

ON WINGS OF THE WIND

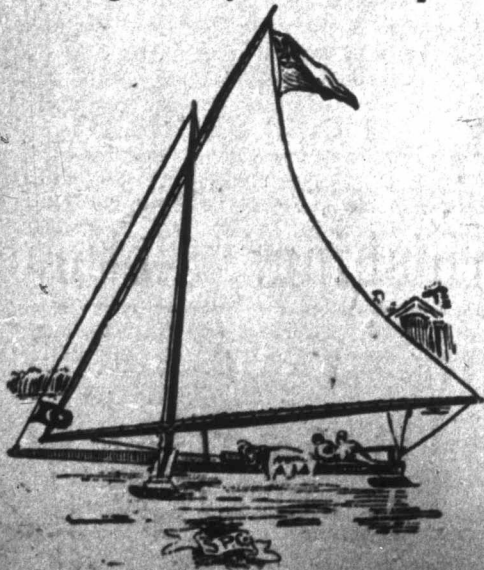
"A BRIEF PERIOD OF INTENSE EXCITEMENT AND SUSPENSE."

The Dangers and the Pleasures of Ice-Boating—Don't Go Sailing With a Novice Unless Suicidally Inclined—Poughkeepsie and Red Bank Hold the Records.

Flying at the rate of a mile a minute over the glistening surface of one of our Northern rivers, bays or lakes; clinging with all one's might and main to the narrow carriage in momentary trepidation that something dreadful will happen; and fearing to open your mouth lest the frosty gale convert your windpipe into a violin harp, are some of the delights that hedge about the rarely exhilarating and intensely exciting sport of ice-boating.

It is safe to say that there is no civilized sport more intoxicating than the form of sailing pictured herein to-day. A trip on an ice-boat is a brief period of intense excitement and suspense. The perils of mismanaged sails—by the way, don't ever go for an ice-boat sail with one who is not perfectly familiar with the management of the vicious craft—the danger of gliding into an air hole, or running into a crack in the ice, any of which means terrible, if not fatal results, give this sport a transcendent spice of adventure that has no part in any other pastime with which we are familiar in this country. Ski-running is, perhaps, the nearest comparison; but a single leap through the air on skis for a distance of a paltry 300 feet is nothing to a 10 or 15-mile ride on an ice-boat, running at a rate of nearly a mile a minute. Once out in the open where the wind has full sweep at the sails, the novice who is not swathed in newspapers, woollens and warm furs will freeze. There is no protection from the wind on those skeleton hulls. The wind, filled with fine frosty particles of snow, cuts one's face as with a whiplash, and seems to penetrate one's very marrow. So, when preparing to go ice-boating, it is wise to tuck a newspaper across one's chest and another across one's back, tie your coat sleeves closely about your wrists, muffle up your head and ears and still expect the wind to whistle through you like a sieve.

Our picture was taken on Toronto Bay. Toronto Bay is well adapted for ice-boating. It is fairly well sheltered and is comparatively free from the "ricochet" breezes that puzzle the visitors to the ice-boating stretches of the Hudson. The sport is very popular in the Canadian Queen City and the fleet is numerous. Erie, Pa., Hamilton, Ont., Newburg, Poughkeepsie, Detroit, Mich., and Red Bank, N. J., all have lively ice-boating clubs, says the Buffalo Express.



ICE-YACHTING ON TORONTO BAY.

Red Bank and Poughkeepsie hold the American championships. The record for 15 miles is 20 minutes and 40 seconds, and was made by the ice-boat Scud at Red Bank on January 22, 1893. The 20-mile record, 25:48 and 24:30 (made in heats) was made by the Haze at Poughkeepsie, February, 6, 1888. The 25-mile record is 30:05, and was made at Red Bank on January 26, 1884. The red Bank course is on the Navesink or North Shrewsbury River, where, in favorable seasons, there is a clear stretch of five miles or so; and where the American skating championships are usually decided. The other places mentioned have shorter stretches, but the excitement is heightened thereby and the sport intensified. The winter visitor to these ice-boating centres should avail himself or herself of the opportunity to take sail on an ice-boat. It is an experience you will never forget, and, like the Court of Honor, never want to forget it. Darting hither and thither, like so many white, swift-winged butterflies, dipping their noses into little snowdrifts and scattering the snow in great fleecy clouds, or rushing away across the glittering ice "on the wings of the wind," there is no other winter scene half so enlivening and picturesque as a fleet of skimming ice-boats on a windy day.

A LEADER OF LIBERALS.

HE WHO HOLDS THAT POSITION FOR QUEBEC.

The Creditable Career of Hon. F. G. Marchand as Journalist, Literateur and Statesman—Representative of St. John's Since Confederation—His Legislative Record.

Hon. F. G. Marchand, says the Montreal Herald in a sketch of the Quebec Liberal leader, was born in St. John's, Que., on the 9th of January, 1832. His father was French and a Roman Catholic; his mother, of Scotch origin and a Protestant. Both were greatly respected in their community, and the perfect harmony which characterized their private life, notwithstanding the difference of religion, was not without its effect upon their son. To this happy home life is, probably, in great measure due those principles of religious tolerance



HON. F. G. MARCHAND.

of which he has since so often given evidence. His mother was Miss Mary McNider, daughter of Mr. John McNider, of

the then famous wholesale and importing establishment of John McNider & Co., of Fabrique street, Quebec. The elder Marchand had been manager of this firm, but in 1802 moved to St. John's, where he founded a branch house, which was the first commercial industry of importance in that district. In 1810 he married Miss Mary McNider, daughter of his former business partner, and in 1816 retired from commercial life to a country seat on the Richelieu river. He died on the 10th of March, 1852, at the age of 72 years.

Felix Gabriel, the subject of the present sketch, received a classical education at St. Hyacinthe College, from which he graduated with first-class honors. Subsequently studying law, he was admitted as a notary in 1854 and at once began the practice of his profession at St. John's. His family home is still on the old home stead, where he follows agricultural pursuits in conjunction with his legal practice. The winter months he spends mostly in Montreal, having, in 1892, entered into partnership with Mr. O'Hara Baynes, forming the firm of Marchand and Baynes, with offices in the Standard Building, on St. James street. Mr. Marchand is the author of a legal work of very great value to the notary: "Le Manuel et Formulaire du Notariat." This work, which is a very lengthy one, treats not only of the notarial profession in Canada, but also of contracts in general. It is a very complete and exhaustive work and has had a large sale.

In 1863 the volunteer movement was initiated at St. John's and vicinity, principally through his efforts and those of Hon. C. J. Laberge. The volunteers of St. John's were formed into the 21st Battalion, known as the Richelieu Light Infantry, and, in 1866, Mr. Marchand was appointed lieutenant-colonel in command. He was on active service during the several Fenian raids, his corps being sent to the front at the first alarm and replaced in St. John's by volunteers from the interior. Following the invasion at Eccles Hill, in 1870, he was placed in command of the brigade composed of the Prince of Wales Own Rifles, Victoria Rifles, Royal Scots, Hochelaga battalion, and 21st Richelieu Light Infantry, which were sent to reinforce Lieutenant-Colonel Osborne Smith. In 1880 he retired from active service, retaining the rank of lieutenant-colonel.

Hon. Mr. Marchand first became prominently identified with the political life of the Province in 1867, when he was elected a member of the Quebec Legislative Assembly for the County of St. John's. This county he has represented uninterruptedly ever since, being on several occasions returned by acclamation.

At the time of Mr. Marchand's entry into the political arena the Liberals were in opposition, under the leadership of Hon. Mr. Joly. These two stalwarts of the Liberal party at once formed a fast personal friendship, which has continued ever since. Indeed there was much in common between the two men. Both were of the type of honest politicians, and both were strongly opposed to the "Castor" element, which even at that early date began to show the possibilities for evil which were afterwards so fully developed. In 1878, when Hon. Mr. Joly was called upon to form a government, Mr. Marchand was chosen by him as Provincial Secretary, in which position he continued until March, 1879, when, owing to the death of Hon. Mr. Bachand, Provincial Treasurer, and the appointment of Hon. Mr. Langellier to the vacancy, he was appointed to succeed the latter as Commissioner of Crown Lands. Here he remained until the defeat of the Joly ad-