

YALE CREW DEFEATED

PENNSYLVANIA WINS BY OPEN LENGTH.

Quakers Pull Away from Blue Varsity in Dual Race on the Schuylkill.

(By Telegraph to The Tribune.) Philadelphia, April 10.—There was more than a clear length of open water between the shells when the Pennsylvania eight oared crew soundly defeated Yale on the Schuylkill here this afternoon. The race was over a mile and a half course, starting at the falls and finishing at the Columbia bridge. Never for an instant in the entire distance did the sons of Eli have even a fighting chance to win, for they were clearly outrowed by a crew that did not show any remarkable form. The time was 8 minutes 5 seconds for the winners and 11 minutes 14 seconds for Yale. The only ray of consolation that the New Haven crewmen got was in the fact that the Eli's scored eight walked away from the scrub crew of the Quakers and won by more than two lengths.

The Yale men, as they zigzagged in their English built boat, seemed to be bereft of all power. A complete upsurge of form was what the Schuylkill rowing expert called it, for, although the wearers of the Blue had given up, they could not, however, connect with their oars with the proper amount of power, and consequently every stroke saw them dropping further behind.

Before the eight bodies in the Pennsylvania boat had doubled up for twenty strokes the boat was a quarter of a length in the lead. Only a desultory start by Yale, but a temporary check on the increasing lead, but at the three-quarter mile post, half way from the finish, there was just a streak of open water showing between the boats. Down the last half of the course, past the island and to the Columbia bridge, the Quakers, with their same long measured pull, drew away. When the signal that the race was over was flashed the Blue was a good two lengths and a quarter in the lead and pulling further away with every stroke.

One of the biggest crowds that ever turned out to see a boat race on the historic national course thronged the drives and walks of Fairmount Park, and each one of the houses along the banks had a representation of the water. The number of canoes, barges and skiffs, each with its Blue or Red and Blue banner, that lined the course was indicative of the enthusiasm that had been aroused. A large number of Yale supporters were on hand, and there were not a few sons of Harvard there to get a glimpse of the rival's progress.

A stiff blow from the northwest kicked up an ugly lot of waves on the course in the early afternoon, and as the time for the first race drew near and there was little abatement in the roughness it began to look as if the races would have to be called off. After waiting an hour after the time originally set for the start the breeze had blown itself out and the oarsmen were called to the start. By the time the preliminary race was over the water was fairly calm and there was little wind blowing.

The Pennsylvania varsity went upstream with a long measured stroke, and waited for the Yale crew. The Quakers soon took position, and checked the east from the river. There was a little jockeying while they were waiting for the gun, and both crews caught the water together at exactly 5:15. Pennsylvania jumped into the lead at the outset, and took the Yale eight by surprise. After the initial stroke the crews settled down to thirty strokes to the mile, and the officials decided that the breeze had blown itself out and the oarsmen were called to the start. By the time the preliminary race was over the water was fairly calm and there was little wind blowing.

Maintaining these same strokes down past the mile mark, the crews were waiting for the gun. When the starting gun was fired the crews were in a certain number of yards, and the result was that at the half way mark, when the crews had covered three-quarters of a mile, open water was showing between the shells.

The fact that this is the first race the Red and Blue has ever won from Yale led to the question of the American method of rowing. The last time between the two was in 1888, when the Quakers were badly beaten, as they had been in the two preceding years.

There was deep gloom at the Yale boathouse. A victory had been expected, and the winning of the preliminary contest had been taken as a good omen. The squad is returning to New Haven by the midnight train.

The graduates and undergraduates at the Pennsylvania boathouse were highly excited, and expected great things of the crew at Poughkeepsie. Ellis Ward, the coach, kept himself in the background, but his position is assured now, and his popularity, which was on the wane, has burst into renewed life.

Julian T. Curtis, the chairman of Yale's advisory rowing committee, and John Kennedy, the coach, declared emphatically that the better crew had won. Captain Howe, of Yale, said his crew had rowed its best and had been beaten fairly.

After the race the two crews were the guests of the University of Pennsylvania rowing club. Dinner at a dinner given at the Rittenhouse Club. Later in the evening the oarsmen occupied boxes at one of the local theatres. Nothing in the history of sports between the two universities has tended to cement the friendly feelings of Yale and Pennsylvania so much as these races. For the last ten days the Yale eight has been training here as the guests of Pennsylvania.

Before the race, however, Mr. Kennedy declared that he did not expect the outcome of the race to demonstrate the comparative worth of the English or American methods. The Yale side is so confident that it can be changed from the English to the American method at will. Mr. Kennedy insisted that if his crew could not win by the English method they could not win by the English method with an American outfit.

The varsity crews were boated as follows: YALE. Row. Name and class. Age. Height. Weight. 1. Howe, 99, 22, 6.09, 163. 2. Curtis, 99, 22, 6.09, 170. 3. Ward, 99, 22, 6.09, 168. 4. Wallis, 79, 21, 6.09, 168. 5. Hodge, 79, 21, 6.09, 182. 6. Hodge, 79, 21, 6.09, 182. 7. Hodge, 79, 21, 6.09, 182. 8. Hodge, 79, 21, 6.09, 182. Average, 21.4, 6.09, 172.5.

PENNSYLVANIA. Row. Name and class. Age. Height. Weight. 1. Hodge, 79, 21, 6.09, 170. 2. Curtis, 99, 22, 6.09, 171. 3. Wallis, 79, 21, 6.09, 171. 4. Wallis, 79, 21, 6.09, 178. 5. Hodge, 79, 21, 6.09, 182. 6. Hodge, 79, 21, 6.09, 182. 7. Hodge, 79, 21, 6.09, 182. 8. Hodge, 79, 21, 6.09, 182. Average, 21.4, 6.13, 172.4.

FOR SALE—HARNESS, BOOTH BRIDGES, CARRIAGES, harness, not afraid of anything. Address Room 194, 6 Church St., New York City.

THE YALE CREW THAT MET DEFEAT.



OARSMEN LEAVING FLOAT FOR RACE WITH PENNSYLVANIA YESTERDAY.

Automobile Carnival at Hand

Some Surprises in Store in Way of Special Features—News from the Row.

As the days go by and the time approaches for the second annual New York automobile carnival the various committees having the different events in charge are heading every effort to round up their plans. Some big surprises are still in store in the way of special features.

The carnival is only two weeks off, and dealers and manufacturers are getting their cars in readiness for the different contests to be held during the week of April 23, and are only awaiting the issuance of the entry blanks. The committees promise to have the blanks out and in the hands of subscribers by the first of this week. In the meantime, W. R. Lee, the secretary, is ready to answer as many questions as he possibly can at carnival headquarters, No. 138 Broadway, or by phone 6408 Columbus.

A handsome carnival banner has been designed for free distribution among those who have subscribed to the fund, and will be distributed the coming week. This banner is lettered in blue felt on a yellow ground, with the red trade mark and seal of the New York Automobile Trade Association, and will be conspicuously displayed in the show windows of the trade from now until the close of the carnival.

The hill climb committee has practically finished its work, and will have its entry blanks out ahead of any of the other contests. Colonel K. C. Pardee, chairman of this committee, has a list of applications for entry blanks which insures the biggest hill climb ever held in this country. Alexander Howell, chairman of the dinner committee, is at work on an attractive menu card, appropriate to the special occasion for which it is designed. The dinner will take place at the Hotel Marcellite at 8 o'clock in the evening of April 23. Dancing will be indulged in by those who desire to trip the light fantastic till morning. The dancing begins at 11 o'clock. Reservations should be made to Mr. Howell.

The voting for king and queen of the carnival has produced keen rivalry among those whose names have been placed at the Hotel Marcellite at 8 o'clock in the evening of April 23. Dancing will be indulged in by those who desire to trip the light fantastic till morning. The dancing begins at 11 o'clock. Reservations should be made to Mr. Howell.

"Excessive speed and power are no longer the drawing cards they used to be, even among the wealthiest motorists," says General John T. Cutting, of the Oldsmobile Company. "The demand is for a type of car whose recommendations cover the field of reliability in actual road work and which insures the safety of the occupants. A car of ample power and moderate cost, embodying all the modern improvements which make for economical upkeep, is the one which will endure."

Since the beginning of the good weather most of the dealers in automobiles are reporting a flourishing business. W. W. Burke, of the Mora sales room in this city, says that he has practically sold out all of his regular allotment.

The Lozier Motor Company announces that Harry Michener, Ralph Melford and Harry Cole, the three well known drivers, will again pilot Lozier cars in racing contests this year. In long distance races both on track and road these men met with

Automobiles. Automobiles. Automobiles.

Advertisement for Matheson 4-Cylinder Cars. Includes the Matheson logo, a list of car models (Toy Tonneau, Touring Car, Limousine, Landaulet) with their prices, and contact information for Matheson Automobile Company at 1886-1888 Broadway, New York City.

CRESCENT'S FAST GAME

BENSONHURST SHUT OUT.

Oceanic Association Team Defeats Players from the Mauretania.

Playing a fast, consistent game of association football, the eleven of the Crescent Athletic Club defeated the Bensonhurst Field Club team on the Crescent grounds at Bay Ridge by 6 goals to none yesterday afternoon. The Crescents held the upper hand from the start, scoring twice in the first half and adding four more goals in the second. J. J. Jeffers, the Crescents' left halfback, made the star play of the game in the second half, when the score stood at 4 to 0 in favor of his side. Taking the ball twenty-five yards from his own goal, he kept it at his toe for three-quarters of the length of the field, dodging the entire Bensonhurst team, and finally landing the sphere in the net.

H. Armstrong was the first to tally and H. Kendall followed suit in the first half. H. M. Kerr, the Crescents' tall center, shot a couple of goals in succession in the second half, but was favored by good fortune. In one instance the ball struck the back of one of the Bensonhurst players and bounded within the goal and in the other it hit the bar and fell inside. Kerr shot a third one, however, that was a beauty. Davy distinguished himself as left halfback for Bensonhurst. The line-up:

Crescents (6). Position. Bensonhurst (9). Goalkeeper: Christie. Right back: Murphy. Left back: Kelly. Right half: Kelly. Left half: Kelly. Center: Kelly. Outside right: Kelly. Outside left: Kelly. Referee: A. E. Ware. Linesmen: Messrs. Wilson and Smithers. Goals: Kerr (4), Armstrong, Jeffers, Kendall. Time of halves—Forty-five minutes.

At Marquette Oval, in Brooklyn, the eleven of the steamship Oceanic, which has an unbroken record of victories in games with other seafaring teams this season, won a well played game from the eleven representing the giant Mauretania, by the score of 4 goals to 0. At half time the score stood at 1 to 0 in favor of the leaders in the competition for the cup emblematic of the Atlantic soccer supremacy. In the second period of play three more goals were added, while the Mauretania were blanked. Dore, inside right in the Oceanic line-up, scored in the first half, also tallied the first goal in the second period. Flay, right half, and Wilson, center, contributed a goal apiece. The line-up:

Oceanic (4). Position. Mauretania (9). Goalkeeper: Jordan. Right back: Walsh. Left back: Walsh. Right half: Walsh. Left half: Walsh. Center: Walsh. Outside right: Walsh. Outside left: Walsh. Referee: W. Hill. Linesmen: Messrs. Wilson and Smithers. Goals: Flay (2), Wilson (2). Time of halves—Forty-five minutes.

HOLLYWOOD IN LEAD.

Victory Over Brooklyn Gives First Place in Amateur League.

By defeating the eleven of the Brooklyn football club at Dunwoody by the score of 3 goals to 0 yesterday afternoon, the fast eleven of the Hollywood Inn Football Club, of Yonkers, assumed the lead in the Saturday championship competition of the New York Amateur Association Football League, but must meet their rivals once more in Brooklyn before the series will end. The winner of the series will meet the Clan MacDonnells, of Brooklyn, for the championship of the league, now held by the Camerons. J. Craig scored for the home team in the first half, and W. Salmon clinched the victory with a rattling shot in the second period of play. The line-up:

Hollywood Inn (2). Position. Brooklyn (6). Goalkeeper: Reid. Right back: Reid. Left back: Reid. Right half: Reid. Left half: Reid. Center: Reid. Outside right: Reid. Outside left: Reid. Referee: Mr. Creighton. Linesmen: Messrs. Burside, Brooklyn, and W. Scott. Hollywood Inn. Goals: Craig and Salmon. Time—Halves of 45 minutes.

CUP SHOOT AT GARDEN CITY.

Despite a quartering wind, blowing twenty miles an hour, members of the Carteret Gun Club made good scores in sweepstakes at Garden City yesterday. The principal shoot was for the Garden City Gun Club cup. The contestants were Duer Breck and Newbold Hereck, each of whom had a leg on the cup. A prize offered by Breck for a 15-target contest was won by Ebelbert Low, after tying three times with Nicol Floyd.

TO PLAY ROLLER POLO SERIES.

New York is to be introduced to roller polo this week. Beginning on Tuesday, the New York and Brooklyn teams will compete at the Clermont Avenue rink, Brooklyn, in five games, called the world's championship series. The New York team will be composed of the players who formed the Providence team, winners in the season just closed of the national roller polo pennant, and the Brooklyn team of those who won the Massachusetts championship as the New Bedford team.

Automobiles. Automobiles. Automobiles.

TEN EYCK'S HARD TASK.

Must Fill Four Places in Syracuse Varsity Boat.

Syracuse, April 10.—With four positions to fill in the varsity shell, James A. Ten Eyck, the coach, faced a serious condition this spring at Syracuse University. Although six of last year's championship varsity crew are still in college, only four of this number are candidates for the crew this year. Of these, Champlin, who stroked his freshman crew and rowed No. 6 in last year's boat, is stroking the varsity combination, with Captain Fisher at No. 7; Shimer, No. 8; Hemenway, No. 9; Gere, No. 4; Putnam, No. 3; Gubrod, No. 2, and Armstrong, bow.

The last named steered the four-oared shell which established the record at Poughkeepsie in 1906. Putnam, Gere and Gubrod were members of last season's freshman crew. This combination is much lighter than has usually represented the Orange. Thirty-nine oarsmen and one coxswain compose the squad which has been held over for the Easter vacation. Some of the best freshmen have been taken from the coach by faculty and regatta regulations, but despite all difficulties it is expected that the freshman crew will this year be a contender for first honors on June 25.

Syracuse has a right to be proud of the record established at Poughkeepsie in the last five years, for in this time Syracuse crews have competed in fourteen races and won seven, against six for Cornell and one for Wisconsin. At present both the intercollegiate championship, so far as Poughkeepsie is concerned, and the Kennedy challenge trophies are held by Syracuse.

The varsity crew is rowing a new shell, which weighs nicely in the water, travels well, and is somewhat lighter than the boat used last year, although the dimensions are the same. For the last five weeks the baseball squad has been working in the cage in the new gymnasium, in charge of James W. Heffernan, '04, a member of last year's Ulster State League team. The squad is managed by the appearance of John H. Scully, a former captain and third baseman, who has not played for the last two seasons owing to faculty regulations. He has just succeeded in making himself eligible, and will undoubtedly be a fixture on the squad. Captain Stein will do most of the pitching this season, with Wittmyer and Ted right-handers, and Cottrell, a southpaw, to assist him.

This year's schedule, which has just been announced, includes games with Princeton, Fordham, Columbia, Michigan, Carlisle Indians, Bucknell, Rochester and several other colleges. W. C. Sykes, of Buffalo, is the manager of the team.

GET MILITIA GUARD.

Illinois Troops to Enter Indiana for Chassis Race.

Chicago, April 10.—The official sanction of the Automobile Association of America has been given to the Chicago Automobile club to conduct its road races June 18 and 19. The events, which will be held over the Crown Point-Lowell course, include a contest for light cars and a race for the Cobe trophy.

Governor Marshall of Indiana has granted permission for the 1st Regiment of the Illinois National Guard to enter his state to guard the course on which the races will be held. Governor Deneen of Illinois requested Governor Marshall to grant this permission, since the contest board of the Automobile Association insisted on a militia guard for the course before issuing a sanction for the races. This is the first time on record that the Governor of one state has allowed the national guardsmen of another to enter his territory for such a purpose.

In the history of motoring in this country there has been only one instance heretofore where the militia has been officially used for a like purpose. That was at Savannah, Ga., last year. Colonel J. B. Sanborn, of the Illinois 1st Regiment, will command the troops in person. He will take with him 1,000 men, including the signal and hospital corps, and a military encampment will be located at Crown Point during the meet.

The Chicagoans are waiting for a final settlement of the rules question which includes a decision as to the engine size. It has been decided that in the light car race the piston displacement limit will be 200 cubic inches, but so far the contest board has been unable to decide just what limit shall prevail in the Cobe cup race.

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Automobiles. Automobiles. Automobiles.

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