AURORA HOME IN LEAD

THE ISTALENA BEATEN.

Seventy-five Yachts Compete in Big Larchmont Regatta.

It is an old saying among yachtsmen who race on the Sound that "Larchmont luck" is sure to prevail on the Fourth of July, when that popular club musters about all the large and small racing craft for its annual regatta. The one sailed yesterday was the twenty-ninth in its history, and their luck was certainly with them, for, while the outlook for wind was most discouraging at the start, enough came from the southeast to enable nearly all of the seventy-five yachts that started to finish well within the time limit.

Cornelius Vanderbilt's 57-foot Aurora covered the 15½-mile triangular course twice in 4 hours 33 minutes 24 seconds, defeating the Istalena by 12 minutes 59 seconds, after a keen contest, especially in the windward work on the second leg of the course.

These two started nearly on even terms, the Aurora having a lead of a length. It was a close reach on the starboard tack to the first mark, set in the middle of the Sound, but so close was the sailing of these sloops that they luffed each other clear across the Sound to Centre Island. Then they had to square away, the wind being about south, and set spinnakers to port to reach the mark. The Aurora gained her lead in the windward work and held it in the spinnaker run from the Hempstead Bay mark to the finish.

Larchmont Harbor never looked prettier than it did for the three hours preceding the start. Commodore Wilson Marshall's flagship, the ocean racer Atlantic; H. W. Putnam's threemaster, the Alcyone; the steam yachts Virginia, Celt, Florence, Cavalier and others were dressed with flags, rainbow fashion, and the big flagstaff facing the clubhouse had flags a-flutter on every halyard.

Mainsails and clubtopsails were hoisted early on board the larger racing craft, and from harbors on both sides of the Sound the small classes came sailing toward the starting point, off Larchmont's breakwater, where the committee tug, the C. P. Raymond, was anchored. The wind was south-southwest at the start and southeast at the finish.

It required just fifty-five minutes to start the twenty-four classes of yachts. James B. Ford's schooner Katrina and George W. Scott's Miladi led the big fleet at 11:55, the Miladi being in the weather berth and both with sheets lifted on the starboard tack. Eight of the "thirties," led by the Atair, followed the 57-footers, which got away five minutes after the schooners. A. G. Hanan's Seneca, with a brand new mainsail, started against T. B. Bleecher's Red Rover, but the latter was beaten so badly that she retired before completing the course. The Seneca's time for the eleven miles—twice around a five and one-half mile triangle—was 2:02:12, the next fastest being that of the Alert, in the handicap class, 2:07:46. E. C. Ray's sloop Dorwina and George Bullock's yawl Cleona sailed a special match race, which proved a feature of the day, for they sailed a close race throughout, finishing only 1:04 apart, the Dorwina leading. Howard Willett's Minx was the winning 30-footer. She won from the Nepsi by 1:22. The schooner Katrina defeated the Miladi by 31:09 actual time, and H. H. Van Rensselaer's Q class boat Dipper won from David Duncan's Wanata by 1:30. The Chaperon won her first race, beating the Princess by 7:17.

The other winners were the Dorothy, the Marguerite, the Busy Bee, the Mist, the Opee, the Arizona, the Ogeemah, the Thelma, the Wa Wa, the Natcha, the Mischief, the Skeeter, the Tautog, the Y 6, the Inez and the Chinook. The Chinook sailed against the best time made by the boats in the second division of the handicap class and won. Her time over the eleven-mile course was 2:11.

The summaries follow:

SCHOONERS—CLASS D—START, 11:55—COURSE, 30½ MILES.

Yacht and owner.	Finish. H.M.S.	Elapsed time. H.M.S.
Katrina, James B. Ford	4:38:03	4:41:03
Miladi, George W. Scott	5:07:12	5:12:12
Corrected time—Miladi, ———		
SLOOPS—CLASS K—START, 12:00—COURSE, 30½ MILES.		
Aurora, C. Vanderbilt	4:33:24	4:33:24
Istalena, George M. Pynchon	4:46:23	4:46:23
SLOOPS—CLASS L—START, 12:50—COURSE, 30½ MILES.		
Dorwina, E. C. Ray	5:05:18	4:15:18
Cleon A., George Bullock	5:06:22	4:16:22
Corrected time—Yachts not measured.		
NEW YORK YACHT CLUB 30-FOOT CLASS—START, 12:10—COURSE, 15½ MILES.		
Atair, G. C. & J. E. Mayer	2:52:04	2:42:04
Phryne, J. R. Maxwell	2:52:10	2:42:10
Nepsi, J. De Forest	2:51:06	2:41:06
This, J. P. Morgan, jr	2:51:37	2:41:37
Alera, J. W. Alker	2:55:48	2:45:48
Minx, Howard Willett	2:49:44	2:39:44
Dahinda, W. E. Roosevelt	2:53:55	2:43:55
Hera II, R. N. Ellis	2:52:58	2:42:58
SLOOPS—CLASS P—START, 12:15—COURSE, 11 MILES.		
Seneca, A. G. Hanan	2:17:12	2:02:12
Red Rover, T. B. Bleecker	Did not finish	
LARCHMONT 21-FOOT CLASS—START, 12:15—COURSE, 11 MILES.		
Dorothy, L. G. Spence	2:39:26	2:24:26
Hoot, D. E. Dealey	2:42:43	2:27:43
SLOOPS—CLASS Q—START, 12:20—COURSE, 11 MILES.		
Chaperone, Robert Jacob	2:33:06	2:13:06
Princess, F. G. Stewart	2:40:23	2:20:23
Bolo, Joseph Rodgers	2:54:25	2:34:25
Quest, F. L. Vultee	Did not finish	
SLOOPS—SPECIAL Q CLASS—START, 12:15—COURSE, 11 MILES.		
Dipper, H. H. Van Rensselaer	2:48:06	2:28:06
Wanata, David Duncan	2:47:13	2:27:13
Corrected time—Dipper, 2:25:43.		
HANDICAP CLASS—FIRST DIVISION—START, 12:25—COURSE, 11 MILES.		
Fearless, B. R. Stoddard	2:41:14	2:16:14
Marguerite, W. R. Clarke	2:35:06	2:10:06
Alert, E. A. Sierck	2:32:46	2:07:46
Bedouin, W. T. Fowler	2:44:46	2:19:46
Lorelei, Paul Bayne	Did not finish	
Trixie, Robert Jacob, jr	Did not finish	
Corrected time—Marguerite, 2:04:59; Alert, 2:07:35.		
HANDICAP CLASS—SECOND DIVISION—START, 12:30—COURSE, 11 MILES.		
Jolly Roger, H. I. North	2:52:07	2:22:07
Howdy, George Mercer, jr	Did not finish.	
Jolly Tar, H. S. Duell	2:40:33	2:10:33
Rascal, J. J. Dwyer	2:45:44	2:15:44
Busy Bee, H. L. Cuthbert	2:43:37	2:13:37
Corrected time—The Busy Bee, 2:10:47; the Rascal, 2:13:44.		
HANDICAP CLASS—THIRD DIVISION—START, 12:30—COURSE, 11 MILES.		
Juanita, S. C. Hunter	2:46:51	2:16:51
Mist, H. A. Jackson, jr	2:33:01	2:58:01
Grace II, J. P. Lampden	2:56:21	2:26:21
Corrected time—The Mist, 2:12:23; Grace II, 2:15:25.		
HANDICAP CLASS—FOURTH DIVISION—START, 12:30—COURSE, 11 MILES.		
Mouse, John A. Morris	2:57:07	2:27:07
Mies Modest, H. A. Swart	2:54:38	2:29:38
Okee, J. A. Mahieuch	2:55:42	2:25:42
Corrected time—The Okee, 2:17:01; the Mouse, 2:18:26.		
MANHASSET BAY YACHT CLUB ONE DESIGN CLASS—START, 12:35—COURSE, 11 MILES.		
Arizona, C. K. Kear	3:26:11	2:51:11
Chickiree, F. T. Cornell	Did not start.	
Fuzz, L. F. Eggs	3:27:07	2:52:07
SLOOPS—CLASS R—START, 12:35—COURSE, 11 MILES.		
Hamburg, W. Goldschmidt	3:13:24	2:38:24
Barden, D. Abbott	3:13:45	2:38:45
Ogeemah, A. B. Clements	2:58:37	2:23:37
CATBOATS—CLASS R—START, 12:55—COURSE, 11 MILES.		
Thelma, P. V. Griffin	3:26:24	2:51:24
Attie, A. E. Rendle	3:30:25	2:55:25
Grace, C. P. Pearson	3:30:34	2:55:34
Pee Wee, L. N. Gillette	Did not finish.	
INDIAN HARBOR YACHT CLUB KNOCKABOUTS—START, 12:35—COURSE, 11 MILES.		
Wa Wa, A. B. Robinson, jr	3:15:30	2:40:30
Alexandra, John H. Wright	3:30:39	2:55:39
RHODE ISLAND ONE-DESIGN CLASS—START, 12:40—COURSE, 11 MILES.		
Lady R., Bradley Randall	3:18:26	2:38:26
Natcha, H. E. McCormick	3:15:43	2:35:43
Mystic, K. O. Major	Disabled.	
Quinsigamond, H. A. Woodward	3:14:22	2:34:22
NEW ROCHELLE ONE-DESIGN CLASS—START, 12:40—COURSE, 11 MILES.		
Mischief, J. L. Mitchell	3:59:58	3:19:58
Elsie, Stoddard and Bacon	4:36:42	2:56:42
Virginia, E. H. Waldorf	5:00:51	4:20:51
Unreid, George W. Fuller	4:31:23	3:51:23
MANHASSET BAY YACHT CLUB "BUG" CLASS—START, 12:45—COURSE, 5½ MILES.		
Scooter, T. M. Smith	2:22:04	1:37:04
Big Bug, George Corry	2:26:18	1:41:18
Squirt, P. Fitzgibbons	2:29:42	1:44:42
Dunromin, Donald Cowl	2:32:31	1:47:31
Cricket, C. Cowl	2:29:57	1:44:57
Lady Bug, Fred Gade	2:29:44	1:44:44
AMERICAN YACHT CLUB DORIES—START, 12:47—COURSE, 5½ MILES.		
Faraway, A. B. Fry	2:48:12	2:03:12
Tantor, G. C. Fry	2:44:33	1:59:33
Ruth, O. F. Smith	Did not finish.	
MANHASSET BAY YACHT CLUB DORIES—START, 12:45—COURSE, 5½ MILES.		
St. Joseph, L. Laidlaw	Did not finish.	
E. W. H. Judson	2:26:14	1:41:14
CATBOATS (SPECIAL)—START, 12:45—COURSE, 11 MILES.		
Joey, C. C. Converse	2:50:37	2:15:37
PORT WASHINGTON ONE DESIGN CLASS—START, 12:40—COURSE, 5½ MILES.		
Flirt, F. J. Stannard	———	———
RACEABOUT—START, 12:30—COURSE, 11 MILES.		
Chinook, Robert Mallory, jr	2:40:00	2:11:00

*Nella against best time of second division handicap class.

MOTORCYCLE RACES POSTPONED.

The motorcycle races on the banked track near Patterson were postponed yesterday, on account of the heavy rain, and some three thousand persons were disappointed.

RALPH DE PALMA.
Who won two races at Elkwood Park yesterday.

(For story of races see first page.)

Auto News for Owners and Buyers

Talk of Savannah Race for Light Cars Continues—Several Isotta Entries Already Promised.

The executive committee of the Savannah Automobile Club, which has charge of the arrangements for the grand prize race to be held in November at Savannah, held its first business meeting last week. The question of holding a race for light cars a few days before the big race was not definitely decided on. It will be considered further after there has been some additional correspondence with the Automobile Club of America. The offer of the Advertising Club of Savannah to extend its aid toward making the race a success was accepted and five members of the club were appointed on the publicity committee.

Maps of the course were shown to the members of the committee and are now being prepared for distribution. If the light car race is decided on it will be run over a shorter course, of about ten miles to the lap.

The committee learned that the Isotta company would enter several cars, and that Trucco, the well known Italian driver, would pilot one of them. It is said that Al Poole and Louis Strang have already been engaged to drive cars at Savannah.

Announcement of the retirement of Walter C. White, who was badly hurt recently, from the list of racing drivers is followed by the naming of Walter Rheineck as his successor in the piloting of White steam cars in all contests of speed and endurance in which they may enter hereafter.

In adjusting the steering gear for lost motion care should be observed lest the parts be set so close as to bind. After completing adjustment the gear should be tried through its entire "lock" to make sure that the alignment is perfect. If not, binding will occur.

This year's Glidden tour may be the first one in which the Maxwell-Briscoe Motor Company will not take part. "The decision of the touring committee to place a handicap upon the low price cars," said Mr. Maxwell yesterday, "may be all well enough for some, but all wrong for Maxwells. It is just possible that we shall have a sort of a Glidden tour of our own."

Since the recent reunion of Oldsmobile owners in this city there is said to be a big demand for Oldsmobiles. General John T. Cutting accounts for this more by the return of public confidence than anything else.

Frank B. Hower, chairman of the touring board of the American Automobile Association, announces that the pilot and confetti cars selected for the Glidden tour contest are a six-cylinder Premier and a 20-horsepower Reo touring car.

"It is the greatest satisfaction to note," said C. F. Wyckoff, of Wyckoff, Church & Partridge, "the substantial increase in the June registration for this year in New York State, as compared with that of June of 1907. The recovery from the recent panic conditions has been speedy in the automobile business and eclipses the gains in any other line of business.

"The New York registration of cars is a sure barometer of conditions and the June advance most forcibly illustrates the real need for motor driven vehicles. The New York June registration of cars numbers 2,398 as compared with 1,963 for June, 1907, an increase of 22 per cent. This number of cars sold is also a record mark, being greater than the registrations for any other month since the beginning of automobile selling.

"A notable instance is the Stearns, and especially the chassis mounted with the Guy Vaughn type of body."

Mrs. Joan Cuneo will again drive a Rainier car in the Glidden tour this year, and has had her new machine equipped with a set of Fisk removable rims, of which spare ones are carried with tires already inflated bolted on.

H. C. Barroll, of Los Angeles, is making a trip across the continent in a Locomotive car with his wife and daughter. From Pasadena he writes that the car has been driven thirteen hundred miles over wretched roads without any repairs.

Andrew Freedman, once owner of the National League Baseball Club in this city, is much pleased with the two Mitchell runabouts he has just bought, in which he expects to make some long tours. Word comes from Detroit that a Mitchell car was one of three to finish with a perfect score in a trying reliability and endurance run held there recently.

The Chicago Motor Club has postponed its 1,200-mile reliability run until later in the year. A Haynes 1907 model, which won the 600-mile run last year, is the first car to be entered.

"If we could have had the use of more Packard trucks, there would have been no children left behind," said the promoter of the orphans' day outing yesterday.

Since Charles A. Duerr has been handling the cars turned out by the Moon Motor Car Company a large number of persons have visited the salesroom, on Broadway, each day. The new Moon models have the appearance of the Mercedes or the Fiat.

It is announced by the St. Louis Car Company that nine different styles of the American Mors cars of 1907 model which have been taken in trade or used for demonstrations are for sale at its Broadway salesroom.

R. G. Howell, agent for the Northern cars in this city, has made an offer to residents in the cities of New York State, New Jersey and Connecticut whereby the first purchaser in each town can become the owner of a Northern car at a greatly reduced price.

KRAMER FINISHES THIRD.

National Champion Beaten by Bardgett and Fogler.

Asbury Park, N. J., July 4.—Heavy showers, which at times transformed the track into a series of muddy pools, greatly interfered with the National Cycling Association championship meet here to-day. The contestants raced in a driving rain which blinded them and caused several minor falls. W. A. Bardgett, of Buffalo, in a closely contested race, defeated Frank L. Kramer, the national champion, and Joseph A. Fogler in the one-third mile national championship, the feature event of the meet. The time of the race was 45 4-5 seconds. The summaries follow:

One-third of a mile; (national championship; professional)—W. A. Bardgett, Buffalo, first; Joseph A. Fogler, Brooklyn, second; Frank L. Kramer, East Orange, N. J., third. Time, 0:45⅘.

One mile (handicap; amateur)—K. Errickson, New York (80 yards), first; John A. Eubank, New York City (120 yards), second; H. L. Yann, New York (90 yards), third. Time, 2:30⅘.

One-third of a mile (open; amateur)—A. R. Wilcox, New York, first; K. Errickson, New York, second; Oscar Goerke, Brooklyn, third. Time, 0:52.

One mile (handicap; professional)—George Wiley, Syracuse (70 yards), first; T. J. Haigin, Newark (120 yards), second; George Glasson, Newark (140 yards), third. Time, 2:27.

Two-thirds of a mile (consolation; professional)—Floyd Krebs, Newark, first; Saxon Williams, Salt Lake City, second; Benjamin Hill, Newark, third. Time, 1:14.

FLICKER WINS RACE AT OYSTER BAY.

Leads Fourteen of One-Design Class in Seawanhaka Corinthian Regatta.

In varying breezes from the west and southeast ten of the one-design 15-foot yachts of the Seawanhaka Corinthian Yacht Club sailed a good race yesterday over the inside courses of Oyster Bay. The winer was E. C. Henderson's Flicker. She defeated George Mitchell's Hen by 50 seconds.

The summary follows:

SEAWANHAKA YACHT CLUB 15-FOOT CLASS—START, 3:10—COURSE, 10 MILES.

Yacht and owner.	Finish. H.M.S.	Elapsed time. H.M.S.
Flicker, E. C. Henderson	4:52:00	1:42:00
Hen, George Mitchell	4:52:50	1:42:50
Water Baby, L. C. Tiffany	4:55:35	1:45:35
Sabrina, E. S. Willis	4:56:00	1:46:00
Grayling, H. W. Warner	4:59:30	1:49:30
Thelma, E. C. McKenzie	5:01:21	1:51:21
Glys, F. R. Coudert	5:01:42	1:51:42
Imp, S. L. Landon	5:04:28	1:54:28
Grilse, Roosevelt	Did not finish.	
Ruiz, E. Reckerman	5:20:36	2:10:36

INDIAN HARBOR YACHTSMEN FROLIC.

Several hundred yachtsmen and their guests, including many women in dainty summer gowns and yachting costumes, attended the annual water sports of the Indian Harbor Yacht Club yesterday. All the yachts in Greenwich Harbor "dressed ship" at noon. In the evening there was a parade of illuminated launches. After the parade there was a display of fireworks, followed by a dinner to visiting yachtsmen.

RACE IN LOWER BAY.

The Soya Beats the Sue in Class Above Her.

Twenty-three yachts sailed in the midsummer regatta of the Atlantic Yacht Club yesterday. The craft were divided into their usual classes, and the winners of the different divisions were the sloop Sue, which won the 27-foot class; the 22-footer Soya, which belongs to W. A. Barstow; C. M. Camp's M. and F., in the 15-foot division; the Gravesend dory Nancy, and the Squaw, in the handicap class. The New York Canoe Club dingies also raced in the regatta, and the first boat home was J. C. Erskine's Blue.

The courses sailed were Nos. 2 and 8 of the regular Gravesend Bay championship courses. Classes P, Q and the handicap class sailed a twelve mile course which took the boats twice around marks off Sea Gate, Bensonhurst, Fort Hamilton and Buoy No. 11, which lies off West Bank. The wind was east by south, and of moderate velocity throughout, and as it came the boats were able to set spinnakers from the starting line off Sea Gate to the Bensonhurst mark and then carry ballooners to Fort Hamilton. It was on the wind to the buoy mark and a close reach completed the voyage.

The Q boats did exceptional work. The Soya, the first of the 22-footers to finish, beat out the Sue, the first of the 27-footers home, by 35 seconds, boat for boat. By an odd coincidence, the Spider, the second 22-footer, was almost the same distance ahead of the second 27-footer to arrive. An interesting feature of the afternoon was the appearance of the dingy class of the New York Canoe Club. It was the first time that the little fellows have ever raced in one of the open regattas of the lower bay. Six boats started, and sailed a four mile course. The Blue was the winner, defeating the Mahog by two seconds. The summary follows:

SLOOPS—CLASS P—START, 3:00—COURSE, 12 MILES.

Boat and owner.	Finish. H.M.S.	Elapsed time. H.M.S.
Sue, F. Luckenbach	4:51:35	1:51:35
Chicpent, J. B. O'Donohue	4:52:32	1:52:32
SLOOPS—CLASS Q—START, 3:05—COURSE, 12 MILES.		
Soya, W. A. Barstow	4:56:00	1:51:00
Spider, Hendon Chubb	4:57:20	1:52:20
Joy, W. H. Childs	5:00:16	1:55:16
SLOOPS—CLASS S—START, 3:15—COURSE, 8 MILES.		
M. and F., C. M. Camp	4:48:55	1:33:55
Gunda, F. S. Noble	4:52:58	1:32:58
SLOOPS—CLASS X—START, 3:20—COURSE, 8 MILES.		
Nancy, W. L. Sweet, jr	4:50:32	1:30:32
Merry Widow, Atkerson and Zim	4:51:02	1:31:02
Masque, L. S. Tremann	4:51:30	1:31:30
New Moke, Inslee and Stringer	4:51:57	1:31:57
Mouse, G. B. Le Saunge	4:52:08	1:32:08
Bobs, R. W. Spier	4:52:28	1:32:28
Anne, J. M. Copmann	Did not finish.	
Cherub, B. Atkinson	Withdrew.	
NEW YORK C. C. DINGEYS—START, 3:30—COURSE, 4 MILES.		
Blue, J. C. Erskine	4:25:00	0:55:00
Mahog, F. C. Moore	4:27:00	0:57:00
Red, H. F. Turtle	4:29:40	0:59:40
Green, R. S. Hawthorne	4:31:00	1:01:00
Bright, A. M. Poole	4:34:10	1:04:10
Yellow, G. S. Morrisey	Did not finish.	
HANDICAP CLASS—START, 3:10—COURSE, 12 MILES.		
Squaw, E. K. Valentine	5:10:11	2:06:11
Careless, R. Rummell	5:17:29	2:07:29

Corrected time—The Squaw, 1:58:37, and the Careless, 1:58:39.

YACHTS IN LONG RACE

SAIL FOR LIPTON CUP.

Nineteen Vessels Leave Gravesend Bay for Trip to Cape May.

Somewhere out on the broad Atlantic, speeding southward, with every bit of canvas set, there are nineteen yachts racing for a $1,000 cup offered by Sir Thomas Lipton. The fleet, which is made up of the best known cruising craft of Eastern waters, set sail yesterday morning from Gravesend Bay. The race is the annual ocean contest of the Brooklyn Yacht Club, and never before has that popular organization gathered together such a fleet for a long distance contest. With the exception of Milton Smith's Josephine, every craft entered crossed the line within three minutes after the sounding of the starting whistle, forming a picture that has not been equalled in Lower Bay yachting in many a year.

It was the intention of the committee to send the boats off on their 325-mile voyage at 10 a. m. At that hour Gravesend Bay was a perfect marine picture. Anchored off the Brooklyn Yacht Club were the racing craft, their snowl sails idly flapping in a light southerly breeze, as innumerable power boats carried the various crews from the clubhouse landing to the waiting craft. The sky was a trifle overcast and drifting clouds threw long shadows on the dark green waters.

The committee boat was the steamer General Putnam. It left the clubhouse dock a little after 10 a. m., crowded with members and their friends. Mr. Griffin was assisted on the regatta committee by James S. Bradley. The two decided to make the starting line a half mile off shore, so as to allow the Shamrock, the Zuhrah and the other large schooners plenty of searoom to manœuvre for a start.

Former Commodore R. P. Doremus of the Atlantic Yacht Club lent the committee his big black schooner Laska to form the other end of the line. The commodore also said that his craft would remain at anchor until the race ended, so that it would also form the finishing line. The course was from the starting line to and around the Southwest Spit buoys, leaving them on the port hand, then passing to the southward of Scotland Lightship, to and around Fire Island Lightship, leaving it on the starboard hand; then to and around the Northeast End Light Vessel, off Cape May, N. J., leaving it also on the port hand, and returning over the same course, leaving all buoys and lightships on the reverse hand. The length of the course is 325 nautical miles.

A few drops of rain prior to the sounding of the warning signal somewhat dampened the spirits of the spectators. The squall blew over, however, and when the signal was set at 10:20 the sun had just managed to work its way through the clouds. The wind at that hour was coming from the east by south and was about seven knots in strength. It held from that quarter throughout the afternoon.

As the line lay, the boats had a beat to the spit buoy. It was not dead into the wind, however, as as several of the craft took only a short hitch on the way down the bay. The boats had set every rag of canvas they could carry on a beat. The schooners in particular looked trim and shipshape with their lower sails, jib, staysails, baby jib topsails and queen topmast staysails set, as they jockeyed for a start.

The schooner Shamrock, with Captain Charles Barr, of America's Cup fame, at the wheel, and the Zuhrah, in the hands of her owner, Henry Doscher, of the New Rochelle Yacht Club, hung close together in the preparatory work. Near by was the schooner Uncas, which carried Miss Margaret Titcomb, daughter of the owner, as one of her crew. Miss Titcomb was the only woman in the race.

When the starting signal was sounded at 10:30 the Little Hope, the Hyperion and Mimosa III crossed almost on the whistle. The three were on a line with the Mimosa in the windward berth. Then came the Butterfly, the Tamerlane, the Gardenia and the Zinita. The Shamrock and the Lila were the next away, the two almost touching as they crossed the line. These boats crossed so close together that it was impossible to take their times.

Before the first minute had ended the Vigil, the Sakana, the Uncas and the Ondawa had all started, and then came the Tamerlane, the Zuhrah, the Mopsa, the Eclipse, Keego II and the Marchioness, the last named craft being sailed by Warren Sheppard, the well known marine artist.

The boats all crossed on the port tack and at once stood across the bay to the ship's channel. In a long line the yachts stood down the bay towards the spar buoys. The sails all filled nicely with the exception of a large maintopmast staysail on the Zuhrah, which did not seem to fit. The craft made leeway badly, and so lost considerable time.

The Gardenia led the fleet at the spar buoys, going over on the starboard tack at 11:31:00. Just as she stood away for Scotland Lightship, the Cunard liner Etruria passed the craft and dipped her ensign as she stood out to sea.

After rounding the spit buoys the various skippers had an opportunity of showing their ability. It was a long reach on the starboard tack to Scotland Lightship. Several laid their course direct, but the Uncas and the Little Hope soon came about and stood in toward Sandy Hook. The Marchioness also stood well in toward shore before she went over on the port tack. She was followed by the Sakana.

The boats that stood in toward shore had decidedly the better of the leg, and although the Gardenia was still leading at the lightship, the Marchioness was up in third place. The times of the leaders at the lightship follow:

Boat.	H.M.S.	Boat.	H.M.S.
Gardenia	12:40:15	Tammany	12:54:00
Shamrock	12:46:30	Eclipse	12:54:45
Marchioness	12:46:31	Zinita	1:01:10
Butterfly	12:48:00	Ondawa	1:05:35
Mimosa III	12:50:50	Hyperion	1:12:00
Uncas	12:52:15	Sakana	1:15:10
Little Hope	12:53:00	Zuhrah	1:16:30

As they stood away in Indian file for Fire Island the Marchioness had by far the better position. She had eaten her way out into the weather berth and was footing splendidly. The Gardenia was still in the lead, with the Shamrock close in her wake. The list of starters, their owners and their clubs follow. No time allowance has as yet been figured, as many of the yachts have still to be measured:

Boat, owner and club.	Length over all, ft.	in.
Gardenia, L. S. Herzig, Brooklyn	60	0
Ondawa, Colonel D. E. Austen, Brooklyn	52	7
Tammany, W. L. Tower, Brooklyn	74	0
Hyperion, F. Maier, New Rochelle	48	0
Mimosa III, S. Wainwright, American	46	6
Zinita, H. Cohen, Brooklyn	66	0
Lila, R. D. Floyd, Bergen Point	40	0
Sakana, Haviland brothers, Brooklyn	46	0
Uncas, W. G. Titcomb, Brooklyn	66	6
Shamrock, F. Thompson, Atlantic	84	0
Butterfly, O. Iselin, jr., New York	52	0
Mopsa, Sullivan brothers, Harlem	35	0
Vigil, John Lewis, Brooklyn	61	4
Keego II, J. N. Porter, Canarsie	36	0
Little Hope, T. K. Lathrop, Corinthian	48	0
Tamerlane, D. Bacon, New Rochelle	38	3
Zuhrah, H. Doscher, New Rochelle	84	0
Marchioness, J. P. Crozer, Yachtsmen's	67	0
Eclipse, L. J. Callanan, New York	80	0

TOUR TO TEST CARS

TWO TROPHIES AT STAKE.

Annual Contest for Glidden Cup Will Begin Thursday.

The fifth annual touring contest for the Glidden trophy and second annual for the Hower trophy, under the auspices of the American Automobile Association, will begin at Buffalo on Thursday. Between fifty and sixty cars will start at 7 a. m. in the long and arduous competition, which will cover a period of fifteen days and a distance of nearly 1,700 miles, through seven different states. The route this year is peculiarly circuitous, exceptionally arduous and particularly picturesque.

In the course of their travels the touring contestants will have to cross five mountain ranges, in doing which they will encounter roads more fit for the path of wild sheep and goats than for the refined sheep and goats of the automobile factories, with their rubber shod wheels and delicate mechanism. After leaving Buffalo and going to Pittsburg the cars must travel across the Keystone State, up to the capital of the Empire State, and then through all the New England states except Rhode Island.

The tour this year for the first time is an avowed out-and-out contest to test the efficiency and endurance of the different makes of cars entered. The tour originated in 1905, when Charles J. Glidden, the globe girdler, donated a handsome trophy to the American Automobile Association, to be a perpetual prize for a yearly tour. According to the original deed of gift, the prize was to be for driving qualities, and was to go to the club of which the winning driver was a member. The first year the trophy was voted, at the end of the tour, to Percy Pierce, of the Buffalo Automobile Club. The second and third years it remained in the possession of the Buffalo club, because of there being tie scores at the end of the tour, and no club had explicitly won it from the Buffalo club.

This year new rules have been drawn up, and everything possible done to effect a distinct winning of the trophy by the cars forming the team of some one club. Before the start of the tour the Automobile Club of Buffalo will formally turn over the trophy to the touring board of the American Automobile Association, and the conditions require that all ties be run off.

The rules for this event have been changed each year with the consent of the donor of the trophy, but the 1908 tour will be the first time it has officially been called "Touring Contest." It is the first year in which the cars have been required to carry observers, who will note every repair and adjustment and all that happens to the cars. Points will be forfeited for all repairs and for failure to run on schedule. The conditions, the route and the schedule, taken together, are such that it will be a credit to every car that survives, and no disgrace to lose a few points.

The trophy will be awarded to the club whose team loses the fewest points, and it will be any one's prize until the finish, because the worst day of travel will be the last day, when the schedule calls for nearly two hundred miles entirely over mountain roads. On this day any of the weak brethren who have been staggering along are likely to lose points galore, or be left by the roadside. The scenery will be glorious all the way, but the going will be as vexatious as the path of the most wicked. Yet these strenuous conditions are what make this event the most important in the country to the men and women who want to know the respective merits of the different cars, not for racing, but for hard travelling across country.

The itinerary of the tour, giving the places where the overnight stops will be made and the distance of each day's run, follows:

	Miles.
July 9—Buffalo to Cambridge Springs	117.4
July 10—Cambridge Springs to Pittsburg	110.2
July 11—Pittsburg to Bedford Springs	106.4
July 12—Sunday, rest at Bedford Springs	
July 13—Bedford Springs to Harrisburg	107.3
July 14—Harrisburg to Philadelphia	133.5
July 15—Philadelphia to Milford	132.0
July 16—Milford to Albany	158.5
July 17—Albany to Boston	194.2
July 18-19—Rest at Boston	
July 20—Boston to Poland Springs	154.0
July 21—Poland Springs to Rangeley Lake, Me.	141.7
July 22—Rangeley Lake to Bethelehem, N. H.	130.0
July 23—Bethlehem to Saratoga, N. Y.	184.5
Total	1,669.7

At each place F. B. Hower, chairman of the touring board, who is in charge of the run, will establish an official headquarters for himself and his assistants, and any contestant, or other person on the tour, can be reached by mail or telegraph at the following points:

Buffalo, Iroquois Hotel; Cambridge Springs, Penn., Rider House; Pittsburg, Hotel Schenley; Bedford Springs, Penn., Bedford Springs Hotel; Harrisburg, Penn., Lochiel Hotel; Philadelphia, Hotel Walton; Milford, Penn., Bluff House; Albany, Ten Eyck Hotel; Boston, Hotel Somerset; Poland Springs, Me., Summit Springs House; Rangeley, Me., Rangeley Lake House; Bethlehem, N. H., The Sinclair; Saratoga, Grand Union.

Following is the list of entries for the tour up to last Thursday:

For Glidden trophy—No. 1, Charles Clifton, Great Arrow; 2, Charles Clifton, Great Arrow; 3, J. W. Maguire, Great Arrow; 4, R. M. Owen, Reo; 5, E. H. Parkhurst, Peerless; 6, E. H. Parkhurst, Peerless; 7, E. H. Parkhurst, Peerless; 8, R. M. Owen, Premier; 9, H. O. Smith, Premier; 10, Paul Gaeth, Gaeth; 11, Gus G. Buse, Thomas; 12, H. H. Franklin, Franklin; 13, John Wilkinson, Franklin; 14, F. H. Stilwell, Franklin; 15, Andrew Cuneo, Rainier; 16, J. F. Duryea, Stevens-Duryea; 17, I. H. Page, Stevens-Duryea; 19, Frank H. Nutt, E. Wing, Marmon; 22, W. C. Marmon, Marmon; 23, W. C. Marmon, Marmon; 24, E. V. Stratton, Studebaker; 25, E. V. Stratton, Studebaker; 26, E. V. Stratton, Studebaker; 29, A. R. Davis, Garford; 30, A. R. Davis, Garford; 31, A. R. Davis, Garford.

For Hower trophy—No. 100, R. D. Garden, Great Arrow; 101, R. M. Owen, Reo; 102, W. H. Vandervoort, Moline; 103, Charles Clifton, Great Arrow; 104, George A. Weideley, Premier; 105, John Breyfogle, Gearless; 106, F. A. Barton, Franklin; 107, G. P. Moore, Stoddard-Dayton; 108, E. W. Shirley, Overland; 109, H. C. Tillotson, Stoddard-Dayton.

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