

CAMPING AND CRUISING

BY FREDERICK R. TOOMBS

AMERICA has always been a home for the lovers of outdoor sport. The out and the young of this healthy land are firm believers in the virtues of fresh air, judicious exercise and the desirability of coming into close touch with nature. During the last eight or ten years the tendency toward the patronage of outdoor recreations has been especially pronounced. Today the man or woman who has no interest in some particular pastime is indeed a rare avia.

The growth of the "vacation habit" has been a wonderful factor in the popularizing of open air diversions. A few years ago the number of business men who felt that they could spare the time to go away from their centers of occupation for a period of several weeks was remarkably small when compared with the myriads who nowadays swarm to the summer and to the winter resorts. These annual breathing spells give the care harassed man an opportunity to go, to cycle, to hunt, to fish and to become for the nonce a veritable "child of nature."

Probably two of the most enjoyable outdoor recreations, and two that are

mirable kits have been placed on the market by manufacturers who have made a study of the requirements of the trade. While one of these outfits would lessen the work of the camper very materially, yet it is not absolutely necessary. Hundreds of successful woodsmen get along with nothing more than the few serviceable home procured implements.

One of the most experienced campers I ever met was a well known citizen of Montreal, Captain Robert G. Adams. Captain Adams is a leading free thinker in the Dominion. He owns upward of 50 working copper, gold and silver mines. In the course of his many years of prospecting the captain has had some interesting camping experiences. He has experimented in the art of outdoor living till he has reduced it to a science.

Captain Adams' mining properties are located in Arizona, California and British Columbia. His camping career consequently has taken him through the extremes of heat and cold. In a conversation a few days ago he said: "A camping expedition when conducted properly is one of the best pastimes to be found. Great care, however, should be taken in preserving the health of members of the party. When miles deep in sparsely settled country, medical aid is difficult to obtain. One of the first thoughts of a camper should be to carry a good stock of restoratives and remedies. I know of several deaths resulting from gunshot wounds and other accidental injuries that would never have occurred had it not been for the lack of proper means of relief."

"Much care should be taken to obtain thoroughly waterproof covering for matches and powder. Many a 10 and 20 mile tramp through woods and over mountains for supplies has been caused by failure to keep the powder and matches dry."

"The camper's temporary home should be put up with due regard to the local conditions. A lean-to is the easiest and most satisfactory shelter. It can be erected by three or four men in an afternoon. The back of the lean-to should always be placed toward the point from which blow the prevailing winds. In time of storm this measure will be found to have many advantages. Log cabins and tents are of common usage. The former require too much time in construction, while tents, no matter how stoutly made, show a predilection toward succumbing to violent winds and the ubiquitous thunderstorm. Camps are best located when near running water. The lean-to, cabin or tent should always be placed in a grove of trees. The foliage and trunk will be found to be an agreeable shelter in either rain, wind, or excessive heat."

Cruising is in many respects much like camping. It is susceptible, however, of a number of variations. Yacht and canoe cruising are probably the favorites.

A yachting cruise should be under the guidance of a thoroughly competent skipper. The taking of chances on the pleasure voyage is inexcusable. The fool killer is saved a lot of work every year by scores of embryo sailors who carry a whole mainsail in squally weather and who do not know a jib sheet from a peak halyard.

Plenty of food should be in the store-rooms of a cruising yacht. The excitement of sailing has, in Wall street parlance, a bullish effect on the appetite. A surprising quantity of edibles will disappear in a couple of days on ship-board.

Last summer while cruising with three college friends I had an adventure which forcibly illustrated the value of a liberally filled larder. We had been out for five or six days, sailing off the Jersey coast. We then pointed up into the northeast, thinking to strike Long Island at a spot not far from Fire Island, the last land visible to transatlantic voyagers leaving New York harbor.

Our stores were rather low, and we intended replenishing them when we reached land. During the night a thunder squall struck the yacht, flooding the cabin and soaking all our matches. This latter misfortune was not discovered until after our running lights had been put out, leaving us with absolutely no means of procuring fire for cooking.

A thorough search in the cabin the next morning brought to light nothing better than some raw potatoes, raw corn, a pound or two of coffee and two cans of condensed milk. There was a dead cabin, and it was not until late in the evening that we were favored with wind sufficient to take us to Sandy Hook, where, after having been without food other than the coffee and condensed milk for 28 hours, the life station cared for us.

Yachting cruises are much safer in familiar waters. To explore rivers, bays or coast lines without being accompanied by a man to whom the channels are known is to court disaster. Charts are a wonderful help in entering and leaving strange bays and harbors, but it is on the long coast reaches that the chief dangers are encountered.

Every member of a yachting expedition should know how to swim. The unexpected always hops up on boats. The most practiced of Jack Tars cannot tell what the "morrow will bring forth." It is a significant fact that a large percentage of veteran seamen are unable to swim. This existing state of affairs may explain the seemingly excessive loss of life in many shipwrecks.

Canoe cruising is an unceasing delight to its devotees. The graceful, swift and seaworthy little craft have a fascination of which the lover of aquatics finds it hard to rid himself. The American Canoe association has taken cruising in charge, and the sport is now a recognized feature of the organization's annual programme. The A. C. A. awards yearly several prizes to members for cruising feats and to canoes and outfits for general adaptability.

The canoe cruiser must have nerve and experience. All that separates him from the waves and rocks is a thin shell of birch bark or varnished canvas. His stores are carried in the bottom of his craft, and the canoe itself, turned bottom upward, may be utilized as a covering at night or in time of storm. The canoe cruiser, in that he can nav-



Photo by H. A. Sands, New York.

ADELAIDE THURSTON, WHO WILL STAR NEXT SEASON.

Adelaide Thurston, who will be starred next season by Frank J. and Clifton Wiltach, has for some time been the exponent of the role of Lady Babbie in "The Little Minister." Miss Thurston is a very beautiful young woman, whose friends expect that she will make an enviable reputation in "Sweet Clover," which, by the way, is not in any sense a bucolic drama.

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igate the shallowest waters as well as the deepest, has a decided advantage over the yachtsman. The best paddle for cruising is the single bladed stick. Although the double bladed interchangeable paddle is of sterling value, its weight is apt to make itself felt in a long voyage. Sails naturally are a help to the cruiser. They will save him many a mile of weary paddling. The outrigger is intended for racing canoes and should not be taken on a cruise.

ROSTAND'S PENDING FATE.

"Will Rostand have the nerve to occupy a seat which bears the fatal number 13?"

This is a question which many Frenchmen are now asking, and the reason is because it is regarded as practically certain that the distinguished dramatist will soon be elected a member of the French academy, and if so he will most probably be assigned to a seat which bears the number 13.

There are at present four empty seats in the academy, and they are respectively numbered 25, 7, 13 and 14. Of these the first two have already been awarded to MM. Emile Faguet and Berthelot, and they will at an early date take possession of them amid appropriate ceremonies. The seat numbered 13 was that of the Viscount Henri de Bornier, and that numbered 14 was that of the Duc de Broglie.

The number 13, however, appears more than once on this occasion, for it is pointed out that M. Emile Faguet will be the thirteenth occupant of the seat numbered 25.

Superstition is potent even in the twentieth century, and there are many persons who have a foreboding that ill luck in some form will come to the new members of the academy.

PERKINS WAS PLEASED.

Walter E. Perkins, starring in "The Man From Mexico," had to take an early train out of an Ohio town the other day and left a call at the hotel office for 6 a. m. Long before daylight he was aroused by vigorous hammering at his door and in response to his inquiry as to whether the hotel was on fire received the reply:

"I'm the watchman, sir, and I'm going off duty, so I thought I'd better tell you that you have nearly two hours to sleep yet. It's only 2 o'clock now."

Among the many prominent horses now rounding into topnotch form for supremacy fought on the course off Sandy Hook.

Team work by certain of the professional cycle racers has very properly called out the enure of the N. C. A. board of control. This pernicious practice has cropped out particularly in the open events. Team work in important matches would do more than anything else to bring cycle racing into disrepute. The penalty imposed by the board of control for team work is severe, but not too much so. All "pros" found assisting a supposed rival will be disqualified together with the intended beneficiary.

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THE GRAND CIRCUIT

SPORTING CHAT

CYCLING • YACHTING

ADMIRERS OF THE LIGHT HARNESS

horses will have much to occupy their attention during the summer and fall. Important trotting and pacing events are scheduled to follow each other in rapid succession when the season swings into its stride. The stakes are more numerous and in many cases larger than those of former years. These features have attracted a remarkably high class of entries, and meet managers are able consequently to display programmes full of possibilities for record performances.

The owners and trainers of the champion light harness cracks have prepared their steeds for the filling of their engagements. The season this year will be longer than usual, extending well into October. The racers will have to be in good condition to stand the strain of continuous driving. Although the ease of an equine champion's winter life is proverbial, he more than balances the scale by his strenuous summer campaign.

Several young harness competitors worthy of more than a passing glance have been brought out by trainers this year. From the accounts of the trials of some of these newcomers there will be a few surprises sprung before the snow flies.

The grand circuit opens July 15. The centers of light harness interest will thereafter ring with the pounding of hoofs and the plaudits of the multitude.

The grand circuit dates are as follows: Detroit, July 15 to 22; Cleveland, July 22 to 27; Columbus, July 29 to Aug. 3; Buffalo, Aug. 5 to 10; Glens Falls, Aug. 12 to 17; Readville, Aug. 19 to 24; Providence, Aug. 26 to 30; Hartford, Sept. 2 to 6; Syracuse, Sept. 9 to 13, and Terre Haute, Sept. 30 to Oct. 4.

The amounts of the various stakes

the campaign are The Abbot, 2,000; champion trotter of the world, owned by Fire Commissioner Scannell of New York; Boralma, 2,000, the property of Thomas W. Lawson, the "350,000 pink" millionaire of Boston and owner of the yacht Independence; Charley Herr, 2,000, the Kentucky trotting stallion, owned by David Cahill; Croesus, 2,000, world's champion trotting stallion, owned by George H. Ketcham, the former expert reinsman. These great goers will afford some of the most exciting contests seen since the memorable battles between Star Pointer and Jot Patchen on the Empire City track, New York.

Much comment has been excited in yachting circles by the proposition that the contestants for the America's cup participate in an ocean race after the close of the Sandy Hook matches. Sir Thomas Lipton favors the scheme under certain conditions, stating that the transatlantic competition would establish the true value of racing craft in deep sea sailing in varying weather.

The project to test the huge racing machines in a race across the Atlantic is undoubtedly a good one. The rig and fittings of the craft, however, would necessarily be subjected to considerable modification. The tall spars could not withstand the strain of ocean navigation when bearing the present excessive spread of canvas. A heavy sea would be very apt to spring the masts from the blocks and topple them overboard.

A suggestion has been made that the cup contestants be equipped with yabby rig. This course would eliminate the danger of topheaviness.

A transatlantic race for 90 footers would be a distinct novelty. The contest would afford a true basis for comparison of American and British seamanship. It would be a trial far superior, except from a spectator's viewpoint, to the battles for international

bers. This association comprises the Southern California Golf association and an organization composed of northwestern and British Columbia clubs.

As a sample of the sublime confidence reposed in the Brooklyn team a remark made by the usually conservative Jimmy McGuire may be sufficient. A Philadelphia rooster during the Quaker last trip to the city of trolleys and churches started to gey the veteran back stop on the weakness of the Brooklyn team as the result of the desertion of McInnity and Jones.

"Why," said Jim, with a grin, "we've stop playing the 1st of August."

"How's that?" asked the Philadelphia, with evident surprise.

"Because we won't have to play," replied Jim. "We'll be so far ahead of the rest that they won't be able to catch up."

The Quaker rooster immediately disappeared from the neighborhood.

Jay Hughes, the veteran Brooklyn pitcher, likes a joke occasionally, and he is not particular who his mark may be. "Roaring Bill" Kennedy is hungry for long shots and is always after a good thing on the races. They were talking horse, and Bill asked Hughes for a tip.

"Play lunch," said Jimmy without cracking a smile. "It's 12 to 1."

"That looks like a good thing," remarked Kennedy innocently. "Where did you get it?"

"Good thing, eh? Why, I'd welcome it any time. I just picked it out of the programme."

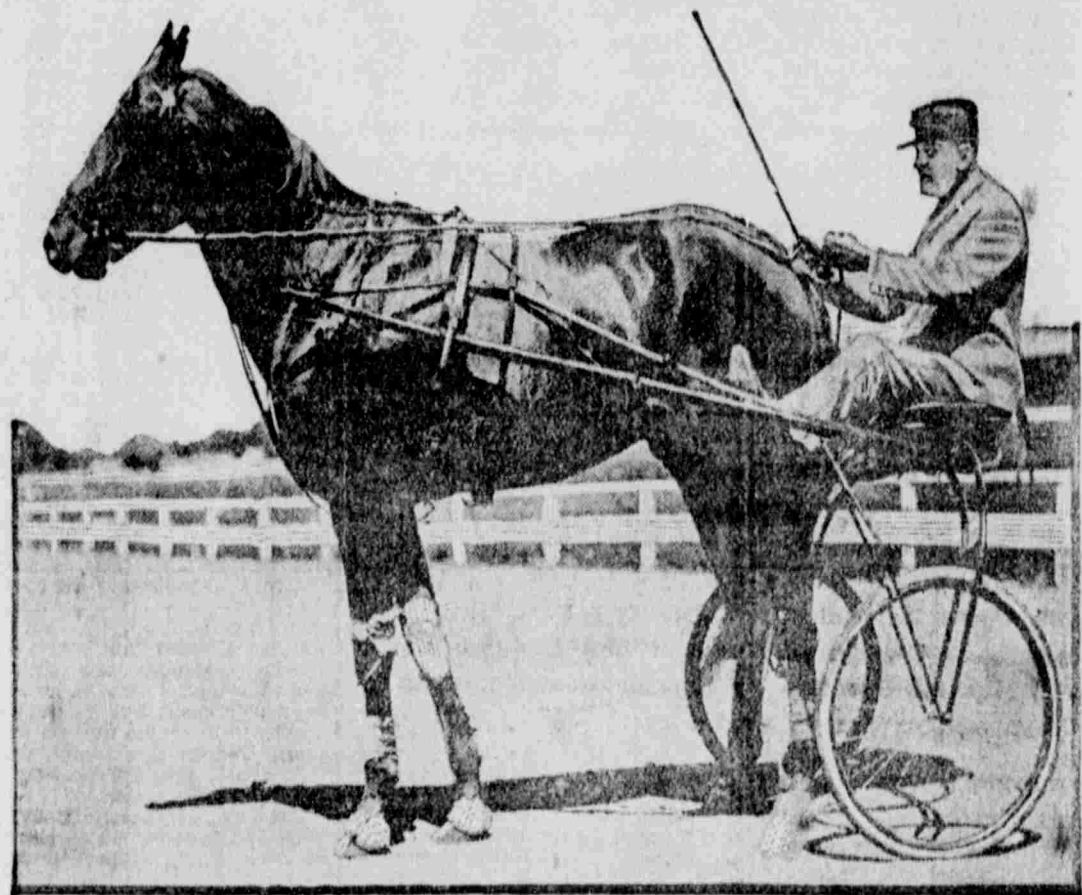
"Are you going to play it?"

"Bet your life, and to the limit. It's on at the noon hour."

And it suddenly dawned on "Roaring Bill" that 12 to 1 is a good time for lunch.

Instead of "taking to the woods" or going "back to the mines" the pugilists nowadays seem to be jumping head over heels into the wrestling game. Wrestling is so closely akin to boxing that this move on the part of the exponents of self defense is not to be wondered at. No sooner had Sully Tom Sharkey sacrificed himself on the altar of Tom Jenkins, the Cleveland mill worker who downed Ernest Roeber, than freckle faced, long legged Bob Fitzsimmons sprang into the breach and exclaimed: "All is not yet lost! I am still alive!"

The recent match with Gus Rulph in Madison Square Garden, New York, was the first result of the historic blacksmith's entry into the wrestling



CRESCUS, 2:04 3-4, WORLD'S CHAMPION TROTTING STALLION.

Cresceus is one of the stellar figures in the horse world. He has been matched to meet Charley Herr, 2:07; Boralma, 2:08, and The Abbott, 2:03 1/2, during the 1901 season.

are as follows: Detroit, \$50,000, six stakes; Cleveland, \$40,000, six stakes; Columbus, \$35,000, six stakes; Buffalo, \$35,000, six stakes; Glens Falls, \$30,000, eight stakes; Readville, \$20,000, six stakes; Providence, \$40,000, six stakes; Hartford, \$10,000, three stakes; Syracuse, \$25,000, four stakes, and Terre Haute, \$20,000, six stakes.

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world, Bob says he intends to continue his career on the mat and warns all comers to look out for trouble when they tackle him. Nothing short of championship honors, he says, will suffice.

Fitz, when preparing for an important fight, has always had a wrester on his staff of assistants, and, according to the men who have seen the Cornishman at work, he knows the game thoroughly. Ernest Roeber, the former world's champion wrestler, helped Fitzsimmons train for several of his big battles, and the Teuton says Bob can hold his own with the best of them.

Roeber has taught Bob all the holds, and the latter knows how to apply them to the best advantage. He has hammer locks, Nelsons, half Nelsons and the rest of the bunch down to perfection. Better still, Bob has the strength to make the different grips and holds effective when he applies them.

ELBERT WOODSON.

BARRYMORE AND MODJESKA.

Many stories of Maurice Barrymore have been revived recently, and one of the funniest tells of his tilt with Modjeska when he was her leading man. On one occasion the actress thought Barrymore took too much of the applause to himself. "It is I—Modjeska—shey want," she is reported to have said. "Who is Barrymore?" The actor's reply is historic. "Madame," he said, "allow me to tell you that the name of Barrymore was known from one end of this country to the other at a time when people thought that Modjeska was the title of a tooth wash."

WAGNER AS A PIANIST.

Wagner's Latin tutor tried to teach him to play the "Friedrich" overture, but declared that nothing would come of him. Wagner wrote:

"You may go to Jericho with your piano teaching! I sha'n't play any more." But "the man was right," continues Wagner. "In all my life I have never learned to play the piano properly. Therefore I played for my own amusement—nothing but overtures, with the most fearful fingering. It was impossible for me to play a passage clearly, and I conceived a great dread of all scales and runs."

Tabitha Drinker in Mary Manning's support.

Frank McKee has secured the rights to Ramsey Morris' new play, "Ninety and Nine." This piece, which takes its title from Evangelist John's list of the names of the twelve apostles, is a story of life in two small Indiana villages and will employ a cast of 50 people and a large number of supernumeraries. It will be one of the important productions of the summer season in New York.



Photo by Gilbert & Bacon, Philadelphia.

A. C. KRAENZLEIN.

[The famous runner who is now in Europe.]

typically American, are camping and cruising. The inland sportsman is to some extent denied participation in the latter, but all may "camp out" and thereby avail themselves of the privilege of sleeping beneath the stars and obtaining food in true aboriginal fashion.

The genuine, thoroughbred camper is the man who strikes into the woods with nothing more in the way of food than a week's provisions strapped to his back. He depends mainly on fishing lines and on his shotgun or rifle to keep his larder stocked. The folks who pick out a convenient spot near a village or a farmhouse for their camping site and who are accompanied by a wagon load of utensils and stores are not denizens of the forest, nor do they realize the possibilities for pleasure within their grasp.

A party of Kentucky friends of mine arranged a camping expedition on a large scale last fall. They sailed up the Kentucky river on a handsome private yacht and disembarked on a point of land near an unimportant settlement. A large, comfortable cabin was built especially for the members of the party. Every morning a coachman was sent to the village for provisions. As there were ladies on the expedition, dances were held in the evenings on board the yacht. The merry-makers returned to Frankfort in ecstasies over their "great camping trip." From the viewpoint of the seasoned woodsman these people were as far from being campers as they were from being subjects of the Mad Mollish of Abyssinia.

Thousands of camping folk every year flock to the mountain and lake regions of the east and the west where actual association with wildness and picturesqueness are possible. The Maine woods are a great favorite. Unusual advantages for the huntsman and the fisherman abound in the Pine Tree State. The popularity of the glorious north country is not to be wondered at.

Around Moosehead lake, the Hangeleys, the Eagle lakes and along the rugged coast line the haunts of the camping devotees multiply. Game and fish are to be had in abundance in season. A poor specimen of sportsman he is who cannot keep supplied with the choicest and freshest of gamey pabulum.

The modern camper does not need an elaborate outfit. Simplicity, in fact, is one of its striking features. Many ad-



THE WONDERFUL PRINCETON BASEBALL TEAM.

FOOTLIGHT FLICKERS.

Ada Behan will return to America late in August. She is spending the summer at her cottage on the Irish coast.

Kia & Erlanger have engaged Frank Weston to play Arnie and Ellen Mortimer Esther in "Ben-Hur" next season.

John P. Kennedy, the acrobatic dancer and singer, has been engaged by

Kia & Erlanger for one of their attractions.

Rich & Harris, who will manage Andrew Mack in his tour in "Tom Moore" next season, have engaged George F. Nash, Theodore Babcock, Myron Calver, Eddie Heren, Frank Mayne, R. J. Dill, John Shine, H. P. Stone, Thomas Jackson, Josephine Lovett, Margaret Fiddling, Jane Rayton and Suzie Wil-

kinson as the principals of his supporting company.

Thomas Evans, who made a hit as the Sporting Editor in "Miss Prim" last season, has been engaged for the comedy company appearing with Gus and Max Rogers in "The Rogers Brothers in Washington."

Mary Manning and James K. Hackett are spending a month in the south of France. They will finish their vacation tour abroad with a four-weeks'

yachting cruise through the Mediterranean. Miss Manning will return to America the last week in August and begin rehearsals Sept. 2 for her second tour in "Janice Meredith."

Louis Mann and Clara Lipman quite unexpectedly called for London to consult with Paul Potter, who wrote the new comedy in which they will appear next season.

Thomas Brown, the whistler, has been engaged by Frank McKee to play a

part in support of Peter F. Dailey in Augustus Thomas' new comedy, "Champagne Charlie."

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