

LIVELY DAY ON CRUISE

Collision in Fog Between Irolita and Elena Barely Averted.

KEEN CONTESTS FOR CUPS

Run from Newport to Vineyard Haven Replete with Stirring Incidents.

Vineyard Haven, Mass., Aug. 12.—The Elena led the New York yacht squadron into harbor this afternoon after a most exciting run from Newport. Close astern was E. Walter Clark's Irolita, which, on account of her allowance, won the race and took the commodore's cup. There was a fog early in the day, which lifted shortly after noon, and it was clear until the fleet had started. Then it shut in so thick one could not see more than a boat length. The big schooners Elena, Sea Fox and Endymion were standing for the line on the starboard tack, when suddenly the Irolita loomed up close to the Elena. The Irolita was tacked smartly, and the two yachts glided off into the mist, the Irolita's bowsprit having missed the Elena by less than twenty feet.

At the Vineyard Sound Lightship the fog lifted and the yachts had a pleasant race through the Sound. The Irolita took her mainmast staysail near the light. The 6-footers got lost in the fog and found themselves to leeward of the Vineyard Sound Lightship. They had to tack to fetch by, and the Irolita, by the error, was made first instead of last. The Terminus won the second division cup and the sloop cups were taken by the Shinn and the Rowdy.

For a while it looked as though there would be no racing. The fog came down thick and fast, and in addition to this there was a heavy sea. As a matter of fact, several of the boats turned about and headed for Newport only to change their minds when the preparatory gun was sounded. In an instant, almost, the thick fog of the starting line was a highly agitated scene, with the white-winged tapers darting here and there, awaiting their turns in the various classes. It was a somewhat dangerous condition for a while, for the haze would lift occasionally, only to come down thicker than ever the next minute, and the lightship and the steam craft hovering near kept their sirens blowing constantly. Several collisions were averted only by the expert handling of the vessels.

A few minutes after noon a rift showed that gave some promise of staying, and the regatta committee started to get things in shape. The warning signal was given at 12:15 o'clock, and the first classes, which comprised the P sloop and the New York thirties, were sent away at 12:30. The Windward was first over, followed by the Rowdy, the Alca, the Phryne and the Joyant. A slip-up occurred with the Juanita, the Carita and the Banzai, for they crossed before their time, which necessitated their going back and doing it over. These were all on the starboard tack and had a such of seventeen miles east-southeast to the Vineyard Sound light vessel.

When the next signal sounded the regatta was in a good place and the got near almost on the dot, the Irolita, Whosome, Shinn, Adventure, Rainbow, Gardenia, Dorado and Medora following the Aurora in order. It was just this time that the fog came around again and so completely shut out everything that nothing was realized but sounds. The tail end of the line of ships as it went past the committee boat was swallowed up as completely as if it had gone over the side of a high precipice. The situation was critical at this stage, and there never was so much shouting and scurrying about on the big schooners as they inched around the line in close proximity to each other, with the deadly fog obscuring everything until a boom would shoot out in sight or a white wall would loom up dead ahead, showing the awful nearness of another craft.

The Irolita, the Elena, the Endymion and the Sea Fox were particularly snarled up as they maneuvered around the line, and to those aboard of the crack fliers it looked several times like a case of "jump" for some one. That the yachts got away without a mishap was nothing short of miraculous, but the fog spoiled the race as a spectacle, for outside of having a clear view of the start of several of the classes, those aboard the steamers and other power craft which are with the fleet saw nothing of the sport until a couple hours later.

After the committee boat had clocked the races over the line then H. De B. Parsons, J. M. MacDonough and Frederic O. Spelden, the regatta committee, sought the flagship in their launch, but did not find her in the fog. After circling about blindly for about half an hour they started on the Diana, and were taken aboard, as the boats sailed nearer and nearer to Martha's Vineyard the atmosphere became clearer, and about 2:30 o'clock it was easy sailing, if one took no reckoning of the heavy sea, which was keeping the sailors on the racers busy and stewards on the steamers running about packing stims and glass was so as to avoid as such damage as possible.

The M class sloops made a very interesting race of their contest. The Dorelle got away first, but the Medora passed her. The two indulged in a luffing match, but the Medora kept her lead, winning by only a narrow margin.

TELLS WHY BALLS CURVE

Simply Air Pressure, Columbia Lecturer Explains.

The curve, the high foul, the freakish behavior of the spitball and all the other phenomena familiar to baseball enthusiasts were all explained scientifically by Professor W. S. Franklin, of Lehigh University, in a class that crowded Fairweather Hall, Columbia University, yesterday to hear a lecture on "The Physics of Baseball Curves."

Professor Franklin started in by telling about Bernoulli's law. Bernoulli, a scientist of the seventeenth century, didn't know anything about baseball curves, but he knew, according to the speaker, about cycloidal curves, isoperimetric curves, spiral catenaries and was pretty well up in physics and mathematics generally. He discovered what is now known in physics as Bernoulli's rule. It is a modification of this rule that accounts for the baseball curving after it leaves the pitcher's hand. It is merely a question of air pressure.

The professor made a number of experiments by which he demonstrated the rules he has just sent out over the heads of the students' miniature balls. The curves they described would have made famous pitchers envious.

NELSON TO MEET KETCHEL

Battling Dane Laughs at Stories About His Retirement.

St. Joseph, Mo., Aug. 12.—"Battling" Nelson was yesterday matched to go ten rounds to a decision against Steve Ketchel, the Chicago lightweight, on Labor Day. The men will box at catch weights, which will give Ketchel an advantage of about five pounds.

The match will mark the seventeenth anniversary of Nelson's advent into the ring. It was on Labor Day, 1895, that Nelson, then weighing 105 pounds, knocked out a big middleweight in one round, for a purse of \$1. The promoter kept the dollar, and Nelson's coat and vest.

Nelson laughs at stories of his retirement. "I am good for a few more years," he says. "I am not going to fight every week, but will enter the ring only when the inducements are right. I am only thirty years old, and a man ought to be in his prime then. I know I feel like a kid of fifteen."

FINE SHOWING BY 'VETS'

New York Eleven Does Well in Cricket Game at Ottawa.

Ottawa, Aug. 12.—In the first match of their tour the team of the New York Veteran cricketers, now playing in Canada, made a fine showing, and, although playing one man short, succeeded in running up a total of 201 before all were disposed by the Ottawa eleven.

The start of the innings was none too promising, wickets falling rather quickly. A. Hoskings and H. Leith-Ross were caught first to bat, and the former was caught out by 12, while the latter added 9 when he was bowled. A. S. Durrant scored but 1 when he was given up by F. J. Kelly, while Sydney Deane ran up 15. F. J. Kelly and G. W. Hayman then got together and made a long stand, which proved the feature of the day's play. They played carefully and put on over a hundred runs before being sent back to the pavilion. Kelly made top score of the innings, with 70, while Hayman scored 52. J. S. Bretz, captain of the team, and Archie Gunn lost their wickets. J. D. Cave played for the ninth wicket and added 16, while L. E. Bretz was not out, 1, when the innings ended.

Table with columns for names, runs, and other statistics for the cricket match.

Patricia Noses Out Michigan for Trophy

Baby Reliance Sinks in Trial Spin—The Kitty Hawk Makes Fast Time.

Chicago, Aug. 12.—The Patricia, the Canadian challenger for the Richardson trophy, emblematic of the sailing yacht championship of the Great Lakes, today won the second race of the series of five with the Michigan, the American 30-foot sloop. Each yacht now has one race to its credit, the Michigan having been the victor on Saturday. Today's race was three laps around a triangle of about four and a half miles. The Patricia was better handled and crossed the finish line in 3:24.20. The Michigan's time was 3:25.34. While the yacht race was being sailed the hydroplane, the Baby Reliance, and the entry of Commodore J. Stuart Blackton

BRITTON WINS HANDILY

Easily Outpoints Smith in Ten-Round Bout at the Garden.

Jack Britton, the lightweight of Chicago, Danny Morgan's latest protégé, had little trouble in outpointing Eddie Smith, of Yorkville, in a ten-round bout at Madison Square Garden last night. The contest was one-sided and of ordinary interest from start to finish, and had Jack Britton shown the class that his silent manager claimed for him he might well have scored a knockout. In the course of the ten rounds he hit Smith flush on the jaw full fifty times, but he failed to score a knockout, and there was never a minute when the East Side lad was not strong.

A blunder by one of Smith's seconds was the cause of his almost being forced to quit the ring in the eighth round. Eddie came to his corner, and by way of helping him his second gave him smelling salts to drink. Smith swallowed some of the burning fluid before he discovered what it was. He gasped in agony, and during the ensuing round he could only cover up and take punishment.

Smith's covering proclivities robbed the bout of much interest. He was totally outclassed by his clever opponent, who stood off at long range and popped him punches in rapid fire order with both hands to the face, head and neck with great accuracy, and when the pace became too hot for comfort Smith wrapped his head up behind an armor of elbows.

Smith fought according to no rules. He went in at times and hooked, swung and cutted away with a will. He seldom repeated himself, and his total disregard for all recognized rules of the Marquis of Queensberry game enabled him to land blows from almost impossible angles. Jack stuck to his straight left-hand lead, hooks and jabs and was easily outpointed by Al McCoy, a clever water-walker of Brooklyn, put a crimp in the title aspirations of "Young" Kurtz, of Newark, N. J., in the opening top-round bout, and "Fackey" Hommy outpointed "Young" Reilly in the closing bout. For some time Reilly and Hommy have been posing as featherweights. Last night Reilly weighed 125½ pounds, while Hommy balanced the beam at 132½ pounds.

LIKES SOUTHERN ROUTE

Los Angeles Motorists Tell of Recent Ocean-to-Ocean Run.

Enthusiastic over the possibilities of what is known as the southern route for coast-to-coast tourists, Dr. S. S. Crow and A. Faulkner, of Los Angeles, have just completed a motor car trip from that city to New York. The two men took the trip as a vacation in Dr. Crow's 48-horsepower Pierce-Arrow runabout. They made no attempt to establish any records, but stopped at several places for visits with friends and relatives and for sightseeing. They left Los Angeles on June 5 and arrived in New York on July 8. Of this time they spent seventeen days on the southern route as far as St. Louis, said Dr. Crow, and then branched north to Chicago, as we wanted to visit the Pierce factory at Buffalo for a day. We thought we could do this more easily by going there on our way East than by going direct to New York and then touring back.

"Within the next few years I believe the southern route, which leads through Yuma, Phoenix, Globe, Springerville and Trinidad, Col., will be in excellent condition for tourists, and when it is it will be preferred by most ocean-to-ocean tourists. Most of the transcontinental tourists now choose the northern route. But this is open only during the summer months. During the winter many parts of it are impassable. The southern route has little idea of the extent of the roadwork that is being done in some of the less thickly populated states in the West. Arizona and New Mexico are interested in this work to a remarkable degree. New Mexico has adopted the plan of working its convicts on the roads, and the progress made is surprising. There are roads in New Mexico that compare very favorably with the finest of the boulevards in the East. Citizens of many communities in Arizona are making up their minds for the improvement of roads in their own vicinity. This must not be taken to mean that there are no good roads on the southern route now. It means that the bad spots there are being weeded out. For instance, between Rice and Springerville, Ariz., there is three miles of road that is covered with rocks and boulders of all sizes. A public spirited resident of Springerville is putting the road in good condition at his own expense.

TIMELY BITS OF SPORT

Cubs Preparing Many Alibis in Case Giants Win Pennant.

MURPHY AND CHANCE TALK

Roger Bresnahan's Connection with World-Wide Tour Surprises Chicago Owner.

In spite of the fact that the Chicago Cubs are gradually encroaching on the preserves of the Giants, the Windy City crew apparently is not any too confident of ultimate victory, if the output of the public yesterday can be taken as a reflection of their feelings. Frank Chance first comes out with a statement in Boston that the suspension of Evers for five days for an altercation with Finneran in the game on Saturday is nothing more than a scheme to assist the Giants to the pennant. Then arises Charlie Murphy in Chicago and intimates that the St. Louis Cardinals are going to assist the New York team to the gonfalon because Roger Bresnahan has been mentioned as a participator in the world-wide tour of the champions after the season closes.

Murphy assumes that the Giants will not take the trip unless they win the pennant, but McGraw has already stated that the trip will be taken whether the team wins or loses. By winning two out of three in the present series the Cardinals have not shown much of an inclination to help the Giants. By and large the development yesterday points to a perfectly good alibi for the Cubs in case they do not overcome the lead of the champions, which they are not likely to do.

Murphy's statement declaring that the Giants will not win the flag, "without undue assistance from other teams' follows: "I am surprised to see Bresnahan's name connected with such an enterprise as the tour of the Giants. It looked at first like a simple and harmless plan to pick up a little easy money, and so far as I know, there had been no opposition to it. But when they incorporate, becoming a stock selling possibility, and use the name of such men as Bresnahan—manager of a team that can help us or hurt us a whole lot in the present pennant race—the matter takes an entirely different aspect.

"As a matter of fact, the Giants haven't won the race, and I don't think they will win it without the undue assistance from other teams. I want to see the Cardinals play the game against the Giants, and they'll fight up to the hilt. I can hardly believe that Bresnahan would allow himself to be drawn into a financial scheme whose success might depend entirely on his own team losing and a rival team winning. It is contrary to all traditions of baseball. The race in the National League must be run out strictly on its merits. Not even a suspicion can be permitted to creep into the situation right now."

The Giants caught a train early last evening to take them out on their last swing through the West before coming home to dine on the succulent fare provided by Brooklyn and Boston, which has so helped the Cubs in their chase of the champions. Twenty games will be played abroad, every city in the circuit being visited before the return on September 2. The stay at the Polo Grounds was particularly profitable, the Giants breaking just even on sixteen games played, while their chief rivals, the Cubs, were winning fourteen and losing three, with one more game to be played with Boston today. If the Cubs win today the margin separating them from the leaders will be cut to six games, as compared to ten when the Giants returned home and twelve when they started West in July.

The issue will be fought out squarely in Chicago with a three-game series beginning on Thursday. Marquard and Tressau are already primed to do battle with Mathewson on the return on September 2. They will follow three games with St. Louis. Chicago will be visited again to play off a postponed game on August 22 before the invasion of Pittsburgh for three games. A couple of encounters with the Reds will wind up the Western trip and the champions will appear in Brooklyn for three games on August 29, to be followed by a trio of contests in Boston over Labor Day. Four will be played in Philadelphia before the Giants return to the Polo Grounds on September 9 to meet the Superbas. By this time the pennant race ought to be over.

President Thomas J. Lynch of the National League announced last night the suspension of Johnny Evers, of Chicago, for five days and the firing of Zimmerman, also of Chicago, who was suspended for playing off a postponed game on August 22 before the invasion of Pittsburgh for three games. A couple of encounters with the Reds will wind up the Western trip and the champions will appear in Brooklyn for three games on August 29, to be followed by a trio of contests in Boston over Labor Day. Four will be played in Philadelphia before the Giants return to the Polo Grounds on September 9 to meet the Superbas. By this time the pennant race ought to be over.

Fred Beebe, the Buffalo pitcher, will be compelled, according to a decision of the National Baseball Commission yesterday, to pay to the Phillies a claim for \$166 for salary overdraw while a member of that team. Beebe admitted the debt, but declared that he had lost five weeks' salary when transferred by Philadelphia to the Buffalo club. The commission held that this loss of salary was entirely his own fault, and allowed the Philadelphia club's claim.

Johnston, the first baseman of the New Orleans Southern League team, has been sold to the Cleveland Naps in exchange for Angermeier, catcher; Cullop, pitcher, and Mills and Butler, infielders. Cullop and Angermeier have already reported. Johnston will have to join the Cleveland team in a few days.

THREE PERSONS DROWN

WITH CROWDS NEAR BY

Series of Fatalities Among Bathers in and Near the City.

GIRL LOSES WATER WINGS

Tugboat Fireman Doing Fancy Swimming in East River When He Suddenly Disappears.

Three persons were drowned in the waters about New York yesterday, while crowds were near at hand. One was a girl of sixteen, who lost her life when the water wings with which she was learning to swim became unfastened; another was an expert swimmer, who was taken with cramps while doing stunts in the water for the benefit of a large crowd of persons on a recreation pier.

Louise Berger, of No. 88 Tinton avenue, The Bronx, who with her mother was camping at Clason's Point, was drowned at High's Beach, yesterday morning she received from her father a pair of water wings, and in the afternoon she decided to go in bathing. Mrs. Berger did not go along with her daughter, but later went to the beach to get her to come back to the camp. The mother could not see her daughter in the crowd that was bathing and began to call for her to come out of the water.

A young man volunteered to find the girl when she was described to him and swam out to a float some distance from the pier. There he found the water wings, with which he swam back to the pier. Mother Becomes Hysterical. As soon as the girl's mother recognized the water wings because of her daughter's initials that were painted upon them she became hysterical, and her cries attracted many bathers. A score of young men and young women began to hunt for the missing girl.

Robert Goode, a volunteer life saver, after diving several times from the float near which the water wings were found, recovered the girl's body. She had grasped the bottom rung of a ladder that led down from the float and her death grip was so strong that Goode was compelled to come to the surface and get help before the girl's hands were released. She was brought ashore and Dr. Gillette, of Fordham Hospital, worked over her for nearly an hour with no effect.

Victor Koerke, a fireman aboard the War Department tug Daniel S. Lamont was drowned in the East River off 25th street while several hundred persons on the recreation pier at 24th street looked on. Koerke and two other firemen went in for a swim and after diving off the pier at 25th street several times Koerke noticed that the crowd on the recreation pier was watching him. He began to do fancy things in the water, and after a long dive started to swim down stream toward the pier. The crowd looked on as the fireman exhibited all kinds of strokes, and then they saw him turn on his back and stop swimming. Then the man disappeared.

At first the onlookers thought that he had simply gone down for their entertainment, but as he did not come up women began to scream. Watermen in the vicinity were attracted to the scene, but it was too late. The man's two companions had been swimming up stream and were too far away to be of assistance when he got in trouble. The body was found last night after men had grappled for it for several hours. It was near the 25th street pier. Patrick Frawley, of No. 48 West 49th street, was drowned at Arverne, where he had gone with George Goulet for a swim. The breakers were extremely heavy yesterday, and when Frawley went beyond the life lines he found that he could not get back. His friend went to his assistance, but the heavy combers washed the two men apart, and Frawley disappeared. Edward Trainor, a life guard, remembered that he had seen Frawley at No. 25 West 25th street, Manhattan.

BOY DROWNS FROM BOAT. (By Telegraph to The Tribune.) Stamford, Conn., Aug. 12.—Eric Regan, eleven years old, son of well-to-do New York parents, who was sunbathing at Sound Beach, fell out of a rowboat while attempting to tie the boat to a pier at Sound Beach this afternoon and was drowned. Alice Blover, fifteen years old, who saw the accident, tried to save the boy, but the lad sank beneath a float and she could not reach him.

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Sherman's March To The Sea

Breaking Loose from His Communications and Burning the City of Atlanta, Sherman Started with 60,000 Men for the Atlantic Coast. In Five Weeks He Marched 300 Miles, Reached the Sea, Stormed Fort McAllister, and Captured Savannah. The Effect of This March Can Hardly Be Overestimated. A Fertile Region Sixty Miles Wide and Three Hundred Miles Long, Was Desolated; Three Hundred Miles of Railroad Were Destroyed; Immense Supplies of Provisions Were Captured and the Already Sundered Confederacy Was Dealt a Blow That Hastened the End of the War.

Brady War Photographs

Illustrating Elson's New History of the Civil War you can see picture after picture taken on the spot. Several of them show the very scenes of ruin taken on the same day the torch was applied, while the story of Sherman's march in this section is like no tale you have ever heard. It is absolutely different from any book you have ever read. It is interesting, thrilling, surprising. Some of the War Photographs are: The Atlanta Bank Before the March to the Sea. "Tuning Up," a Daily Drill in the Captured Fort. Cutting Loose from the Base, November 12. (Demolishing the Railroads). The Bustle of Departure from Atlanta—Ruins in Atlanta. The Guns That Sherman Took Along—Negroes Flocking in the Army's Path. A Beautifully Colored Frontispiece—Ready for Framing.

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