



THE CAM RIVER IMPROVEMENTS: DREDGING NEAR CAMBRIDGE.

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Some account was lately given in this Journal of the works undertaken by a committee, of which Lord Justice Selwyn is chairman, for the improvement of the narrow and shallow river at Cambridge, with a view to the exercise of rowing. The often-repeated failure of the crew of this University in its annual contest with Oxford upon the Thames at Putney is justly ascribed in a great measure to the extreme disadvantages of its own water for practice. With a breadth in general not much exceeding twenty yards, and with several awkward corners in the length of one mile and three quarters below the railway bridge, to which the racing-boats are now confined, the available depth of the Cam has been diminished, in some places to less than two feet, by the deposit of mud, three or four feet thick, upon its proper bed of gravel; and this process has been going on more rapidly since the current has become more sluggish, and the water has been stirred up less freely, because the traffic of barges to and from the town has been much reduced. It is therefore intended, by means of a fund subscribed for the purpose, and in execution of the designs kindly furnished by Mr. Hawkshaw, to dredge the

river thoroughly for three miles and a half below Cambridge, so as to restore the channel to its former depth and width; the railway bridge is to be removed, and a new one to be constructed in its stead, without any piers in the river, so as to permit the boats to pass above it without shortening oars; and some of the corners will be rounded off by cutting the bank in an easier line. Mr. Clarke Hawkshaw, whose engineering services, as well as his father's, have liberally been placed at the disposal of the committee without pecuniary remuneration, superintends the execution of these works. Two Illustrations in our paper of this week show the actual operations of dredging; in the one case at the bridge of St. John's College, and in the other at a place just below the railway bridge.

CORK PARK RACES.

The races held in the park at Cork, on the 17th and 18th inst., were in some degree spoilt by the wet and sloppy condition of the ground; but many thousands of people came to see them on the first day, the weather being then fine. The Grand National Steeplechase, for £200, added to a sweepstakes of £5 each, was the most

interesting event. It was contended for by eleven horses, the foremost of which in the race were Mr. Smith's Ranger, Mr. Mansergh's Sea Queen, Mr. Hume's Knockany, Captain M'Craight's Ballindonagh, and Mr. J. D. Whye's Kitten. They made beautiful running, the Sea Queen and Knockany getting the lead; but the Kitten and Ballindonagh took the leap just before going into the run home in quick succession. This Sea Queen and Knockany did not do; and, though they passed the winning-post at the stand as first and second horses, they were afterwards objected to for having failed to do the jump. The stewards met, heard the objection and the grounds for it, and decided that the Kitten had won the race, and that Ballindonagh, who immediately came after her, was second.

THE YACHTING SEASON.

The yachting season is now fairly opened. On Friday week was the match of the Royal London Yacht Club, from Erith to the Nore and back. There were two prizes, of 100 gs. and 50 gs. value, for any rig of first-class yachts, with a due time allowance for differences of tonnage. The famous schooner Cambria, of 186 tons,