

ICE-YACHTING.

THERE has not been as good ice boating in the East for years as this winter, Orange Lake alone has had many weeks of good ice.

On January 10th, the thermometer marked six below zero as the boats lined up for the Higginson cup races.

It was a handicap of ten miles over a triangular course, open to all boats of the Orange Lake fleet. The wind piped free and strong from the north as the following yachts lined up for an old-fashioned start: *Windward*, H. C. Higginson; *Snow Drift*, Willett Kidd; *Cold Wave*, sailed by Captain James O'Brien; *Ice King*, Charles M. Stebbins; *Troubler*, Alderman Robt. Kernahan; *Flying Jib*, Gerard Wood; *Aeolus*, George E. Trimble, and *Graziella*, by Henry J. Jova.

The fleet were all sloops with the exception of the *Graziella*, which is rigged as a lateen. The time limit was thirty-five minutes. The start was made at five minutes after four o'clock. Owing to the direction of the wind, there was much tacking and wearing over the course, sailed over five times.

The big *Windward* got away first, closely followed by the *Snow Drift*. As the race progressed it was found necessary to cover at least five miles on each lap, consequently slow time was made. The *Windward* made the fourth lap at 4h. 37m. 19s. The *Snow Drift* came just behind her, the others far away. The judges saw that the race could not be covered in thirty-five minutes, and gave the recall signal.

The first race of the Hudson River Ice Yacht Club was sailed over their course of eight miles for fourth-class yachts on January 10th. The start was from Roosevelt's Point. The entries were *Brisk*, by H. Vanderlinden; *Esquimaux*, by James Breeze; *Ariel*, by Archibald Rogers, and *Comet*, by Norman Wright. The *Ariel* won. Time, 30m. *Comet* second. Time, 30m.

20s.

After six years the race for the champion pennant of the world, known as "The Ice Yacht Challenge Pennant of America," was sailed for on January 21, 1899. This pennant is the emblem of supremacy of the frozen surface, and many hard and daring struggles on the ice have been sailed to obtain it. Commodore Archibald Rogers's big sloop *Jack Frost*, carrying 716 square feet of duck, won it last on February 9, 1893. Time, for 20 miles, 49m. 30s. Distance covered, 31.38 miles. Calculated rate per mile 1m. 34s. The distance between marks in that race was 2 miles, and the triangular course was sailed five times around.

A fair breeze blew from the south, the ice was hard, and every one was on the *qui vive* on the 21st of January, 1899, the day appointed for this year's race to take place, just above Poughkeepsie-on-the-Hudson. A course of 20 miles had been laid out, due north and south, starting from Crum Elbow to a turning mark north of the Poughkeepsie Bridge. The distance between the turning marks was $2\frac{1}{2}$ miles, making four times around to accomplish the 20 miles, although the actual distance sailed, in wearing and tacking to cover the course, was nearly 38 miles. The time limit for the race was fixed at one hour and fifteen min-

utes, windward and return. All yachts to draw for positions at a line at the starting point at right angles, and the boats to be headed in the eye of the wind, and at a given signal to be shoved smartly over the line and fill away.

On the morning of the 21st the Carthage Club sent up five yachts, the *Maud N.*, *North Star*, *Hermes*, *Ranger* and *Whistler*. Just before the time set for the race the ferry which runs across the river at Poughkeepsie, below the bridge, broke through the ice, cutting off the five boats from the starting line above the bridge. *Ranger* and *Whistler* were taken around the ferry channel overland and set up on the ice above the channel cut by the ferry, but *Maud N.*, *North Star* and *Hermes* being too heavy and too large, had to be left. It was 12 o'clock when the *Ranger* and *Whistler* reached the starting line. The *Ranger* carries 525 square feet in a lateen sail, and was handled by the expert, Charles Merrett. The *Whistler* carries 400 square feet and is cat-rigged. She was sailed by her owner, the veteran ice-yachtsman, Commodore Irving Grinnell.

Drawn up at the starting line at Roosevelt's Point to meet them, were the following boats of the Hudson River Club: *Northern Light*, carrying 680 square feet of canvas, and sailed by her owner, Dr. Barron; *Icicle*, 735 square feet, sailed by William R. Smith; *Blitzen*, 642, sailed by Norman Wright; *Jack Frost*, 716 square feet, sailed by Archibald Rogers. *Santa Claus*, 592 square feet, sailed by Herman Vanderlinden, and *North Star*, 440 square feet, sailed by George Ruppert. All the above are first-class boats, with the exception of *Santa Claus* and *North Star*, the former being of the second class, and the latter of the third class. The competing *Ranger* is a second-class boat, and the *Whistler* belongs in the third class. It was the old-fashioned line-up start, and positions were drawn as follows: *Ranger*, *Northern Light*, *Icicle*, *Blitzen*, *Jack Frost*, *Santa Claus* and *Whistler*. At a dropped handkerchief and the shout "Go!" at noon the yachts were smartly shoved over the line, and filled away on the port tack. The wind was light from the southwest, but steady. The yachts hung pretty well together at the start, with *Icicle* slightly in the lead. After turning the lower stake toward the bridge, the yachts sped up the river, heading for the starting place at Roosevelt Point. There the *Icicle* left with *Jack Frost* a quarter of a mile astern and the others further back, strung out in this order: *Ranger*, *Northern Light*, *Santa Claus*, *Whistler* and *North Star*. *Icicle* covered the first five miles in 17m. 26/2s.; *Jack Frost*, second; *Ranger*, third. The *Blitzen* is considered a fast boat, but made a poor showing owing to a twisted plank, and withdrew from the race. The *Whistler*, of the Carthage Landing Club, broke her peak hal-yard block, and withdrew. At the distance of ten miles the time at this turn of starting line was: *Icicle*, 36m. 59s.; *Jack Frost*, 37m. 11s. Then came *Northern Light* and *Ranger*, there being 5 seconds time between this pair.

At this stage of the race the ice began to soften. Commodore Rogers had the expert

Charley Van Loan, in the box of the *Jack Frost*, while Smith was alone on the *Icele*. The weight of two men on the softening ice caused the rudder shoe of the *Jack Frost* to sink deeper into the ice than the *Icele*.

In the third time over the course the *North-ern Light* carried away her jib-sheet and reluctantly retired. The 15-mile point was made by *Icele* in 54m., and *Jack Frost* 13s. later, *Ranger* a bad third.

The fourth and last time round, the *Icele* maintained her slight lead, *Jack Frost* being only a length behind as they rounded the last turning mark. The race was very exciting. It seemed as if the bowsprit of the *Jack Frost* overlapped the stern of the *Icele*. Both yachts finished on the starboard tack. *Icele* won. Time, covering 20 miles, 1h. 9m. 37s., with only 5m. and 23s. to spare below the time limit of 1 $\frac{1}{4}$ h. *Jack Frost* came in second, just 27s. after her rival crossed the finish line. The lateen *Ranger*, from the Carthage Club, was so far behind that she did not finish. *Santa Claus* finished in 1h. 18m. 24s., and was barred out by time limit. The *North Star* was not in the race at any time. Thus the world's pennant is still held by the Hudson River Club, but it will adorn the residence of Mr. John A. Roosevelt, the veteran ice yachtsman and owner of the *Icele*.

This is the fourth time the *Icele* has won this champion pennant of the world, and *Jack Frost* has taken it three times. The first race for this pennant took place in 1881. It was originally put up by the New Hamburg Club of the Hudson River, and was won the first time by the *Phantom*, of New Hamburg Club, March 5, 1881, over a 12-mile course.

On the 20th of January there was a fair wind from the south on Orange Lake, with ice in prime condition, and two races were sailed. The first race called was for the Higginson handsome special cup. The boats entered were *Windward*, *Snow Drift*, *Arctic*, *Graziella* (lateen), *Troubler* and *Cold Wave*. The start was made at 1:30 p. m., and the race must be sailed in 35 minutes over the 10-mile course. The big *Windward* jumped ahead at the lead under the careful guidance of Commodore Higginson, and made a spanking race, never being headed at any time. She landed a winner as far as time was concerned, crossing the finishing line at 2:04:00, and covering the ten miles in a light breeze in 30m. 04s. *Snow Drift* 2:08:25, *Graziella* 2:10:22, *Troubler* 2:11:08, *Arctic* 2:11:30, *Cold Wave* did not finish. Although Commodore Higginson with the *Windward* won the race in good style, he would not claim it, owing to rule 12, as follows: "No ice yacht shall increase or diminish ballast during a race." This was occasioned by the *Windward's* having, on the second lap, while shooting along like a rocket and coming about, shaken off her 25-pound weight on the stern. The Commodore had not time to replace it and so lost the race, and the *Snow Drift* obtained it on the technicality.

The second race, on the same day was for the challenge cup of '88, with a good breeze and ice. It was one of the most exciting races seen in years, as the winner was only ten seconds ahead of the second yacht. When the starting gun was fired, the following yachts were smartly

shoved over the line and filled away toward the upper end of the lake: *Cold Wave*, sailed by her owner, Commodore Higginson; *Snow Drift*, sailed by the vice-Commodore's son, Will Kidd; *Graziella*, sailed by her owner, Henry J. Jova; *Troubler*, sailed by her owner, Alderman Kernahan; *Ice King*, sailed by her owner, Charles M. Stebbins, and *Arctic*, sailed by her owner, Elijah Walsh. The *Troubler* caught the wind first, and rushed ahead, but the wind shifted slightly, helping the balance of the fleet, and before the third lap *Cold Wave* and *Snow Drift* closed the gap and passed her. From the north to the west stakes it was hot work between the *Cold Wave* and the *Snow Drift*. No one could tell as the boats swung up the last lap which one would win. It was hammer and tongs with the two boats, causing their skippers to use every device in handling their yachts, gained by long experience. On they came, and at last it was seen that Commodore Higginson had the advantage, and the *Cold Wave* finished first at 4:11:50. Time, covering the course of a triangle five times around, making a total of 10 miles, 33m. 50s. *Snow Drift* finished at 4:12:00, covering the course in 34m., thus making a difference of just 10s. A petering-out and shifting in wind accounts for the slow time made.

On January 29th the ice was in prime condition. Two handicap races were sailed over the regular ten-mile course for club boats only. The first was for the vice-Commodore Kidd pennant. The yachts lined up for the start were *Snow Drift*, sailed by Captain Merritt, one of the very best ice-yacht handlers in the country; *Windward*, by Commodore Higginson; *Troubler*, by Alderman Kernahan; *Cold Wave*, by Captain James O'Brien; *Arctic*, by Elijah Walsh. The start was made at 9 minutes past 2. *Snow Drift* led, with *Windward* close on her heels. They crossed finish line as follows: *Snow Drift*, 2:52:42, covering the course in 43m. 42s. Time limit, 1h.; wind, light. *Windward* finished at 2:53:00; *Arctic*, 2:54:08; *Cold Wave*, 2:54:22; *Troubler*, 2:54:45. On corrected time, allowing one foot of canvas to the second, according to the time sailed, and making the big *Windward* as the scratch boat, it was found *Snow Drift* won; *Cold Wave*, second; *Arctic*, third; *Windward*, fourth; *Troubler*, fifth.

The second race on the same day was for the Van Nostrand Cup, presented by the late Gardner Van Nostrand. This also was a handicap race, with *Windward* as the scratch boat on sail area. The entries were as follows: Homer S. Ramsdell's *Ice Queen*, sailed by Will Kidd; *Snow Drift*, sailed by Captain Merritt; *Graziella*, sailed by Henry J. Jova; *Cold Wave*, sailed by Commodore H. C. Higginson; *Arctic*, sailed by Elijah Walsh; *Windward*, sailed by Captain James O'Brien; and *Troubler*, sailed by Alderman Robt. Kernahan. The start was made at 3:27:00. The race practically was between the *Snow Drift* and the *Cold Wave*. *Snow Drift* won. Time, 4:02:58; *Cold Wave*, second, 4:03:31; *Arctic*, 4:04:27; *Ice Queen*, 4:07:55; *Troubler*, 4:07:50; *Windward*, 4:10:08. The *Graziella* only made one lap and withdrew.

On Monday, January 30th, the Orange Lake Club was again ready, with the wind piping a

half gale from southwest, and yachts under double reefs for the Higginson special loving cup. The start was made at 3:22:00 P. M., and the competing boats were *Arctic*, E. Walsh at the tiller; *Cold Wave*, Commodore Higginson; *Graziella*, H. J. Jova; *Snow Drift*, handled by the expert Captain Chas. Merritt. *Cold Wave* jumped ahead through the increasing gale, and with her perfect sail balance and good handling led the fleet easily. Her time at finish was 3:46:41; *Arctic*, 3:46:56; *Snow Drift*, 3:47:15. This being a handicap race, by corrected time *Snow Drift* obtained second place. *Graziella* crashed into *Troubler*, which was not in the race, on first lap. Little damage was done, and, *Graziella* was barred out. This trophy must be won three times. The *Snow Drift* has won it twice, the *Troubler* once, and *Cold Wave* once.

The second race on the same day (January 30th) was for the vice-commodore's pennant, known as the Kidd champion pennant. The starters were *Cold Wave*, sailed by Captain James O'Brien; *Snow Drift*, sailed by Captain Merritt, and *Arctic*, sailed by E. Walsh. The *Snow Drift* led until Captain Merritt made a miscalculation and ran under the bluff on the west shore and lost the wind. Walsh with the *Arctic* got the full force out in the lake and rushed ahead, and won over *Snow Drift* by 18 seconds. *Arctic's* time was 32m. 10s.; *Cold Wave* third. After the race *Cold Wave*, being alone, had a race of her own. She broke loose, ran down the *Take Care*, damaging the yacht, took a skip over to the club-house to see Boxer, and after ripping off several clapboards, returned to her anchorage as docile as a lamb. Strange to say, she sustained but slight damage. No one was on board.

The first race this season for the Walker International Ice Yacht Cup was sailed at Kingston, Canada, on January 30th. Next to the champion pennant of the world the Walker Cup is most coveted by ice yachtsmen. donated by Hiram Walker, of Walkerville, Canada, and is an international trophy to promote ice-yacht racing on Lake Ontario, the Bay of Quinté and River St. Lawrence.

Last year the ice was not in a suitable condition, to lay out a proper 12-mile course. This year, January 30, 1899, was the day appointed for the race. Early in the morning every ice yachtsman was shaking a lively leg, either at the handsome club-house or on the ice, but down came a flurry of snow, causing even the crowd who race from the grill-room to the fire-place, to draw down



THE WALKER CUP.

their faces to the shape of a "salvagee strap," and making the Regatta Committee shake their heads ominously. A meeting was held at 12.30, and a race was decided upon. A stiff breeze came piping free from due west, in the early part of the day, but petered out later, and it was doubtful whether the beats could cover the triangular course, sailed four times around, making a total of 12 miles, in the time limit of 45 minutes. The course was as follows: From a flag a mile out from the Yacht Club house, to the Penitentiary buoy; thence to a mark west of Simcoe Island, and home; to be sailed around four times, and all turning marks kept to port.

The competing yachts were *Dart*, sailed by Charles Shaw; *Shark*, by Wren Dodge, owner, and *Sprite*, W. E. Dodge. These three boats represented the Cape Vincent I. Y. C. The Kingston yachts were *Blizzard*, ex-Commodore Sandford C. Calvin; *Jack Frost*, J. Bell Carruthers, and *Breeze*, Howard S. Folger.

The racing committee was composed of the following well-known ice yachtsmen: Captain Frank Strange lined up the boats, W. O'Brien held the gun, J. Campbell Strange took time, and J. Conway and Alex. Horn were clerks of the course.

The yachts were lined up with their noses pointing in the wind's eye, and facing southwest, in the following order: *Dart*, *Blizzard*, *Shark*, *Jack Frost*, *Sprite* and *Breeze*.

The Kingston boys had learned a new point since the last race, when ever man tried to make his yacht a winner, for in this race they all worked together for the desired end. *Jack Frost* and *Blizzard* carried full sail, and the *Breeze* a reef, so they were sure of at least one boat at the front, at the finish, should it blow light or heavy.

It was exactly 2:48:30 as the starting gun boomed out, and the six white wings dashed over the starting line, all on the starboard tack. Sandford Calvin with the *Blizzard* soon shook off the pack, and, with the *Jack Frost* in his wake, made a series of short hitches toward the first mark, gaining on every boat in the fleet. Howard Folger, with the new *Breeze*, coolly stood on a long tack and fetched the *Penitentiary* mark nicely. It was now seen that the three Canadian yachts were easily ahead of their rivals from New York State. The yachts rounded the first mark as follows: *Jack Frost*, *Blizzard* and *Breeze* (Canadian boats), *Sprite*, *Shark* and *Dart* (American boats).

It was a free run from the first to the second mark, and quickly accomplished. The Canadians gained on this leg also.

In making for the home stake the *Jack Frost* was obliged to make three short tacks, owing to the miscalculation of the helmsman, to avoid pinching the yacht. This lost her considerable time in manœvering for the fetch of the stake. The *Blizzard* was handled in fine shape, holding straight for it and fetching it properly in a seamanlike fashion at 2:59:00; *Jack Frost*, 2:59:05; *Breeze*, 2:59:10; *Sprite*, 3:01:00; *Shark*, 3:01:15, and *Dart* at 3:06:00.

On the way over to the Penitentiary mark, *Jack Frost* and *Breeze* outsailed the *Blizzard*, and rounded first. From the start to the point the three Canadian yachts had all the time been increasing their lead over their three

Cape Vincent rivals. The home buoy was turned, *Jack Frost*, 3:08:15; *Breeze*, 3:09:00; *Blizzard*, 3:10:00; *Sprite*, 3:13:00; *Shark*, 3:13:05. The Kingston boats were on the third time around before the *Dart* accomplished her second lap at 3:22:00, and she retired.

In the third lap *Blizzard* passed the *Breeze*, and again took her old second place. The third round was finished in this order: *Jack Frost*, 3:18:45; *Blizzard*, 3:20:00; *Breeze*, 3:20:30; *Sprite*, 3:28:00; *Shark*, 3:28:30. In the last round the Canadian three boats were so far ahead that they nearly lapped the two American yachts.

In the final round (the fourth) the *Sprite* and *Shark* were so far and hopelessly behind (nearly 3 miles) that they did not take the formality of rounding the stake, but put about for the home line. *Jack Frost* crossed the finishing line at 3:29:30, amid wild cheers of the congregated club men and their guests. *Blizzard* finished 3:31:00 and received an ovation; *Breeze* 3:31:45, with great applause and man kind words and compliments for Howard Folger's plucky race with reefed sails in a light breeze. The course was covered by *Jack Frost* in 41 minutes, giving 4 minutes to spare. One yacht over the line a second under 45 minutes makes a race for all. The ice over the course was rough in places.

The races for this cup now gives one race to Cape Vincent, won on March 13, 1897, no count, and one to Kingston, won on January 30, 1899, counting.

On February 1st a light snow covered the ice at Orange Lake, N. Y. It was the last heat to be sailed for the handsome \$400 silver cup, gold-lined, and presented by Commodore H. C. Higginson. The following yachts of the Orange Lake Ice Yacht Club started over the 10-mile course: Elijah Walsh's *Arctic*; Commodore Higginson's *Windward* and *Cold Wave*; Vice-Commodore Willett Kidd's *Snow Drift*, and Alderman Kernahan's *Troubler*. It was a handicap race and started at noon, but owing to lack of wind had to be given up.

In the afternoon a fair breeze sprang up, and the following yachts lined up: *Cold Wave*, *Arctic*, *Windward*, *Troubler* and *Snow Drift*. The *Snow Drift* was sailed by Captain James O'Brien, and led from the start, never at any part of the race being headed, and landed a winner at 4:31:00, covering the four laps, making, a total of 10 miles, in 21 minutes, and gaining the coveted Higginson loving cup. *Arctic* second, at 4:44:00; *Troubler* third, at 4:46:42; *Cold Wave*, 4:48:50.

The second round of the International Race for the Walker Cup, was sailed at Kingston, Canada, on February 1st, 1899. The race was called at 11 o'clock, A. M. There being no wind, the event was postponed until 2:30 P. M. At this time the wind clouds to the south gave good promise of a decent sailing breeze with a flurry of snow.

The wind was fair from the south, with a log of twelve miles per hour. The course was the same as sailed on the first heat. The following lined up for a start: *Shark* (Cape Vincent), *Jack Frost* (Kingston), *Dart* (Cape Vincent), *Blizzard* (Kingston), *Sprite* (Cape Vincent), *Breeze* (Kingston).

At 2:32:00, flat, James Conway fired the start-

ing gun, and the yachts headed for the first mark, known as the Penitentiary buoy. Howard S. Folger jumped away in good shape with the *Breeze* under his careful guidance, and the *Jack Frost* and *Blizzard* at short distance from his runner-post. The American yachts *Sprite*, *Shark*, and *Dart* closed the gap in order named. It was a short, free run, a hitch, and a dead thrash to Pen mark, a good test for an ice yacht. The *Blizzard* and *Jack Frost* out-sailed the *Breeze*, and all the Canadian boats seemed to outpoint and outfoot then American rivals. The first round was as follows: *Blizzard*, 2:41:30; *Jack Frost*, 2:41:50; *Breeze*, 2:42:10; *Dart*, 2:42:20; *Shark*, 2:42:30; *Sprite*, 2:43:10.

In the second round the *Jack Frost* went around the course in three stretches, doing the miles between Penitentiary mark and Simcoe Island mark in one reach. At this stage of the race a flurry of snow shut down the boats, and the helmsman had to keep his wits close-hauled, and it was difficult to find the mark; but the *Blizzard* held her lead over the course to the home buoy at 2:49:15, making the time in this round 15 seconds speedier than the first lap. *Jack Frost* rounded 2:49:30; *Breeze*, 2:49:50; *Dart*, 2:51:00; *Sprite*, 2:51:10, *Shark*, 2:51:30.

It looked as if two races were run at the same time between the Canadians and the Americans at the same period. In each bout it was a fight to the death.

In the third round *Jack Frost* outstripped the *Blizzard* and turned the stake at 2:57:00, thus reducing the time for lap to a minimum. *Blizzard* rounded 2:57:30; *Breeze*, 2:58:00; *Dart*, 2:59:00; *Sprite*, 2:59:30; *Shark*, 3:00:00 flat. The first over the finish line was *Jack Frost*, 3:04:00; *Blizzard*, 3:05:00; *Breeze*, 3:06:00; *Dart*, 3:06:45; *Sprite*, 3:07:30; *Shark*, 3:09:00.

In the last lap before the *Blizzard* reached for the home line, owing to ill luck on a shifting and cat-paw wind, she got a thrash to windward to get to finish. But the *Breeze* carried another paw free, and came home under a beam south wind. Thus the championship for the first race for the Walker cup is given to the Kingston Ice-Yacht Club, of Canada.

There has been some very fine sailing on Lake Minnetonka, Minn., and the fleet is in first-class condition. Only scrub racing has been indulged in. The ice is four feet three inches thick, and as blue as glass when cut. Theodore Wetmore, the father of ice-yachting in the West, now owns the smartest and best-equipped boat in the Northwest. She was designed by the author of this yarn, and is very much like the OUTING design of February, 1898, the model of which is now at the home of Commodore Higginson, at Orange Lake. Commodore Wetmore's yacht is more powerful, carrying 625 square feet of canvas.

All through the East, with the exception of the Shrewsbury, we have had impromptu races. It seems, notwithstanding the new breakwater, the sea current works up the Shrewsbury River and cuts out the ice. This is also the case on the Hudson, with fresh water in the eddies and current swings at Hyde Park and Poughkeepsie, and under-currents eating up the ice from underneath. The sun, too, honey-combs the ice.

H. PERCY ASHLEY.