

GRAYLING WINS RACE BY A FEW SECONDS

Acushla, Well Sailed, Almost Catches Morgan's Yacht at the Finishing Line.

DEFEAT FOR JOSEPHINE

Forty-nine Yachts Race in Fall Regatta of Seawanhaka Corinthian Yacht Club.

The Fall regatta of the Seawanhaka Corinthian Yacht Club was sailed yesterday and there were forty-nine starters. Early in the day there was absolutely no wind, but shortly before the starting time a nice sailing breeze came from south-southwest and the yachtsmen a good set of races. Elliott Tucker, the hard worked member of the race committee, handled the regatta from Commodore August Heckscher's flagship Anahua.

The start was made off the black spar buoy to the westward of Lloyds Neck, and the course down to Q sand once around a triangle of 1.5 miles. The fifty footers should have gone twice, but the wind was getting lighter when that class finished its first round, and very wisely the race was stopped there.

The Grayling, owned by J. P. Morgan and sailed by his son J. S. Morgan, was the winner, but toward the end of the race the Acushla, sailed by her owner, G. M. Heckscher, and with Mrs. Heckscher on board, furnished an exciting finish and almost beat out the Grayling. These yachts were started at 1:40 o'clock. They had a reach across to a mark off Greenwich Point, then another reach to the Cows, where sheets were eased for a broad reach to Long Neck Point, and from there it was a beat home. The Grayling had the best berth at the start, being in the lead and to windward of the others. The Acushla was close aboard to leeward, and Acushla was last, getting away poorly. They carried booms on the starboard side to the Greenwich Point mark and then Grayling led when the fleet hauled on the wind and then they split in two divisions. Iroquois, Samuri and Phoenix took the starboard tack and headed toward the Long Island side. The Grayling kept well out in the Sound, and the Acushla, whose skipper was looking for the wind to haul more gently, held the port tack in toward the Connecticut shore. Mr. Heckscher had judged well. The wind hauled a couple of points and gave the port tack division a big lift. The Acushla held that tack longer than the other, and when she took the starboard tack she was able to pass all except the Grayling in the final mile and was beaten for first place by the Grayling by a few seconds.

In the Stamford schooner class the Eleman won handsomely, beating the away 2 minutes 44 seconds, and the Howe well more than 24 minutes. In the race for the thirties, the Lena, sailed by Arthur Draper, won her first race of the season. She got away well, and with Phryne at the end of the line, and the others between. The Phryne, owned by George Nichols, won the Alfred Roosevelt Memorial cup, which is for club yachts only.

The Joyant defeated the Josephine after getting a very poor start. She split tacks with the Josephine and was favored by the slight shift in the wind. Sooner the boat was in the lead in the Connecticut side, where the wind was rather fluky.

The Rival won the race for Sound schooners, and this time the Vandalia was last. In the Junior class the Rival should have won. Her skipper started to go around the course the second time, leaving the home mark to starboard. Before he could return and cross the line, he was overtaken by the Turquoise but finished, and won the race by 25 seconds.

The Manatqua again won in the Q class, this time defeating the Little Rhody II and ending the race 4 minutes and 4 seconds ahead of the Little Rhody and 4 minutes 8 seconds ahead of the Arvia.

The summary:

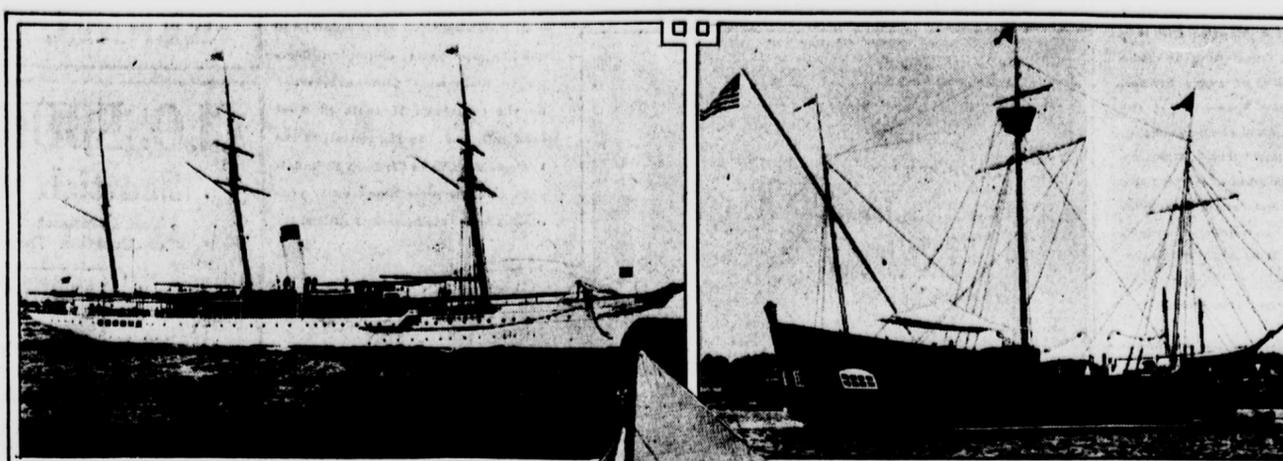
NEW YORK Y. C. FIFTY FOOTERS—COURSE, 1.5 MILES—START, 1:40

Yacht and Owner, Finish, Elapsed Time

STAMFORD SCHOONERS—COURSE, 1.5 MILES—START, 1:40

Yacht and Owner, Finish, Elapsed Time

MANY ADVANCES MADE IN METHOD OF RIGGING DIFFERENT KINDS OF YACHTS



The brig rigged yacht Niagara, chartered by Joseph Letter for a year's cruise around the world.

BIG FLEET AT BEECHHURST.

Lack of Wind Causes Committee to Shorten All Courses. Several of the yachts of the handicap division sailed in the regatta of the Beechhurst Yacht Club yesterday. It was the annual regatta and the start was off Flushing Bay. The wind was light from the south-southwest and so the committee had to shorten the courses. Arvia and Irohilla of the first division raced for first, and Irohilla won. The second Bay class and Irohilla was the first in the Birds class. The Port Washington Fish class race was won by Gar and Avis again won among the old Manhasset Bay one design class. Little Rhody was the first star to finish. Edna J. led home the Bay side one design fleet.

Nine of the butterflies started and for the second time this season a race ended in a dead heat. Yesterday, Alberto and Cabbage each took 1:08.00 to cover the course. There also was a race between high speed motor boats that was won by Girdling, Jr. the property of W. J. Brainard. The summary:

HANDICAP CLASS—START, 2:00—COURSE, 1/2 MILES

Yacht and Owner, Finish, Elapsed Time

MANHASSET BAY ONE DESIGN—START, 2:10—COURSE, 1/2 MILES

Yacht and Owner, Finish, Elapsed Time

BIRDS—START, 2:15—COURSE, 1/2 MILES

Yacht and Owner, Finish, Elapsed Time

FISH CLASS—START, 2:20—COURSE, 1/2 MILES

Yacht and Owner, Finish, Elapsed Time

STAR CLASS—START, 2:25—COURSE, 1/2 MILES

Yacht and Owner, Finish, Elapsed Time

BIRGS—START, 2:30—COURSE, 1/2 MILES

Yacht and Owner, Finish, Elapsed Time

RAYSIDE ONE DESIGN CLASS—START, 2:30—COURSE, 1/2 MILES

Yacht and Owner, Finish, Elapsed Time

BUTTERFLIES—START, 2:35—COURSE, 1/2 MILES

Yacht and Owner, Finish, Elapsed Time

ZIEGLER'S YACHT LAUNCHED.

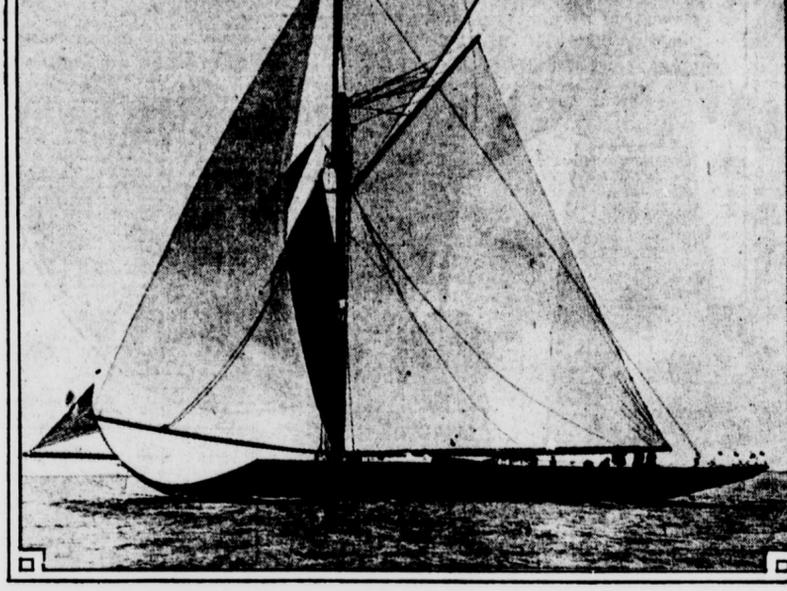
In Named Gem, 105 Feet Long, and Will Burn Crude Oil. The Gem, built by Lawley for William Ziegler, Jr., has been launched. This steam yacht should have been finished early in the season, but the protracted strike in the shipyard at Neponset delayed work on her as well as on many other vessels. The Gem is a steam yacht 105 feet long, and is to burn crude oil as fuel. She is driven by two four cylinder triple expansion engines and steam is generated in two water tube boilers using oil as fuel. She is to make about twenty nautical miles in popularity with owners of steam yachts. The Flying Fox and the Winchester are two equipped with oil burning furnaces, and these two vessels have high speed. They are able to carry sufficient oil to give them a cruising radius that if coal were used and there is the additional advantage of cleanliness. In taking in the oil there is no dirt or dust and there are no ashes to be dumped.

Burgess After His Own Price.

The Bermuda cup will be sailed for again to-morrow upon the auspices of the Washington Yacht Club. This cup was offered by the city of Boston in 1911 for a race of sailing yachts to Bermuda, but there were only three entries and the race should be raced for in the Labor Day regatta. Hollis Burgess, who owns the Marie L., and in order to promote racing Mr. Burgess made it a perpetual challenge trophy. Allen C. Jones won the cup last year with the Nutmeg, and this year the Nutmeg, Marie L. and Tyro will race. In races this year the Tyro has beaten the Marie L. and it is possible that the Tyro will again capture the \$500 prize. The Tyro was built in 1907 and is 38 feet long, 27 feet 6 inches over all, 8 feet 6 inches beam and 5 feet 10 inches draught. She has 4,500 pounds of outside ballast and spreads 900 square feet of canvas.

Yachts Change Hands.

The following transfers of yachts are reported through the Hollis Burgess Yacht Agency: The auxiliary yawl Samoret, sold by P. P. Spore of Boston to Carleton M. Woods of Brookline. The 21 foot raceboat Dorset, sold for \$1,000 to the New York Yacht Club. The 50 foot motor yacht Avocet, chartered for William P. Wharton of Upton, Mass., to Vice-Commodore Roger Upton of the Boston Yacht Club. The auxiliary sloop Hope, chartered by Henry G. Patten of Boston to Charles E. Heller of Boston. The 50 foot motor yacht Totem, chartered by Fremont Kimball of Wakefield, Mass., to a New York yachtman. The schooner yacht Puma, chartered by G. Walter Vialle of Concord, Mass., to W. H. Wood, Jr., 6-10-4.



The Britannia, King George's yacht, with His Majesty on board, racing at Cowes. She carries the old type of spinnaker, which bellows out with the wind.

YACHTSMEN'S ERRORS OFTEN LOSE RACES

Instructions Are Not Carefully Studied, So Wrong Courses Are Sailed.

BIRDS' COSTLY MISTAKES

Spider Leading in Series Race for the McIntosh Prize—New Small Class.

There are some yachtsmen who think that yacht racing is only starting across a prescribed course, similar to a horse race on the flat, which is around a circle carefully fenced in so that the horses and riders cannot go wrong. These yachtsmen forget that ability to plot out a course, to navigate, to study tides and currents and to find the shortest and quickest way over a course, the turning points of which are marked by buoys or some temporary mark, all make part of the sport. During the Atlantic Yacht Club race week several yachts were disqualified because they did not sail the proper course. In some instances these yachts had sailed much further than necessary, and then when their owners found that they had gone wrong and still led they were angry. They tried at first to blame the committee, but the committee had issued instructions that were quite clear.

Instead of racing over the usual Gravesend Bay courses, which because they are used so often, become monotonous, the committee arranged special courses. The owners of the birds made the most errors. Some of these yachtsmen had gone to the lower bay in the Sound and they argued that everything should have been done in black and white for their benefit, but

others from the Sound had no difficulty in finding their way. In one race course No. 14 was signalled. In the instructions this course was stated to be the reverse of No. 13, which is as follows: "Once around to buoy No. 7 (course S. W. by S.), Fort Hamilton buoy (course N. E. by N.) to starting line (course S. E. by E.)."

The reverse of this course would be to Fort Hamilton (course N. W.), buoy No. 7 (course S. W. by S.) to starting line (course N. E. by N.).

In another part of the instruction sheet the positions of the buoys were defined and buoy No. 7 was stated as about 1 1/2 miles south of West Bank light. It was also stated that there is no buoy 7A as shown on the Government chart. To assist the navigators of the yachts still further a chart was printed which showed all the buoys and their positions. In this it was shown that the buoys marking the Ambrose Channel are all red, and if any of these buoys were used in the course they would be called Ambrose Channel buoys and the number was stated. There is an Ambrose Channel buoy No. 7, which is near the Roamer Channel. There the owners of the birds instead of turning buoy No. 7 a high in on the west bank, turned Ambrose Channel No. 7 and so were disqualified.

The wise yachtsman as soon as the course was signalled took a ruler and a pencil and plotted the course on the chart, then checked the compass courses as given and for a further check found that No. 7 was about 1 1/2 miles south of the West Bank Light.

Regatta committees have lots of work to do and they do this work in the interest of the racing men, to facilitate things for them and to help them to avoid costly mistakes. It seems to be impossible to help all, some one or two always will go wrong. Carlos de Zafra, the chairman of the Atlantic committee, worked hard to get things to run smoothly and he was highly complimented by the racing yachtsmen for his work.

One of the best contested classes in this section is the Q class of the lower bay. There have been eight yachts racing in this class at times during the summer and there seldom have been less than six starters in a race. The Q yachts are growing much in popularity and it is probable that next year there will be a Sound yachtsmen will have yachts, so that interclub racing will be a feature. On the lower bay Rear Commodore J. G. McIntosh of the Crescent Athletic Club

has offered a prize for the yacht making the best record during the season in races sailed on the lower bay. Up to August 23 sixteen races had been sailed by these yachts. This, however, includes the race for the Childs trophy, which is not strictly a race for this class. The competition for the Commodore McIntosh trophy is growing very keen. At present the Spider, owned by Hendon Chubb, is leading in percentage of points scored, the Arvia is second and the Virginia and Alice are tied for third place. The standing of the yachts to August 23 is:

Yacht, Points, Races Sailed

Points are figured in the usual way of one for each yacht beaten and one extra for a premium for starting. If a yacht does not finish no points are credited, but the yacht is charged with a start. The percentage is figured on the total number of points a yacht would have scored had it won every race in which it started.

John R. Brophy, one of the most capable of the lower bay amateurs, has a design of a little serviceable sloop which can be built for little money and which would be similar to those over which the yacht sailed during race week. The 17 foot on the water line, 24 feet over all, 6 feet 6 inches beam and 4 feet 6 inches draft. It will spread about 300 square feet of canvas and is built about \$300. Some yachtsmen are built about Harbor, Bayside and Lower Bay clubs want a same small craft and they will be content with a wholesome vessel which will do fancy overhauls and which should do all that is wanted. It will have an iron keel and be practically unsinkable, having no watertight bulkheads that will keep it afloat even if one compartment is flooded. It is practically an open boat with a small cuddy forward in which sails, etc. can be kept.

The annual regatta of the Atlantic Yacht Club will be sailed on the lower bay to-morrow. The courses used will be similar to those over which the yachts sailed during race week. On the Sound the Larchmont Yacht Club's fall regatta will be sailed to-morrow and there will be a regatta of the Norwegian and Seaborn's Head Yacht clubs will also be sailed. The New York Yacht Club will have a regatta on the Sound in the Indian Harbor at the autumn cups, starting at noon, on Saturday the Crescent Athletic Club will have a championship race on the lower bay and the McIntosh trophy will be sailed. The yacht racing season will end in about three weeks.

ATLANTIC'S ANNUAL RACES.

Lower Bay Club to Sail Over Special Courses, Starting at 11 o'clock. The annual regatta of the Atlantic Yacht Club will be sailed to-morrow. The courses used will be similar to those over which the yachts sailed during race week. On the Sound the Larchmont Yacht Club's fall regatta will be sailed to-morrow and there will be a regatta of the Norwegian and Seaborn's Head Yacht clubs will also be sailed. The New York Yacht Club will have a regatta on the Sound in the Indian Harbor at the autumn cups, starting at noon, on Saturday the Crescent Athletic Club will have a championship race on the lower bay and the McIntosh trophy will be sailed. The yacht racing season will end in about three weeks.

The first annual regatta of the Bayside Yacht Club, open to all regular racing classes on the Sound, is scheduled for September 29.

C. H. P. Corry has sold his star class yacht Venus and joined the ranks of the motor boat men.

George Cormack, secretary of the New York Yacht Club, watched the fifties race yesterday from a launch. He has been on board a fifty in many races and wanted the novelty of being a spectator.

The sloop Vineta, owned by John M. Brown, was stolen from her moorings off the Washington Yacht Club. Providence, last week. The sloop is equipped with a five horse-power motor, is 22 feet long, 10 feet beam and carries a topsail.

Hollis Burgess has won the championship of the first special rating class of the Boston Yacht Club with the Tyro.

Sayonara II, which did so poorly during the Larchmont race week, has had ballast added and last week defeated the Italia and Amoret in the Boston Yacht Club regatta. The race was sailed in a wind.

Edward Hall's motor yacht Vincent V. defeated the Tokan II, owned by L. W. Mulford, in the regatta of the Ocean City Yacht Club recently.

Adolph E. Apel has started work on the twenty-five motor boats for members of the Chelsea Yacht Club. These boats are 18, 20 and 26 feet long and the total cost will be \$15,000.

PREPARATIONS MAY GO ON FOR DEFENCE



FICKLE WINDS SPOIL LOWER BAY YACHTING

Only Three of the Q Class Finish in Marine and Field Club's Regatta.

SPIDER IS THE WINNER

Orlone Scores a Victory in the Bird Class for Dr. C. L. Atkinson.

The fall regatta of the Marine and Field Club was marred yesterday by light and fickle winds. The start was made near Fort Hamilton off the Marine and Field Club and the course was toward the Sound. The race was won by the Spider, owned by Hendon Chubb, in the Q class. The Arvia is second and the Virginia and Alice are tied for third place. The standing of the yachts to August 23 is:

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PREPARATIONS MAY GO ON FOR DEFENCE

Designers Can Go Ahead With Plans of Cup Defenders to Be Built.

TWO HERRESHOFF YACHTS

Boston Looms Up Again With a Representative—Syndicate Being Formed.

Now that the conditions to govern the America's cup have been agreed on by the challenging and defending clubs, preparations for the defence of the cup will proceed. The syndicates that have been formed are arranged to be completed and work on the building of the yachts begin. At Herreshoff's two defenders are to be built, Capt. Nat Herreshoff at first wished to build only one, but he has been prevailed upon to undertake two yachts. One will be for a syndicate of members of the New York Yacht Club and the other for another small syndicate headed by G. M. Fyncheon, who owns the 65 footer Iroquois.

William Gardner has designed a cup defender and it is very probable that this will be built by Wood at City Island. A. Loring Swazey of Boston has been working on the design of a defender of Eastern yachtmen, and has so far been fairly successful, but beyond remarking that there will in all probability be a Boston defender in the trial races, Mr. Swazey does not care to say anything. It is certain that this yacht if built will not be designed by a syndicate of four designers. That idea was promoted by a prominent member of the Eastern Yacht Club, and the design of the defender will be done by a syndicate of four designers, including Starling Burgess, John Alden and B. B. Crowninshield. It would be some undertaking to get four men naval architects to agree on a design, and one yachtman recently remarked that the design might possibly be ready by the time the defender was sailed, but they never would agree on construction.

The challenger is limited to 75 feet on the water line. The defender is not limited, and while the New York Yacht Club desired to satisfy Sir Thomas Lipton that the defender would be about the same size as the challenger, it is not probable that the defender will be built the same size as the challenger. It is a disputed question, with naval architects whether under the present rule and time allowance scale a large boat would have any advantage over a smaller one. It would have to allow time, and in the usual conditions the larger boat would have an advantage over a smaller one. This has been the case in the New York Yacht Club's 30 footer overhauls. The larger yachts with their allowance.

The conditions given designers lots of latitude. According to the measurement rule, length is measured, but this length is taken in such a way as to limit overhauls and should that length be greater than the rule allows, the excess is penalized. Draught is limited to 16 per cent of the load water line plus 1.75, so that the limit of draught for a yacht 75 feet on the water line is 13.75 feet. In excess is added to length. Then to find the rating after the length has been determined length is multiplied by the square root of the draught, and this product is divided by the cube root of the displacement. The larger the displacement, consequently, the larger the sail area that can be carried, and the designer decides just how big a yacht he wants to build, making its form as easy as possible and then figures out the driving power. In home races each new yacht has to be built at what is termed the top of the class. A yacht 75 feet on the water line will rate in the class between 65 and 76 feet. The designer consequently makes its rate as near as possible to 76 feet. International races this rule does not apply, and the challenger and defenders do not rate in any particular class. The designer can run as high as he thinks the hull can carry and it is measured and the yacht rated for time allowance.

It has been figured that the average defender will measure about 102 feet over all, 14 feet draught and spread 7,400 square feet of canvas. If several are built these figures will vary, and the battle will be one not only of handling, as in the one design classes, but in motel and sail carried.

It is generally conceded among designers here that Nicholson will not trouble them with the intricacies of the American rule. He will design a vessel to fit the European 23 meter class, which is 75 feet on the water line, and will put on all the ball that will safely carry. In all the classes Nicholson has turned out he has put on big driving power and has been very successful.

These cup yachts will not be as spectacular as those of ten years ago when the Helianthus spread 16,000 square feet of canvas, but they will be large and very fast. The crews are limited to one man for every 250 square feet of canvas spread, so that there will be about thirty men on each vessel.

Francis J. Dwyer, the well known Chicago owner and builder of Afton and others, has been declared a bankrupt, and it is likely that all the debtor's docks will be sold forthwith. Among these famous docks are champions Abby King, Nobler, Clomel, Isomys, Master Magic, Freebank Terror, Clomel Command, Spring-back Scripps, Clomel Mesalliance, Clomel Imperator, Clomel King, Clomel Magic and Unexpended. All are imported Anedales, and among the American breeds in the Abby Kennel is the very good dog Troque Isle Hawk.

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Defeat Darts in Final of Stamford Y. C. Tournament.

STAMFORD, Conn., Aug. 30.—In a light southwest breeze, which moderated considerably in the late afternoon, the yachtsmen of the Stamford Yacht Club sailed for the final of the Stamford Yacht Club regatta, the season's tournament event in the Red Wing and one design classes. The Killie Bartholomew Jacob, won in the one design class in the last race of the tournament against the Dart, owned by R. H. Gillespie, Jr. The Redhead, Austin Jenkins, won in the defeating race of the Red Wing tournament, defeating the Dart, owned by M. and L. Jacob.

The summary:

One Design Class, Series Cup Race—Start, 1:15. M. & L. Jacob, 1:29.02; Curtis, T. Roberts, 1:41.19; Dart, R. H. Gillespie, Jr., 1:47.08; One Design Class, Series Cup Race—Start, 1:15. M. & L. Jacob, 1:29.02; Curtis, T. Roberts, 1:41.19; Dart, R. H. Gillespie, Jr., 1:47.08.

Red Wing Class—Start, 2:23 P. M. course, 2.8 miles. Blackbird, 3:01.16; W. H. 1:17.31; Redhead, Austin Jenkins, 1:19.21.

Redhead Class—Start, 2:23 P. M. course, 2.8 miles. Blackbird, 3:01.16; W. H. 1:17.31; Redhead, Austin Jenkins, 1:19.21.

Final Tournament—Start, 10:15 A. M. course, 2 miles. Killie Bartholomew Jacob, 3:02.95; Dart, R. H. Gillespie, Jr., 3:03.08.

Park Golfers Play for Cup. PLAINFIELD, N. J., Aug. 30.—These scores were posted for the president's cup at the Park Golf Club to-day. W. H. Nichol, 96—15, 81; Boyle T. Phillips, 101—18, 83; Dr. H. K. Carroll, 91—4, 87; Arthur C. Vanarsdale, 107—20, 87; W. H. Lough, 97—28, 81; H. H. Woodland, 94—6, 88; R. V. Carpenter, 100—21, Charles B. Morse, 107—29, 98; John Hillman, 135—18, 101.