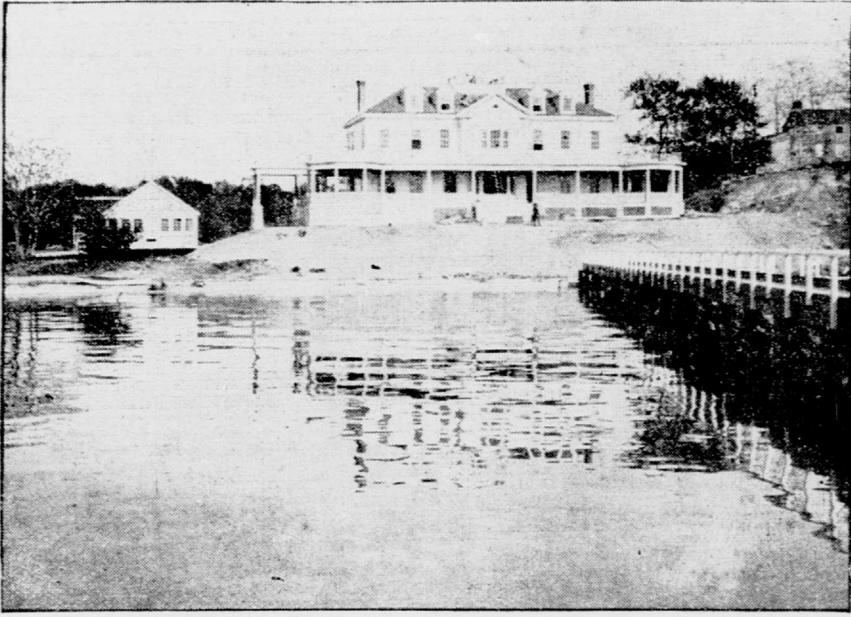


THE MANHASSET BAY YACHT CLUB OF LONG ISLAND STARTS THE SEASON WITH A BRAND NEW CLUBHOUSE



NEW CLUBHOUSE OF THE MANHASSET BAY YACHT CLUB, AT PORT WASHINGTON, LONG ISLAND.

MANHASSET BAY YACHTS.

OPENING OF NEW CLUBHOUSE ON LONG ISLAND SHORE OF SOUND—ACTIVE SEASON EXPECTED.

Long recognized by yachtsmen as one of the best places of anchorage on Long Island Sound, Manhasset Bay, or, as it is more familiarly called, Cow Bay, Long Island, is this season elevated to a front rank in the yachting waters of the country by reason of the fact that its shore has been selected as the site of the new home of the Manhasset Bay Yacht Club.

The Manhasset club is the child of the old Douglaston Yacht Club, and has developed with startling and remarkable rapidity. The Douglaston Yacht Club was the victim of circumstances, and in the blizzard of 1898-'99 the club's house was demolished by ice. Some few of the members were glad that nature had taken matters into her own hands, for the clubhouse was a floating affair, and the so-called anchorage on Little Neck Bay had degenerated into a mere marsh. The members held a funeral and christening the same night. No sooner was the Douglaston Yacht Club extinct than the Manhasset Bay Yacht Club was up and doing. That was early in 1899, and by June 3 of that year, when the club opened its house in the new location ninety new members were secured, and, although in debt at the time of moving, the club expended more than \$5,000 on the new property, all of which was paid up before the close of the season. There never was any greater bustle on Long Island. It made Port Washington residents fairly giddy to contemplate such growth. And yet it was substantial growth; there was nothing of a mushroom character about it. The Manhasset Bay Yacht Club had come to stay. The ceremonies attending the opening yesterday for the present season were appropriate. The officers of the club spared no pains in their efforts to make it a feature of the club's history to be looked back on with pride.

The new house is one calculated to supply the needs of the club for a long time to come. It contains twelve bedrooms and a large dormitory. A feature of the construction, however, is the spacious lounging room, 22 by 35 feet, built under an open well, with a height of twenty-two feet, there being no floor above it. This well is surrounded by a wide gallery, to be used as a library and writing room. On the main floor there is in addition to the lounging room a dining room for women and a reception room on the north side of the house. On the south side there is a café and the men's dining room.

STEPHEN W. ROACH.
Commodore of the Manhasset Bay Yacht Club.

These rooms, together with the portions of the piazza screened for the purpose, afford a seating capacity for two hundred persons that will prove of great value to the club members this summer when entertaining their friends.

Still another pleasing feature of the construction is found in the location of the kitchen, which is in a separate building, being connected with the main house by a large pantry. This pantry is another feature of the clubhouse construction. It is built almost entirely of glass, and is very light throughout. The billiard room, the locker room, committee room and wine room are in the basement. Here also is ample space for the steward's supplies. Beneath the kitchen are the iceboxes, and there also is a dining room for the sailors and house help. Shower baths are on every floor of the house, and it is lighted throughout by electricity. Electric power also works the pumps furnishing the water supply.

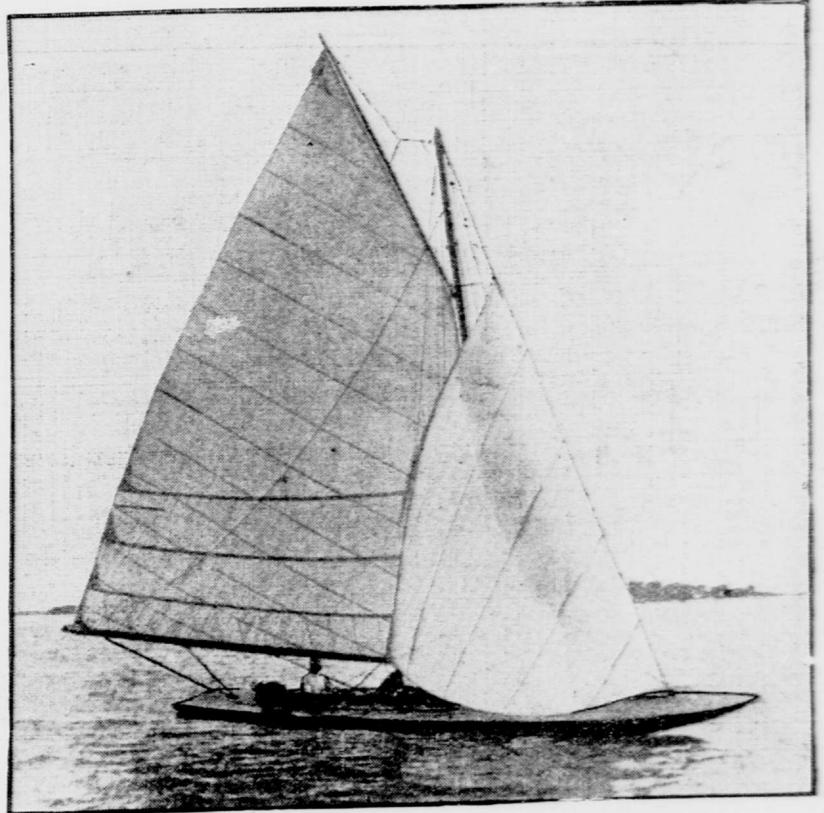
The stable is well appointed. It has stalls for

five horses, with a large carriage room and a shed for those driving to the clubhouse from the neighboring residences.

Still another feature of the new clubhouse is an adjunct in the shape of a clambake house, as the Manhasset Bay Yacht Club is noted for its clambakes. The bakehouse is a wooden structure, separated from the main house, but well appointed. The wharf is 280 feet long, built with a "T" end. This construction makes it possible to use two floats, one a boat float and the other for landing purposes only. At low tide there is seven feet of water at the end of this wharf, and on the anchorage, which is within five hundred feet of the wharf, there is a uniform depth of twelve feet.

The club membership is now 240, and the fleet numbers 150, the latter consisting of steamers, schooners, sloops, etc. The club is to be represented in the trial races at Bridgeport, Conn., on June 30, July 1, 2 and 3, when the Bridgeport Yacht Club will select the boat to go to Lake St. Louis and attempt to bring back the cup. The Seawanhaka Cup challenger Seeress, owned by Mower and Hunt, has been entered from the Manhasset Bay club, and great things are expected of her by the club members.

The club's anchorage on Manhasset Bay is considered by yachtsmen to be one of the best small boat courses on Long Island sound, and as a natural result small boat racing has come to be one of the features of the club sports. In the 1900 season there was much racing in the Riverside sailing dories. In 1901 and this year the sport has been continued in the one design class known as Manhasset raceabouts. Last year these small craft established a record of



THE SEERESS.

Seawanhaka Cup trial boat of the Manhasset Bay Yacht Club.

fifty-two races sailed in a single season. Principally because of the uncertainty as to a permanent racing measurement rule, yachtsmen say that this season's keenest racing on Long Island Sound will be among the one design classes. So much interest has been shown in these boats that a race in which the one design boats of the American, the Manhasset Bay, the New-Rochelle and Sachem's Head Yacht clubs and the Ardsley club, on the Hudson River, are to be entered, has been arranged for by the race committee of the Manhasset Bay club. Friday, August 1, is the date selected for the speed

chairman of art committee, Horatio R. Harper; chairman of library committee, James R. Thomson; chairman of race committee, E. M. MacLellan; measurer, Charles D. Mower.

"RUBBER" PARTY AT RESTAURANT.

HOW THEY PUT A PREMIUM ON SLOW SERVICE BY WAITERS.

"That woman will make a kick before her order is filled," said a head waiter at an uptown restaurant one evening last week, pointing



THE FLAGSHIP EMELINE.

Owned by Commodore Roach, of the Manhasset Bay Yacht Club.

test. As this is the day before the club's annual regatta, two consecutive days of good racing are insured.

The one design classes are all about eighteen feet racing measurement. It is anticipated that between thirty and forty boats of the various classes will take part in the races, and some fine sport is anticipated. Yachtsmen are looking forward to the test with zest, as they expect it to demonstrate the relative speed of the various types.

As a whole, the season upon which the Manhasset Bay club enters with the dedication of its new clubhouse gives every promise of being one of the most interesting and profitable, not only in the history of the Manhasset club, but in the history of yachting on Long Island Sound. From the commodore down to the cook, every one connected in any way with the Manhasset Bay club is confident of this, and is pledged to do all in his power to bring about the desired end. The secretary, Edward W. MacLellan, has been a very busy man in the last few weeks, though, if members of the club are to be believed, that is nothing unusual for Mr. MacLellan.

"Want to know anything about the club?" asked one of its members of a Tribune reporter. "Well, go and see 'Ed' MacLellan."

The house committee, of which H. S. Fairchild is chairman, has also been busy getting things ready for the opening, which took place yesterday.

The officers of the club are: Commodore, Stephen W. Roach; vice-commodore, M. Roosevelt Schuyler; rear commodore, Oswald Garrison Villard; treasurer, Bartholomew Jacob; chairman of house committee, H. S. Fairchild;

to a well dressed woman who sat with an elderly man at one of the small tables in the palm garden.

"How do you know?" the guest asked. "Well, you see, she comes here to 'rubber,' and she came too early. The only way she can fill time is to find fault with what is being served. We have lots of customers of that kind. They dress up in their very best clothes and come here just before the theatre crowd arrives. They come to see and to be seen, and care mighty little about what they have to eat."

"It is fun to see the way they kill time when they come early. An old trick is to get a table and then say: 'We won't order yet—we're waiting for some one.' 'Some one' never comes, and finally the order for some raw oysters or a salad is given, and if we serve them quickly the waiter gets a small tip. If the waiter loafs and serves all the others first his tip is larger. They nibble and fuss over their little luncheon, and the man in the party usually smokes his cigar to the bitter end before the 'rubber party' breaks up. We have them here on Saturday evenings more than at any other time. There, I told you that woman would kick. Do you see the club sandwich going back? It is probably too cold or too hot, but it's neither; it is simply too soon. The 'rubber guest' is a great find for the slow waiter; he is the only guest who puts a premium on slow service."

ANOTHER WAY.

From The Philadelphia Record.
De Tanque—Is Guzzler going to swear off on New Year's?
O'Soaque—No; he has changed his mind. He's going to marry a snake charmer instead.