

shall have the right to select the competitors for the international races irrespective of the result of the trial races.

12. Should the cup be won by the American contestants in the International race: First, an active member of the club holding the cup must score one victory to entitle that club to retain it. Second, if a member (or members) of any other club wins two races, his club will hold the cup. Third, should the two races be won by members of two clubs, neither being the holder of the cup, the tie will be sailed off subsequently to determine which club shall take the cup.

C. J. STEVENS, Sec. N. Y. C. C.

THE SNEAKBOX FAMILY.

II.—THE BARNEGAT CRUISER.

THE cruising fraternity of America, whether they use the birch, the dugout, the modern canoe, the common rowboat, or the sneakbox, all who cruise alone or in small parties solely for pleasure, owe a debt of gratitude to one man above others for the work he has accomplished in their behalf. Himself an ardent cruiser and explorer he is never so happy as when engaged in some scheme for the extension of cruising or the improvement of boats. After several long cruises this gentleman, Mr. N. H. Bishop, then of Lake George, started in 1870 to organize the canoeists of America into one national canoe association, with what success is now well known. With the A. C. A. firmly organized and in good hands his labors were at once turned into a new but parallel channel. Residing for a part of the year on the New Jersey coast, Mr. Bishop was perfectly familiar with the boat described in the FOREST AND STREAM of Jan. 7, and recognizing its many excellent qualities he set to work to improve the gunning boat into a craft better adapted for general cruising. As a result of his untiring efforts in this new field the American Single Handed Cruising Club has been organized, with a membership of fifty. The boat herewith described, the Barnegat cruiser, has been designed and for some time past has been undergoing a series of tests as to model, build and rig; and an extensive establishment has been started to build them.

As previously mentioned, the sneakbox is essentially a gunning boat, and many alterations were needed to fit it to the wants of the cruiser. The low sides have been raised, the dagger board has been supplanted by a steel-plate board, the crude fittings, rowlocks, etc., have been replaced by brass and iron work of special manufacture, the primitive rig has been discarded for more improved forms, and the method of construction has been changed in the direction of less weight. The model of the hull is the same as that of the best sneakboxes, except the increased depth; and the washboards, in an improved form, have been retained.

Dimensions of Barnegat cruiser:

Length over all	14ft. 0in.
Length on waterline	11ft. 9in.
Beam	4ft. 6in.
Depth at gunwale	1ft. 3in.
Sheer, bow	8 ¹ / ₂ in.
Sheer, stern	4in.
Draft, loaded	6in.
Freeboard	7in.
Crown of deck	8in.
Fore side of stem to—	
Mast tube	2ft. 9 ¹ / ₂ in.
Trunk, fore end	3ft. 1in.
Trunk, after end	6ft. 3in.
Well, fore end	5ft. 10in.
Well, after end	11ft. 0in.
Rowlocks	9ft. 1in.
Bulkhead	12ft. 0in.
Diameter of mast tube	3in.

TABLE OF OFFSETS—FOURTEEN-FOOT CRUISER.

STATION.	HEIGHTS.		HALF-BREADTHS.			
	Keel.	Deck.	Deck.	No. 1.	L.W.L.	No. 3.
	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.
0	1 9 ⁴	1 10				
2	11 ¹	1 6 ⁵	1 1			
4	3 ⁵	1 4 ¹	1 8 ⁷	1 3	9 7	
6		1 2 ²	2 1 ²	1 10 ¹	1 7 ³	1 3 ²
8		1 1	2 3	2 0 ⁵	1 9 ⁷	1 6
10		1 1 ²	2 2 ⁵	2 0 ²	1 9 ⁴	1 5 ³
12	3 ³	1 1 ⁵	2 0 ⁴	1 8 ⁵	1 3 ¹	
14	9	1 2	1 9 ⁵			

Note.—The fractions are all eighths of an inch.

The stations are 2ft. and the waterlines 3in. apart.

The planking is of 5/8in. cedar, deck of 1/2in. cedar, frames of sawn cedar 1 1/2x1 3/4in., spaced 10in. Ceiling of 3/4in. cedar, trunk of 3/4in. worked pine, head ledges 3/4in. thick, of oak. The keel is shaped, bent and screwed to the stocks as previously described, the moulds and transom are put in place and ribbands run over them, three on each side. The framing and planking of all this class of boats are very peculiar. The planks do not end in a rabbet in the stem, but run up to the gunwale. The dotted lines in the body and half-breadth plans show the different planks. The actual breadth of a plank on any frame may be measured on that frame in the body plan. The lines in the half-breadth plan are the projections of the plank on a flat surface, and except for the keel and garboards, they vary more or less from the proper shape. The after ends of the planks are screwed to the transom, as in an ordinary boat, but some support is necessary for the fore ends while building. To secure this two harpens, A, are lined out from the draft on the floor, each fitting the inside surface of the planking at the lower side of the deck. They may be of pine or spruce 1in. thick and 2in. wide, and long enough to reach to the straight post near midships. These pieces are now fastened in place, their fore ends being screwed to fore end of keel, while the middle and after ends rest on the moulds, being jogged in to the proper height. When in place the topside of each harpen will coincide with the lower side of deck, while the outer edge, properly beveled, will coincide with the outer surface of the moulds and ribbands or inner surface of the planking.

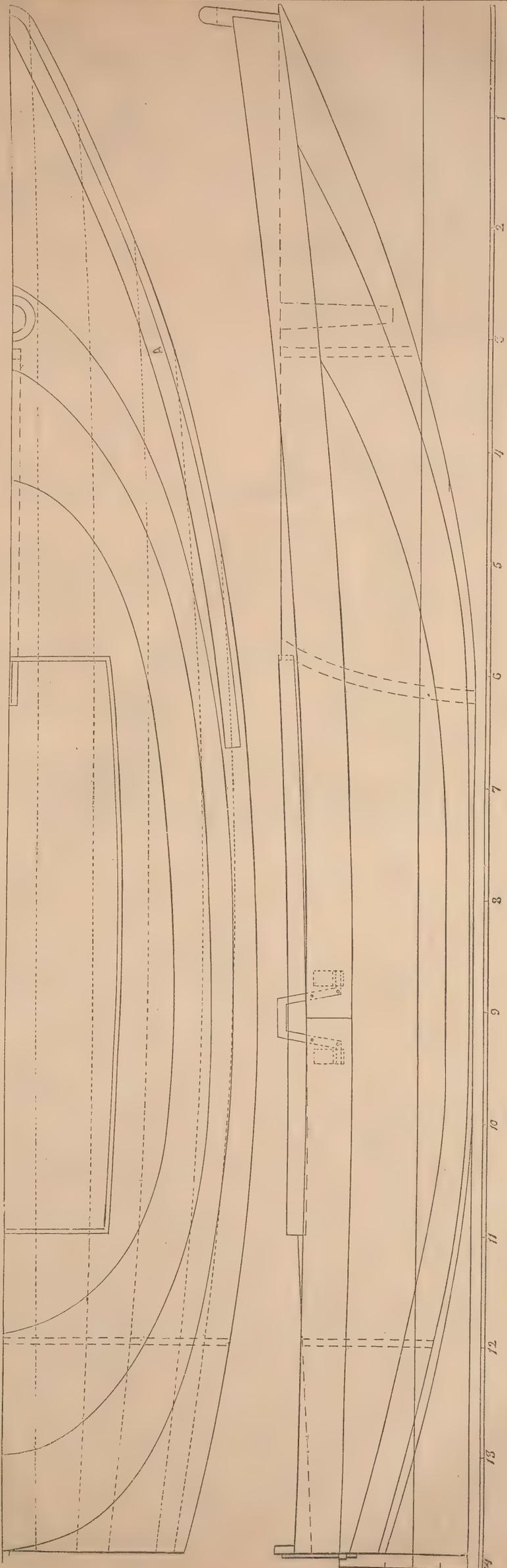
Now the frames, either steamed or sawn, are put in place, secured to the ribbands, and the heads of the first five or six on each side are fastened to the harpens. This completes the frame for planking. The garboards run along, of course, on each side of the keel, turning up at the fore ends, where they are screwed to the harpens. The succeeding planks are put on in the same way. When all are made and riveted up the moulds are removed and the deck beams, 1in. wide and 1 1/2in. deep, spaced 10 inches, are put in. The ends rest under the harpen, being jogged out the thickness of the latter, so that the upper surfaces are flush. Knees, as shown, are put under the side decks, then the deck is laid and coamings set, and the boat finished as described in "Canoe and Boat Building." The mast is stepped in a galvanized iron tube. The washboard is in five pieces—two on each side and one (the latter held by two square staples) on the stern.

The side pieces are bolted to an iron casting at the bow which forms a fairleader for the cable. They are held to the deck by small iron catches, shown at a b. The part a is pivoted, and when turned aside allows the washboard to be slipped back from b. The bottom of the boat is protected by two wearing strips of oak. The rowlocks are of galvanized iron. The builder of the Barnegat cruiser is Mr. John D. Gifford, Toms River, N. J. The price of the improved boat, 14ft. long, with rig and oars, is \$128. The boat is fitted with a balance lug sail of 118ft., a plan of which will appear later on.

A smaller boat lately completed and now used by our correspondent "Seneca" is 13ft. long, with jib and mainsail, of the following dimensions:

Mast—Deck to hounds	11ft. 2in.
Hoist of mainsail	8ft.
Foot	13ft. 9in.
Head	5ft. 6in.
Leech	13ft. 10in.
Jib—Luff	8ft. 6in.
Leech	7ft. 9in.
Foot	2ft. 6in.

THE A. C. A. TROPHY.—Editor Forest and Stream: I beg to acknowledge this week: M. V. Brokaw, Brooklyn C. C., \$1; Charles S. H. Buchanan, New Orleans, \$1; previously acknowledged, \$72. Total to date, \$74.—WILLIAM WHITLOCK.



RIGS FOR THE BARNEGAT CRUISER.

AFTER thoroughly testing the Barnegat sneakbox with her rig of a balance lug sail, I found in going to Fernandina in a blow that she steered very hard, and when close-hauled did not do what she ought in going through the water, and on my return to Jacksonville I made a rude jib of very light sheeting and rigged a rough bowsprit out forward, leaving the mainsail as it formerly was, part forward of the mast. Made a trial of this and saw an immediate improvement. I then estimated the amount of cloth I would need in a jib with the mainsail set entirely abaft the mast with a regular boom and gaff. I made neat little jaws for each, rigged throat and peak, hinged in one and had a nice well-sitting jib of proper dimensions made from drilling, and then set up everything in ship-shape order. The effect was astonishing, instead of crabbing off to leeward with a big pocket (all aback) forward of the mast, the Petrel now slides up to windward like a Snake. I have everything rigged very handy now, and can house the jibboom in a second without any trouble at all. My mainsail sits beautifully, and I am much pleased with the very great improvements in the Petrel's sailing qualities. I made the suggestion to rig her this way when she was being built, but objections were raised and I did not insist, knowing that I could soon make the change to suit myself. The little Petrel elicits much admiration by her snug appearance and trim "sea going" looks.

Two of us have been living on board for two weeks—cooking, eating and sleeping. I hope to send for publication soon, diagrams and all detail information regarding my cruising outfit, which I consider very complete and which I trust may do the cause some little good.

[Those who have lately tried the balance lug as fitted to the Barnegat cruiser make the same complaint as Petrel as to the defective balance and failure of the sail to sit flat. No such difficulty has occurred with canoes and much larger boats on which the balance lug is successfully used, and before condemning a sail that has so many advantages it would be well to test it thoroughly. We hope when the weather permits, to put a large balance lug, rigged as for a canoe, on a sneakbox and to ascertain the source of the trouble which others have experienced.]

WIDE AND NARROW CANOES.

Editor Forest and Stream:

Allow me to say to "Class B Canoe" and others, that the present discussion of beam versus crankiness was commenced by my asserting that "the canoe as now limited in beam is neither safe, handy nor comfortable for sailing purposes."

This statement was made advisedly. It is nothing more nor less than the truth, and is known to be such by every skilled amateur sailor of small boats. However, "Class B" accuses me of "dodging" questions, dealing in "generalities," etc. In reply I will remark that I never could reply seriously to foolish queries, but will add, "returning to our sheeps," "that no boat, be she canoe, sharpie, sneakbox, or what not, can be either safe, handy or comfortable with a length of 15ft., beam 31in., and carrying say 175 to 215 sq. ft. of sail, on a draft of 6in. of water.

The fact that certain little craft are forced to cruise about under such circumstances certainly does not prove them to be safe, and in truth they can not be made to stand up at all in a breeze without constant watching and the most skillful handling. Their dimensions answer the questions at issue, and an intelligent boatman need never have seen one of these little racing machines to decide the matter without hesitation. If my instructive remarks have chanced to burst somebody's bubble, why I suppose he will have to blow another.

Now, my friends, let us clearly understand this question. I do not propose or desire that you give up your cherished and pretty little bath tubs, for if you do so, many an amusing account of capsizing and ducking would be missed. I merely suggest that those who prefer wider and better sailing canoes may be permitted to own and sail them as a separate and recognized class in the A. C. A. To one, who, like myself, has time and again cruised entirely alone in a 4ft. sharpie, it seems amusing indeed to hear a man say seriously that any little 16ft. canoe requires two men to handle her. Just pause and reflect how damaging to your cause is such an admission. Why, the double ender I am now building, 15ft. in length, and to carry some 215 sq. ft. of cloth, can readily be handled by a boating boy twelve years old.

A word with "Class B Canoe" in regard to certain unkind remarks of his concerning my little sharpie's race with "Guenn" and, enough said. He speaks of my sharpie as a "large sail boat, with racing sail, beating a jury-rigged canoe in little more than a drifting match. Well, it may have been drifting as to the canoe, but my sharpie (which, by the way, is a small 15ft. sail boat) managed to easily stem a strong tide, and under those circumstances sailed to windward at the rate of five miles per hour. As to her "twins" it is the same that I have since used on her without reefing in heavy weather while duck shooting alone on Long Island Sound. If "Guenn" carried a "jury rig," why did he do so? The match was of his own making, and I informed him in advance that my sail was large. If he underrated the sharpie he only made the same mistake that mayhap "Class B Canoe" and "L." etc. are perchance now making as regards the "common sense canoe."

THOMAS CLAPHAM.

ROSLYN, L. I., Jan. 1, 1886.

Editor Forest and Stream:

"Katrina," in your issue of Dec. 31, asks a fair question that should in all courtesy be answered. It is in regard to the canoes I referred to in "Longshank's" list. As between the two canoes, I think Day Dream would be benefitted by getting into a class away from the Dido. This is simply an individual opinion, and must be taken as such, for opinions differ, you know. As to the other canoes he mentions—Sea Bee and Inertia—I know nothing personally, further than having seen them in use. How widely you know they were "twins" when the dimensions given were not the same, especially as you know in canoe classification fractions of an inch count as much as feet in larger "yachts"? "Katrina" also says that I have given him the credit of being narrow minded. I think not. I don't like personalities brought into a friendly chat, and if my memory serves, the expression used was "narrow" minded—simply a reference to the "narrow" canoe views so ably championed by himself and others as against the "wide" ideas.

I am afraid "Katrina" must have some "bricks" at disposal, for certainly a big one fell over this way when he says "especially such cool assumptions as that of the weight of a 42in. beam being no greater than one of 30in. beam." The assumption in this case lies with "Katrina." I think if he will take the trouble to look over his file again he will find this; "and I also think that it would not take any more men to handle her than it would to handle a canoe of same weight." I see no reference here to 30in. canoe or 42in. canoe or any other size. I did perfectly well in referring to the "twins" as "twins" when I wrote, but I confess I don't care to be responsible for another's inferences or assumptions. If I remember correctly the belief I put forward was in reply to a question put by "A. C. A.," which was in reference to handling the larger canoe in transportation. The average canoe of to-day is usually packed, "chuck full," hatches down and locked, will weigh anywhere from 150 to 200 pounds—a light estimate that, too. The larger boat, as suggested, with fittings, masts, sails, etc., I don't think will weigh any more, quarter masts and committee sars' stores not included. In this last, and taking them weight for weight, it will take as many hands to handle the one as the other.

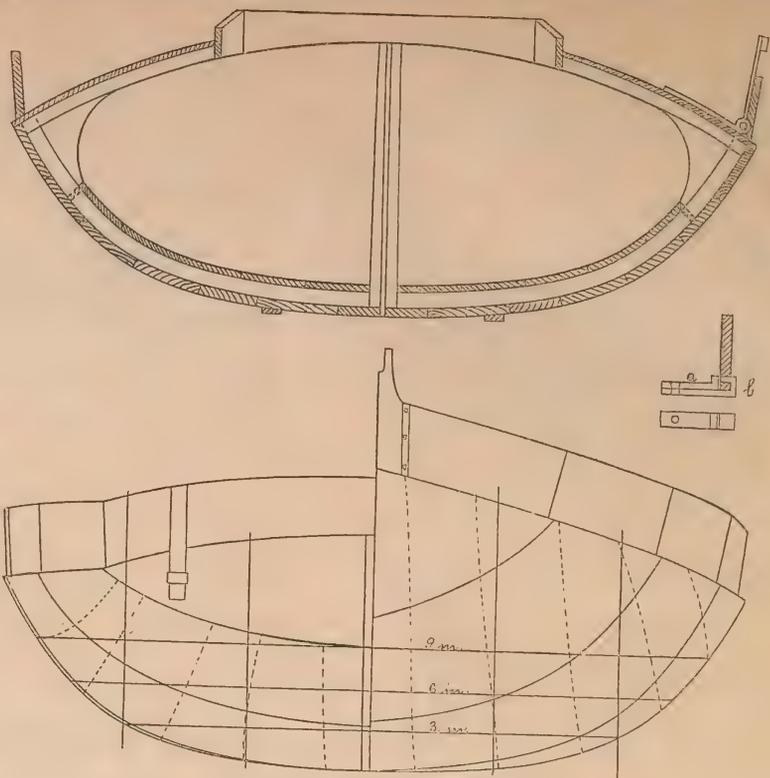
Personally "Katrina" admits in answer to question one that, "there is no objection in their proper place"—referring to the larger canoe or rather wider canoe, for as yet I have heard no suggestion to increase the length limit. The second question simply resolves itself into, why not make a proper place for them within the A. C. A. circle? That is all. On my part, there is no favoring this man's model or that man's model. What was getting at was this—the objection to enlarging the present limit so as to take the wider canoes—a distinctive class of sailing craft.

Every one has individual preferences. This is so in canoeing as in everything else. One man prefers a small paddling canoe, another's choice falls on the comely class B canoe, and still another might prefer one still larger for his own particular purpose. Good A. C. A. men all, and yet the latter receives no encouragement, except to go and join some single-handed cruising club. Now, I have no personal interest other than the interest of fair play. Perhaps I may be all wrong in my view of the matter, but I fail to see why the paddling canoeist, the general all-around canoeist and the sailing canoeist could not dwell together in unity the same as the two former do now.

Let's I should be misunderstood, no thought is further from my mind than crying down the present canoe as unfit for its purpose. It is also wish to be understood as not crying up the wider canoe at the expense of the narrow. So, no keelhauling for either of these offenses, if you please.

I do think, however, that there are virtues in the wider canoe that might make it preferable for some to use her; that those who do prefer the wider canoe may be true canoeists at heart, and valuable acquisitions to the A. C. A.; that no harm would arise from such additions from the rolls; that none of the present classes would be injured by adding another class to take in these wider canoes—sailing canoes distinctively, that without compromising any present interest it could be done; that the A. C. A. circle of good will, good fellowship and good canoeists extended considerably.

This is my personal platform on the question. It contains no "whereas" and no set of resolutions. I have tried to be plain and trust to be understood. As to which is the better boat that is another question entirely, and one, too, that can hardly be settled satisfactorily by the most protracted discussion. Both the narrow and wide



THE BARNEGAT CRUISER.

have their good points and both have their faults. What one person would look upon with favor, another might think a serious fault. To my mind the question of size and model is controlled to a considerable extent by the waters to be sailed on second, by the purposes for which the boat is to be used. And both of these considerations are wiped out and thrown aside by the canoeist's own sweet will. Fair play all around and no favor is all that is suggested by HAL.

A CHAT ON SOME CHANCE TOPICS.

ON the evening of Jan. 6 a one-horse wagon slowly entered the pretty village of Toms River. A new sneakbox rested beside the "bolsters," and as nearly every boy above twelve years old in this nautical locality can sail a "box," much interest was immediately manifested in the little white boat. The oldest sneakbox builder in Ocean county and his assistant walked beside the horse, and with a switch in his hand touched up the weary animal. The party had traveled since daylight—twenty-two miles from the southern end of Ocean county. The men and horse were to return home during the night.

As the "box" was consigned to the commodore of the "American Single-Hand Cruising Club," it soon leaked out that this craft was the first sneakbox ordered by the building committee of the A. S. H. C. C. two months ago. By the time the boat had reached the Commodore's house, on the left bank of the river, inside the town limits, an interested crowd of sneakbox men and yacht owners had gathered to welcome the little stranger. All present expressed strong approval of the possibilities concentrated in the 14ft. of length and 54in. of beam measurements in the well developed hull. The boat was placed beside the water and Mr. Chamberlain, the professional tester of sneakboxes and Barnegat cruiser for the club, promised to rig the boat early on the following morning, and if the wind blew a gale on that day he would "make her sides ache" before night.

This is the first sneakbox of the pure type that has been built for speed only on this part of the coast. The sails, jib and mainsail, have been completed for some weeks in anticipation of the trial of the craft. Another set of larger sails are being made for the purpose of proving the extreme limit of sail area which can be carried by this type of boat.

The improved type of sneakbox, called by Mr. N. H. Bishop the Barnegat cruiser, is built for comfort and safety, and he will not allow the club's builders to sacrifice the best cruising qualities of these staunch craft for racing purposes. He has, however, made contracts with two builders to develop a fast model of the sneakbox, and as soon as the winter tests, which are to be made with the craft just received from the builder, have proved her virtues and faults, six 14ft. fast sneakboxes are to be built.

Mr. Bishop has one builder in Burlington county, New Jersey, preparing working plans for two 16ft. Barnegat cruisers and one racing sneakbox of same length. All these boats are to be finished and put into the waters of Barnegat Bay as soon as the ice is out of the bay. South of the Toms River estuary Barnegat Bay is usually free of ice by the middle of March.

The rough weather tests of the able little craft belonging to the American Single-Hand Cruising Club can be made with more dispatch in the early spring months, during which season three days out of every week are boisterous enough for exhaustive trials. As in the wheat, the sham article from the genuine, in all matters relating to honest boat and yacht building, the members of our amateur clubs now cruising on distant southern waters will cheerfully cooperate in promoting this great and important work. We regret that our former friend, counselor and teacher in safe sailing and honest seamanship should have been beguiled into "cootining" in an ungainly catboat. As we read in the FOREST AND STREAM of his many trials, and even sufferings, while "cootining" southward in that big, unmanageable catboat, now going about the wrong way, now anchoring itself on a mud flat, left there by an ebbing tide when he might have been cruising like a sailorman in a deep cutter off Hatteras, where the water is deep—and all this suffering from the stern fact that cutter owners will not sell their prized craft and catmen will all sell out at 50 per cent. discount. When all this horrible picture is spread before our shoal-draft eyes the deepest sympathy takes possession of our hearts. When we fully realize that our fortunate cat, and his voyage of contemplated joys is proving gall and wormwood—with tears in our eyes we implore him to sell out upon his arrival at any port inhabited by men of feline tastes.

The commodore of the Single-Hand Cruising Club said to the writer of this only yesterday: "The 'Cruise of the Coot' is the best reading of the season; but while 'it is nuts for us,' it must be hard for our old leader." If I had known that the author of the "Cruise of the Coot" contemplated going over my old cruising ground, I would have insisted upon his accepting my best Barnegat cruiser. He then might haul up on shore at night, or sleep at anchor with the hatch tent set over his decks, as George E. Andrews is now doing in the Barnegat cruiser Petrel in Florida. With light, strong oars the cruiser could have been rowed under the Brooklyn Bridge, and its brave leader has thus been imposed upon by the owner of that unfortunate cat, and his voyage of contemplated joys is proving gall and wormwood—with tears in our eyes we implore him to sell out upon his arrival at any port inhabited by men of feline tastes.

Now, oh cruiser, stop! do not run into extremes. Do not build your sneakbox longer and heavier than you can row it with ease. Remember the "bone of discord" we canoeists have been trying to swallow. Remember that we have tried to build a yacht to be called a canoe; and having built it and having found it too heavy for the paddle, we have raised in our peaceful fraternity the question, a sore one: "Is this abnormal canoe, a canoe at all?" When your

sneakbox or Barnegat cruiser cannot be propelled by oars easily, stop there, and draw your line of limit as to length and weight of model. But you say, "I wish to cruise with companions in shoal and in deep waters. I must have something as comfortable as a scow or canal boat, yet this something of a craft needed must go to windward. A scow or canal boat will not do." Then go to Mr. Clapham. Instead of abusing that gentleman (and he is a gentleman, every inch of him) visit him at Roslyn, L. I. Though a teacher in yachting matters, he is open to conviction. He is a learner as well as instructor. You do not know that this educated gentleman, who has lately adopted his new profession of boatbuilding, has been an experienced amateur of wealth, has owned some very fast boats; has gone boldly to sea in his shoal draft craft, is working out at his own expense, one of the problems which costs money and weary brain-work—the development of a light draft, comfortable, home-like boat, adapted to the constantly changing depths of our seaboard interior water courses.

When we differ from another worker in our chosen field, let us not waste the precious space of FOREST AND STREAM by "going for that fellow" with printer's ink. Let us rather put our hands in our pockets buy a railroad ticket, and "go for that fellow." Meet him face to face, examine the work in his shop. Let him explain all his "wheels within wheels." We will return home wiser and happier men. There is nothing like personal contact. When you write your next article for our medium of friendly fellowship, its tone will be friendly and you will praise the efforts your fellow is making, to promote the healthy and manly pastime of boating. Let us, fellow cruisers, work in harmony. Remember what Commodore Longworth said to the twenty-three canoeists gathered in the first camp of the A. C. A. "We have organized the American Canoe Association, it is to be a brotherhood. If any man here has any complaint to make let him free his mind now; after this there is to be no fault-finding. We have smoked the pipe of peace. Let us work for the true interests of canoeing." Should not these words of peace apply to the one great brotherhood enrolled on the subscription list of FOREST AND STREAM? We belong to many clubs, but there is one flag that floats over us all, and that is FOREST AND STREAM. SKIPPER.

MOHICAN C. C. ANNUAL MEETING.—At half past eight on Jan. 4, fifteen turtles met at the residence of Commodore R. S. Oliver, 42 Willet street, to consider the annual reports of their officers for the year just elapsed, Captain Thatcher in the chair. The club is in a fairly flourishing condition, having twenty-eight members with twenty-three canoes, owning one club canoe and the finances in good shape. The official business of the evening was the election of club officers for 1886, which resulted in 15 votes for R. S. Oliver as captain, 13 for H. R. Pierson, Jr., and one for R. W. Gibson as mate, 14 for B. Fernow and 1 for R. W. Gibson, as secretary, 10 for W. H. Brown and 6 for H. Cushman as purser, and 15 for H. L. Thomas as member of the executive committee. Messrs. W. Baden Powell and E. B. Tredwen, the English canoeists, expected for the 1886 meet, were elected honorary members. R. W. Gibson produced a drawing of his newly-to-be-built canoe, with which he intends to contest for the Cup against the visitors. The lines of this new craft met with general approval. An equally enthusiastic applause was accorded to a brown paddler named Turkey, who tried to float on a liquid commonly called cerevisia, but he had evidently forgotten the old saying: "Cerevisia bibunt homines, cetera animalia fontem" (Men drink beer, the other animals water), for he disappeared rapidly under the brown waves. Singing by the accomplished president of the Ridgefield Athletic Club and Winne's Newburgh Whistling Song with "Roll the Man Down" filled up the rest of the evening.—FERNOW.

ANSWERS TO CORRESPONDENTS.

F. H. W. B.—Casselton, Dakota.
R. C. M.—Any one of the larger calibers named in our table of last week will do.
E. A. S., Battleboro, Vt.—Nearly all well bred beagles have very musical voices.
E. T. S., Brooklyn, N. Y.—Bang Bang is owned by the Westminster Kennel Club, Babylon, L. I.
W. H. B.—The rifle is pushed to make way for the newer magazine gun with a different action.
G. S. K., Oregon.—Van Dyke's book on still-hunting is a reliable and practical work, the best of its kind.
SILVER BULLET.—The Yellowstone Park is in Wyoming and Montana Territories. It contains 3,575 square miles.
W. W. M., Pa.—The fact that your dog has no known pedigree does not preclude registration in the American Kennel Register.
A. L. O.—You can probably have your gun polished so that it will shoot all right. If you are not within access of a reliable gunsmith, send the arm to some of the firms advertising in the FOREST AND STREAM and get an opinion on it and estimate of cost.
W. L., Carlisle, Pa.—I would like to have a book which would give a description of different birds and birds' eggs. Ans. We know of no satisfactorily completed work on the nests and eggs of birds. We would suggest your getting Gentry's "Nests and Eggs of Pennsylvania Birds," 2 vols.
H. H., New York.—Will you kindly inform me or let me know where the largest ranches are situated, how many head of cattle, owners, etc. Ans. Large cattle ranches are confined to no particular section of the West. Montana, Wyoming, Colorado, New Mexico, Utah and Nevada all contain them. Some companies own over 100,000 head.
J. T. W., Waterbury, Vt.—1. At what age does a cocker spaniel weighing from 15 to 25 pounds reach maturity? 2. At what age should a cocker puppy's tail be docked and how much should be taken off, and how should it be treated? Ans. 1. At about two years. 2. When one or two weeks old take off about one-third. No after-treatment is necessary.
X. Y. Z., Havana, Cuba.—I send you by to-day's mail a sea duck about the size of a green teal. Please to say to what species it belongs. Ans. The bird is a female lesser scaup duck or little black-head (*Fulix affinis*). It is found throughout North America, breeding from the borders of the United States northward, and migrates as far south as Central America and the West Indies in winter.