POWER BOAT RULES CHANGED.

TROUBLESOME RACING MATTERS STRAIGHTENED OUT.

Boats Competing for Gold Challenge Cup Must Be Weighed—Changes in Deed of Trust Conflict Between Those Racing for Sport and the Manufacturers.

The delegates to the semi-annual meeting of the Power Boat Association, which was held at the Hotel Knickerbocker on Thursday, settled many matters that have been troublesome to those interested in the sport of racing power boats. Fifty-three clubs are now enrolled in this association, and as these are all clubs of good standing in the yachting world what the association does has much to do with the success of the sport. The trouble with power boat racing has been that the builders of boats and engines have tried to control the sport, with the result that those who are in the sport purely for sport's sake have been rather diffident about racing their boats against those of the builders that are constructed simply as advertisements or for sale.

The builders, through their association and their club, have tried several times to change the rule of rating. They oppose the association's rule because they maintain that it works to the disadvantage of the high powered boat and gives the low power boat or the boat that is built as a cruiser an unfair advantage, and now they are going to frame a rule to suit themselves, and the result will probably be that they will have their racing to themselves. There is to be a week racing of power boats next September in connection with the Jamestown exposition, and the committee in charge of that week of sport is now at work on the rules and other details. Some of the members favor the association rule, while others want the rules changed to suit the builders. There will be a fight over this matter, and should the builders win out there is no doubt that several amateurs in the sport will keep their boats at home.

The rule of the association is 18 times the cube root of the square root of the load water line multiplied by the horse-power and divided by the area of the midship section. This rule conforms very nearly to the admiralty rule, and it has been figured by experts that under this rule a small 16 footer will have a fair chance of success when competing with a high power boat of 100 feet length.

The Motor Boats Club and the Builders' Association have changed this formula. Their rule reads 43 times the cube root of power multiplied by the square root of length divided by displacement. They have taken 43 as a constant instead of 18; take length instead of load water line and displacement instead of area of midship section.

The area of midship section according to the association's rules is taken by a formula which has not given entire satisfaction and so at the meeting on the recommendation of the executive committee section 3 of rule 3 was amended by adding this clause: "Or the midship section may be obtained by multiplying (W) the actual weight of the boat in pounds plus 300 pounds for weight of crew by (C) a constant and divided by (L) the load water line in feet."

$$\frac{W \times C}{L}$$

"The constant for sea water being .0284 and for fresh water .0291."

In races for the American Power Boat Association's gold challenge cup boats must be weighed. In all other races it is left optional with the race committee to have the boats weighed or measured.

To get more accurately the horse-power of gasolene engines section 4 of rule 3 was amended to read as follows:

"Gasolene explosive engines to be calculated by multiplying (A), the area of one piston in square inches by (N) the number of pistons receiving direct explosions and dividing by (C) a constant."

"Receiving direct explosions" was inserted because of the trouble that arose last summer in the races between the Chip II. and the Sparrow for the gold cup. The Chip II. had a compression piston that was used as an auxiliary but which did not receive direct explosions and a protest was filed against her rating, which caused no end of trouble. The executive committee, to which the matter was referred, decided that the extra attachment on the Chip II.'s motor was in the nature of an improvement rather than a rule cheater and that power boat racing was to encourage improvement rather than to discourage them by imposing penalties.

A new section was added to this clause as follows: "In two cycle engines of less than six inches stroke the formula should be:

$$\frac{A \times N \times S}{C}$$

S being stroke in feet.

"The constant in automobile engines shall be 2 for four cycle engines, 1.65 for two cycle engines having 6 inches stroke or over, and .85 for two cycle engines, having less than 6 inches stroke. In all other boats the horse-power shall be taken at two-thirds of that given for automobile racing boats."

New clauses were added as follows:

(a) In four cycle engines having a compression cylinder or any device for forcing the mixture into the working cylinder the horse-power shall be increased 10 per cent.

(b) In four cycle engines having a compound or expansion cylinder or cylinders twenty (20) per cent. of the piston area of such cylinder or cylinders shall be added to the area (AxN) of the high pressure or working cylinders and then divided by the regular constant.

(c) In two cycle engines having a compression cylinder or cylinders the horse-power shall be augmented by the ratio that such cylinder column bears to the volume of the working cylinders, volume being determined by piston area multiplied by stroke.

(d) In two cycle engines where some rotary compressor is used the constant shall be one-half of that for four cycle engines.

A few other minor changes were made in the rules. One was that if through a protest the measurement of a boat was called in question the race committee shall direct the measurer to remeasure the boat and that when the boat has been remeasured the last report as made by the measurer shall be final.

A new section was made as follows: "Where a boat (by reason of the difference in rating for horse-power between automobile racing boats and cruisers) rates in both classes she shall be classed as an automobile racing boat. An automobile racing boat is one whose rating exceeds ten times the square root of its load water line length."

The rule which allowed a measurer and race committee to give a rating certificate to a boat that from any peculiarity of build could not be rated fairly under the rule was cut out altogether.

Several changes were made in the deed of trust governing the American Power Boat Association challenge cup for power boats, and these changes will have to be agreed to by the Chippewa Bay Yacht Club, the holder of the trophy, before they become effective. As the delegates of the Chippewa Bay Club were present and it was partly through their advocating them that the changes were made there is little doubt but that they will soon form a part of the trust deed.

The article relating to the management of the races was changed to read as follows: "That the match shall be managed by a committee of three judges, one to be selected by the challenged club, one by the challenging club and the third to be chosen by the executive committee of the American Power Boat Association. Such member should not be a member of either of the challenged or challenging clubs. Before this time the third member was selected by the two other members of the committee."

Boats in future must be measured by a measurer selected by the managing committee and approved by the measurer of the association. This work used to be done by the measurer of the challenged club or the club defending the trophy.

Protests must be filed in writing with the race committee within one hour after the race and must be signed by the owner of the boat. This will prevent any representative of the owner protesting and make it necessary for the owner to be present at the races.

John H. McIntosh was chosen as secretary, in place of Anson B. Cole, who resigned.

Now that the rules trouble has been straightened out in a satisfactory way there is every prospect of many power boats being built this winter, and the changes made in the deed of trust of the challenge cup have simplified many matters that have formerly caused much trouble.

Dreyfuss Making Baseball Deals.

CHICAGO, Jan. 5.—Barney Dreyfuss, owner of the Pittsburg Baseball Club, was in the city to-day. He and C. W. Murphy of the Cubs held a long conference, but said that they talked of only personal matters. Dreyfuss did not call on Ban B. Johnson, president of the American League, to discuss the schedule. Barney also had a talk with Joe Cantillon, who returned from Minneapolis to-day. It is said that Barney wants Case Patten of Washington for Pittsburg and Cantillon wants Beaumont of Pittsburg for Minneapolis. No announcement was made of a deal. Cantillon refused to discuss the Unglaub-Stahl proposed trade, but said that he would not trade Stahl even for Unglaub. Ban Johnson, Dreyfuss and Murphy will leave to-morrow for Cincinnati to attend the National Commission meeting on Monday.

Lehigh's Makes Record Basketball Score.

BETHLEHEM, Pa., Jan. 5.—Lehigh University made a record basketball score against Albright College to-night, the score being 123 to 15. Capt. Travis for Lehigh scored 47 points.

FENCING.

New York A. C. Scores Decisive Victory for Fencers Club Cup.

The local fencing season was officially put in commission last night at the New York A. C. with the annual team contest for the Fencers Club cup at foils, duelling swords and sabres. Each team was composed of three men and the conditions were that each man should fence with his particular weapon, the total score of wins counting. Though early in the season it was found that not a few of the regulars with the rapier were in tune and handled themselves with the dexterity born of a long term of training.

Four teams put in appearance. They were the New York A. C., the Fencers' Club, the New York Turn Verein and the Fencers' Club of Brooklyn. A light of other days shone last night in the person of Willie Lyons, who represented the New York A. C. in the duelling swords. It is years since he flashed the steel in battle around these parts, but the spell of residence in the Philippines did not rob him of his cunning with the blade, for he showed fine form. Following were the teams:

New York A. C.—G. K. Bainbridge, W. S. Lyons and A. G. Anderson.

Fencers' Club—L. W. Curran, Dr. Woodward and Dr. Lawrence.

Brooklyn Fencers' Club—G. W. Postgate, Dr. Buys and A. Chard.

New York Turn Verein—John Allaire, F. Bensingbing and George Reinherr.

The quartet who tried for the foils were Bainbridge Curran, Postgate and Allaire. Curran won the opening bout from Bainbridge, although it was thought that the latter on account of being left handed would puzzle the youngster from the Fencers' Club, but he did not, and Curran won handily. John Allaire, the veteran of many frays, faced Postgate in the second bout, but it was a demonstration of the old adage that youth will be served and Postgate won. Bainbridge and Postgate met for the third bout, and the New York A. C. fencer seemed to wake up in rare shape for he prodded the Brooklynite at will and won with a lot to spare.

For the fourth bout Allaire and Curran had a fierce setto, the veteran showing no fear of his younger antagonist and to the surprise of those present Allaire was declared the winner, but in the next bout Allaire met defeat at the hands of Bainbridge. Postgate defeated Curran. In the total score here the New York A. C. and Brooklyn F. C. were a tie, with 2 won and 1 lost and the Fencers' Club and Turn Verein were tied also with 1 won and 2 lost.

After a careful sally of about two minutes Lyon won the first bout of the duelling swords from Dr. Woodward. The other pair eligible for the swords were Dr. Buys and Bensingburg, and the doctor won the second bout from the turner. Lyon won the third bout in less than half a minute from Dr. Buys. In the fourth bout Bensingburg rushed madly at Dr. Woodward and the doctor responded by scoring a touch which earned a goose egg for each. Everybody was surprised when Lyon lost to Bensingburg. The total score made the New York A. C. a tie with the Brooklyn F. C. again, each having 2 won and 1 lost, while the Turn Verein had 1 won and 2 lost, and the Fencers' Club lost all the bouts.

There was some rare slashing in the sabres, the contestants being A. G. Anderson, Dr. Lawrence, A. Chard and Reinherr. Anderson, who is a former champion at the game, met Dr. Lawrence in the first bout, and Anderson won by 7 touches to 3. Reinherr defeated Chard in the second bout by 4 touches to 3. Anderson again showed his superiority by defeating Chard 5 touches to 1½. Reinherr won from Lawrence in the fourth bout, but he had to succumb to Anderson in the fifth bout, thereby leaving the champion with a clean score of three wins. The last bout of the night was between Dr. Lawrence and Chard, and the former won.

The New York A. C. won the cup with much the same score as it did last year.

The total score:

	W.	L.
New York A. C.	7	2
Brooklyn Fencers' Club	4	5
New York Turn Verein	4	5
Fencers' Club	2	7

Officials—Master of ceremonies, Dr. Graeme M. Hammond. Judges—M. J. Echeverria, C. J. Bothner, W. Scott O'Connor, A. Reiff, Jr. Timer, Dr. Clemons. Scorer, Charles E. Goodbue.

HOPES TO BEAT HIS DAD.

Young Ten Eyck Also After Scalps of Other Rowing Coaches.

SYRACUSE, Jan. 5.—Edward Hanlon Ten Eyck, the new rowing coach of the University of Wisconsin, will leave here to-morrow for Madison. He has been in Syracuse the last week as the guest of his father, James A. Ten Eyck, the Syracuse University rowing coach.

Although still a young man Ned has done his share in placing the name of Ten Eyck in the eminent position it holds in aquatics. When a lad he electrified the world by winning the Diamond Sculls at Henley. He retained the amateur championship for six years and retired without once meeting defeat. He is like his father in many ways, notably in refusing to talk about himself or his plans. The newspaper men at Poughkeepsie will find another hard nut to crack in him if the Badgers come East next June. While not as tall as the "old man," young Ten Eyck is of powerful build and weighs 225 pounds. His youngest brother, James Ten Eyck, who stroked Syracuse's winning freshman crew last June, greatly resembles the former champion.

Although the Wisconsin-Syracuse boat race for varsity eights was arranged previous to young Ten Eyck's appointment by the former institution, the latter is pleased with the prospect of a race with his father's crew next spring. As yet he knows nothing of the prospects at Madison, but one can see by his demeanor that he has it in his mind to make it warm for his father.

"There are a couple of things I want you to be sure and do," said Jim to his son. "Beat Rice and Dempsey and do your best to trim Ellis Ward. As for your old man, he'll look after himself."

The report is in circulation here that Pennsylvania men think so well of their chances to win the big race at Poughkeepsie next June that already they are indulging in quiet betting. On form it certainly looks as if the Red and Blue oarsmen would have a great chance, as last year's crack crew is retained intact. Ellis Ward is again agitating the question of centipede races, and with Rice in charge at Columbia, it looks as if sculling would have a chance at Poughkeepsie before many years. Syracuse will not be in that game this year, nor will she send a junior crew to Philadelphia to the regatta of the American Rowing Association next May, this on account of the 'varsity's trip to Wisconsin.

The basketball season will open to-morrow night here, Yale facing the Orange players. Syracuse has been unable to get games with the smaller colleges of New England this year, but if her five plays the season's schedule successfully she will stand ready to meet any college in a final game. Manager Lee has reserved a date for just such a contingency. Without Capt. Redlein, however, who is convalescing after an operation for appendicitis, it is doubtful if Syracuse can go through the season without a defeat.

There is talk here to the effect that Wikoff, the varsity centre in the days of Sweetland, will be secured by the athletic governing board as the assistant to Coach O'Neill of the football team. Wikoff was one of the best players in the game in his day and has been coaching in the South since his graduation in 1903. Leigh C. Turner, last season's line coach, has had several offers from Western institutions, notably Purdue, one of which he is likely to accept.

Baseball Notes.

Gus Moran, the umpire, has missed only three games in the last four years.

If Heine Peitz goes to the American Association Joe McGinnity will be all alone in his glory as the champion base runner.

Griffith's available third base supply embraces Conroy, Laporte, Yeager, Moriarity and Morgan; but unfortunately they can't all be used at once.

Princeton wants the New York Nationals to come there and play an exhibition game in the spring. The Manhattan club will probably be accepted and the game played on April 9.

Charlie Bassett, who played third base on the Brown University team in the early '80s and later in Providence, Indianapolis, Kansas City and New York, is now a heavyweight cop in Pawtucket, R. I.

While the biz leagues are endeavoring to suppress betting in the stands if they would put a stop to abusive and contemptuous talk that masquerades as coaching they would work a much needed reform.

Luther Taylor has gone into the grocery business in Baldwin, Kan., in partnership with his brother. He will pitch sacks of flour this winter to get fit for pitching curves next summer. The mute is a product of the Sunflower State. So are Fred Clarke and Dick Cooley.

Cupid has been shooting arrows into the ranks of New York ball players at a wholesale rate. Mathewson, Ames, Taylor, Donlin, Gilbert and Devlin have all been married since they came here to play. Likewise Wid Conroy and Walter Clarkson of the Americans, while Chase is in the nuptial stage.

In point of usefulness as a ball player Willie Keeler has outlasted all of his associates of the famous Orioles of 1894. He is as good as ever. Joe Kelley is still very much in the ring, but not the slashing hitter he once was. Steve Brodie has drifted to the minors and John McGraw is a successful manager. Hugh Jennings, like McGraw, is through playing and will be a big league manager next season. Robinson is retired and in business in Baltimore. Bill Clark is managing in the West. Henry Reitz has dropped out of sight. Dan Brouthers is on the retired list and Hemming, McMahon, Hawke, Mulkane and Esper have long since finished their diamond careers. Kid Gleason is still on deck.

YANKEE POULTRY IN ENGLAND.

FIRST EXHIBIT OF OUR BIRDS AT CRYSTAL PALACE SHOW.

Pluck of American Breeders Commended—Size and Color Against Them With the Judges—Several Prizes Won by White Plymouth Rocks and Bronze Turkeys.

American poultry have joined the ranks of globe trotters. After their journey to the Crystal Palace show at London the flock of thirty-one selected cocks, hens and turkeys reached New York unharmed just before the Madison Square Garden show. None of them was exhibited in this city, not because the blasé air or an English accent might make the stay at home fowls jealous, but for the prosaic business reason that if shown and beaten whatever glories won on the trip would be tarnished. The shipment is regarded as an entering wedge and may lead to annual invasions of the London show by our poultrymen. The exhibitors at New York discussed the details of the British experiment with much interest.

The Crystal Palace show has been held for over fifty years and is termed the international one as the entries from the Continent are always heavy as well as from the four nations that form the United Kingdom. It was the first American team to be sent across. The shippers and their lots were:

T. Farren Reckham, Peapack Farm, Peapack, N. J.—White Plymouth Rocks, 6; bronze turkeys, 5.

Richard L. Hutchings, Rutherford, N. J.—Buff Plymouth Rocks, 8.

D. Lincoln Orr, Orr's Mills, N. Y.—Columbian Wyandottes, 8.

William H. Bates, Rockville Centre, L. I.—White Wyandottes, 8.

Miss Sophia C. Pitchlynn, Washington, D. C.—Single comb brown Leghorn, 1.

Owing to the hasty planning of the experiment, none of the owners went with the birds. They were sent on the steamer Minnetonka on October 27. The shipping rates were not excessive, being 25 cents each way a cubic foot for the space occupied by the coops. The shippers furnished the feed and arrangements were made with a steward to look after the birds. They all arrived in good condition and were met in England by an agent who took care of them at the show held during November, and at its close reshipped the birds to this country.

"Our object was to learn how our birds would stand in comparison with the English birds and what the average English fancier would think of them," said T. Farrer Rackham at the New York show. "We knew the voyage would be particularly trying on the white birds, through the possible soiling of the plumage, but 'nothing venture, nothing have,' was our motto. I asked the experts not to be afraid to handle the birds, nor to look down into the skin itself, to see the colors of the feather and shaft were all white. We are particular about eyes in this country and our shipment had good, fiery red eyes and combs that were not calculated to lop or wrinkle to any extent. My particular interest was in white Plymouth Rocks, and as the English shape differs, I feared this would be against my birds. The American standard, too, calls for a yellow leg, while most of the white Plymouth Rocks sent here from England have had the orange leg, with a decided red color running up the inner and outersides of the legs and shanks."

The winnings of the American birds were highly commended in buff Plymouth Rock cocks, fourth with a hen and highly commended with a pullet; third with a Columbian Wyandotte hen; second in cocks, first and fifth in hens and very highly commended in white Plymouth Rocks, and in bronze turkeys second in cocks and fourth in hens.

Clem Watson, who made a detailed study of the birds for the *Feathered World*, thought the bronze turkey cock placed second might have won without any fault being found. "For size, shape and color he is equal to any," states the expert, "and for color could not be beaten by anything in England. In cockerels the bird was unnoticed, being not quite in such good condition as the leaders, losing nothing, however, in color or size. Among the hens only fourth was reached, but these were such a good lot that there was not much to choose between them. The pullets lost for the same reason as the cockerel, want of condition, but she has beautiful markings and nice color."

That the bronze turkey, by some regarded as the national American bird in preference to the eagle, should have such strong classes in England may be a surprise to those outside the fancier's cult. Regarding the White Plymouth Rocks the English experts found the cock that secured second a massive specimen, hardly as high in leg as they like, but for size and color about perfect. He was in excellent condition, despite the journey, and looked so well that many thought his bird should have won. The winning hens also stood out in size and shape, with a snow white plumage and in good form. The cockerel and pullets were pronounced nice birds, but lacking in size somewhat.

In the native American breed, Columbian Wyandottes, the team stood well, but was pronounced not so good as the English standard. Shape was not against the cock bird, which was all that could be desired, but a tendency to creaminess in color was against him, while the color was not clear in body, throwing up black feathers here and there. Hens and chickens had shape but lacked clearness in color. A little more size, with pureness of color and in the stripings of the neck hackle was wanted in the American birds. These points have been gained in the English breed by an infusion of Light Brahma blood, and the Americans, in the opinion of their British critics, have not made much progress by keeping their Columbian Wyandottes pure in blood lines.

The White Wyandottes were pronounced very neat in makeup and general appearance, but not as pure in color as the English prefer, and they lacked size, especially in the chickens. The Buff Plymouth Rocks were pronounced equal to any in England for size and shape, but paler in color than is desired there. The cock to be highly commended did not lack so much in this respect, although not level in color, with a coarse head to their view.

The pluck and bravery of the American shippers received high praise. More than one critic points out that the American breeders seem to catch utility points as carefully as exhibition qualities, a charge that is no doubt a true one. The English breeders have found that the two can hardly be kept together. They attribute the paleness of the buffs to this cause and also the "strawy" color of the White Wyandottes. One critic thinks the latter gave the appearance of an open air monet, without protection from sun and rain. The inference is that English exhibition birds are hothouse fowl.

Flushing Boys Win From Morris High in Close Game.

In a game remarkable for its low score and clever work of the guards the Flushing High School basketball team won from the five of Morris High by 11 to 6 at the Old Armory in Flushing yesterday afternoon. So evenly matched were the teams that it was not until near the close of the first half that a field goal was made, when McElroy caged a neat one hand try. Morris held its own, however, through the steady foul shooting of Putney, and the first period ended a tie, 3—3.

In the second half Flushing began to play with greater speed and on baskets by McElroy and Riley drew rapidly away from their opponents. Within the last few minutes of play Marshall, the little Flushing forward, made a brilliant goal from an angle half way down the floor. The result gives Flushing a clean score thus far for the P. S. A. L. championship.

St. Bartholomew A. C. Games.

The monthly games of the St. Bartholomew A. C. were held last night with the following results:

Running Broad Jump, Handicap, Open to Men's Club—Won by A. Telschow, 8 inches, with a jump of 18 feet; A. Hearts, scratch, second, with a jump of 18 feet; J. Hunter, 2 feet, third, with a jump of 15 feet 6 inches.

Potatoe Race, Open to A. A. U. Runners—Won by A. Cunningham; S. Keene, second; G. Crino, third. Time, 20 4-5 seconds.

20 Yard Dash, Handicap, Boys' Club—Won by J. Roth, 2 feet; R. Schonesy, 2 feet, second; W. Rossback, scratch, third. Time, 3 3-5 seconds.

Three Quarter Mile Race, Handicap,—Won by H. Goldburg, 25 yards; F. Lefforgue, scratch, second; J. Hayes, 30 yards, third.

20 Yard Dash, Handicap, Open to Men's Club—Won by O. Telschow, 2 feet; J. Stumpf, 4 feet, second; H. Lesser, 1 foot, third. Time, 3 1-5 seconds.

Flushing Girls Win Lively Basketball Game.

The girls' team of Flushing High School defeated their opponents from Newark High yesterday on the home court in Flushing after an exciting and well contested game by the score of 13 to 4. Miss Madeline Reymert played brilliantly as forward for Flushing. In deference to Newark's wishes girls' rules prevailed during the first half, but the home five led by 5 to 1 when the whistle ended the half. Playing under men's rules in the second half, the speed of Flushing's right forward easily attested itself, and the crowd went wild when she shot three pretty field goals in rapid succession. Miss Stanley of Newark did the best work for the visitors and scored all their points.

West Point Cadets Easily Beat Stevens at Basketball.

WEST POINT, N. Y., Jan. 5.—In a one-sided game of basketball the cadets defeated the Stevens Institute team to-day by a score of 80 to 10. The soldiers played together well and shot with accuracy. In the second half the army used all substitutes. Rockwell and Elting excelled for the army and Steinmetz for Stevens.

THAT "HOLDUP" OF YALE.

A Story of the Yale-Harvard Football Dispute Last Fall From Cambridge.

The *Harvard Bulletin* last week presented its contribution to the gayety of the athletic world in the form of an editorial review, more than two *Bulletin* columns long, of the circumstances attendant upon the choice of officials for the Yale-Harvard football game last fall. There has been so much talk of the alleged holding up of Yale by the Harvard people that the *Bulletin* editors feel called upon to correct the prevailing erroneous impression.

In illustration of the existent state of affairs the *Bulletin* refers to the Yale game of 1905. For this contest Yale wanted Mr. Dashiel to umpire, while Harvard wanted "Bill" Edwards. Harvard's opposition to the Yale nomination was defended on the ground that while Dashiel's ability could not possibly be questioned, there was the possibility that quite unintentionally his judgment might be biassed in favor of Yale by his earlier affiliation with the New Haven college. Princeton had made a similar objection some years ago on the ground that in the game of 1898, played on Brokaw field for the first and only time, Dashiel had displayed partiality. Princeton's argument was that, owing to the presence of his brother on the sidelines in a Yale sub's uniform, waiting for a chance to get into the game, it was almost impossible for Dashiel to act with absolute impartiality. Last year Harvard proposed Edwards, the Princeton captain of '99, as a neutral man. Finally, as the *Bulletin* tells the story, Harvard gave in to Yale; Dashiel officiated in the game of 1905, which was marred by the unpleasant incident in Which Burr, the Crimson guard, was roughly handled.

It was this incident, says the Harvard weekly, that brought to a head the Harvard authorities' opposition to the sport and when they finally consented to the continuance of Harvard's participation in intercollegiate football one of the conditions was that the committee on the regulation of sports should be responsible for the choice of officials for the 1906 game.

Sketching the history of the negotiations for the choice of officials for the game last fall, the *Bulletin* states that Harvard brought the matter up before the close of the academic year, in June. The Yale people refused to discuss the subject until the football season had opened. During the season Bill Reid, the Harvard coach, was in New Haven and in conference with Yale's coaches a tentative agreement was made to have Hackett of West Point referee the game, with Hall of Dartmouth and Edwards of Princeton as umpires. Harvard insisted, by the athletic committee's ruling, on two umpires for each of her games last season. These officials, as it turned out, were the final choice.

But between the time of their first being named and the playing of the game there were "doin's." The Harvard committee sanctioned the list reported by Reid on his return to Cambridge. Then Yale objected to Edwards and for some time the official ratification of the choice by both parties was in abeyance. From here on the Harvard side of the "holdup" is worth printing in full:

"Finally, on the Saturday before the Yale game, the Harvard athletic committee, having in mind what had happened the year before and also its obligation to the governing boards of the university, had a meeting and voted that if the officials were not selected before noon of the following Wednesday, three days before the game, the Harvard eleven would not be allowed to play. That day was fixed because on the following morning the Harvard team would start for New Haven and it was thought that the matter should be settled by that time. A copy of the vote was sent by telegraph to the Yale coach and with it a statement from the athletic committee that representatives of Harvard would be glad to meet representatives from Yale at any time and place on Monday or Tuesday to thresh out the question of officials. On Monday afternoon word was received from Yale that her representatives would meet the Harvard men that evening at Springfield.

"At that conference Yale was represented by Mr. Rockwell and Mr. Hinckey and Harvard by Mr. Reid and Mr. Herrick of the athletic committee. In order that there might be no chance for a disagreement on account of lack of authority, Dr. Nichols, Mr. Bingham and Mr. Merriman, also members of the athletic committee, went to Springfield, not to take part in the negotiations, but to be on hand in case an emergency demanding action by the Harvard athletic committee should arise. The conference lasted until long after midnight. There was no serious disagreement in regard to Mr. Hackett and Mr. Hall, but Yale did not want Mr. Edwards for the second umpire. Yale proposed Mr. Dashiel or Mr. Thompson. The Harvard men absolutely refused to consider Mr. Dashiel; they were not satisfied with Mr. Thompson, because they thought that as he had officiated in several of the preliminary Yale games he might have an unconscious prejudice in favor of the New Haven team. Yale would not accept Mr. Pendleton of Bowdoin (who was proposed by Harvard, because he had officiated at Cambridge. Yale then suggested Mr. Wrenn of Harvard) and Harvard agreed that Mr. Wrenn should be one of the umpires if Mr. Sharp or Dr. Murphy, both of Yale, might be the other, but the Harvard men did not entirely approve of the proposition that a graduate of either university should be an official."

Then Yale brought forward a number of men, most of whom the Harvard representatives had not seen and did not know; these were at once rejected by Harvard for the reason that no one present could tell whether they were competent or not. As has already been stated, it was then after midnight and no decision had been made. Then the Harvard representatives as a final proposition said they would play with any one of the three following combinations of officials—Mr. Hackett, referee, and Mr. Hall and Mr. Edwards, umpires; Mr. Hackett, referee, and Mr. Sharp and Mr. Wrenn, umpires; Mr. Hackett, referee, and Mr. Hall and Mr. Ayerault, umpires. The Yale men then desired an opportunity for conference with others of their coaches at New Haven and the meeting at Springfield ended. On the following day the Yale coach telegraphed that he would accept Mr. Edwards."

The incident was unpleasant but valuable as showing the need for a corps of football officials to be assigned to games by the central governing body of intercollegiate football.

CUP CHALLENGER IN TRADE.

Livonia That Raced for Trophy in 1871 Now Carries Coal and Oil.

That the yachts that used to race for the America's cup when that trophy was first made a challenge cup were of serviceable type has been shown often by the records that they have made since they raced the America, the yacht that won the cup, in all sound, and several of the yachts that took part in the early races are in existence, while more modern boats, on account of their flimsy construction and freakish models, have gone to the junk heap. In 1871 the Livonia, a schooner built for James Asbury, crossed the Atlantic and tried for the cup. She was met by the Columbia and beaten, and after the races Mr. Asbury and the New York Yacht Club differed about the interpretation of the conditions to govern the races, and Mr. Asbury went back home after a bitter battle of letter writing. Now the Livonia is here again. She is in Boston as a trader. *Forest and Stream* in its yachting letter from Boston has this to say:

"The wharves of Boston are the scenes of many stirring, many amusing and many pathetic sights. As the vessels come and go they stir old memories and portray the latest novelties. Kipling has said that if you wait long enough at the Liverpool docks you will see any man in this world whom you may seek. Much the same thing might be said of Boston. For, lo! as I strolled down State street to-day I saw over the roofs of the buildings on Long Wharf a pair of topmasts that piqued my curiosity.

"And so I marched down the dock to find Livonia, challenger for the America's cup nearly forty years ago. Livonia of James Asbury. There she was, the same old hull, the same old blocks and tackle, the same hatchways and skylights, the same clear, yachty deck, the same old binnacle, the same old style reefing bowsprit, jib outhaul, mainmast backstays and forward raking topmasts. There in a slip full of our newest, jauntiest and best offshore fishermen lay Livonia, the most rakish, the prettiest, the most able looking of a dozen sail, her binnacle, bitheads and wheel covered with tarpaulins with crossed flags and in her waist an old type English yacht's gig. And in her hold—oh, the pity of it!—a cargo of coal, kerosene oil and miscellaneous canned goods.

"Ah, U Livonia, U poor old ship! You have one comfort. Your 'old man' venerates you. Every line of your hull, every spar, block, halliard and deck fitting yet bespeaks gentility—shabby gentility, perhaps, but still gentility. You alone of all those schooners swing both topmasts to the winter's breezes. You alone show gentle blood in your creation. Your clean entrance, your flaring bows, your well moulded counter and sweep of your sides and of your sheer line one and all mark you despite your years and wrinkles as the beauty of the docks. Think only of the master who lovingly preserves in every detail your original peculiarities and mourn not over the frozen herring that brought you first to Boston or the mixed cargo that you carry home to Newfoundland. The glories of your past, the needs of your old age are in tender hands. And along the top stringer of the dock are a row of keen sympathizers, each conscious of your proud history, mindful of your present beauty and filled with affectionate regard for you."

COPPERS
THE TRINITY CYCLONE

Cyclones serve three purposes—perhaps more.

They blaze the way through otherwise impenetrable woods, make interesting reading for the public, and

Test the cyclone cellars in their path.

The stock market was visited by one to-day. To some whose eyes were filled with the dead leaves it appeared like the real thing. It wasn't, though—only a machine created affair.

With scare head lines to-night's papers tell of the millions of losses suffered by innocent investors, when Trinity dropped 14 points in as many seconds.

Fourteen times 240,000 shares, $3,300,000, is the way they put it.

If stocks were nursery affairs, these yarns would make good hobgoblin substitutes, but those holders of Trinity who have been buying on my advice during the past twelve days should not be frightened by them.

Twelve days ago, over my signature as an individual and as president of the Trinity Company, I began telling the story of Trinity's merits in the advertising columns of the press and unqualifiedly advised its purchase at any price under 65, and then at any price under 100.

The story was a simple one.

Trinity had an enormously valuable property.

The company had been investigated by the Boston Stock Exchange, and, having run the gauntlet of that institution's rigid test, had been listed and actively traded in during the past six years.

It had then been thoroughly investigated by the leading mining experts of the world in the interest of the different copper producing combinations and pronounced a great copper property.

It had then been competed for by the largest copper producing combinations.

It had taken advantage of this competition to make a binding contract with the greatest metal producing combination in the world upon such advantageous terms as to allow Trinity to devote entirely to dividends of 16 per cent. its daily earnings of $3,000 to $4,000 during the first year's operations, and after the first year its daily earnings of $7,000 to $9,000 to proportionately increased dividends.

Its stock was owned by 2,200 stockholders.

It was selling at 11, because its creators and managers believed in giving the public a square deal by telling them all of the merits of the investment while the stock was at the bottom, instead of after they (the insiders) had bought it all and manipulated the price to the top for the purpose of unloading.

In addition to this straightforward story I said: This company will furnish any individual, newspaper or combination with every facility for a thorough examination of its entire property, and more.

All the expert critics after examination had reversed their previous ideas by pronouncing it a great property, with the exception of the Boston News Bureau, an institution expert in such matters, and one which had been harsh in its criticism of the company and its management.

To this institution I publicly said on behalf of the company: "We will pay all the expenses of an examination by experts under your supervision, only demanding that the report they make shall be made public."

And more: I said if any Stock Exchange house will give any intending buyer of Trinity the name of any copper stock which will prove to return one-half the profit Trinity will return in the next three months, I will purchase for such person such copper stock and carry it for him without any money or liability to him.

And then I said: I neither buy nor sell Trinity personally or on commission, and I advise all intending buyers to send their orders to and make their inquiries of any of the following list of Stock Exchange houses, and I printed a list of the entire membership.

Could any one have done more? I told the story of Trinity. I offered to publicly demonstrate its facts, and I then turned all intending buyers over to the Stock Exchange for any kind of story they, a band not naturally overfond of me, cared to tell.

As the Trinity story was directed to legitimate investors, I warned all against buying on margin where they might at any time be raided out of their holdings.

As soon as my campaign began it was opposed in every way possible by the subsidized touts of Wall and State Streets, who saw nothing in it for them, and by those Stock Exchange houses having schemes of their own to sell the public.

But the public, who can always be depended upon to make two twos add four, when they are shown the twos and allowed to do the adding, disregarded the touts and self-interested Stock Exchange advice and sent along their orders in such numbers and in such a continuous stream as to send the Trinity movement into financial history as a record breaker.

Yesterday it was evident to Wall and State Streets that my campaign was destined to be an extraordinarily successful one. It was evident to all that there would be orders enough to carry Trinity to 75 and 100, and that there would be more than enough unfilled ones when it got to these prices to hold it indefinitely, or until by increased dividends the price would advance higher and higher.

Then it was that those uneasy spirits of the stock gambling world, who can always be counted upon to oppose anything I may undertake, and whom I have walloped so many times as to make the operation tedious and uninteresting—decided upon a supreme effort.

In the morning papers was an advertisement to the effect that the Boston News Bureau would explode a story and Trinity.

The story was the usual rehash of generalities and mining technicalities which every beginner in the Wall and State Street gossip rakeries feels called upon to bring to my attention with the suggestion that it will be too bad to have it put into print, etc., etc.

It had the same effect on the Trinity opening as a cockadoodling rooster in the middle of the road has upon a 60 horse-power motor car.

Trinity opened with enormous buying at 39 to 40.

Then reports began to come to me that there was a raid coming.

I investigated and found a unique condition, which caused contempt for its crudeness to alternate with amusement for its ludicrousness.

At the time this was the condition of the Trinity movement:

The Stock Exchange houses were filled with orders in such numbers that if the Exchange session had been the full five hours instead of the Saturday, a short two hours, not one-half of them could have been executed.

My mail alone was so large that it has taken until eight o'clock to-night to open half of it, and that half contains more orders with checks to back them up than would have taken care of all the stock sold on this morning's break.

The scheme was:

A certain number of active houses were to refuse all buying orders, and at the same time execute the selling orders, at the same time inducing a large number of customers to give "Stop" orders. "Stop" order is where a customer says if the stock breaks to, say, 35, his holdings are to be sold at the best price that can be secured.

I immediately tested the soundness of the scheme by sending orders to some of these houses. The buying orders were refused.

I awaited the appearance of the raiders.

They arrived on time.

After enormous transactions at 40, the stock was suddenly dropped to 35, and then, by a terrific onslaught, to 25.

The ridiculous simplicity of the operation may be understood from an examination of the list of to-day's sales, which actually amounted to over 105,000 shares, although but 50,000 shares, owing to the tremendous confusion, appear on the official sheet. It will be seen that there was a sale at 30, another at 29, one at 28, another at 27, then 26, and the next sale at 30, then 31, 32 and 33.

There can be no difference of opinion to-night amongst honest Stock Exchange houses as to whether or not these prices were forced, for many of them know that they themselves had in the hands of their "Floor" members orders at 31 and 32 for many times the amount which was sold under 30.

I would impress upon buyers of Trinity this fact:

No one who has taken my advice in this Trinity movement has been hurt a dollar by to-day's raid, for it matters not to a man who has purchased and paid for Trinity stock whether the price for six seconds was 26 or 36.

He has the stock.

Trinity is worth to-day 75 and will be worth more, and so far as the great number of intending buyers, whose orders are in the market yet unfilled, are concerned, the raid was a benefit to them, provided they secure their stock Monday at less than 40.

In repeating my unqualified advice to purchase Trinity and to purchase it now, I would repeat:

Do not buy on margin, and do not give your brokers unlimited orders.

To-night there are more unfilled orders than at any time since the Trinity movement began, and intending buyers should insist that the Stock Exchange houses to which they send their orders, execute them in a careful and legitimate manner.

I have learned to-day that there has been an enormous buying of Trinity on margin through bucket shops, one alone in Boston claiming to have cleaned out over 3,000 separate orders on this raid, and thereby fleecing an enormous amount from the unfortunates who fell into their maw. Under no circumstances purchase Trinity through a bucket shop.

THOMAS W. LAWSON.

Boston, January 5, 1907.

SONDER CLASS RACE IN DOUBT.

Americans Unable to Comply With German Idea of Contest in June.

It is up to the German yachtsmen now to decide if there will be a return match this year in which American yachtsmen will meet them with boats of the Sonder