem, $\frac{1}{2}$ mile.
4. Ladies' tandem, $\frac{1}{4}$ mile.
5. Ladies' and gentlemen's tandem, $\frac{1}{4}$ mile.
6. Boys' (15 and under) tandem, $\frac{1}{4}$ mile.
7. Four in a canoe, $\frac{1}{2}$ mile.
8. Settler's race, single, $\frac{1}{2}$ mile.
9. Paddling upset, 100 yards, single or double blade.
10. Combination Race.
11. Tilting Tournament.
12. Gunwale race (100 yards).

(b) SKIFF RACES.

13. Men's single, $\frac{1}{2}$ mile.
14. " double, $\frac{1}{2}$ mile.
15. Ladies' double, $\frac{1}{4}$ mile.
16. Boys' (15 and under) double, $\frac{1}{4}$ mile.
17. Settlers' double, $\frac{1}{2}$ mile.

(c) SWIMMING RACES.

18. Men, 100 yards.

19 Boys (15 and under) 50 yards.

5. The Committee may hold any other races in addition to, but not in substitution of the above.

6. All canoe races, unless otherwise specified, shall be paddled with single blades only. No outriggers or sliding seats shall be allowed in boats.

Numbers 1, 3 13 and 14, are subject to be handicapped.

For events numbers 1, 3, 4, 5, 6, 9 and 10, canoes shall not be more than 16 feet long, nor less than 30 inches beam and 12 inches deep, and shall not weigh less than 40 pounds.

For the open single canoe race canoes shall not be more than 16 feet long, nor less than 28 inches beam and ten inches deep. No limit on weight.

For canoe fours, canoes must not exceed 20 feet in length nor be less than 30 inches wide and 12 inches deep and must weigh not less than 70 pounds.

For the paddling upset race no special appliances shall be used, and the race shall be run as follows: On a signal being given during the race the canoe must be turned completely over, and the contestant must cross the finishing line paddling in his canoe. Any variation from the above by a contestant shall disqualify him.

Combination Race shall be run as follows: Contestant to start paddling with both knees down; on first gun to stand up and paddle; second gun jump out and swim, towing canoe; third gun, re-enter canoe and finish race paddling on gunwale.

7. In case at the time a race is called there shall not be more than one entry, the Committee may cancel such race, or postpone the same to such time as it may announce.

8. A first prize shall be given in each race, and a second prize in each regular event when more than two start.

9. Points shall be given to each contestant according as he finishes first, second or third in a race, five points being allowed for first place, three for second, and one for third, and the contestant obtaining the greatest number of points at the regatta shall receive a special prize. This rule does not apply to settlers' races or open races.

10. Races shall be started by the starter asking "Are you ready?" On receiving no answer, a shot shall be fired. If the starter considers the start unfair, he may recall the boats, and any boat refusing to start again can claim no position.

11. A boat's own water is the straight course from the station assigned it at starting. Any boat leaving its own water does so at its peril, but if the stern of one boat is a boat's length ahead of the bow of another, the former may take the water of the latter, which then becomes its own water, and it shall only leave it at its peril.

12. All races of more than $\frac{1}{4}$ mile shall be held with a turn, and stake boats or buoys will be left on the port hand, *i.e.*, the rower's right hand, and the paddlers left hand.

13. No direction from any boat, or from the shore, will be allowed, and any one accepting such assistance may be disqualified.

14. A boat touching a buoy or other boat, unless wrongfully compelled to do so by another boat, may be disqualified.

15. If a boat, in consequence of a violation of any rule, shall foul another boat, or compel another boat to foul any boat, buoy or obstruction, or to run aground, she shall be disqualified.

16. Every boat shall abide by its own accidents.

17. The Committee shall, without protest, disqualify any boat which, to its knowledge, has committed a breach of these rules.

18. Any change in these rules desired by a member of the Association, shall be handed to the Secretary or acting Secretary of the Committee, in writing, and the Committee may, by a three-fourths vote of the members thereof, or of the members present at any Regatta, suspend, add to, or alter these rules, and any such change may take effect at once.

19. In the event of any case arising which is not covered by these rules, the rules of the American Canoe Association and the Canadian Association of Amateur Oarsmen shall respectively govern.

20. Where time shall permit and when it is desired to hold races additional to the ones mentioned in Rule 4, the following races may be held:

(a) Paddling and sailing combined, $\frac{1}{4}$ miles alternately, total $1\frac{1}{2}$ miles, time limit one hour.

(b) Crab race.

(c) Gymnastics.

(d) Diving and Fancy Swimming.

Canoe Sailing Rules.

(a) Rules 10, 11, 12, 15, 32, 37, 51 and 53 of the Yacht and Skiff Sailing Rules, substituting the word "canoe" for the word "boat" where it occurs.

(b) Sections 1 to 13 of Rule 49 of the Yacht and Skiff Sailing Rules, where applicable, substituting the word "canoe" for the word "boat" where it occurs.

(c) Rules 2 and 3 of the Rowing and Paddling Rules.

(d) The paddle shall not be used in sailing races, except for steering when the rudder is disabled, or shoving off ground, afoul of anything, or in danger on account of a passing steamer, or on account of a squall.

(e) In the event of any case arising which is not covered by these Rules, the Rules of the American Canoe Association shall govern.

MEMBERS.

HONORARY MEMBERS.

- Thomas G. Elgie (Resolution of Executive Committee,
March 29th, 1894).
Rev. Canon Bland (Resolution of Executive Committee,
March 27th, 1896).
Hon. W. E. Sanford (Resolution of Annual Meeting,
February, 1898).
Walter Read (Resolution of Annual Meeting, February,
1898).

ACTIVE MEMBERS.

A

- Allen Thos. 105 River Street, Toronto
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Beaumaris
Ardagh, Miss K. A. The Hill, Barrie
"Redwood," P.O., Lake Joseph.
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Ardagh, B. H. Gravenhurst
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Mortimer's Point, Lake Muskoka.
Burkholder, J. G. Y. Hamilton
Port Carling,

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 Beardmore, A. O. Beverley Street, Toronto
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 Oak Island, Ferndale P.O., Lake Rosseau.
 Barker, Mrs. Samuel Hamilton, Ont.
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 Barker, Miss Edith Hamilton, Ont.
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 "The Nest," Rosseau.
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 "The Nest," Rosseau.
 Coate, C. B. Memphis, Tenn., U.S.A.
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D

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 Elmsley, Jas. H. Stanley Barracks, Toronto
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F

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G

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 Gillespie, Miss The Rectory, Church of Messiah, Toronto
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 Hall, W. K. Memphis, Tenn., U.S.A.
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§ 1

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L

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 Walker's Point, Lake Muskoka.
 Law, J. C. Sherbourne Street, Toronto
 Walker's Point, Lake Muskoka.
 Lymer, Thos. Government House, Toronto
 Birch Grove, Craigie Lea.
 Law, Major-General, Victor E. Sherbourne Street, Toronto
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 Newton, James Richmond Hill, Ont.

O

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 Bohemia P.O., Lake Rosseau.
 O'Brien, Miss K. A. Sherbourne Street, Toronto
 Bohemia P.O., Lake Rosseau.
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P

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 Papps, Miss F. M. Hamilton
 Papps, Miss M. Hamilton
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 Robertson, J. Ross Sherbourne Street, Toronto
 Robinson, T. M. Gravenhurst
 Riordan, C. C., Jr. St. Catharines
 Highlands, Lake Rosseau.
 Robinson, O. E. Ingersoll, Ont.
 "Liberty Hall," Lake Rosseau.

S

Smith, David 49 Wellington Street, Toronto
 Bala Park, Lake Muskoka.

Smith, Larratt W. 96 Summerhill Avenue, Toronto
 Wasan Island, Ferndale P.O., Lake Rosseau.
 Strange, C. O. Osgoode Hall, Toronto
 Yoho P.O., Lake Joseph.
 Strange, Miss Kate 6 North Street, Toronto
 Yoho P.O., Lake Joseph.
 Strange, Harry 6 North Street, Toronto
 Yoho P.O., Lake Joseph.
 Sutton, George Port Carling
 Saunders, B. Toronto
 Port Carling.
 Strange, Miss M. L. 10 Murray Street, Toronto
 Yoho P.O., Lake Joseph.
 Spragge, Dr. Toronto
 Stanton, Miss L. G. 1015 Dorchester Street, Montreal
 Port Sandfield.
 Smith, H. 480 Jarvis Street, Toronto
 Minett P.O., Lake Rosseau.
 Steele, Miss 151 James Street South, Hamilton
 Port Carling.
 Seath, Miss Toronto
 Torrence P.O., Lake Muskoka.
 Sebbin, John Ingersoll, Ont.
 "Ravens Craig," Lake Muskoka.
 Stevens, James Ingersoll, Ont.
 "Lakeview Villa," Lake Muskoka.
 Sylvester, S. 11 Suffolk Place, Toronto
 Port Sandfield.

T

Temple, C. V. M. 47 St. George Street, Toronto
 Minett P.O., Lake Rosseau.
 Tillson, E. D. Tilsonburg
 Fairhaven Island, Beaumaris, Lake Muskoka.

W

Warwick, A. J. 280 Front Street. Memphis, Tenn., U.S.A.
 Rosseau.
 Wilkinson, W. L. 24 Grange Avenue, Toronto
 Port Carling.
 Walker, John 132 Western Avenue, Allegheny, Pa., U.S.A.
 Beaumaris.
 Walker, Henry P. 131 Western Avenue, Allegheny, Pa., U.S.A.
 Beaumaris.
 Wolverton, Rev. N. Marshall, Texas, U.S.A.
 Hamill's Point, Lake Joseph.
 Worthington, Mrs. John 156 St. George Street, Toronto
 Ferndale, Lake Rosseau.
 Wilkes, Mrs. Fred. T. 155 Chatham Street, Brantford
 Camp Knockabout, Lake Rosseau.

Wilkes, F. C. Douglas	..	..	155 Chatham Street, Brantford
			Camp Knockabout, Lake Rosseau.
Willard, S.	..	..	Allegheny, Pa., U.S.A.
			Beaumaris.
Willard, Dr.	..	..	Allegheny, Pa., U.S.A.
Winter, F. W.	..		Gourlay, Winter & Leeming, Toronto
			Port Carling.
Woods, R. R.	..	..	Woodington, Lake Rosseau
Woods, A.	..	..	Woodington, Lake Rosseau
Wood, Mrs. Thos.	..	..	Ingersoll, Ont.
			"Woodbine," Lake Muskoka.

Y

Young, Jas. M. 194 Park Street S., Hamilton
Vernon Island, Beaumaris.

Steam Launches

ON THE MUSKOKA LAKES.

Owners detecting errors or omissions will oblige by
notifying the Secretary.

LAKE	NAME	OWNER
JOSEPH	Ptarmigan	Rev. Canon Eland
	Opeché	Hon Mr. Justice MacLennan
	Linnea	W. B. McMurrich
	Cyren	Hon. A. M. Ross
	Cygnat	C. O. Strange
	Arma	Mrs. Pomeroy
	Henrietta	Mr. Edwards
ROSSEAU	Brenda	T. Eaton
	Naniwa	F. J. Phillips
	Madeline	Rev. John Gillespie
	Vesta	Long and Bisby
	Pricilla	Mr. Standish
	Flyer	Ed. Cox
	Naiad	Hon. W. E. Sanford
	—————	W. A. Sims
	Silver Wing	C. M. Temple
	Gretchen	C. S. Warren
MUSKOKA	Mary Frances	Frank S. Wilson
	Bonito	Mrs. John Worthington
	Heather Bell	S. F. McKinnon
	Victoria	J. J. Beaumont
	—————	Bishop Campbell
	Pickerel	C. C. Craft
	Iris	F. W. Fearman
	Merlie	H. Gummer
	Ethel May	Alfred Mortimer
	Fairy Bell	J. W. Oram
	Serana	Mr. Taylor
	—————	E. W. Wyatt

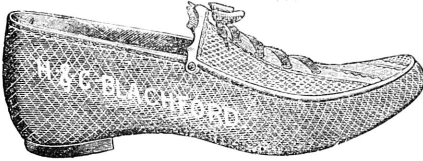
Yachts and Sailing Skiffs

ON THE MUSKOKA LAKES BELONGING TO MEMBERS OF
THE ASSOCIATION.

Notice to the Secretary is requested of any changes or omissions
in the following list

ASSO'N NO.	NAME	OWNER	RIG
1	Yoho	R. P. Campbell	Yawl
2	Whistlewing	John Sanson	Sloop
3	Eleanore	J. Burton Holland	Sloop
4	Breeze	W. S. Jackson	Standing Lug
5	Dagmar	W. E. H. Carter	Sloop
6	The Alice	Rev. N. Wolverton	Schooner
7	Mack	N. L. Playfair	Schooner
8	Marion	C. B. Coate	Yawl
9	Undine	Churchill Cockburn	Sloop
10	Thetis	H. H. Newman	Sloop
11	Kyrie	J. B. Philips	Sloop
12	Elcho	Chas. Venable	Sloop
13	Mayflower	H. F. Lea	Sloop
14	Syngamma	F. & A. Warren	Sloop
15	Whistlewing	E. P. Burkholder	Lug
16	Upstart	J. D. McMurrich	Sloop
17	_____	S. C. Gill	Cat boat
18	Marion	L. Burwash	Sloop
19	_____	Hon. Mr. Justice MacLennan	Schooner
20	Lit' Skipper	Frank R. Smallpiece	_____
21	Victoria	Mr. Johnston	Sloop
22	_____	Alec. Blair	Cat boat
23	_____	Ben Wells	Sloop
24	Kihewin	A. C. Morris	Schooner
25	Zephyr	F. E. Macdonald	Sloop
26	Olive Branch	Mr. Robt. Baldwin	_____

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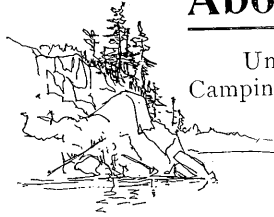
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order, PROMPTLY.

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be obtained by early applicants), will attach some importance as to how to secure supplies of reliable quality without trouble and with added assurance of fair treatment.

The Town of Bracebridge is the point from which all supplies are best obtained. All goods shipped the same day as re-

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Reliable information concerning matters of interest to Tourists *re* Hotels, Cottages, Camping grounds, etc., is cheerfully supplied to correspondents, also names of reliable and trustworthy guides who have been in Muskoka for 40 years, men who can take a party from any point on the Georgian Bay or Muskoka Lakes, to points on the Atlantic or Pacific coasts.

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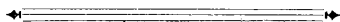
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kinds of Fresh Meat on the shortest possible

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FLOUR AND FEED, - BOOTS AND SHOES,
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Our Supply Boat, "CONSTANCE," calls at all Points, Cottages,
Camps, and Hotels on Lakes Rosseau and Joseph, and is
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Save freight and all unnecessary trouble by purchasing your
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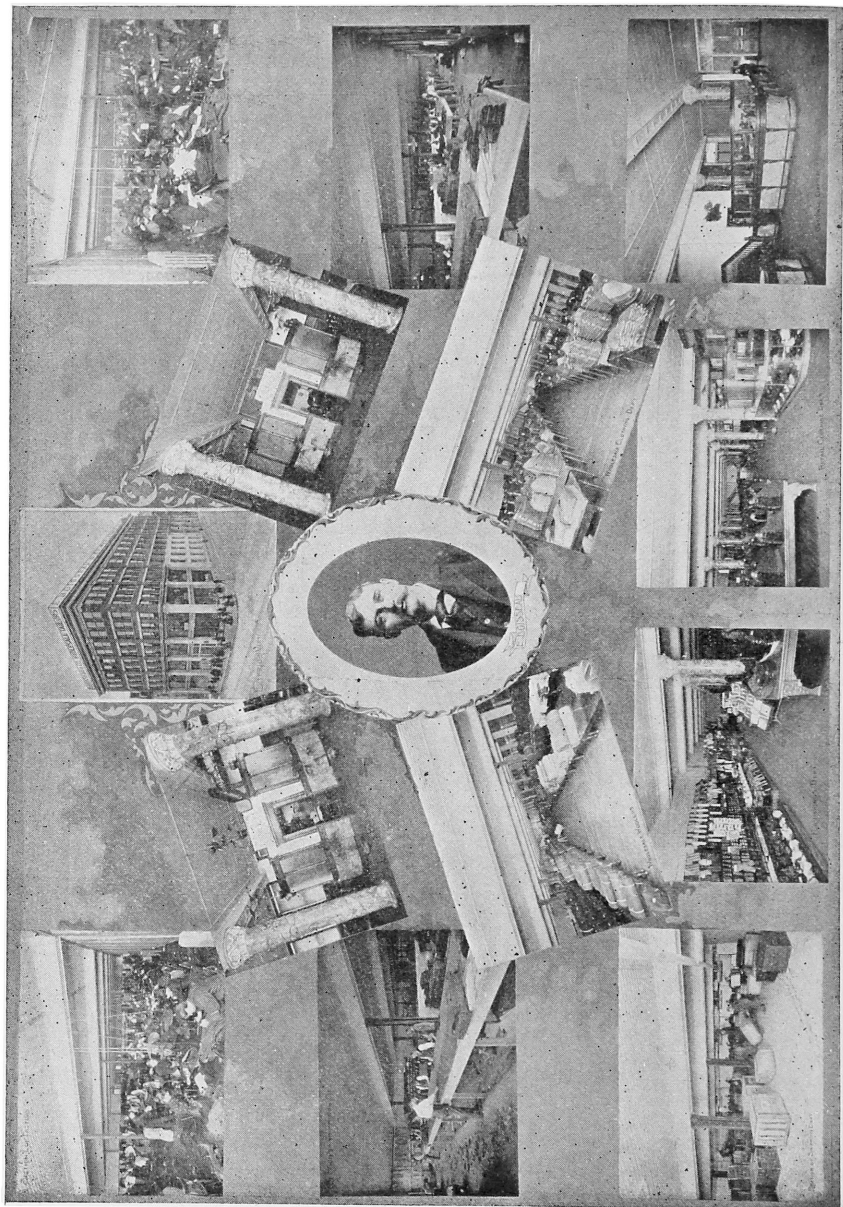
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