

SPORT



ART OF ICE BOATING IS TO FRONT; CONDITIONS GOOD

Ice Boaters Should Take Advantage of Excellent River Conditions Here For the Sport

NEW YORK, Jan. 13.—Some time this month, weather permitting, steel-shod yachts will be placed on starting line on the frozen surface of the Shrewsbury River, down behind Sandy Hook in New Jersey. A pistol will crack sharply on the cold winter air and the boats will be off on a race for a new trophy, the Eastern Championship Ice Boat Pennant of America. The pennant will be offered and defended by the Rumson Country Club.

The start will mark a historic moment in the story of nearly a century and a half of ice boating in the New Jersey-Hudson River region. It will come at the height of a season of vigorous local revival of the sport. Initiating a perpetual challenge trophy contest, and many of the craft competing will be of a radically new type, the speed possibilities of which are exciting.

A few seconds after the start the boats will be literally "going like the wind"—as fast as the wind that pushes them. Then their windward runners will begin to lift clear of the ice. The knifelike edges of the leeward runners and rudders will sing in a crescendo key. Flat-trimmed mainsails will strain harder and harder at the hands of men holding their sheets. The boats will be outracing the wind.

Outflying the Wind
With reasonably hard and smooth ice the contesting craft will shortly thereafter be zipping along some two-and-a-half time wind velocity on each tack, and better than that. If the air is light—say, a ten-mile breeze—the fastest boats will touch thirty to forty mile speeds. Given a strong wind the racers will go 100 miles an hour, and perhaps anything above that up toward the official record of 143 or the unofficial mark of 163 miles per hour. Nathaniel Herreshoff, the Bristol (R. I.) yacht builder, reckoned that 100 miles an hour should be obtained in a forty-mile wind on good ice.

At the turning buoy, a post set in the ice perhaps five miles upriver to windward, the yachts will come about with their five-foot runner blades flashing in air and crashing back on the ice for the return run with the wind. On that down-wind leg something even more incredible will happen: the boats will outtail the wind when running before it. They will accomplish that by standing off on tacks that bring the wind just a point or two off from dead astern, until they pick up maximum speed, and then shooting by their own momentum right before the wind with sails sheeted in perfectly flat. As each boat loses headway, she will be laid on another tack to gather velocity for another slide to leeward.

Reasons For Fast Pace
The secret of the ice boat's birdlike swiftness is that a partial vacuum is created by air currents ahead of her sail to suck the craft forward—that and the low friction of sharp runners on hard ice. An ice boat is always sailed close-hauled, even when going before the wind. When one has her boom "off" like a sailing boat running free aloft she can go no faster than the wind at the very best, and she is subject to spinning. A spin means that centrifugal force will land the skipper out on the ice per-

haps several hundred feet away—after a slide rather destructive to wearing apparel.
Growing fleets of ice boats are skimming over lakes all around New York City, in New Jersey, Connecticut, Westchester and in upper New York State. The easiest way to explain the increasing popularity of ice boating in this locality is to briefly trace the development of the boat itself. It is an all-American story. There is some ice boating in England and the Scandinavian countries, but it is only in the Eastern and Midwestern United States and Canada that the sport has become really important.

In 1790 a man at Poughkeepsie affixed long runners to a box and mounted a mast and sail on it. That was the first ice boat of record in America, and doubtless her builder was astonished to find how fast his crude creation could go.

Sailing boxes became popular on the Hudson and on the north and south branches of the Shrewsbury River. In 1855 an experimenter on one of the brackish New Jersey river reaches made a three-cornered ice boat with runners on each of the forward corners and another runner for a rudder at the rear apex of the triangle. At the same time a jib was added to the sail outfit. That design remained standard almost up to the present time.

The great disadvantage of this type was that when its windward rudder lifted or "hicked" sometimes as much as six or eight feet off the ice, the rudder lifted, too. To prevent that, the boats were purposely made heavy. Weights were placed on the ends of the planks over the runners. Sometimes crew members stretched themselves out over the runners to hold them down.

These old boats were very fast, however. Back in the 1890's one was clocked when making 107 miles an hour on the Shrewsbury. But something faster was coming.

Her fore-and-aft member, instead of being a plank, was a long, slim hull, shaped like an airplane fuselage. Her pilot and an optional passenger sat in individual cockpits so deep that only their heads came above the level of the deck. The mast raked sharply aft and carried only one jib-headed sail. The runners were practically straight on the bottom, not rockered like those on the old-fashioned boats.

HOCKEY RESULTS AND STANDINGS

SOUTHERN N. B. STANDING										
	P	W	L	D	F	A	Pts			
Moncton	12	8	3	1	59	44	17			
St. Stephen	11	5	5	1	36	38	11			
Saint John	10	5	5	0	39	35	10			
Fredericton	11	3	8	0	29	46	6			

SOUTHERN N. B. LEAGUE										
St. Stephen	3	Saint John	2							
Fredericton	3	Moncton	2							

INTERNATIONAL-AMERICAN										
Philadelphia	6	Springfield	3							
Providence	5	Cleveland	2							

SAINT JOHN JUNIOR LEAGUE										
Rothsay Coll.	5	Saint John High	1							
Saint John Commercial	4	Pacific Dairies	6							

SAINT JOHN COMMERCIAL LEAGUE										
Pacific Dairies	6	Atlantic Sugar	2							
Oland's	9	Irving Oil	1							

N. S. CENTRAL VALLEY LEAGUE										
Middleton	6	Bridgetown	6							
Berwick	2	Annapolis Royal	0							

N. S. VALLEY LEAGUE										
Kentville	8	Windsor	5							
Acadia	6	Port Williams	5							

EASTERN U. S. AMATEUR LEAGUE										
Hershey Bears	2	Atlantic City	1							
Nickel Belt League										

CONISTON 6, COPPER CLIFF 4										
Montreal Senior Group										
McGill	5	Ottawa	2							

ROYALS 7, CANADIENS 1										
SCHEDULED TONIGHT										
Chicago at Maroons										

Detroit at Rangers										
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For a stable that only sprang into existence last spring, the establishment jointly owned by James Cosgrave, noted oarsman of some years back—we won't say how many, James—and E. P. Taylor, has done very well, remarkably well, in fact. And judging by the recent successes of the horses that flaunt the colors of the local stable at the current Tropical Park meeting, the year of 1937 will prove another successful one.

What Fans Should Know About the Hockey Rules

Below is another of a daily summary of the rules of ice hockey, as drawn up by the Canadian Amateur Hockey Association, and which apply to all amateur hockey in the Maritimes, including intercollegiate and high school hockey. The Daily Mail is presenting these rules in order that the ordinary fan may be well informed on plays as they happen and the regulations now in practice. The rules follow:

(Continued)

Match Penalties

35. A penalty of suspension for the balance of the match shall be imposed on a player who deliberately injures an opponent. No substitute shall be permitted to take the place of the penalized player until twenty minutes actual playing time from the time the penalty was imposed shall have elapsed.

(a) A penalty of suspension for the balance of the match shall be imposed on any player who deliberately attempts to injure any opponent, official or spectator by any action not covered elsewhere in the rules. A substitute for the penalized player shall be permitted and the circumstances reported to the Secretary of the Branch for further action.

(b) A penalty of suspension for the balance of the match shall be imposed on any player who kicks or attempts to kick another player, but a substitute shall be permitted at the end of the fifth minute.

(c) Any player who touches or holds a referee or any minor official with his hands or his stick or intentionally trips or body-checks any of such officials shall receive a penalty for misconduct. The penalty to be a minimum of ten minutes to a maximum of the balance of the match at the discretion of the referee. The use of a substitute for the player so suspended shall be permitted.

(d) Any manager or coach who holds or strikes an official shall be automatically suspended from the game.

36. A player incurring a match penalty shall not be permitted to take part in any further games until his case has been dealt with by the Branch, which shall have full power to impose such further penalty as it may deem fitting.

Delayed Penalties

37. If a third player of any team shall be penalized while two players of the same team are serving penalties the penalty time of the third player shall not commence until the penalty time of one of the two players already penalized shall have elapsed. Nevertheless, the third player penalized must at once proceed to the penalty bench but may be replaced by a substitute until such time as the penalty time of the penalized player shall commence. When any team shall have three players serving penalties at the same time and because of the delayed penalty rule, a substitute for the third offender is on the ice, none of the three penalized players in the penalty box may return to the ice until play has been stopped or the substitute removed from the ice. When play has been stopped or substitute removed from the ice the player whose full penalty has expired may return to the play.

A penalized player who takes part in the play before his penalty has expired shall incur an additional minor penalty after serving his unexpired time. Should the play be stopped no penalized player can leave the bench without permission of the referee, penalty ten minutes misconduct.

(To Be Continued)

SPORT BRIEFS

DETROIT, Jan. 12.—Kearns, erst-while fight manager turned promoter, entered his new field today, announcing a \$400,000 offer to heavyweight champion Jimmy Braddock to fight Joe Louis here.

Referring to the Max Schmeling "boycott" in New York as offering Detroit the opportunity for the title fight, Kearns said he had sufficient financial backing here to "bid with any promoter in the country."

Kearns, former manager of Jack Dempsey, turned fight promoter a few weeks ago, his first such venture, under an agreement to stage shows at Olympia, the big indoor arena where Detroit Red Wings play hockey. He would stage the heavyweight fight in June at Navin Field, home of the Detroit Tigers.

The \$400,000 offer to Braddock, Kearns said, was accompanied by a \$200,000 proposition to Louis. He said he gave Braddock the privilege of a percentage as well.

Gill Coached Capitals Win Second in a Row

PLAYOFFS IN N. H. L. START ON MARCH 23

NEW YORK, Jan. 13.—Governors of the National Hockey League met here today and set dates for the N. H. L. and Stanley Cup playoffs, ruled on various protests that had accumulated and thrashed out interpretation of a number of rule changes that had developed disputes.

The playoff for the N. H. L. crown will start March 23 as will the initial round for the Stanley Cup between teams second in the United States and Canadian divisions and the out-fits winding up third.

Tentative dates for subsequent matches were set at March 25, 27 and 29. In the N. H. L. championship series the contest remains the best three-of-five. The preliminary cup jousts will be the best-of-three.

But while Cosgrave stable horses are showing victorious hoofs to their rivals in Florida, another division is spending the cold months at J. C. Fletcher's pretentious stock farm out at Downsview, Ont. Eight racers are eating their oats in cosy stalls at Mr. Fletcher's farm, among the eight being the lone nominee of the local stable for the forthcoming renewal of the King's Plate. That is Giggling Girl, a brown daughter of The Romp II from Merrily, and which early last season was introduced to racing by her then owner, George M. Hendrie.

Bill Lifford Proves "Johnny-on-the-Spot" to Get Winning Tally --- St. Croix Beat Seagulls

MONCTON, Jan. 13.—"Johnny-on-the-spot" Lifford parked timely on the receiving end of a three-way pass in an overtime session, fired home the winning goal that sent the pace-setting Moncton Maroons down to a 3-2 defeat and gave Fredericton Capitals their second victory in as many nights in the Southern New Brunswick Hockey League here tonight.

Before a small crowd, Coach Bill Gill, who served with distinction behind the blue line for the old Moncton Hawks, displayed that his hockey ability is not confined to bumping on-rushing forwards. The hand of a master craftsman was revealed in a general shakeup of the Fredericton clan which has produced results. His generalship throughout the game was the dominating factor in trouncing the Maroon clad athletes, piloted by his former teammate, "Dad" James.

The Capitals sailed into the Maroons from the opening whistle, scored a goal after about five minutes of play and carried the battle to the home forces for the balance of the period, although the James six tied the count before the gong ended the session.

ST. STEPHEN, Jan. 13.—St. Stephen St. Croix clipped the wings of the Saint John Seagulls here tonight 3-2 to regain second place in the New Brunswick Hockey League. Played on a fast sheet of ice, the fixture was packed full of the best hockey seen here in years. The home six set the pace most of the game.

The St. Croixs now have a one-point margin over the Saint John team and are three full games behind the league-leading Moncton Maroons.

Price drew a penalty in the third period which proved very costly for the visitors as the border aggregation took a two-goal lead while the first string centre man was in the box.

The home defence of Armstrong and Robertson worked to perfection and rarely did the invading team break through. McIntyre and Doucet shone on the attack for the locals, while Lynch, Olsen, Livingstone and Burke were outstanding for the Gulls. Well organized attack was the deciding factor. Many heavy body checks were handed out on both sides with Robertson and Pickard carrying the brunt of it.

JUST SITTERS, EH!

GALT, Jan. 13.—Canadians were described as a nation of "sitters" by Hon. R. C. Matthews, Toronto, in an address here today on the Canadian cricket team's tour of England last year.

Mr. Matthews said one seldom sees a fat man in England, where every one plays some kind of game throughout his life.

Guide (in canoe)—One single move and the canoe will capsize.

Passenger—Can I move my chewing gum to the other side of my mouth?

PROPOSALS OF GRID COACH FAVORED IN WEST

WINNIPEG, Jan. 13.—Suggestions of Billy Hughes, Ottawa Roughriders football coach, for improving Canadian rugby were approved by a majority of Western officials tonight.

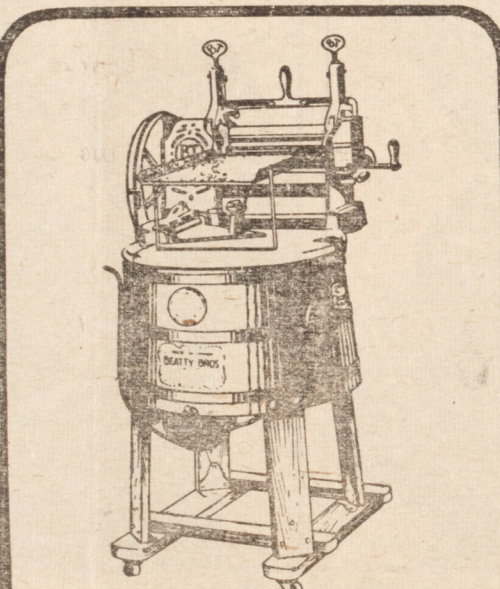
Hughes suggested in Montreal today importing of players be banned, night football be developed and seasons be started earlier. He favored rule changes to permit a 40-yard scrimmage after single points, unlimited substitutions and an interference limit of 10 yards.

Western coaches unanimously favored unlimited substitution and the interference suggestion, while Kent Phillips, Saskatchewan University pilot, would expand on Hughes' proposal by providing unlimited interference.

Joe Gibbons, Moose Jaw Millers' coach, and Jake Jamieson, pilot of Alberta Golden Bears, agreed "imports" should be limited or banned, while A. M. Naismith, Calgary, President of the Western Canada Rugby Football Union, and Joe Ryan, Winnipeg, member of the Canadian Union's Rule Committee, contended "imports" were necessary for a few years at least to foster the game in the West.

Night football has been played successfully for several years in the West, particularly in Winnipeg and Vancouver.

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