

POWER BOAT RACES ON THE ST. LAWRENCE

Thousand Islands Y. C. Commit- tees Busy Arranging One- Design Schedule.

The Thousand Islands Yacht Club is already preparing for a very busy season this Summer, and every indication points to its being the most successful the organization has ever known. Such enthusiasm has certainly never been aroused in the club as that which arises from its new one-design power boat class, and letters from all over the country have been received asking permission to purchase one of these craft. Charles D. Mower, designer, and the Leyare Boat Works, builders, have also received many applications for the new boats.

To the end of making up a complete Summer schedule, adopting rules for the new class, purchasing a houseboat to be used as an adequate point of vantage for the race judges, and to take care of numerous other details, the Regatta and the One-Design Committees of the club met at the Waldorf-Astoria on Thursday last and held a protracted session.

Among those present were Dr. J. M. Gibbons, Chairman of the Regatta Committee, and Lee M. Rumsey, J. Norris Oliphant, A. G. Miles, C. L. Hayden, and George Bowen of that committee, and C. M. Englis, who, with Messrs. Gibbons, Hayden, Miles, and Rumsey, is on the One-Design Committee. Mr. Mower, Mr. Leyare, and Mr. Jencick, the last named being the maker of the one-design motor, were also present.

It was decided to purchase a houseboat for the use of the Regatta Committee. The boat will be anchored off the clubhouse on the starting line. She will have a length of 25 feet over all and an extreme beam of 12 feet. A salient feature will be a big upper deck, equipped with all necessary apparatus, for the exclusive use of the committee. There is also a complete galley on the main deck, in which will be a small gasoline engine and air compressor, designed to operate the whistle signals by which the committee intends to govern the races. These whistles are now being constructed with a distinctive note so that all confusion may be avoided.

It was decided to hold the races for the Gold Challenge Cup either the first week in August or the last of July, so that contestants which showed sufficient speed to warrant belief in their success might be sent to Huntington Harbor to participate in the elimination trials for the international races for the Harmsworth Cup. A sub-committee will shortly be appointed to draw up the entire Summer's schedule and to act in co-operation with the Special One-Design Racing Rules Sub-Committee, which was appointed Thursday, consisting of Frederick K. Burnham, J. Norris Oliphant, and Dr. J. M. Gibbons.

The purchasers of the twenty one-design craft are George C. Boldt, (2) W. F. Harris of South Orange, N. J.; G. P. Duncan of Montreal, E. R. Le Sevir, F. K. Burnham, E. R. Nichols, C. H. Lyon, Ira Kip, Jr., P. A. Gillespie, Anson W. Hard, A. K. Bourne, E. M. Englis of Brooklyn, James Pass of Syracuse, S. G. Bourne, (2) Frederick K. Burnham, A. G. Miles, E. P. Ruhsamen, and L. M. Rumsey of St. Louis.

During the season, which will start the middle of June and last well into September, it is planned to have a special Thousand Islands Yacht Club sleeping car attached to the 8:30 St. Lawrence express over the New York Central every Friday night. It will be attached on to the New York express every Sunday, so that club members will be assured of the best accommodations en route to and from the St. Lawrence.

The Thousand Islands Yacht Club has given permission to the Chippewa, Frontenac, and Gannonoque Yacht Clubs, all of whom are its close neighbors, to purchase some of the one-design craft provided Mr. Mower is willing. It is likely that the permission will be availed of in the near future, as many of the members of these three organizations have expressed their desire to own some of the craft to participate in the races which will be held every Saturday during the season and more or less frequently on Wednesdays also.

The annual dinner of the New York Motor Boat Club will be held next Saturday night at Reisenweber's. Commodore Frank D. Gheen says that it will undoubtedly be one of the biggest affairs of its kind in the club's history, as applications for seats have been received from several hundred members and guests. E. E. Barney is Chairman of the Dinner Committee.

The new officers of the American Power Boat Association have undertaken the important work of classifying racing boats. The most representative naval architects of the United States have been called upon to formulate new rules and classes based upon the recommendations made by the new President of the association, H. T. Koerner of Buffalo, N. Y. President Koerner says: "The evils that have so long prevailed, and which have been a decided factor in preventing the natural and healthy growth of the sport, will be treated in a scientific manner by the commission of experts, who will take up the work immediately."

Flying Shoe, a new British hydroplane, which is equipped with a four-cylinder, 75 horse power motor, is said to have attained a speed of 38 knots (42.5 miles) an hour recently, and will be sent to compete in the small race class at Monaco this Summer.

One of the latest entrants in the Philadelphia-Havana race, which is being promoted by the Philadelphia Yacht Club and the Havana Yacht Club, is the 65-foot Caroline, owned by Frank Dennis of this city. She is of the raised deck type, and last Summer had a cruising record of upward of 6,000 miles.

As a corollary to the Philadelphia-Havana race the power boat lovers of New Orleans are engaged in promoting a race among the motor boats from that city to Havana, which is to be finished just about the time that the Philadelphia craft arrive at the Cuban capital.

YACHT DINNER SEASON ON.

Members of Brooklyn Organizations
Gather Around the Festive Board.

Commodore Frederic Thompson presided at the annual dinner of the Bensonhurst Yacht Club, held last night at the Hotel Earlington. With him at the main table were Vice Commodore Samuel Cochrane, Rear Commodore R. G. Le Sauvage, former Vice Commodore William J. O'Neill, and former Fleet Captain Richard W. Rummel.

There were some 100 members and guests present.

A source of constant amusement to the diners was a wireless apparatus which sparked and buzzed and did all the things that a wireless apparatus is supposed to do. Fake messages were sent and received on it, all of them with, of course, the necessary local color to carry them across.

H. D. Scribner, a prominent member of the club, acted as the Jack Binns of the occasion, and he sent the C Q D signal out several times when members of the Codfish Club, an organization within the Bensonhurst Yacht Club, found the undertow too strong.

Commodore Thompson held a reception preceding the dinner, and later on in the evening said that he hoped for great things from the Bensonhurst Yacht Club this season. Unless the red and white burgee showed in front most of the time—he would not say always, because that might seem to be "hogging it a bit"—he would be greatly surprised.

The first annual dinner of the Waterway League of Greater New York and Long Island was held last night at Piel's Brewery. Some 500 members and guests sat down at the tables, with the Commodores of many of the local clubs at the guest table. President Edward R. Gilman, formerly Major in the Fifth United States Infantry, presided.

Among those present were Commodore Joseph B. Acker, Canarsie Yacht Club; Herman A. Metz, Larchmont Yacht Club; Commodore George J. Vestnor, Colonial Yacht Club; Commodore W. A. Strong, Nassau Yacht Club; Commodore George P. Sanborn, West Hampton Yacht Club;

Commodore L. A. Mollenhauer, Penataquit-Corinthian Yacht Club; Commodore William S. Braisted, Morris Yacht Club; Commodore J. E. Schiffmacher, Sheepshead Bay Yacht Club; President Arthur Munro, Varuna Boat Club; Commodore William J. Moran, Jamaica Bay Yacht Club; Commodore E. A. Chapman, Bergen Beach Yacht Club; Commodore George J. Harrison, Metropolitan Yacht Club; Commodore Frank M. Cromise, Bayswater Yacht Club, and Commodore James F. Scully, Home Yacht Club.

The Brooklyn Yacht Club has secured the services as steward of Paul A. Weidig, well known as the steward at the State rifle range at Creedmoor, L. I.

It has been decided to place the club in commission on May 21, and the following events have thus far been arranged by the Regatta Committee: Memorial Day, annual regatta, long and short course, for sail and power craft, July 2; ocean race to Cape May and return, for sailing yachts. On the same afternoon the ocean race to Cape May for power boats will be started, July 23 to 30, both inclusive, the annual cruise. The entrance fee of \$7.00 has been suspended until June 1, in order that many new members may be obtained.

Commodore Smith of the Bayside Yacht Club has made the following appointments: Fleet Captain—Charles G. Meyers; Fleet Surgeon—Dr. C. B. Story; Chaplain—the Rev. William E. McCord; Legal Adviser—Elmer G. Story; House Committee—James H. Lee, Chairman; Eaton V. Reed and E. W. Hazen; Regatta Committee—H. H. Kimmel, Chairman; F. W. Whitehouse, P. E. Langworthy, E. J. Wright, and W. H. MacGregor; Library Committee—W. W. Knowles, Chairman; John W. Paris and H. S. McKnight; Entertainment Committee—William Clarke Roe, Chairman; C. G. Leland, Shirley Guard, and Lewis Moore.

BIG REGATTA FOR POTOMAC.

Washingtonians to Make Bid for National-Rowing Event.

The Potomac Boat Club of Washington, D. C., will be a formidable competitor for the privilege of holding the National regatta on the Potomac River next Summer as well as Boston, Worcester, Springfield, and probably New Orleans, where the Amateur Athletic Union will hold its annual championship games this year. The matter will be definitely settled at a meeting of the National Association at the Hotel Marlborough, this city, on Saturday, March 19.

Washingtonians are enthusiastic over the idea of having the event rowed on the Potomac. At a recent meeting of the club at the Rigg's House President Wardell pointed out the fact that the Potomacs have shown in the past their ability to run off successful regattas, as their handling of the three Middle States, held at Washington since 1903, has never been equaled on any other water in America. Claude R. Zappone, the Washington member on the Executive Committee of the National Association, who will champion the cause of the Potomac River, says:

"I have been on the National Committee for the last sixteen years, and in that time I have visited every regatta ever held by the association, and I have always regretted that the Potomac River was not called into service, for nowhere in America is there a course to equal the one used here by the Middle States and other local regattas.

"One of the dreams of my term of office is to see the regatta pulled off on the Potomac, so that the world might see the magnificence of our course and the hospitality of our people, and hence I am elated over the prospects. It means a good, stiff fight, but I believe the prestige of the Potomac Boat Club and the Potomac River will win out at the meeting in New York in March."