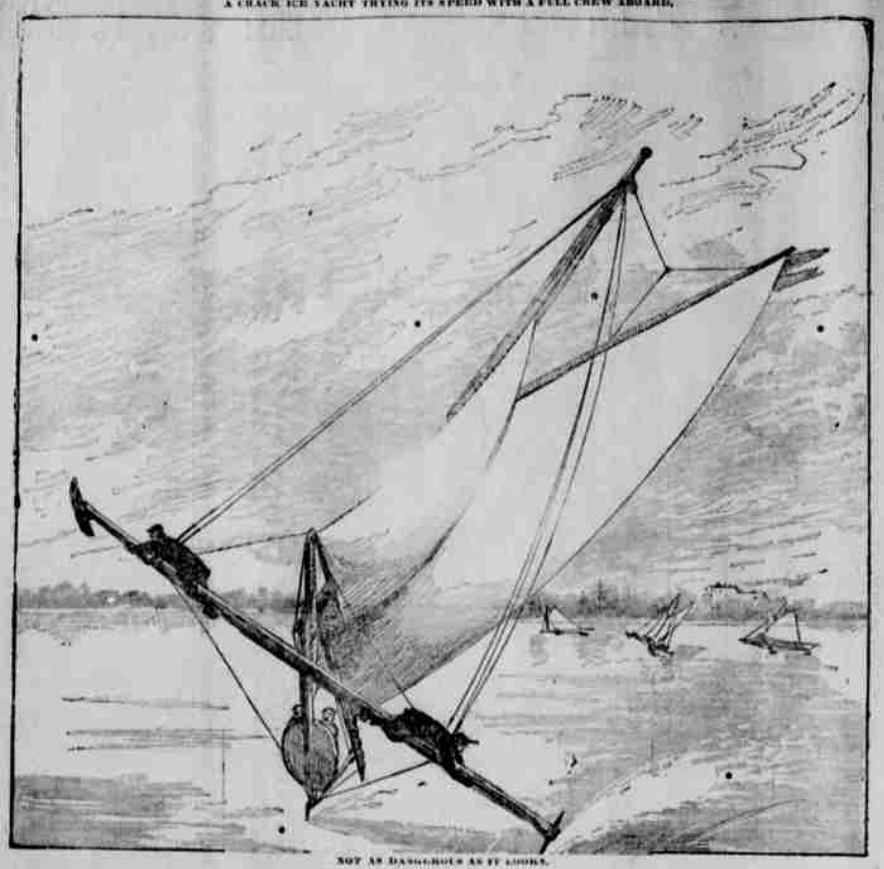
A CRACK ICE YACHT TRYING ITS SPEED WITH A FULL CREW ABOARD.



NOT AS DANGEROUS AS IT LOOKS.

GREAT MONTH FOR ICE BOATS.

At Last, After Many Tall Stories, the Actual Speed of an Ice Yacht Is to Be Tested by a Number of Experts.

This is the time of the year when passengers in railway trains that skirt the shores of any considerable stream or body of water can count on catching occasional glimpses—if no more—of the swift sailing iceboats. And they can indulge in tall stories of the tremendous speed these craft obtain without running the risk of having their word doubted. For while comparatively few have enjoyed the exhilaration of a sail on one of these huge winged creations of man's ingenuity almost every one has read of the high rate of speed these iceboats attain, and are quite ready to listen to the most extraordinary statements as to just how fast they go.

All statements as to just how fast an iceboat can travel carry with them something of the air that hangs around the narratives of the Baron Munchausen, or, to make a more modern comparison, of the passenger agent's pamphlets about the delights of the country through which his road runs.

Heretofore no self-respecting ice-yachtsman would ever admit for a moment that his particular boat ever sailed at a rate of speed that would put that of the Empire State Express into the shade. In fact, the general impression seemed to exist that seventy miles an hour is about a good average rate of speed for an iceboat. This season, however, there is a general movement on foot to ascertain, by accurate measurements, just how fast an iceboat really does travel.

TESTING SPEEDS.

This promises to be the only novel feature of the season. And toward this end arrangements are now being made to measure the actual speed of iceboats on all points of sailing. This has never been scientifically done, and the results will be interesting. Practical iceboaters have known for at least thirty-five years that an iceboat can, while sailing in certain directions, travel much faster than the wind which moves it. No observant person can indulge in this pastime without soon becoming assured of this fact, though people who do not put their opinions to the test decline to believe it.

Experiments that are practically scientific ones are the only kind that can settle the points which have for so many years been questioned by those who were inexperienced in the sport, and some difficulty has been found in choosing a locality in which the sheet of ice may be adapted for all the required tests. The course should be free from those obstructions to wind passage, such as houses, hills and trees, which affect sailing craft at great disadvantage.

River courses are generally narrow, and when the wind comes from either bank there are too subject to falls and deflections to provide the most satisfactory results, and the courses on smaller lakes are not entirely free from similar drawbacks, so that one of the bays on the Great Lakes has been selected for the tests.

Some experts from a neighboring meteorological observatory have consented to supply the necessary instruments, and the owners of various iceboats will run their craft over the different courses.

Mile courses, carefully measured, will be staked off in different directions, and a trustworthy anemometer will record the wind velocities that the best boat is experiencing at the time.

The fastest iceboat of the fleet will be sailed over all the different courses, the lengths of which have been accurately ascertained with surveyor's instruments, and there will be five tests, as follows: By the wind, partly into the wind, with a beam wind, on a quarterly course, and also with the wind astern.

A FAIR TEST.

Of course the actual time occupied in covering either of these five courses will be peculiarly small, because with any kind of fresh breeze and fairly smooth ice the craft will travel each of the mile courses to windward in less than a minute and a half. The course to leeward will be slower, and that which is sailed dead before the wind will be the slowest of all, because in this direction the iceboat cannot sail any faster than the wind itself. In the windward courses the craft does not lose the power of the breeze, and the hull and fins resist the wind pressure, but when the course is directly before the wind the boat floats along so lightly and with so little friction that when the boom is wide off the wind won't straighten out the sheets. In other words, the boat, in this direction, may perhaps travel as fast as the wind itself, but not an inch faster and the pace seems slow in comparison with that which is enjoyed in beating to windward. It seems very certain that these tests will be more likely to confound iceyachtsmen by the comparatively low rate of speed they will show than the iceboats travel at than by the highest figures they can possibly offer.

The races for the championship pennant are usually sailed off Poughkeepsie on the Hudson River, Poughkeepsie claiming the honor of having been the original home of the iceboat. According to the traditions of the sport the first iceboat was built 100 years ago by Oliver Booth, and sailed over practically the same courses over which the championship races have been sailed of late years.

It is five years since the last championship contest was decided, it having been won in that year, 1895, by Commodore Rogers, of the New Hamburg Iceboat Club, with his crack racer Jack Frost. He had also won it in 1893 and 1897, and since then he has remained in undisputed possession of it.

The trophy, owned by John A. Roosevelt, and intended to be same club, also won the trophy in three different years.

The racers owned by the iceyachtsmen who have sailed at Poughkeepsie have led the world in the matter of speed, and it is probable that the most celebrated of these boats will be put into commission this year. The sloop-rigged craft, the Bitters and the Jack Frost, owned by Arrathoil Rogers, of the New York Yacht Club, both carry over 600 feet of sail; also the Avalanche, belonging to Charles E. Sands.

Gymnoti, a name closely associated with Arctic reminiscences, is also prominent in this coldest of winter sports. Irving Grinnell, of the New York Yacht Club, is the owner of three ice yachts, the Bureas, the Zero and the Flying Cloud. All these sail in the first class, carrying over 600 feet of canvas.

In the same class J. C. Farron, of the New York Yacht Club, sails the Northern Light, and Commodore H. C. Hightower, of the Orange Lake Ice Yacht Club, sails the well-known Shadow. The largest boat built in the neighborhood has been the Icicle, which originally carried 1,800 square feet of sail, and measured 60 feet in length.

A TURK ON GUARD.

THE SULTAN, HAVING BEEN ALLOWED BY THE POWERS TO FLY HIS FLAG OVER ONE END OF CRETE, HAS PLACED A GUARD WHICH IS ALREADY QUARRELING WITH THE CRETANS.

EDUCATION FOR CUBAN LADS AND LASSIES

At "Joe" Wheeler's Suggestion, American Colleges Have Pledged Themselves to Take Cuban Pupils Free.

The United States of America has no Kitchener of Khartoum to start memorial colleges in her new colonial possessions, nor a Kipling to write swinging verses about a "Kitchener's School," which appeal to the natives thus:

"Knowing that ye are forfeit by battle
and have no right to live,
He begs for money to bring you learning and all the English give.
It is their treasure, it is their pleasure,
thus are their hearts inclined,
For Allah created the English mind, the maddest of all mankind.

"They do not consider the meaning of things, they consult not creed or clan,
Behold they clap the slave on the back and behold, he becometh a man.
They terribly carpet the earth with dead, and before their cannon cool
They walk unarmed by twos and threes to call the living to school."

But they have the same instructive desire to take care of their new charges as the "mad Englishmen" have. And while England is making a fuss with its Gordon Memorial College in Khartoum, France waxes enthusiastic over her new Moslemen schools, the Ecole de France, and the Ecole Marchand, and Russia is phlegmatically going about the proletarianizing of establishing a college in Abyssinia, the United States, without any fluttering of trumpets whatever, has already made several important steps toward the establishment of educational institutions and other good reforms in the islands of Cuba and Porto Rico.

A SOLDIER'S SUGGESTION.

It is a singular coincidence—and shows very clearly how liable a good soldier places educational advantages in his estimation of the things necessary for the administration of a conquered possession—that the Gordon Memorial College in Khartoum and the Cuban Educational Association of the United States were both suggested by soldiers.

And it is also a coincidence that Kitchener, who suggested the one, and Major-General Joseph Wheeler, the other, were both the heroes of the two most famous campaigns of our day. Yet it seems scarcely probable that if General Wheeler had not suggested the plan that it would have received the spontaneous recognition that has already been vouchsafed to the movement.

According to a statement issued recently the Cuban Educational Association of the United States has been organized to accept the offers of American colleges in response to General Wheeler's suggestion that these colleges should each give free tuition to two or more reputable Cuban students.

The association announced to-day that the response received from Cubans desiring to accept these offers are numerous, but that allowances now being considered include only the young Cubans who can care for their own board and incidental expenses. No young men will be allotted who do not promise to make their home in Cuba after their education in the United States.

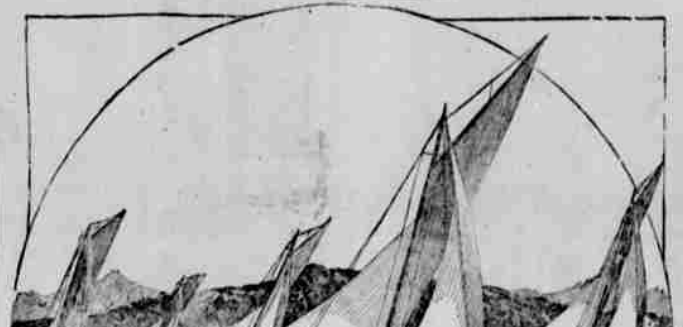
This is only a vague outline of the scheme. But it is sufficient to show that the people of the United States are quite as sincere as the "mad English" in their efforts to give to their new charges the best educational advantages possible in the short time that has elapsed since the people of the two islands were given over to us to extend a protecting arm over them. And the scheme seems certain of meeting with the success it deserves.

CUBA'S SCHOOLS.

Cuba does not seem to stand in need of education as much as does the island of Porto Rico, nor does it present so interesting a literary or scholastic condition. The school system in Cuba is well conducted and is progressive as may be judged by the attitude of the Board Board of Santiago, the members of which called upon General Wood only a few days after he was made Military Governor and asked to have the limits of their authority defined. General Wood informed them that they were virtually vested with full power, subject in all matters to himself. He assured them that he would carry out all reasonable plans proposed, adding an expression of hope that nothing would occur to shake the confidence he now had in them.

The school system of Porto Rico is not as complete as that of Cuba by any means, and the island is more in need of a supply of pedagogues than is the Pearl of the Antilles. The literature—if such a term can be applied to the bookish output of the islands—of Porto Rico is extremely interesting if not of very great size.

NOT AN UNUSUAL SCENE ALONG THE PALISADES OF THE HUDSON.



A DOZEN YACHTS OUT FOR A FRIENDLY SPIN UNDER A FAIR SKY.

PRINCETON GRADUATES WILL RECOGNIZE THIS AS A FAMILIAR SCENE IN THE GRILL-ROOM OF THE INN.

AFTER THE HOLIDAYS CUBAN STUDENTS MAY HEAR THE FUTURE OF THEIR COUNTRY DISCUSSED IN THIS FAMOUS GRILL-ROOM.

A UNIQUE HOLIDAY BALL.

The Sumptuous Entertainment Given by the Vanderbilts to Introduce Their Son Into the Realm of Society.

The entertainment given by Mr. and Mrs. Cornelius Vanderbilt on January 8, in the ball-room of the Vanderbilt mansion is not the first conspicuous reception given for a young man.

Mrs. John King Van Rensselaer, the author of the New York society book, in which the thirty-eight originators or founders of New York society are mentioned, gave a reception two years ago at which her two sons were introduced into society. Having no daughters, she decided to "bring out" her sons in the social world in this way. The concerting debut was a decided success, and both of the sons married very well, soon after.

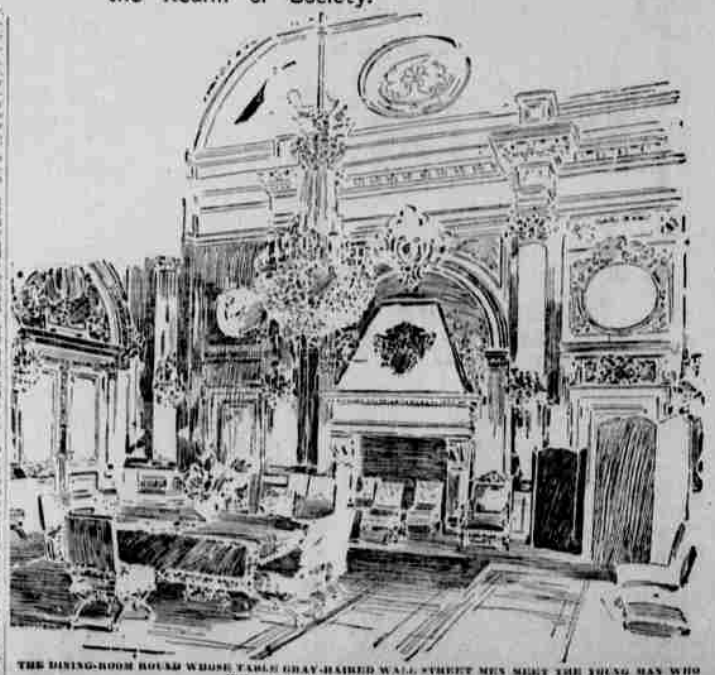
Mr. and Mrs. Cornelius Vanderbilt doubtless had no idea of marrying off their son when they shook hands with New Yorkers, and presented their heir to them a few evenings ago. But young Mr. Vanderbilt, having attained his 21st year, and being home on a college vacation from Yale, was glad to see his friends, and very glad indeed to meet face to face the people whom he met a few years before knew and recognized.

One of the remarkable features of this gathering was the presence of gray-haired business gentlemen who have grown rich in Wall street, and who are still in society as any beaux as ever. Thus, each of the old dancing set as were invited quickly accepted the invitation to the ball, to meet the young man who will fight them during the busy day, and meet them socially at night a year hence.

Alfred Gwynne Vanderbilt has been selected by his father as the manager of his large fortune, of which at least two-thirds will be his. The success here solicited now to marry Miss Parish, who is at present travelling with her mother in Europe, but the matter is by no means finally decided.

The entertainment was conducted upon the most lavish scale. The greenhouses were taxed for flowers and all the best caterers of New York sent their choicest confections. There was a dinner, a reception, and a dance, making for an immensely long evening, during which the sides of the house held up bravely and created a most favorable impression.

This young Vanderbilt looks very much like his father, notably around the mouth, which bears the same stern expression.



THE DINING-ROOM ROUND WHOSE TABLE GRAY-HAIRED WALL STREET MEN MEET THE YOUNG MAN WHO WILL BE THEIR RIVAL IN ANOTHER YEAR.