

Views of Lake Races Shown About Country

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the news reels, two of which accompany this article. The set will be framed and placed on display in Jack Yerks' hotel for benefit of summer visitors to the lake. "Perhaps we will induce some of those bathing beauties to come out and see us some time next winter," "Bunny" remarked. The picture on the front page shows the start of the scooter race with No. 8, the Margie II, and Gilbert Clark of Bayport, its owner, giving it a push to get it going. The scooter in the background is the Ida A., owned and being pushed by William Colson. The picture at right shows Gubner at the helm of his 28-foot ice boat, Nansen, running at a speed of 45 miles an hour for the benefit of the man cranking the movie camera. That anxious look on "Bunny's" features is due to the unexpected presence on the ice of hundreds of spectators, including many children, during the "stunt" sailing the ice boat skippers performed before the camera.

Lake Ronkonkoma can boast of the first ice boat club in the county. Gubner, who was born on the west shore of the lake where he conducts a nursery and resides in a beautiful home overlooking the lake, is an expert sailor. In the early 20's he took a fancy to ice boats, read up on them and became well acquainted with such celebrities in the ice boat game as George Buckout of Poughkeepsie, internationally known ice boat builder, H. Percy Ashley, yachting magazine writer and authority on ice boating and Charles Byrd of the Red Bank, N. J., ice boat fleet.

In 1922 he purchased from Buckout the Isis, a 24-foot Hudson River type ice boat. It was the first to sail over frozen Lake Ronkonkoma. It caught the fancy of the following Ronkonkomians who copied the Isis lines and built duplicates: Joseph Kirk 2, Louis Heilmann 2, Sumner Newton 2, L. Cattanaich and Dr. William Lucas, one each. In 1923 Gubner formed the club. Every winter thereafter when the lake froze over there was plenty doing. Three mild winters in succession seemed to dampen the spirits of some of the ice boat owners for they moved their boats to Port Washington. However, there are eight boats on the lake every day the ice is strong enough.

The biggest one in commission is the Nansen. Gubner is part owner with Heilmann in a large boat, the Cold Wave. This "baby" is 38 ft., carries a spread of 500 square feet of Egyptian cotton sails (four sets) and its frame and spars are hollow throughout except for a solid runner plank. It was designed and built by William Gardner, famous yacht designer. It cost \$1,800 to reconstruct her.

Ice boating took such a hold after the organization of the club the headquarters of which is a summer house located on the Gubner estate close to the water's edge, that Gubner purchased three additional Hudson River ice boats. They were the Nansen, the Neva, 28 feet, which he sold to Ray Duffield and who in turn sold it to George Kenneth and the Noel, 27 feet, which he sold to Thomas Fish, Jr. The Noel is now owned and sailed by Frank Hugelmeyer. Gubner once owned The Flight, which he purchased from President Roosevelt when the latter was Governor of New York. The Flight was found to be too big for sailing on the lake so "Bunny" sold it to Sid Thayer who sails it out of Port Washington.

Charter members of the club besides Gubner, Kirk, Heilmann, Thayer and Ray Duffield, included the Newton brothers, Jack Millan, Clarence Duffield, J. Gordon, Howard Curry, Robert W. Frazier, Arthur G. Archibald and Arthur Turner. The latter, in his prime, was a great booster of the club and the lake and one winter spent several hundred dollars for cups awarded to winners of ice boat and scooter races. Turner owned an ice boat, Miss Long Island, that he purchased of Gubner.

Every winter the South Bay Scooter club is the guest of the Lake Ron-

Largest Ice Boat on the Lake



INSIDE VIEW — Commodore Gubner at helm of his 28-foot Nansen. Picture was taken while boat was sailing along at 45 mile clip.

Mrs. Samson Awarded \$50 Booster Prize

Several Other Awards Claimed in Merchants' Event, With Keen Interest Developing

MRS. Caroline Samson of Park street, Blue Point, was the first winner of the \$50 booster award offered on each of the past three Saturday evenings by a group of more than 50 Patchogue merchants as a spur to local shopping. The chief award had gone unclaimed for two Saturdays and these amounts had then been divided into additional prizes that were offered Saturday night. Mrs. Samson, highly elated, was awarded her prize Monday, having secured her coupon with a purchase at the Holzer delicatessen on South Ocean avenue.

There were four other winners in the third week of awards Saturday night. Two \$10 winners were Mrs. Ida Ackerly of 104 River avenue, whose coupon was issued by the J. C. Penney store, and John Sacco, Jr., of Blue Point, coupon from Lichenstein Brothers. Mrs. Edgar A. Sharp of 39 Church street and Mrs. Thomas F. Gafney of 23 Railroad avenue were the \$5 winners, on coupons from Steiny's Millinery shop and Harer's market, respectively.

Crowds jammed Patchogue stores taking part in the contest Saturday night, so great was the interest. There was only \$80 claimed, out of \$145 offered, and the remaining \$65 will be combined with the final \$50 award Saturday night.

konkoma Ice Boat club until the bay freezes over. The scooter owners make their headquarters in the Gubner summer house where screens have been replaced with windows and a wood-burning stove erected to make it comfortable between races. Because of the size of the lake, and the space required by the scooters to tack around a course, it is impossible for more than six to race at one time. Therefore, as soon as the bay freezes, the scooter skippers load their craft aboard trailers and cart them back to the south shore, their home ports. While they are at the lake it is the only spot on Long Island, if not the country, where scooters and ice boats may be seen sailing at one and the same time.

"Here's hoping," declared a member of the Lake Ronkonkoma Business Men's association at a luncheon meeting held at Yerks' yesterday, "that 'Bunny' will be able to get hold of those movies and have them run off in a Suffolk county theatre." So say we.

A Long Waiting List Is Reported On Public Works

THAT New York state local governments have over 150 applications pending for Federal Public Works administration loans and grants on projects estimated to cost over \$80,000,000 for which no allotments are available appears from a statement issued by the bureau. However, each of these projects is being reviewed so that construction "could begin without delay," should further funds be appropriated, Arthur S. Tuttle, acting state director says.

"Because P. W. A. funds under the 1935 Works Relief Appropriation have been exhausted," he explains, "None of these unallotted projects may ever reach realization. Meanwhile, every one is being examined so that in the event further funds become available, construction could begin promptly."

"These projects which New York communities have expressed a desire to build, call for P. W. A. loans and grants of over \$43,000,000. Of the amounts requested, local and state governments ask loans totalling over

\$7,000,000 and grants of over \$36,000,000."

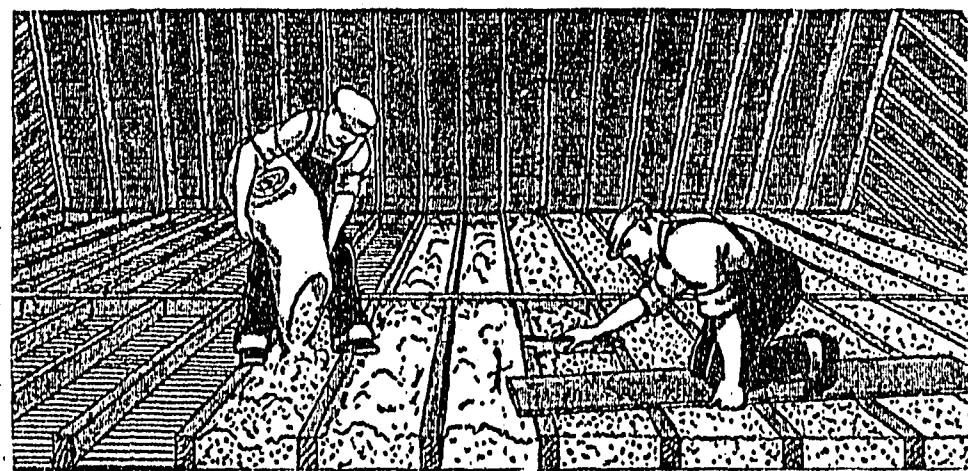
"These applications indicate a desire on the part of local communities to build useful public improvements for which they are willing to furnish the greater share of the cost."

The Suffolk county projects included in this waiting list are as follows:

Amagansett, highways, grant, \$20,000, cost, \$44,000; Sayville, school, grant, \$256,050, cost, \$590,000; Westhampton Beach, school, grant, \$213,750, cost, \$475,000; Yaphank, infirmary, grant, \$54,699, cost, \$121,552; Yaphank, county home, grant, \$139,050, cost, \$309,000; Islip, fire department, grant, \$28,192, cost, \$62,650; Riverhead, sanitary sewer, grant, \$31,799, cost, \$70,665; Babylon, community building, grant, \$31,909, cost, \$70,909; Smithtown, library, grant, \$14,727, cost, \$32,727; total, \$1,755,503.

The Public Works projects referred to here were filed under the old system which would put the jobs through in the orthodox way, by bidding and letting of full contracts. This is quite to the contrary of the new Works Progress system, under which billions of dollars are being spent without bidding or contract on most of the items, paying men on the lists whether they work or not.

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