



ORANGE LAKE RACING.

PUT in the full month of January on Orange Lake, Newburgh, N. E., and there was sailing nearly every day over ice in superb condition. The wind varied from a dead calm to a howling gale. On January 5th there were two races started, but owing to the wind petering out neither was finished.

The event scheduled for January 6th was the ten-mile race (handicap) for Vice-Commodore Kidd's champion pennant. The yachts lined up at 4 p. m. The wind was light from the west, but petered out at the finish.

The *Ice Queen*, sailed by Captain Collyer, of Low Point, crossed the home line first, at 4:33 o'clock, followed by Elijah Walsh's *Arctic*, at 4h. 34m. 30s. Alderman Kernahan's *Troubler*, Comm. Higginson's *Cold Wave*, and *Flying Jib*, sailed by Gerard Wood, dropped out. The official time of the winner, 33 minutes.

On January 10th a race was sailed for the Van Nostrand cup, wind south by west, and fresh. This race was won by *Cold Wave*, time, 41m. 30s. *Ice Queen* second, 42m. *Arctic*, 42m. 30s.

The Kidd pennant race was started at 1:38 p. m. on January 11th—a ten-mile (handicap). There were entered the *Windward*, sailed by Commodore Higginson; *Cold Wave*, sailed by Capt. James O'Brien; *Snow Drift*, sailed by W. A. Kidd; *Ice Queen*, sailed by Capt. Smith; *Ice King*, sailed by C. M. Stebbins; *Troubler*, sailed by Alderman Robt. Kernahan; *Arctic* sailed by Elijah Walsh, and *Aeolus*, sailed by Geo. Trimble.

The *Windward* led the fleet, sailing the course in 34m., being 8s. ahead of the *Ice Queen* and 1m. 8s. over the line before the *Snow Drift*. The corrected time showed the *Ice Queen* to be the winner, and *Snow Drift* second.

After the above event a second race took place for the Challenge Cup of 1888. This is an open event. The same boats were entered as in the previous race, and the distance was ten miles, but, with the tacking required, footed up to sixteen miles. The elapsed time was 30m. 30s. *Windward*, first; *Snow Drift*, second; *Aeolus*, third; *Cold Wave* fourth and *Arctic*, fifth. *Troubler* and *Ice King* did not finish.

On Wednesday, January 17th, the ice was in superb condition, black and as smooth as plate-glass. The breeze was fair from the northeast. The first race started was for the Van Nostrand Cup. Entered: *Cold Wave*, *Arctic*,

Windward, *Aeolus* and *Snow Drift*. From the start the *Arctic* led, closely followed by the *Windward* and *Snow Drift*, in relative position. It was a hard-fought struggle, resulting in the *Arctic* winning. Below are the official times:

Start, 2:58 P. M.			
Name of Yacht.	Owner.		Finish Time.
<i>Arctic</i>	E. Walsh ..		3:33:59
<i>Cold Wave</i>	James O'Brien, Jr.....	Dropped out.	
<i>Windward</i>	H. C. Higginson.....		3:34:35
<i>Aeolus</i>	Geo. Trimble.....	Gave up	
<i>Snow Drift</i>	Captain Merritt.....		3:34:55

Arctic covered course in 35m. 59s. Course 10 miles. *Snow Drift* beaten by 18s. Race sailed by time allowance.

On January 21st four new prizes were accepted by the club to be raced for, and to be won and retained by the yacht winning three heats.

The prizes are as follows: A handsome and massive gold stop-watch, presented by Commodore H. C. Higginson; a large-sized Orange Lake Ice Yacht Club burgee, richly embroidered, presented by Captain James O'Brien, Jr.; a massive silver loving cup, presented by Elijah Walsh; in addition to these prizes Mr. Frederick Brewster, of New York City, has presented the club, to be raced for, a handsome silver loving cup. Each of the four new prizes, if won by its giver, goes to the second boat.

On January 22d the first race for the Higginson gold watch took place. Distance to be sailed, ten miles over regular course. Time limit of race, 35 minutes. The wind was medium from the south and the ice softish. The *Windward* led, outsailing every other yacht, and made the ten miles in 34m. 47s., being just 17 seconds inside the time limit of 35 minutes. By corrected time the *Windward* had outsailed the *Snow Drift*, by 47s. The other yachts were far behind.

The second race on the same day was for the club burgee. The *Arctic* covered the course in 46m., *Snow Drift* second, *Flying Jib* third. In corrected time *Arctic* won. The *Flying Jib*, led the fleet for three laps in great style. She was sailed by Gerard Wood. The course sailed was ten miles, and they had one hour time limit to cover that distance.

The second race for the Higginson gold watch was sailed on Tuesday, Jan. 23d. A ten-mile race, to be sailed in thirty-five minutes on time allowance. The wind was fresh from the southward. The *Arctic* won, finishing at 10:48:30; *Cold Wave* second, 10 49:40; *Ice Queen* third, 10:50:30; *Troubler* fourth, 10:51; *Snow Drift* fifth, 10:51:30.

The second race for the O'Brien silk burgee, took lace on Wednesday, Jan. 24th. Commodore Higginson's *Windward* won easily. The time for the ten miles was 37 min. 27 sec. Elijah Walsh's *Arctic* second, H. M. Ramsdell's *Ice Queen* third, Vice-Commodore Willett Kidd's *Snow Drift* fourth, Commodore Higginson's *Cold Wave* fifth, Robt. Kernahan's *Troubler* sixth.

At a recent meeting of the Orange Lake Ice Yacht Club the following officers, for the year, were elected: Commodore, H. C. Higginson; Vice-Commodore, Willett Kidd; Secretary and

Treasurer, W. A. Kidd; Chairman of Race Committee, James O'Brien, Jr.; Official Measurer, H. Percy Ashley.

RACING ON THE SHREWSBURY RIVER.

The first race at Red Bank took place on Jan. 5th. Eight boats entered, as follows: James B. Weaver's *Kittie*, L. F. Chevalier's *Bella*, these of the second class; Edward Asay's *Daisy*, Commodore Morford's *Flaw*, Charles Baird's *Zip*, Jacob Cornwell, Jr.'s *Glacier*, William White's *Gull*, Rennie Hendrickson's *Nip*, and Charles Foxwell's *Flirt*, all of the third class.*

The wind was very light and the race unexciting. The ice was in fair condition, but not thick enough to hold the larger ice yachts. The distance of the course was five miles, but owing to the amount of beating required the total distance sailed was much more and it took a half hour to sail the race. In the second class *Kittie* had a walk over. In the third class *Daisy* won, *Flaw* second, and *Zip* third.

On January 6th the first race of the South Shrewsbury I. Y. C. was sailed near Long Branch for the club pennant. The ice yachts that crossed the starting line were Commodore Wm. A. Seaman's *Herald*, Edwin E. Taber's *Le Roy*, Bert Cubberly's *Leota*. The wind was light, and a triangular course of seven miles was sailed over. The *Herald* won, covering the course in 18m. 15s. The *Le Roy's* time was 18m. 25s., *Leota* 18m. 30s.

The club had its annual meeting on January 5th and elected the following officers: Commodore, William A. Seaman; Vice-Commodore, Charles P. Irwin; Secretary, Bert Cubberly; Treasurer, J. J. Manolt; Sailing Master, Jesse Lafetra; Regatta Committee, E. E. Taber, William Pontin and George A. Lippincott.

Vice-Commodore Irwin, at the meeting, presented the club with a pennant.

January 9th saw good ice-yacht races at the course of the North Shrewsbury I. Y. C. near Red Bank, N. J. The regatta was started in the afternoon. The race was known as the "Commodore's," and seventeen boats started. The wind was south and light. The three-mile triangular course was sailed over four times. These yachts started:

Second Class—James B. Weaver's *Kittie*, L. F. Chevalier's *Bella*, William McMahon's *Get There*, and Charles Allen, Jr.'s *Edna M.*

Third Class—Edward Asay's *Daisy*, Thomas Daniel's *Vixen*, Charles Bard's *Zip*, Commodore Samuel W. Morford's *Flaw*, Augustus Haviland's *Blizzard*, Lester Blanchard's *Nancy Hanks*, Jacob Cornwell's *Aurela*, Rennie Hendrickson's *Nip*, William White's *Gull*, Jacob Cornwell, Jr.'s *Mischief*, Peter McClee's *Breeze*, Theodore Watson's *Uvira*, and Robert Hance's *Rabbit*. The *Get There* finished first in 34m. 15s., with the *Edna M.* second. In the third class *Daisy* won handsily, beating the *Flaw* 1m. 1s., and *Zip* was third.

On the next day, January 10th, a race was sailed for the challenge pennant of the North Shrewsbury I. Y. C. in the afternoon. A variable and light wind drove the yachts over the regular club course. The starters were Chas. P. Irwin's *Georgie*, Edward Asay's *Daisy*,

Commodore Morford's *Flaw*, Chas. Burd's *Zip*, and Thomas Daniel's *Vixen*. The lateen *Georgie* jumped to the lead and kept increasing it to the finish, beating *Daisy* by 4 m. *Flaw* finished third.

On the same afternoon there was a race at the South Shrewsbury Club course. The *Le Roy* led the *Herald* for over a half-mile at the finish line; *Leota* third. *Le Roy's* time over the course was 29m. 25s.

On the 11th it was blowing a half-gale on the Shrewsbury. Three exciting ice-yacht races were sailed under the auspices of the North Shrewsbury River Club. The wind blew a gale from the eastward, and there were several accidents among the flyers. In one race the winner covered eighteen miles in 22m.

The first race was for the challenge pennant in the third class, the entries being the *Daisy*, *Flaw*, *Zip*, and *Vixen*. The *Daisy's* jib was carried away early in the race. The *Zip* won in 29m. 25s., beating the *Flaw* 3m.

Seven third-class boats started in a race for silver prizes donated by Commodore Morford. They were the *Daisy*, *Georgie*, *Vixen*, *Zip*, *Flaw*, *Hurricane*, and *Rabbit*. Most of the yachts carried all sail, but their runner planks were weighted down with sandbags. Even then they lifted their windward runners high in the air, and frequently were almost overturned. The *Georgie* won; covering the course in 24m. The *Flaw* was second, and the *Rabbit* third.

The second-class boats also had a race for a silver prize, the only starters being *Edna M.* and *Kittie*. On the second round the latter broke down, and the *Edna M.*, owned by Charles Allen, Jr., won in 22m.

On January 15th there was more racing by the North Shrewsbury Club, over the triangular course, making a total distance of 12 miles. As usual, the lateen *Georgie* won with ease, her time being 31m. 20s. The other competing boats were *Daisy*, *Blizzard*, and *Amora*.

Owing to snow and warm weather, no racing took place until Saturday, February 4th. In a fresh and piping westerly breeze the boats of the North Shrewsbury I. Y. C. faced the starting-line for an exciting struggle, near Red Bank. The race was for the handsome silver prizes given by Vice-Commodore Charles D. Warner. The yachts that faced the line were Charles' P. Irwin's *Georgie*, Charles Burd's *Zip*, Thomas Daniels' *Vixen* (of the Burlington, Vt., I. Y. C.), Jacob Cornwell's *Aurora*, Samuel W. Morford's *Flaw*, Daniel Asay's *Zero* and Edward Asay's *Daisy*. The *Georgie*, with Charlie Irwin at stick, won handsily, her time in covering the course being exactly twenty-five minutes. It was a hot finish for second place between *Zip* and *Vixen*, but victory was secured by the former.

BAR HARBOR.

The Pemetic I. Y. C. is situated at Eagle Lake, near Bar Harbor, Me., and even at this date boats are being built. The *Beagle*, built from design published in OUTING of December, has swept all before it here.

On the 21st of January two races were sailed for the smaller class of boats. The course ran a mile and a quarter southwest, half a mile west, and a mile and one-eighth northeast, making a triangle of two and seven-eighths

* Ice yachts on the Shrewsbury are not classed by sail area, but by width of track left on the ice by the fore-runners. Viz.: As per rule two, "the first-class boats shall constitute those of 18 feet and over the second-class boats shall constitute all of those under 18 to 12 feet, the third-class boats 12 feet and under, and when there is but one boat in third class, said boat shall be placed in second class."

miles. Time limit, twenty minutes. The breeze was a steady one of about twenty knots, and the home-line was crossed as follows:

1st, *Beagle* (from *OUTING* designs), owned by Leander Higgins, sailed by John Roberts; time, 13 $\frac{3}{4}$ m.

2d, *Ice Cream*, owned and sailed by John Clark; time, 14m.

3d, *Red Cloud*, owned by Goddard & Clark, sailed by Richard Kent; time, 15m.

4th, *Ice Queen*, owned and sailed by Charles Conners; time, 15m.

5th, No name, owned and sailed by George M. Tower; time, 17m.

6th, *Crack-a-Jack*, No. 2, owned and sailed by W. T. Chandler; time, 17 $\frac{1}{2}$ m.

7th, *Marie Antoinette*, owned by Sherley Goddard, sailed by Capt. Lyon; time, 20 $\frac{1}{2}$ m.

There was considerable windward work. *Beagle* won.

The second race for a silver cup was more exciting owing to the increasing breeze. The yachts finished in this order:

1st, *Beagle*, sailed by John Roberts; time, 12 $\frac{1}{2}$ m.

2d, *Ice Cream*, sailed by James Shea; time, 13 $\frac{1}{2}$ m.

3d, *Red Cloud*, sailed by John Clark; time, 14 $\frac{1}{2}$ m.

4th, *Ice Queen*, sailed by Frank Conners; time, 15m.

5th, No name, sailed by G. M. Tower; time, 18 $\frac{3}{4}$ m.

Tuesday afternoon the second race in the series was sailed over the same course and with the same time limit. The wind, however, was not so stiff. It was about an eighteen-knot one. The finish was as follows:

1st, *Red Cloud*, sailed by John Clark; time, 14m.

2d, *Ice Queen*, sailed by Charles Conners; time, 14 $\frac{3}{4}$ m.

3d, *Beagle*, sailed by John Roberts; time, 16m.

4th, *Ice Cream*, sailed by James Shea; time, 16m.

5th, No name, sailed by John Rich; time, 21m.

This gave the second leg to *Red Cloud*. The poor showing of *Beagle* as compared with Sunday's race is attributed to her carrying too much ballast. The attendance at the lake was quite large.

WINNEBAGO.

The Winnebago Ice Yacht Association is composed of the principal yacht clubs of Lake Winnebago, Mich. The races are held alternately at Fond du Lac, Menasha, and Oshkosh. The first race for two massive silver trophies was sailed off Lakeside Park, at Fond du Lac. My old friend, the *Sirius*, formerly of the Hudson River, carried off the honors. There were three starters in the first class: *Sirius*, owned by Vice-Commodore L. Frank Gates, of Oshkosh; *Fashion*, owned by Mr. Sullivan, of Oshkosh Ice Yacht Club, and *Reliable*, owned by Mr. Dean of Fond du Lac. A stiff southerly wind was merrily piping through the taut wire rigging at 2:10:20 P. M. The course was triangular, sailed twice around, making a total distance of nine miles. The first-class yachts were sent over the course first, and five minutes later those of the second class were started.

In the run to the first mark it looked very serious for the *Sirius*, but as they rushed toward the second stake *Sirius* overhauled the *Reliable* in great shape. *Fashion* also passed the *Fond du Lac*. The *Sirius* sailed the course of nine miles in 22m. 30s.

The second class with six starters got over the line at 2:16:00. There were three of this class from Fond du Lac and three from Oshkosh. A Fond du Lac boat led, but gradually and surely, Fleet Captain Billie Love's smart sloop *Flirt*, from Oshkosh Ice Yacht

Club, overhauled her, and led the fleet to the home line a sure winner, covering the course in 23 minutes and 50 seconds. The official times were:

FIRST-CLASS YACHTS.

Name.	Start.	Finish.	Time.
<i>Sirius</i> , Gates.....	2:10:20	2:32:50	22:30
<i>Fashion</i> , Sullivan.....	2:10:20	2:35:30	25:10
<i>Reliable</i> , Dean.....	2:10:20	2:36:05	25:45

SECOND-CLASS YACHTS.

Name.	Start.	Finish.	Time.
<i>Flirt</i> , Love.....	2:16:50	2:40:40	23:50
<i>Rival</i> , Goebel.....	2:16:50	2:41:02	24:12
<i>Badger</i> , Zwickle.....	2:16:50	2:42:35	25:45
<i>Anna R.</i> , Rahr.....	2:16:50	2:43:50	27:00
<i>Ruby</i> , Radford.....	2:16:50	2:43:55	27:05
<i>Lorinda</i> , Jewson.....	2:16:50		Time not taken.

LAKE PEPIN.

Lake Pepin, Wis., is an enlargement of the Mississippi River, and affords one of the finest ice-yachting fields, and as a rule they have very fine ice-yachting in the early winter and late spring. The first races for the North-western pennant and the J. B. Hudson cup, took place at Pepin, Wis., on Saturday, December 23, 1899. The breeze was very light, and thirteen boats faced the line.

The boats glided noiselessly away at 2:07 P. M. The first turning stake was near the Minnesota shore, and the yachts rounded close together and started for a dead beat of four miles to the second stake. On this leg the boats were spread all over the lake. After passing the stake it was a free run of four miles to the home line. On the first round Commodore Anderson's *Lorna*, of Pepin Club, sailed by Claude Fuller, came in first, and was a minute and a half ahead of the two Lake City yachts, *Helen* and *Alaska*; the remaining boats of the fleet were close behind.

In the second round *Lorna* still maintained her lead until near the finish line, and then ran into a dead calm. Then the *Helen*, *Gracie*, *Annie B.*, and *Comet* swept by the *Lorna*. The *Helen*, from Lake City Club, finished first, time 58m.; *Gracie* second, time 58m. 30s.; *Annie B.* third, time 58m. 45s. Course sailed, 30 miles.

The second race was sailed on Christmas day, and the start made at 11:42.30 A. M. The ice was in good condition, and a half gale from the west piped free. It was a fine day for the heavy weather boats of the Pepin Club, but rather a dubious one for the Lake City boys, as most of their craft are medium or light weather ice yachts. The course of thirty miles was the same as the first race, but the moment the yachts started they began to rise and shy, lifting their runner boards high in the air and scuttling sidewise over the flinty ice like she-crabs. They finally got down to real work, and rounded the first stake in good shape, with the exception of *Olive B.*, who drew out of the race.

On the second leg it was a long beat to windward. The *Comet*, of the Pepin Club, on this leg overhauled in windward work the entire fleet, and worked up to second place.

The third leg was a run with a beam wind. The *Gracie*, of Lake City, still led the procession at the third stake in the first round, *Comet* a close second. The rest of the rounds were a battle royal, but *Comet* led and kept increasing her lead until the home line was

crossed. The course of twenty miles was sailed by *Comet* in 34m. 30s. *Gracie* finished 1m. and 20s. later; *Irene*, third, 30s. behind the Lake City yacht.

The third and last race was called for on Tuesday, December 26th, at one o'clock in the

afternoon. The *Comet* made the course in 38m. 28s. Near the finish line *Irene's* peak halyard parted, but, notwithstanding, she came in second, only 12 seconds behind the *Comet*. The *Alaska*, a Lake City craft, came in third, being a minute behind the *Irene*.

H. PERCY ASHLEY.

CURLING.

THE twenty-third annual contest for the Gordon medal was played on the rink at Hoboken, N. J., on Jan. 29th and 30th. Ten rinks participated. A great deal of interest was centred on the Van Cortlandt team, last year's winners of the Mitchell medal, who were expected to make a good showing, but they were put out in the second round. The closest match of the series was between Yonkers and Ivanhoe rinks, the former winning by only one point, after an exciting and high-scoring game.

The following are the scores by rinks:

FIRST ROUND.

Van Cortlandt..... 23	St. Andrew's..... 19
Jersey City..... 20	Caledonian, N. Y..... 12
Yonkers..... 25	Ivanhoe, N. J..... 24
Thistle, N. Y..... 19	Manhattan..... 11
Empire City..... 20	New Jersey B. and C. C. 9

SECOND ROUND.

Yonkers..... 18	Van Cortlandt..... 11
Jersey City..... 13	Empire City..... 19
N. Y. Thistles drew a bye.	

THIRD ROUND.

Thistles..... 20	Yonkers..... 11
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FINAL ROUND.

<i>Thistle.</i>	<i>Empire City.</i>
A. McKay,	George Manwell,
R. Loudon,	D. Robertson,
R. Lauder,	J. F. Conley,
Thomas Watt, skip..... 24	Adam Manwell, skip... 7

The ice was in perfect condition on both days, and was so fast that the veterans were obliged to use the dull bed of the stanes to enable them to get good shots. Thomas Watt, the "skip" of the winning team, is a veteran curler and has twice played on the winning team for this event.

The eighteenth annual bonspiel of the Northwestern Curling Association finished at Milwaukee on February 5th.

Rinks from St. Paul, Minneapolis, Chicago, Baraboo, Waupaca, Cambria and Portage were represented, as well as several from the home city.

The principal events of the bonspiel were the International and St. Paul Curling Club trophies. The latter is confined to American rinks only.

The championship medal which is awarded to the skip of the rink which has done the best playing during the bonspiel, went to J. E. Jones, of Portage.

The rinks left in the final round of the International and St. Paul trophies were as follows:

INTERNATIONAL.

<i>Arlington.</i>	<i>Milwaukee.</i>
Gabe Dunlop, Jr.,	E. Elmore,
G. McMillan,	A. D. McDougall,
Thomas Mair,	E. J. Roberts,
R. Robertson, skip—15.	O. W. Robertson, skip—9.

ST. PAUL CURLING CLUB TROPHY.

<i>Minneapolis.</i>	<i>Arlington.</i>
J. McLeod,	Gabe Dunlop, Jr.,
D. Colquhoun,	Thomas Mair,
Thomas Hastings,	G. McMillan,
S. Hastings, skip—15.	R. Robertson, skip—11.

In the other events the results were as follows:

Phister trophy, Milwaukee, skip J. C. Wall, won from Minneapolis, skip Sam Hastings, by 12 to 9.

St. Paul Jobbers' trophy, won by St. Paul, skip S. F. Fullerton, from Chicago, skip W. Kibbe, by 16 to 13.

Duluth Jobbers' trophy won by, Portage, J. E. Jones skip, from Waupaca, J. L. Sturtevant skip, by a score of 13 to 12.

Consolation prize, won by Baraboo, M. H. Mould skip, from Waupaca, J. L. Sturtevant skip, scores 10 to 9.

It is probable that next year's bonspiel will be held at Minneapolis.

ICE HOCKEY.

THE steady growth of interest in ice hockey among the schoolboys of this country is one of the surest signs of the game's future progress. Hockey is comparatively new on this side of the border, and like many other forms of sports, proficiency is very hard to gain in a few seasons' play; in fact, in Canada, the home of the game, it is usually conceded that it takes three or four seasons good play to produce a man of first-rank quality. Thus it has always been difficult for our colleges to place good teams on the ice, as the usual college course and the few weeks that the game is played, have hardly been enough in which to develop good players. This obstacle will soon be readily overcome, for within the next two or three seasons, there will be boys graduating from the larger schools who will be full-fledged players, ready to start at once on their respective college teams, for the American boy is by

no means slow to pick up the fine points of any game he follows.

All forms of sports and athletics are more readily learned by the boy at school than by the young man at college. At the English universities one would stand but a poor chance of excelling in any form of sport had he to learn his game after he entered either Oxford or Cambridge. Like his classics or mathematics, all his preliminary knowledge in pastimes must be gained at school; he will rarely learn any of them at college, and even if he does, will stand a far rarer chance of distinguishing himself at them.

The universities are the place at which a man puts on his finishing touches in sport as well as mental study; and the time is surely coming when the great centers of higher education will no longer have to take the raw material in sport and mold it into form, but will