

DIXIE II WINS CUP RACE

Westminster's Pioneer Beaten 13 Min. 37 Sec. After Accident.

TWO MOTOR BOATS DROP OUT

Spirited Scene as Burnham Crosses Line, with Harbor Craft Saluting.

While hundreds of whistles screamed a salute and a welcome to her, Frederick K. Burnham's Dixie II, America's champion motor boat, crossed the finish line of the international cup for motor boats, sailed by her owner, she came as straight as an arrow for the finish line. The thousands on board the assembled fleet of steam power and sailing craft started to cheer when she was a mile away to the eastward, and when the gun announcing the finish of the race, she was within a few minutes of the finish line.

While the crowd was proud to know that the American boat had won there were many who wished it had been a closer race, for the figures showed that the Duke of Westminster's Pioneer, the British boat, the only real competitor, had been beaten 13 minutes 37 seconds because of the breaking down of the British boat. Every one felt that if the Pioneer had been able to complete the course at the speed she did the first nine miles she would have beaten the Dixie II by a large margin in time and distance.

The Dixie's elapsed time over the entire course of thirty nautical miles was 59 minutes 42 seconds, and that of the Pioneer, conducting the time she was disabled by getting some seaweed in her intake pipe, which resulted in setting her on fire for a time, was 73 minutes. This shows that the Pioneer's time over the course was 5 minutes 42 seconds better than the Dixie's, but being unable to retain the 13 minutes 37 seconds she lost while making repairs, she did finish 13 minutes 37 seconds in the lead.

The only other starters were the American boat, the Nameless, owned by August Meckler and H. H. Melville, and the British hydroplane Ziskarella, owned by David Hanbury. The Nameless dropped out after covering about three miles and the Ziskarella quit after running about twelve miles.

The start, which was postponed an hour to allow the members and guests of the Automobile Club of America to board their steamer at Larchmont, presented a spirited scene.

When the long wide lane of water that the senior officers from the cutters Monitor and Manhattan had cleared, the four boats came at top speed, each ploughing a foam of water as they fairly flew through the water, a fountain of spray spouting from the after of their hulls, and in the case of the Ziskarella hiding the helmsman and crew.

The first across the line formed between the committee tug C. P. Raymond and a stakeboat anchored north of her. The Dixie II was away three seconds after her, with the Pioneer a second later and the Nameless last, twenty-five seconds after the first.

In just ten seconds the Pioneer's white hull, with great sheets of spray flying from her wake, had passed the Dixie II, and she had taken the lead, which it soon became apparent she would easily keep, hering accidents, for she rounded the first mark, set two miles and a fraction to the westward, forty seconds ahead of the Dixie. When she had covered five of the ten miles comprising the first round of the course she was leading the Dixie by nearly a mile, and at the nine miles, when she had done the second round, she was fully two miles in the lead.

The Dixie came on and completed the first round of the course in 19 minutes 50 seconds. Her second round was done in 20 minutes 2 seconds, and she had almost completed it when the Pioneer's crew had made repairs and started the boat again. She was widely cheered when she crossed the starting west on the beginning of her second round.

It was impossible for her to catch the speeding Dixie now, but she went on at top speed, her helmsman, Noel Robins, steering her carefully, and she made surprising time for both rounds. The first was in 19 minutes 11 seconds, and the second 19 minutes 2 seconds. The first round had been 19 minutes 7 seconds, counting out the time.

The Dixie's average speed for the entire course—32 knots, or 36.4 statute miles—was disappointing, for it had been confidently expected that she would do at least 35 knots, her speed having exceeded that in some other races, but all that was left of it at the end, when it was known that she was to be beaten.

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MARBLE YACHT CLUB RACES

Expect Finish Before Noon in Annual Contest—Fifteen Entries. Fifteen yachts started at 5 o'clock yesterday afternoon in the Harlem Yacht Club's annual race of sixty-one miles, from Rye Beach, N. Y., to New Rochelle, and around the Stratford Shoal Light and back.

THE HARPOON, WINNER OF THE PRESIDENT TAFT CUP.

NOVELTY WINS RICH PURSE Beats Naushon and Iron Mask in Race for Hopeful Stakes.

FINE DAY AT SARATOGA

Sir John Johnson Captures the Handicap and Hyda the Steeplechase.

[By Telegraph to the Tribune.] Saratoga Springs, N. Y., Aug. 20.—S. C. Hildreth's Novelty set the seal on his greatness at the track here to-day by taking up 130 pounds and winning the Hopeful Stakes, a race of two-year-olds.

The son of Kingston—Curiosity followed the fast pace closely until straightened out for home, when he took command, and came away to win rather cleverly by a scant two lengths in the good time for the six furlongs of 1:14, considering the rather dead and cummy condition of the track.

The race was worth \$21,540 to the winner, and Mr. Hildreth had a double reason for being elated as he was congratulated by his friends in the paddock.

When led into the ring the crowd in the paddock applauded, and in all probability the first bid was \$15,000. S. C. Hildreth, the sire of Novelty, and a Mr. McCurdy, acting for Harry Payne Whitney, were the chief bidders, and the price climbed until the others withdrew when Mr. McCurdy bid \$30,000. Novelty is eligible for the English Oaks next year, and in all probability will be shipped abroad this fall, as Mr. Whitney is racing a big stable in England.

Excellent prices ruled for the horses sold from dead in this state. Eleven head from Sanford, F. R. Hitchcock, Thomas Hitchcock, Andrew Miller and Frank C. Bishop. John Sanford's Herkimer won the opening handicap in a way to stamp him one of the best sprinters in training.

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THE CHONTA, A SPANISH CONTENDER.



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Bashti Brings a Big Price.

Harry Payne Whitney Buys Filly for Thirty Thousand Dollars.

Saratoga, N. Y., Aug. 20.—Bashti, the speedy and comely daughter of Adam—Dadadvantage, was purchased here to-day by Harry Payne Whitney for \$30,000 at the dispersal sale of the Newcastle Stable, owned by Andrew Miller and Tom Welsh.

When led into the ring the crowd in the paddock applauded, and in all probability the first bid was \$15,000. S. C. Hildreth, the sire of Novelty, and a Mr. McCurdy, acting for Harry Payne Whitney, were the chief bidders, and the price climbed until the others withdrew when Mr. McCurdy bid \$30,000.

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YACHTS DRIFT ON SOUND BIG BOATS SHOW SPEED

Stamford Club's Regatta Sailed in Disappointing Breeze.

The Stamford Yacht Club had a good fleet, but a somewhat disappointing breeze, for its twentieth annual regatta, sailed on the Sound off Shippin Point yesterday.

There were sixty-five entries, but only a little more than half came to the starting line. One of the absentees was the Wind, which had been counted on to fill Class F and make a race for the Cara Mia.

The old sloop Ramallah, Captain E. H. Tucker, entered the lists, and the pair were started more than ten minutes after the class time.

Another thirty-seven yachts started. While manoeuvring for position the yawl Grace II and the sloop Nimbus III came in contact, with the result that the former lost her bowsprit. Nevertheless she crossed the line. That was the only mishap of the day, and no protest was lodged by either side.

There was a fresh easterly breeze at 12:30 when the warning signal was given, but after furnishing a spirited start it died out and left the yachts drifting idly about the Sound during most of the afternoon.

At 4 o'clock a light air from the south brought the yachts home with spinnakers set. The regatta committee, R. H. Gillespie, chairman; H. S. Hart, J. S. Jenkins, Edward Corning and Bartholomew Jacob, had the use for the day of the ocean-going tug Vigilant, lent to them by her owner, Mr. McWilliams. Chairman Gillespie, who is also commodore of the club, entertained captains and crews of the yachts on board the Vigilant after the race.

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ATLANTIC YACHT CLUB HOLDS RACES IN GRAVESSEND BAY.

Unusually fast time was made by the larger boats in the races to count in the yacht racing championship of Gravesend Bay, sailed under the auspices of the Atlantic Yacht Club, yesterday.

Once more the wind came from a quarter that made it impossible for the regatta committee, made up of H. E. Brown, chairman, and Dr. J. E. De Mund, to find a championship course that gave the yachts any weather work.

The starting line was off the Atlantic Yacht Club house, and for the first time the regatta committee used its new platform, built for the big race week of the organization, which is to start on Wednesday, August 21. The platform is a good fifteen feet high, and as it is built on the end of the long dock at Sea Gate, it gives the committee a splendid view of the course.

At the starting line the wind was light and from the south by west. It held from this quarter and at about the same strength throughout the race.

The first leg was down the wind from the starting line to a mark off Bensonhurst. In the Q class, the Spider, which has been doing exceptionally good work lately, was the first away, closely followed by the Gray-Jacket. Then came the Florence, with the Soya many seconds astern.

The Soya had considerable trouble in getting out the light sail, and as a result was practically out of the race when the boats voyaged, booms to starboard, at the Bensonhurst mark. The Spider was the first to round, and then came the Gray-Jacket, followed by the Florence.

It was a broad reach, with ballhoosers, to the Fort Hamilton mark. In the leg to the Vigilant, the Spider, which has been doing exceptionally good work lately, was the first away, closely followed by the Gray-Jacket. Then came the Florence, with the Soya many seconds astern.

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ADAMS'S SONDER ACTUALLY FIRST IN FOUR PRESIDENT'S CUP RACES.

SPANIARDS GOOD LOSERS Say They Came Here for Pleasure—Either Beaver or Cima Will Get Draper Trophy.

Marblehead, Mass., Aug. 20.—The President Taft Cup, the principal trophy in the international sonder yacht race between America and Spain, was won to-day by the Harpoon, owned and sailed by C. T. E. Adams, 24, treasurer of Harvard University.

Although it required three wins to secure the Harpoon trophy, which the Harpoon actually finished first in all four races of the series, losing one race by voluntarily disqualifying herself on a foul.

The members of Mr. Adams's crew were Thomas Nelson Perkins, a member of the Harvard University Corporation, and Arthur Adams, brother of the cup winner and assistant treasurer of the American Sugar Refining Company.

The Beaver, owned by C. H. W. Foster, was the second boat in to-day's race, finishing two minutes and seven seconds behind the Harpoon, while Guy Lowell's Cima came in two minutes later.

The Chonta, the leading Spanish boat, was two miles behind when the Harpoon finished, and the Mosquito II and the Pappose were still further astern.

President Taft saw the race from the Presidential yacht Sylph. After the leaders had crossed the line the President's yacht joined the Harpoon and the flashship Emerald, which came in from twenty-two to twenty-seven minutes later.

The Beaver, the Cima and the three Spanish yachts will race on Monday for the Governor Draper Cup, but the trophy lies between the Americans.

The Beaver to-day has secured twenty points toward this cup, which the Cima has none. The Spanish boats can secure enough points on Monday to overcome this lead.

There is still a possibility, however, for the visitors to pick up a minor trophy, as the Eastern Yacht Club offers first and second prizes for each day's race.

VICTORY FOR EDMERE

Defeats Woodmere Easily in Interclub Match.

On the courts of the Woodmere Country Club at Woodmere, Long Island, yesterday, the first interclub lawn tennis match was played between the Edgemere and the Woodmere clubs.

The Edgemere team won four out of the six matches in singles. The best match of the day was between R. W. Woodmere and J. J. Grayhurst and H. J. Curtis, of the Woodmere. It took three sets before the contest was decided, the score being 6-1, 5-7, 6-1. Another match which took three sets before it was decided was won by W. H. Swanton, of Edgemere, who defeated the home player, R. L. Kane, by the score of 4-6, 4-3, 6-4.

Edgemere took two out of three matches in doubles. Dr. Beaman and J. J. Longworth, of Woodmere, and J. W. Grayhurst and A. McKenna, of the Edgemere, played a hard match, the former players winning the first set 6-4, losing the second 3-6, and, after a hard and exciting contest, taking the final set 7-5. The summaries follow:

Singles—W. W. Totten, Woodmere, defeated J. J. Walsh, Edgemere, 6-4, 6-4. A. S. McKenna, Woodmere, defeated J. J. Grayhurst, 6-1, 6-1. A. J. McKenna, Edgemere, defeated A. H. Beaman, 6-1, 6-2. J. J. McKenna, Woodmere, defeated J. W. Grayhurst, 6-4, 6-3. R. W. Gifford, Edgemere, defeated W. H. Swanton, Woodmere, 6-4, 6-3. R. W. Gifford, Edgemere, defeated R. L. Kane, Woodmere, 4-6, 4-3, 6-4.

Doubles—Dr. Beaman and J. J. Longworth, of Woodmere, and J. W. Grayhurst and A. McKenna, of the Edgemere, played a hard match, the former players winning the first set 6-4, losing the second 3-6, and, after a hard and exciting contest, taking the final set 7-5. The summaries follow:

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PLAN INTERCITY RACE

Boston Yachtsmen Coming to Sea Gate Regatta.

So many interesting fixtures have been arranged by the regatta committee of the Atlantic Yacht Club that it is difficult to say what is going to be the most important feature of the annual race week of the organization that will open on Wednesday.

It has been several years since there has been a race between the yachtsmen of the two cities. The last contest was for Q boats, and the Boston team easily defeated the Gravesend Bay Corinthians. The race this year will be for Class P yachts, and it is expected that the New York boats will be able to turn the tables on their rivals from Massachusetts Bay. Boston will be represented by the Mavourneen, which belongs to George Lee; the Timanda, the property of George B. Fallon, Jr., and H. S. Wheelock's Amoret. The New York boats will be the Cara Mia, the property of Stuyvesant Watrous; Richard A. Monk's Windward, and the Mimosa III, which belongs to Edmund Beckis.

The intercity race against Boston is not the only special match that has been arranged for the week. The yachtsmen of the Islip Yacht Club will send a team of at least six boats to race against the intercity class of the Larchmont Yacht Club. Several other one-design classes will take part in the race week. The Bellport Bay Yacht Club will send at least six of its speedy boats to Sea Gate, and it is expected that at least ten of the one-design boats of the Cedarhurst Yacht Club will take part in the regatta.

Of course, the New York Yacht Club thirty-footers will be on the Lower Bay to take part in what promises to be the most interesting series of the season. The South Bay Yacht Club, of Patchogue, also may be represented in the big regatta.

In addition to the contests among the one-design classes the regular divisions all will race during the week. The most important of these for the regular classes will be the third series for the Thompson trophy for Class Q yachts. A new Lipton cup also is up for competition. Although this race, the first of the series, will be held during the Atlantic week, the contest will be managed by the Crescent Athletic Club, which is the sponsor for the trophy. The Lipton cup has been offered for Class S yachts.

Although unusual care has been taken to arrange an attractive programme for little fellows, the big boats will be given plenty of sport during the week. The sixty-footers Aurora, Istalena and Winsome all will be at Sea Gate and will be sent over the Sandy Hook course, made famous by many a race for the America's Cup. The Shimna, the Ironquod, the Polar, the Gardena, the Adventure, the Phantom, the Adyta II and the Eidolon are some of the other large boats that intend to take part in the three days of racing.

AN IMPORTANT POINT. From the Philadelphia Inquirer. Statistics show that every one in this country ate eighty-two pounds of sugar last year, but whether it was trout or actual weight is not stated.

MANY AFTER ELGIN CUPS

Best Drivers Enter for National Road Races.

Chicago, Aug. 20.—To read the entry list for the national stock chassis road races of the Chicago Motor Club at Elgin on Friday and Saturday of next week is like calling the roll of the most brilliant and clever drivers in America, for with but one or two exceptions every driver of prominence in the country has determined to have a try at the big money and handsome trophies that have been hung up for competition over the 8 1/2-mile circuit which lies west of Elgin.

In a nutshell, one might say that all the stars have entered, with the exception of Ralph de Palma, Louis Chevrolet and Bob Burman, and it is more than possible that the Flat pilot will be an eleven-hour candidate that have been hung up for competition on Saturday night, and it is reported that the Flat people in New York are working tooth and nail to get a car ready for Elgin.

Robertson in the Simplex, Grant in the Alco, Harroun and Dawson in Marmons, Oldfield in the Knox Six, Mulford in the Ford, Greiner and Livingston in National, Watson in a Corbin, Eulke in a Cole—they're all in, and many others.

The Elgin races will not start at daylight, as will the Vanderbilt, for Westerners have not yet been educated to that point, nor can the roads be tied up so early in the morning. Therefore, each day's racing will start at 10 o'clock, and the course will be closed by soldiers at 9 o'clock.

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CREW REPORTS SURPLUS

Last Year a Successful One for Columbia Management.

The year ended June 30 last was the most prosperous one, financially, that the Columbia crew has ever had. After meeting all the bills against the 1910 crew, the management had a surplus of more than \$4,000, according to the report of R. Y. Mahon, the manager, which was announced last week.

Of this surplus \$2,500 was applied to a permanent fund, leaving a balance for running expenses of \$1,500.

The total gross expenditures were \$14,081.36, but the net expenditures were only \$8,358.16, deducting the \$2,500 put in the permanent fund and \$2,200 spent for a coaching launch. The largest individual item of expenditure was \$1,375.00 for salaries. The others were: Crew and racing, \$3,197.64; barge, \$418.35; boats and oars, \$332.62; general expenses, \$111.84; launch account, \$287.35; equipment, \$237.55; insurance, \$188.90, and special expenditures totalling \$566.73.

The total receipts of the crew amounted to \$13,530.31. From the alumni the crew received subscriptions amounting to \$2,428.75 and the allotment obtained from the inter-city athletic association was \$6,176.24. The class of 1900 gave \$250 for a coaching launch, and \$1,000 came from an alumni fund. Undergraduate subscriptions amounted to \$280.10. Other incidental sources of income yielded \$1,344.57.

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