# AVENGER GETS A SEVENTH CUP

## TAKES COMMODORE'S TROPHY IN MARBLEHEAD RACE.

**The Queen Also Wins in Her Class and With the Conclusion of the Contest, the 1908 Cruise of the New York Y. C. Comes to a Successful Termination.**

MARBLEHEAD, Mass., Aug. 15.—The Queen and the Avenger were the winners of the races for the Commodore's cups sailed to-day. Three schooners and seven sloops raced. After the yachts got back to the harbor a gun from the flagship North Star disbanded the fleet. The cruise of 1908 has been one of the most successful in the history of the N. Y. Y. C. Good racing weather favored the yachtsmen from the time they reached Newport.

The regatta committee, Walter C. Kerr, Ernest E. Lorillard and James D. Sparkman, worked hard and now will take a rest. There is not much fun in handling a fleet of racing craft because of the figuring that has to be done and the judgment that must be shown in selecting courses. This year there have been no kicks and not a single protest.

By winning to-day the Avenger has taken seven of the chief trophies raced for during the cruise. She won the Astor cup for sloops, the King's cup, the Vice-Commodore's cup, the Commodore's cup, the Navy Challenge cup and the Alumni Association's cup. This last was for the best corrected time on the four squadron runs. In addition to these she has won a class prize. She is a wonderful boat and has been well handled.

She won her race to-day, though, largely through luck. The wind shifted and gave her a big lift on the last leg of the course so that she was able to make the six miles to windward in faster time than any of the sloops. When she started the last leg of the course she was 13 minutes 21 seconds behind the Aurora and that yacht had to allow her 13 minutes 32 seconds over the course of twenty-eight miles.

The Aurora held to the westward and then got left by a falling wind which when she took the other tack headed her off. The Avenger, her owner perhaps knowing the local conditions better than they did on the Aurora, held to the eastward and with a short hitch was able to lay the course for the home mark and so make up more than enough to win the race.

The Aurora and Istalena as usual had a fine scrap all around the course and when she hauled her wind on the last leg the Aurora had a comfortable lead. The Istalena was able to catch her near the finish and crossed the line 30 seconds behind. She started astern of the Aurora, so she beat that boat 18 seconds over the course. Since the cruise started the Istalena and Aurora have sailed 265 miles and the Istalena has beaten the Aurora 1 minute 20 seconds.

The Dorello, rating at 33.10, started to-day and much was expected of her. She fell astern on the third leg on the broad reach in a falling wind, and although she was favored on the last leg of the course she was beaten by the three 57 footers.

The Queen had little trouble in defeating the Elmina. The Emerald started, but she was handicapped through not having a club topsail, and when the wind fell light she dropped far astern. Her finishing time was not taken.

The cups sailed for to-day were offered by Commodore Cornelius Vanderbilt, one for schooners in one class and one for sloops under similar conditions. The races were open to yachts of the Eastern Yacht Club, and the Emerald, Doris, Humma and Gloriana represented that club.

The Gloriana is the flagship of Commodore Gordon Abbott. She was the first yacht Herreshoff turned out with the overhanging bow that made a success and in her first season, 1902, she was unbeaten. She had on board in to-day's race Charles Francis Adams, 2d, but she too was handicapped because she had not club topsails. The starters, owners' rating and allowances, these being figured from a phantom ship in each class, were as follows:

SLOOPS.

| Yacht. | Owner. | Rating. | Allowance. |
|---|---|---|---|
| Aurora | C. Vanderbilt | 56.80 | 38 20 |
| Istalena | G. M. Pynchon | 56.85 | 38 20 |
| Humma | R. Treat Paine | 54.35 | 41 50 |
| Doris | S. Reed Anthony | 45.40 | 51 55 |
| Avenger | R. W. Emmons, 2d | 45.10 | 51 55 |
| Gloriana | Gordon Abbott | 46.75 | 54 20 |
| Dorello | W. L. Batchelder | 33.10 | 26 20 |

Schooners.

| | | | |
|---|---|---|---|
| Queen | J. R. Maxwell | 57.40 | 6 12 |
| Elmina | F. P. Brewster | 57.91 | 7 50 |
| Emerald | F. Lewis Clark | 57.91 | 15.01 |

When the yachts left the harbor there was a fine breeze from the northwest, and when the committee made the line off Half Way Rock the wind was from the northwest by north and it gave promise of a good race, although Marbleheaders called it a croaker's wind and declared it would not hold. They were right.

The committee studied the conditions and selected course E. The first leg was to the Eastern Yacht Club turning mark, six miles southeast one-half south from the starting line. The second leg was seven miles north, to the whistling buoy off Easton's Point, which marks the entrance to Gloucester harbor. Then it was seven miles south back to the turning mark and then six miles northwest one-half north to the finish, a total of twenty-eight miles.

Had the wind held true this would have been a run to the first mark, a close reach to the second, a broad reach to the third and a beat to the finish.

The warning signal sounded at 10:30 o'clock, and the racers got out light sails and sent aloft balloon jib topsails. They maneuvred about for a while and then after the preparatory signal at 10:40 got out spinnakers, ready to break when wanted. The sloops were sent away at 10:50 o'clock. W. Butler Duncan, Jr., sent the Aurora first across the line at 10:50:22, and her balloon jib topsail and her spinnaker to port were drawing well. The Humma followed at 10:50:03, and then came the Avenger at 10:50:55. The Istalena followed at 10:51:16, Doris at 10:51:42, Gloriana and Dorello followed in order, but both were handicapped a few seconds and were timed as starting at 10:52:00.

All carried spinnakers, and after getting clear of one another sailed fast toward the outer mark. The schooners were sent away at 11:00:00. The Queen was first at 11:01:32, Emerald at 11:01:05, and Elmina at 11:01:30. They had trouble with the spinnaker on the Elmina, which had a twist in it and had to be lowered and set again.

Down the wind the Istalena passed the Avenger and Humma, but did not gain anything on the Aurora. The Doris too did well. The Queen drew away from the other schooners and the Elmina made a slight gain on the Emerald. The Aurora was the first to turn the mark, and getting in her light sails she trimmed down flat for the reach to the Easton point mark. Small jib topsails were sent up on all the yachts. The times taken at the first turning the mark and the elapsed times for the six miles run before the wind were as follows:

| Yacht. | Turn. H. M. S. | Elapsed Time. H. M. S. |
|---|---|---|
| Aurora | 11 26 30 | 0 36 08 |
| Istalena | 11 27 24 | 0 36 08 |
| Avenger | 11 28 01 | 0 37 05 |
| Doris | 11 28 27 | 0 36 45 |
| Humma | 11 28 40 | 0 37 47 |
| Gloriana | 11 31 04 | 0 39 04 |
| Dorello | 11 34 25 | 0 42 25 |
| Queen | 11 31 20 | 0 30 18 |
| Emerald | 11 32 25 | 0 31 20 |
| Elmina | 11 32 51 | 0 31 01 |

Down the wind the Aurora and the Istalena sailed the six miles in the same time and had the Doris 37 seconds, Avenger 58 seconds, Humma 1 minute 39 seconds, Gloriana 2 minutes 38 seconds and Dorello 6 minutes 17 seconds. The Queen beat the Elmina 43 seconds and the Emerald 1 minute 2 seconds.

The wind soon began to draw more off the land, hauling to the north, and headed some of the yachts so that they had to make a short hitch to fetch the whistling buoy. When the wind freshened Dorello and Emerald made hitches and were slow in getting around the mark. The Queen took the lead of all on this leg and she sailed fast and well. The Elmina just managed to get by the Aurora before the buoy was reached but had to keep off a little and allowed the Aurora to turn inside.

The times at this second mark and elapsed times for the seven miles close reach were as follows:

| Yacht. | Turn. H. M. S. | Elapsed Time. H. M. S. |
|---|---|---|
| Queen | 12 19 25 | 0 48 05 |
| Elmina | 12 23 27 | 0 50 35 |
| Aurora | 12 23 32 | 0 57 02 |
| Istalena | 12 26 07 | 0 57 43 |
| Avenger | 12 31 21 | 1 00 20 |
| Doris | 12 34 24 | 1 05 57 |
| Humma | 12 25 05 | 1 05 25 |
| Emerald | 12 40 14 | 1 07 49 |
| Gloriana | 12 40 31 | 1 09 27 |
| Dorello | 12 50 23 | 1 15 55 |

On this leg the Queen beat the Elmina 1 minute 31 seconds and the Emerald 19 minutes 24 seconds. The Aurora beat the Istalena 11 seconds, the Avenger 6 minutes 13 seconds, the Doris 8 minutes 55 seconds, the Humma 9 minutes 23 seconds, the Gloriana 12 minutes 25 seconds and the Dorello 18 minutes 43 seconds.

Balloons were carried again and it was a broad reach on the starboard tack. Some of the racers lowered spinnaker poles to starboard and got the sails out ready to break out. The Humma was the only yacht to use her spinnaker for some time. When the latter's crew turned the wind was north by east, and this wind, hauling more east, followed them up to the mark. The Aurora managed to hold the same tack to the turning mark and toward the end set her spinnaker, and Istalena did the same, but Istalena ran more to west and had to gybe over before she could fetch the mark, and after that all astern of her had to gybe their booms to starboard.

The Queen was the first to turn, and she took the port tack, heading east until the Elmina passed the mark, and as that yacht took the starboard tack, heading westerly, the Queen went about, keeping between her rival and the mark. The Aurora when she passed the mark held on the starboard tack for some time before she took the port tack. The Istalena made a short starboard tack and then went about.

The wind was much lighter out at the mark and those astern of the leaders were badly left. The times as they turned the mark and the elapsed time for the seven miles of broad reaching were as follows:

| Yacht. | Turn. H. M. S. | Elapsed Time. H. M. S. |
|---|---|---|
| Queen | 1 08 15 | 0 48 00 |
| Elmina | 1 12 55 | 0 50 25 |
| Aurora | 1 23 45 | 1 00 13 |
| Istalena | 1 25 20 | 1 03 13 |
| Avenger | 1 36 35 | 1 07 14 |
| Doris | 1 47 46 | 1 18 21 |
| Humma | 2 01 20 | 1 26 25 |
| Emerald | 2 16 00 | 1 34 45 |
| Dorello | 2 18 18 | 1 27 53 |
| Gloriana | 2 20 25 | 1 30 54 |

The Queen beat the Elmina 1 minute 38 seconds and Emerald 45 minutes 58 seconds. The Emerald used to be owned by Mr. Maxwell, who now owns the Queen, and it must have pained him to see his old favorite so badly beaten. The Aurora beat the Istalena 3 minutes; Avenger, 7 minutes 1 second; Doris, 13 minutes 8 seconds; Humma, 20 minutes 12 seconds; Dorello, 27 minutes 30 seconds, and Gloriana, 89 minutes 41 seconds.

After the Istalena turned the mark and hauled on the wind the breeze went further east, so that the yachts after her were almost able to lay their course home. The Avenger made one short hitch and then stood on the starboard tack and the Dorello followed her. The Istalena was able to catch the Aurora and forced that yacht about, and for a few minutes it looked as if the Istalena would pull by her.

Mr. Duncan pinched the Aurora and gradually worked into a position where the Istalena was back winded and then the Aurora pulled ahead again. It was too late for her to win the race though, but she had the satisfaction of crossing the line ahead of her rival. The Queen was the first to finish, at 2:05:49, and the Elmina was nearly thirteen minutes later. Then came the Aurora, at 2:42:02, and the Istalena at 2:51:40.

Not content with furnishing a fluky wind the fickle weather gave the other yachts a freshening wind and being able almost to lay their courses, they came up fast. The Avenger followed the Istalena and made up enough to win the race. The times taken at the finish with the elapsed times for the last leg of the course show what a flake there was on this last leg. They are as follows:

| Yacht. | Finish. H. M. S. | Elapsed Time. H. M. S. |
|---|---|---|
| Queen | 2 05 49 | 0 57 34 |
| Elmina | 2 18 35 | 1 04 40 |
| Aurora | 2 42 02 | 1 16 17 |
| Istalena | 2 42 35 | 1 11 28 |
| Doris | 2 15 09 | 1 27 24 |
| Humma | 2 34 21 | 1 24 51 |
| Dorello | 2 34 06 | 1 15 55 |
| Gloriana | 2 35 19 | 1 14 45 |

On the wind the Queen beat the Elmina 7 minutes 6 seconds. In the sloop class the Avenger made the best time, beating the Istalena 2 minutes 50 seconds; Gloriana, 3 minutes 20 seconds; Dorello, 4 minutes 25 seconds; Aurora, 6 minutes 49 seconds; Humma, 13 minutes 23 seconds, and Doris, 15 minutes 56 seconds.

The summaries:

COMMODORE'S CUP FOR SCHOONERS—COURSE, 28 MILES.

| Yacht. | Start. H. M. S. | Finish. H. M. S. | Elapsed Time. H. M. S. | Cor'd Time. H. M. S. |
|---|---|---|---|---|
| Queen | 11 01 32 | 3 05 49 | 4 04 17 | 3 50 55 |
| Elmina | 11 01 30 | 3 18 35 | 4 16 45 | 4 08 56 |
| Emerald | 11 01 05 | Not timed. | | |

Queen beat Elmina 8 minutes 20 seconds.

COMMODORE'S CUP FOR SLOOPS—COURSE, 28 MILES.

| Yacht. | Start. H. M. S. | Finish. H. M. S. | Elapsed Time. H. M. S. | Cor'd Time. H. M. S. |
|---|---|---|---|---|
| Avenger | 10 50 55 | 3 58 09 | 5 07 14 | 3 07 10 |
| Istalena | 10 51 16 | 3 42 06 | 4 51 23 | 3 12 56 |
| Aurora | 10 50 22 | 3 42 02 | 4 51 40 | 3 13 14 |
| Dorello | 10 52 00 | 3 54 05 | 5 42 05 | 3 15 29 |
| Doris | 10 51 42 | 3 10 09 | 4 29 27 | 3 21 55 |
| Gloriana | 10 53 00 | 3 23 19 | 4 40 19 | 3 40 44 |
| Humma | 10 50 03 | 3 20 21 | 4 30 18 | 3 59 29 |

The Avenger won, beating the Istalena 5 minutes 40 seconds; Aurora, 6 minutes 4 seconds; Dorello, 9 minutes 9 seconds; Doris, 24 minutes 42 seconds; Gloriana, 41 minutes 34 seconds; Humma, 46 minutes 9 seconds.

The fleet disbanded soon after the yachts reached the harbor. On several of the boats the racing sails were stripped off and cruising sails were bent on ready for the trip around the Cape for home. Some of the yachts will go east, but all will be in New York waters for the fall regattas. Commodore Vanderbilt entertained the flag officers and some members of the Eastern Yacht Club at dinner on the flagship North Star in the evening.

## THE CHAPERONE IN FRONT.

**Robert Jacob's Speedy Class Q Sloop Wins In Huguenot Y. C. Regatta.**

Robert Jacob, Jr.'s Chaperone, one of the speedy class Q sloops, carried off the honors yesterday in the annual regatta of the Huguenot Yacht Club of New Rochelle. The Chaperone made the fastest time over the fifteen mile course, 4 hours 10 minutes 5 seconds, winning the prize in her class by defeating F. L. Vulte's Quest by 3 minutes 45 seconds. All three class Q sloops made better time than Rascal III., which owing to the late arrival of her competitor, Skate, had a sailover in the class N. The Skate later was sent over the ten and a quarter mile course against the Ugeemah, sailing on regular time allowance, but by elapsed time Ogeemah led by 8 minutes 4 seconds.

The regatta was the fourteenth annual event of the Huguenot Yacht Club. Forty-three boats in sixteen classes started. The boats had a fair north-northeast breeze as they went over the line. The wind died away before the finish and the wide difference in the finishing times of some of the boats in the same classes is due to the occasional calm spots encountered. The summary:

SLOOPS, CLASS M—COURSE, 15 MILES—START, 12:15.

| Yacht and Owner. | Finish. H. M. S. | Elapsed Time. H. M. S. |
|---|---|---|
| Rascal III., S. C. Hopkins | 3 07 12 | 4 52 12 |

SLOOPS, CLASS Q—COURSE, 15 MILES—START, 12:15.

| | | |
|---|---|---|
| Chaperone, Robert Jacob, Jr. | 4 26 05 | 4 10 05 |
| Quest, Vulte | 4 29 50 | 4 13 50 |
| Sally Ann, B. Black | 4 36 00 | 4 21 00 |

LARCHMONT Y. C. 21 FOOTERS—COURSE, 10¼ MILES—START, 12:20.

| | | |
|---|---|---|
| Dorothy, L. G. Spence | 2 46 02 | 2 26 02 |
| Houri, D. E. Dealy | 2 49 03 | 2 29 03 |

SHAWANAKA CORINTHIAN KNOCKABOUTS—COURSE 10¼ MILES—START, 12:20.

| | | |
|---|---|---|
| Wanata, David Duncan | 2 20 32 | 2 05 32 |
| Dipper, H. H. Van Rensselaer | 2 48 10 | 2 28 10 |

HANDICAP CLASS—FIRST DIVISION (A)—COURSE, 10¼ MILES—START, 12:25.

| | | |
|---|---|---|
| Trixie, Robert Jacob, Jr. | 2 46 33 | 2 21 33 |
| Alerk, E. A. Sherck | 2 47 28 | 2 22 28 |
| Bobtail, Richard Marks | 2 54 52 | 2 29 52 |

Corrected time: Bobtail, 2:09:52; Trixie, 2:14:14; Alerk, 2:17:28.

HANDICAP CLASS, SECOND DIVISION—COURSE, 10¼ MILES—START, 12:25.

| | | |
|---|---|---|
| Jolly Tar, H. S. Duell | 3 11 45 | 2 46 45 |
| Rascal, J. J. Dwyer | 3 08 20 | 2 43 20 |
| Jolly Roger, H. I. North | 3 13 28 | 2 48 28 |
| Scamp, W. Murdock | 3 16 58 | 2 51 58 |

Corrected time: Rascal, 2:36:15; Jolly Roger, 2:44:44; Jolly Tar, 2:42:16; Scamp, 2:46:14.

HANDICAP CLASS, THIRD DIVISION—COURSE, 10¼ MILES—START, 12:30.

| | | |
|---|---|---|
| Juanita, S. C. Hunter | 3 05 26 | 2 35 26 |
| Kenosha II., C. W. Yates | 3 09 04 | 2 38 04 |
| Kenosha, W. R. Berth | 3 21 37 | 2 51 37 |
| Grace II., J. F. Lambden | 4 20 50 | 4 00 50 |
| Miss Modesty, H. A. Swart | 3 57 42 | 3 27 42 |

Corrected time: Juanita, 2:23:26; Kenosha, 2:47:18; Miss Modesty, 3:14:36; Kenosha II., 3:14:36; Grace II., 3:55:17.

CLASS R—SLOOPS—COURSE, 10¼ MILES—START, 12:35.

| | | |
|---|---|---|
| Skate, Thomas B. Penton | 4 08 58 | 3 28 58 |
| Ogeemah, A. B. Clement | 3 55 45 | 3 20 45 |

CATBOATS—CLASS R, 18 FOOTERS—COURSE, 10¼ MILES—START, 12:35.

| | | |
|---|---|---|
| Arline, A. E. Rendle | 4 01 47 | 3 26 47 |
| Thelma, P. V. Griffin | 3 55 19 | 3 20 19 |

MILTON POINT, ONE DESIGN CLASS—COURSE, 8¼ MILES—START, 12:35.

| | | |
|---|---|---|
| Ines, C. C. Converse | 2 10 33 | 1 35 33 |

RHODE ISLAND ONE DESIGN CLASS—COURSE, 10¼ MILES—START, 12:40.

| | |
|---|---|
| Lady R., B. Randall | Withdrew. |
| Nateka, H. S. McCormick | 4 03 56 |
| Mystic, K. O. Major | 4 01 16 |
| Quinnigamund, H. A. Woodward | 4 04 15 |

NEW ROCHELLE Y. C., ONE DESIGN CLASS—COURSE, 10¼ MILES—START, 12:45.

| | | |
|---|---|---|
| Echo, E. Meyrowitz | 4 42 12 | 3 57 12 |
| Nereid, G. W. Fuller | Did not finish. | |
| Virginia, P. H. Waldorf | 5 06 45 | 4 21 45 |

INDIAN HARBOR Y. C., KNOCKABOUTS—COURSE, 10¼ MILES—START, 12:25.

| | | |
|---|---|---|
| Wa Wa, George B. Robinson | 4 42 10 | 4 07 10 |
| Anawanda, J. H. Wright | Did not finish. | |

MANHASSET BAY Y. C., "BUG" CLASS—COURSE, 8¼ MILES—START, 12:30.

| | | |
|---|---|---|
| Skeeter, T. M. Smith | 2 24 35 | 1 54 35 |
| Lady Bug, Fred Gade | 2 25 12 | 1 55 13 |
| Tarantula, L. H. French, Jr. | 2 46 10 | 1 56 10 |
| Scarab, R. Fitzgibbons | 2 36 21 | 1 46 21 |
| Red Bug, H. H. Todd | 2 29 41 | 1 59 41 |

AMERICAN Y. C., DORIES—COURSE, 8¼ MILES—START, 12:30.

| | | |
|---|---|---|
| Teddy, A. Vanderlinden | 2 06 02 | 1 16 02 |
| Faraway, A. B. Fry | 2 22 27 | 1 52 27 |

INDIAN HARBOR Y. C., CATBOATS—COURSE, 8¼ MILES—START, 1:15.

| | | |
|---|---|---|
| Teddy Bear, B. B. Pope | 2 25 16 | 1 10 16 |
| Pee Wee, L. H. Gillette | 2 45 25 | 1 32 25 |

The winners were: Rascal III., Chaperone, Dorothy, Wanata, Bobtail, Rascal, Juanita, Ogeemah, Thelma, Ines, Mystic, Echo, Wa Wa, Skeeter, Teddy, Pee Wee.

### Mixed Doubles Play at Newport.

NEWPORT, R. I., Aug. 15.—The semi-finals in a mixed doubles tennis tournament were played on the courts of the Newport Casino this morning. Thomas Ridgeway and Miss Nora Iselin allowed a handicap to Craig Biddle and Miss Eleanora Sears and were beaten, 6—10, 9—7, 6—1. T. Robertson and Mrs. Arthur Scott Burden defeated Herbert M. Harriman and Mrs. Barger Wallach, the national champion, 10—8, 3—6, 6—4.

# AMONG THE AUTOMOBILISTS

## DOUBLE SANCTION FOR LOWELL ROAD RACE.

**President Heinze Receives Guarantee From Automobile Club of America That Competing Drivers Will Not Be Barred From the Club's Future Events—Gossip.**

Having decided they would like a road race the members of the Lowell Automobile Club refused to be discouraged when they were unable to run the contest on July 4, as they originally intended, and at once made plans to hold it on Labor Day. John O. Heinze, president of the Lowell club, was in New York last week to solicit entries for the race, which is to be a 250 mile event. He had a meeting with the owners of the Briarcliff racing cars. He found it would be difficult to secure entries unless the entrants were guaranteed immunity from disqualification in the Automobile Club of America events. Following the suggestion of E. Rand Hollander of the Fiat Automobile Company and A. W. Church of Wyckoff, Church & Partridge Mr. Heinze as president and F. S. Corlew as vice-president of the Lowell club obtained a guarantee from the contest committee of the Automobile Club of America that drivers who competed in the Lowell race would not be outlawed in future Automobile Club of America events.

Upon receipt of this information C. M. Hamilton of the Isotta Import Company made an entry of an Isotta-Fraschini and elected Al Poole to drive the car. E. Rand Hollander has also entered the Briarcliff Fiat, which will be driven by Ralph de Palma. Mr. Heinze has worked hard and has accomplished remarkable results. Finding that the Massachusetts law forbade road racing Mr. Heinze went to Boston, appeared before the Senate Committee on Roads and Bridges, which immediately called a public hearing. At this meeting two people protested against the race, while ten representative citizens appeared as advocates of the race, which they considered would be of more benefit to the State of Massachusetts than any other event that could be held.

The committee having reported favorably, the bill was rushed through the Senate and the Assembly on the closing day of the session on a special order, notwithstanding the fact that the Boston and Maine merger was being fiercely discussed. Acting Governor Draper immediately signed the bill, making a legislative record of three days from its introduction to its passage.

The entries for the Lowell race are limited to twelve and the entries of a Simplex, Isotta-Fraschini and Fiat have already been made. It is expected that the entries of a Stearns, American and Lozier will be announced during the next few days. The event is to be for stripped stock chassis of the same maximum cylinder area as the cars that competed in the Briarcliff trophy road race in Westchester county last spring.

George Schuster of Buffalo, who drove the Thomas car that won the New York to Paris endurance race, arrived here yesterday on La Lorraine of the French Line, accompanied by George Miller, who was his mechanic on the globe girdling journey. They were met at the pier by Harry S. Houpt of the Automobile Club of America and John Eliot Bowles of this city, who were responsible for the entry of the car in the contest. A number of other prominent automobilists were also at the pier, including Robert Lee Morrell, chairman of the contest committee of the Automobile Club of America, as official representative of the pioneer motoring organization of this country; A. R. Pardington, chairman of the contest committee of the Long Island Automobile Club of Brooklyn and second vice-president and general manager of the Long Island Motor Parkway, who represented the American Automobile Association, and Orrel A. Parker, John Kane Mills and A. G. Batcheider, members of the Automobile Club of America. Schuster and Miller were the guests of honor at a luncheon yesterday noon at the club house of the Automobile Club of America.

The Harry S. Houpt Company extends an invitation to all owners of Thomas cars to meet at Sixty-third street and Broadway at 9:30 o'clock to-morrow morning, from where they will proceed to the dock to escort the winning car up Broadway.

Waldron Williams, chairman of the bureau of tours of the Automobile Club of America, has sent the following letter to the members of the club and to the subscribers of the bureau of tours:

"The bureau of tours of the club, being desirous of gathering route information that will at all times be up to date and also to secure reliable data for correction of the club maps, it appeals to all members to assist in its efforts. If every member would give active help this summer a great deal would be accomplished in the way of adding new routes to our file, as well as correcting inaccuracies in our maps and existing route descriptions. Accurate information about the character of the roads, the quality of the hotels, garage facilities, &c., is essential to bring this bureau up to a high standard of efficiency. Please use blank reports in back of yearbook."

The crankless car is not yet at hand, though engineers who are now too busy to work on the problem express a belief that the crank in front of the engine will be abolished. An occasional crank behind the steering wheel is probably a permanent institution.

Word comes from Cleveland that Charles B. Shanks has been made sales manager of the F. B. Stearns Company. Mr. Shanks has been manager of the advertising and sales department of the Winton Motor Carriage Company of Cleveland for the past ten years. As an assistant manager in the sales department of the Stearns company Mr. Shanks will have Hal Sheridan, who was prominently connected with the White company for a number of years past. Mr. Shanks retains his interest in the Cleveland agency of the Chalmers-Detroit.

Members of the Automobile Club of America have received the following information from the club:

"At Scarsdale, N. Y., on the road to White Plains a motorcyclist in plain clothes, riding a black wheel with a red tank, closely watches violators of the speed ordinance. He has been known to pursue motor cars across the line of White Plains and make arrests in that territory. Members are cautioned that across the White Plains line this man has no jurisdiction and can make no legal arrests.

"The bureau of tours official car has just returned from a tour over a territory little known to auto tourists. New route cards will shortly be ready for distribution to those that request them. The tour covered from New York to Delaware Water Gap and thence via Pocono Mountain to Scranton, Pa., thence to Binghamton, N. Y., Binghamton to Watkins, Watkins to Richfield Springs, N. Y., thence to Lake George and through the Adirondack Mountains to Plattsburg, Burlington, Manchester, Vt., and return to New York city. The distance covered is about 950 miles. The route leads through beautiful scenery the entire distance. The roads were fair touring roads with some rough stretches, relieved by occasional pieces of macadam. Hotel and garage accommodations were excellent and at convenient distances for ordinary day's runs.

"Warnings: The speed regulations are being rigidly enforced between Windsor and Trenton, N. J., on the Philadelphia road. Newburgh, N. Y.—Do not exceed 15 to 20 miles an hour. Freeport—Speed law strictly enforced, on Merrick road just beyond this point."

"I have seen steamers put out of commission because of defective flues and I have seen them stuck in the mud while going to fires," said Commissioner Hedges of the Lansing, Mich., fire department at a recent special meeting of the fire board, "and I now look at it there seems to be no more danger of an automobile getting out of order or being unable to get to fires because of bad roads than would be the case with a steamer. As we are now situated the first cost would be about the same.

"I not as well posted as the many regarding automobiles, but I have learned that in most cases the reason that the mechanism gives out is because it is not given proper care at all times. We would have a chauffeur whose only duties would be to look after the auto, and if he did that I believe that it would be ready for use when an alarm of fire sounded. An auto would need no exercising and it would not have to be driven to all fires, and for that reason the parts would not wear out quickly and the possibility of repairs being required is reduced to a minimum. Unless more objections are raised than I have already heard, I believe I am in favor of an auto fire engine."

Automobiling in that section of Vermont near Rutland will be easier in the future for drivers who do not know the roads around there, as the Rutland Automobile Club has had a number of signs erected in the vicinity of that city.

## CLOTHIER OUTPLAYS LE ROY

**And Wins Southampton Singles—Doubles to Larned and Wrenn.**

SOUTHAMPTON, L. I., Aug. 15.—The finals of the lawn tennis tournament at the Meadow Club were played to-day. William J. Clothier, national champion of 1906, won in the singles. W. A. Larned and R. D. Wrenn, who both have had the national singles title, scored in the doubles.

Clothier in the morning defeated Robert Le Roy, twice intercollegiate champion, 6—3, 9—11, 7—5, 6—2. Le Roy was not able to stand the pace of the long match. Larned and Wrenn defeated C. F. Watson, Jr., and Rex Fincke also in four sets, 6—4, 6—4, 1—6, 6—1. A different outcome had been expected because of the way in which the losers have been playing throughout the tournament. The pair of champions took no chances with Fincke's smashes.

Clothier in his match with Le Roy began the service with his fast express and worked it so well that he led at 2 love. The wind made it impossible for Le Roy to adjust his place shots to the courts. By playing low to his opponent, Le Roy caught up with Clothier at 3 all. A stand at the net, where he blocked off all Le Roy's returns, put Clothier ahead at 5—3. Le Roy lost the set at 6—3.

In the second set Le Roy improved. He made his shots more cleanly and from 2 all, and 3 all, he was successful in forging into the lead at 5—3. It was at this time that Le Roy began dropping the ball at the feet of his taller adversary.

It was clever play and it nearly overwhelmed Clothier. For two games, however, he came up to the net with a rush and brought the score to games all. The real battle of the match was on. Le Roy got the vantage game after a series of spirited rallies only to lose the next by Clothier's smashing. 7—4, 8—7 and 9—8. Clothier held the vantage, but each time Le Roy was too clever for him. In the sixteenth game Clothier was four times within a point of set. Le Roy worked fine passing strokes and won the set at 11—9.

The third and fourth sets were fiercely contested. The wind died down and Le Roy could lob with certainty. He held Clothier away from the net. The work told on Le Roy, and after working the third set to 5 all he was too fatigued to stand off Clothier further.

Clothier was in good condition when they resumed for the fourth set. Le Roy fought the game stubbornly, but Clothier kept right on at the net and won the set and match at 6—2.

All the players journey from here to Newport for the national championship.

The summary:

Meadow Club—Men's Singles—Final round—William J. Clothier defeated Robert Le Roy, 6—3, 9—11, 7—5, 6—2.

Men's Doubles—Final round—William A. Larned and Robert D. Wrenn defeated C. F. Watson, Jr., and Rex Fincke, 6—4, 4—6, 6—4, 1—6, 6—1.

Mixed Doubles—Second round—Miss Livingston and Herbert L. Westfall defeated Miss Kane and Robert Le Roy, 6—4, 7—5.

Semi-Final Round—Miss Peabody and C. F. Watson, Jr., defeated Miss Nichols and William J. Clothier by default; Miss Edna Wilder and Nathaniel W. Niles defeated Miss Livingston and Herbert L. Westfall, 6—3, 4—6, 6—1.

Final Round—Miss Edna Wilder and Nathaniel W. Niles defeated Miss Peabody and C. F. Watson, Jr., 6—1, 6—4.

Consolation Singles—Final round—Frederick F. De Rham defeated Edmund Rogers, 6—2, 6—3.

Gallatin Cup—Junior Handicap Singles—Final round—Kreck, minus 15, defeated Trevor, minus half 15, 3—6, 6—4, 6—1.

## PALMER'S GOOD TENNIS.

**Ridgewood Man Defeats T. R. Pell in Final of Ridgewood Singles.**

Richard H. Palmer yesterday performed in first class style in the final round of the lawn tennis singles at the Ridgewood Golf Club, defeating Theodore R. Pell after four sets. The victory entitles Palmer to meet Charles F. Watson, Jr., in the challenge round for the cup offered by the club. The result yesterday was not at all what might have been expected. Palmer plays good tennis one day and the reverse the next, and yesterday's match happened to catch him, unfortunately for Pell, on the upstroke instead of down. The score:

Ridgewood G. C. Open Tournament, Men's Singles—Final round—Richard H. Palmer, Ridgewood G. C., defeated Theodore R. Pell, New York L. T. C., 6—3, 6—3, 6—3, 6—4.

Play is progressing at the Crescent A. C. in the club championship in singles, held by Charles M. Bull, Jr. The holder stands out. The final in the doubles remains still to be played. Wolcott won the class B singles handicap and there also has been some play in class A handicap singles. The results:

Crescent A. C. Championship, Men's Singles—First round—Lodewick defeated Wolcott, 6—0, 6—0, 3—6, 4—6, 6—1; H. C. House defeated Codet, 6—0, 6—0, 6—3; Belden defeated Bryan, 8—6, 4—6, 6—6, 6—4, 7—5; Sargent defeated Henderson, 6—0, 6—2, 4—6, 9—7; Hillman defeated Bruckhauser, 6—8, 6—3, 6—1, 6—4; Clinkenbrommer defeated Bull, Sr., 4—6, 6—3, 6—4, 6—4, 6—3.

Class A Handicap Singles—Preliminary round—Gill, minus half 30, defeated Clinkenbrommer, minus half 15, 7—5, 10—8; Lunt, scratch, defeated Bull, Sr., minus half 30, 6—4, 10—8; Henderson, minus half 30, defeated Brooks, minus half 30, 6—3, 7—5; Kelley, scratch, defeated Neale, minus half 15, 6—4, 6—4.

First Round—Bryan, minus half 15, defeated Parkinson, scratch, 6—2, 6—3; Lunt defeated Gill, 6—4, 6—3; Kelley defeated Henderson, 4—6, 6—3, 7—5; Lodewick, minus half 30, defeated Trippe, scratch, 6—1, 6—3.

Class B Handicap Singles—First round—Wolcott, minus half 30, defeated Potter, minus half 30, 6—0, 6—3; Hillman, minus half 30, defeated MacIntosh, scratch, 6—3, 6—4; Clarke, scratch, defeated Richt, minus 15, 2—6, 8—6, 9—7; Oswald, minus 15, defeated Fedde, scratch, 6—3, 8—2; Liptrott, minus half 30, defeated MacLean, minus 15, 7—5, 6—3; Middlebrook, scratch, defeated Barnaby, scratch, 6—2, 6—4; Fisher, scratch, defeated Roura, minus 15, 6—3, 6—1; Bruckhauser, minus 15, defeated Robinson, scratch, 6—1, 6—4.

Second Round—Wolcott defeated Hillman, 9—7, 6—1; Oswald defeated Clarke, 6—0, 6—1; Liptrott defeated Middlebrook, 1—6, 7—5, 6—3; Bruckhauser defeated Fisher, 6—4, 6—4.

Semi-final Round—Wolcott defeated Oswald, 6—3, 6—3; Bruckhauser defeated Liptrott, 6—0, 6—0.

Final Round—Wolcott defeated Bruckhauser, 2—6, 7—5, 6—1, 6—1.

There was no set match between the West and South at doubles yesterday at the Crescent A. C. as had been expected. Instead the East and West met again, but no track was kept of the scores.

## NO WIND DOWN THE BAY.

**So the Yachts Had Trouble Finishing in New York Canoe Club Races.**

The fleet of racing boats had a hard time trying to make the finishing line yesterday in the annual regatta of the New York Canoe Club. Light and fickle winds spoiled the afternoon for the Gravesend Bay tars and out of a flotilla of thirty-four craft only ten were able to cross before the time limit expired. The race yesterday, which counted on the championship of the lower bay, had to be called off two weeks ago because of the weather conditions.

Both the 27 footers were able to finish the race only, however, after the course had been cut in half. E. F. Luckenback's Sue was the winner, defeating J. B. O'Donohue's Crescent by more than twenty minutes. The yawl class sailed the full course, and on both actual and corrected time the Sakana, owned by the Haviland brothers, was the victor.

Among the 22 footers W. H. Child's Joy was in the lead at the end of the first round, when the race ended officially. Adyta, on both corrected and actual time, took the first division of the handicap class. Not a boat in the other classes was timed. The summary:

SLOOPS, CLASS P—START, 3:00—COURSE, 6 MILES.

| Yacht and Owner. | Finish. H. M. S. | Elapsed Time. H. M. S. |
|---|---|---|
| Sue, E. F. Luckenback | 3 21 11 | 3 21 11 |
| Crescent, J. B. O'Donohue | 3 34 00 | 3 34 00 |

YAWL CLASS—START, 3:00—COURSE, 10¼ MILES.

| | | |
|---|---|---|
| Sakana, Haviland Brothers | 3 23 40 | 4 23 40 |
| Albicore, W. M. Campbell | 4 16 20 | 4 16 20 |
| Memory, Raborg Brothers | Withdrew. | |

Corrected Time—Sakana, 4:07:47; Albicore, 4:18:29.

SLOOPS, CLASS Q—START, 3:05—COURSE, 6 MILES.

| | | |
|---|---|---|
| Joy, W. H. Childs | 3 08 07 | 3 03 07 |
| Spider, Bensonhurst Club | 3 08 07 | 3 04 07 |
| Sons, W. A. Barstow | 3 56 40 | 3 55 40 |

HANDICAP CLASS—START, 3:10—FIRST DIVISION—COURSE, 6 MILES.

| | | |
|---|---|---|
| Adyta, R. von Forrerer | 3 32 11 | 2 22 11 |
| Miana, W. J. O'Neil | 3 02 25 | 2 52 25 |
| Careless, R. Rummell | 3 20 20 | 4 10 20 |
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