Record Made in 1888 Smashed When Harvard Crew Completes Sweep of River by Beating Yale Varsity

HARVARD CREWS TAKE ALL THREE RACES WITH YALE

Every Result Decisive, With Varsity Having Greatest Margin at Finish.

CRIMSON SUPPORTERS CELEBRATE TRIUMPH

Continued from First Page.

steamers and the shores. There was no end of color wherever you turned. State street was an indescribable confusion of red, blue, orange, green, white, purple and shades which defy interpretation by a layman.

New London never loses its picturesqueness. To-day the old whaling town was at its best. Fifty per cent. more yachts than had seen the race since yachts were the only way to witness a regatta lined the course. They were of every description and size. You hardly could see daylight from the railroad bridge to the navy yard, a distance of two miles, so close were the river craft anchored alongside one another.

For such a large crowd the police handled things well. There were no accidents to speak of and only a few pickpockets got enough to feed them for a day. Two were arrested. The traffic was handled splendidly, due in large measure to the traffic rules which Henry R. Bond, secretary of the New London Ship and Engine Company, put into force. Bond, a former Yale man, is known here as "the millionaire cop."

Refuses to Look at Crimson.

He was at Bank and State streets in uniform when the traffic was heaviest. He showed he was a Yale graduate by his blue uniform and distaste for anything bordering on the crimson. He kept his back to the danger signals with their warnings to "keep to the right" because he couldn't stand the way they reminded him of Harvard. Many Yale men recognized him and thought he was paying a bet contracted in a previous Yale-Harvard melee.

Few accidents marred the regatta, but one prevented Edwin Palmer and his friends aboard his yacht Crusader II. from enjoying the races as much as they had expected. While en route to New London from New York the Crusader's first mate, Fred Anderson, was drowned. Anderson was pulling in the mainsail off Black Rock, near Bridgeport, when the boom swung around and knocked him overboard. The force of the blow caused him to sink immediately. Mr. Palmer searched for the body for an hour and then came to this city. He reported the fatal accident to the Custom House.

The early races were spoiled by the inefficiency of the revenue cutter service. As the freshmen crews were coming down the course they allowed the drawbridge to open in order to get rid of the congestion of yachts. The wash of the yachts affected the Yale crew most because of its low rigging. Referee Meikleham called the newspaper men together at noon after the morning races were over and explained why he took the crews up to Red Top for the second varsity race instead of having them row over the course from the navy yard to the bridge.

Referee Explains.

"The freshmen race," he said, "was ruined by the inefficiency of the revenue cutter service. The railroad bridge was opened to allow late yachts to gain anchorage above the finish line. The bylaws of the War Department governing regattas state specifically that the bridge shall remain closed for thirty minutes before and thirty minutes after each race.

"The result was that the yachts and their accompanying launches churned up the river, making the worst kind of rowing water. For this reason I took the second varsity crews up to Red Top without making any announcement. If I had informed everybody from where I was going to start the race the yachts would have pulled up anchor and followed up the river, spoiling that water too for good rowing.

"It was the worst policing I have seen in my thirty years connection with rowing. The revenue cutter service cannot be censured too strongly for its inefficiency. I shall insist that no boats, not even a rowboat, move during the varsity race."

Whatever criticism was directed against Referee Meikleham for the way he handled the morning races was forgotten when it came time for the observation trains to start for Red Top at 5:20 P. M. The trains arrived at the starting line, four miles above the bridge, five minutes before it was time for the crews to get on their marks. Almost simultaneously, at 5:40, the Yale and Harvard varsity eights were seen carrying their shells from their boat houses. Cheers reverberated across the river.

Harvard First at Mark.

At 5:45 P. M. Harvard was at its stake boat, ready to begin its record breaking four mile grind. Its paddle across the river gave an inkling of what was to take place. Its crimson tinted blades went in and out of the water as one. It was a crew out to do one thing—beat Yale, and do that with all the dignity possible. Yale came down the river from its quarters at Gale's Ferry, a half mile above the start, two minutes after Harvard.

There was little delay. Yale, it is true, fussed around a minute before getting its shell in line, but except for this slight display of nervousness it did not appear ruffled by the august appearance of its arch rival. Referee Meikleham shouted to the spectators on the Vermont Central train to remain quiet until the race got under way in order to allow him to issue final instructions to the crew. The spectators on this train were mostly Yale rooters. It was an unfair order, because Yale had little chance afterward to cheer wildly for its crew.

The crowd just drank in the brown backs and manly forms of the Eli eights. Braced there on the starting line there was little to choose between these two crews. Both looked fit for the struggle of their young lives. Six months of training had brought them as near to perfection as it is possible to bring human beings. The Yale crew averaged 174 pounds six feet tall and 22 years of age. In its shell were four veterans from the crew which last year gave the Eli institution a victory over Harvard by seven or more lengths. Harvard averaged 173 pounds, was six feet tall and 21 years of age.

"Are You Ready, Yale?"

The tenseness of the moment finally was broken at 5:50 P. M. "Are you ready now, Yale?" Referee Meikleham shouted through his megaphone. The answer came back "Yes." "Are you ready, Harvard?" Coxswain Kreger, veteran at this sort of thing, merely nodded his head. Another second—these seconds seemed hours—and the pistol shot told that the race was on.

Yale caught the water first and flashed its blue oars back and forth with such despatch that it had a lead of ten feet in the first hundred yards. Yale men who had feared that their crew would be beaten from the start jumped up and clapped perfect strangers on the back, ejaculating remarks which in substance meant, "Look at that, will you?"

Their hope was short lived, however. Stroke Lund, the real hero of this remarkable race, cut the advantage of the Yale shell down to nothing in less than a quarter of a mile. Yale seemed to lack the polish of Harvard. Its shell shot ahead and stopped suddenly at the end of each stroke. Harvard on the other hand moved along as if propelled by a motor boat. Lund lengthened out his stroke after the quarter mile post was passed and settled down to win with the least effort. He drove his shell past the half mile flag a half length in front of Yale. The time was 2:30.

"Give 'er Ten," Says Lasher.

Yale tried several times to make up the distance, but couldn't. Coxswain Lasher would shout, "Give 'er ten for Old Eli," but ten hard, fast strokes never netted an inch nearer the bow of the Harvard shell. Lund would just put a little more leg drive in his stroke and increase the lead without increasing the number of strokes a minute. He passed the mile flag a length in the lead, the time being 5 minutes.

At the mile and a half flag J. C. White, the new man at No. 4 in the Harvard shell, staggered a little. The effect was to make the shell wabble. Yale regained about ten feet of its lost territory. Again Stroke Lund put confidence into his crew by his indomitable courage. He made the giants behind him fight by watching him. White recovered his balance and the Crimson craft marched serenely on, passing the half way mark in 10:03.

It was here, right opposite the navy yard, that Yale had its accident. Deprived of its veteran coxswain, McLane, because he had become overweight, it was handicapped enough. Lasher proved himself no McLane. He steered right at the flag. The port side of the shell grazed the upright and the whole crew was thrown out of unison. It recovered quickly, but was a beaten crew after that.

Harvard rowed quietly, smoothly on. It could not be denied its first sweet victory in three years. The Crimson crew entered the last mile and one-half flanked on either side by austere looking heavily decorated yachts. Sirens began to blow, whistles to screech as the Harvard eight drove its shell toward ultimate glory. Still rowing without a break, it whizzed past the three mile flag in 12 minutes 58 seconds.

Lund Raises Stroke.

At stroke Lund decided to show the latent prowess of himself and the men behind him. He jumped up his stroke a few notches and the shell shot forward with ever increasing speed. As if propelled by its own momentum, the shell moved faster and faster, like a trolley going downhill without the brakes on. The officials clocked the Cambridge crew at the three and one-half mile flag in 17 minutes 30 seconds. A record seemed sure. Those who had been keeping unofficial watches on the charges of Robert E. Herrick and Bill Haines shouted "smash that record."

Lund may not have heard the order, but he proceeded to do just that thing. Yale appeared to be standing still. With a final sprint that staggered the spectators on the observation trains Lund drove his crew over the finish line in 20 minutes 2 seconds, eight seconds faster than the record mad twenty-eight years ago by a Yale crew.

Yale, full of fight to the bitter end, sprinted as if Harvard were right at its side. Stroke Lawrence gave his final heave at the bridge and the Eli shell crossed the finish line in 20:17.

Behind the crews came the coaching launches. In the Yale launch Guy Nickalls could be seen looking far and beyond his defeated crew. He plainly showed disappointment. After him came the John Harvard. All that could be seen of it was Robert Herrick's beaming face and steeplechase smile. Harvard had licked Yale good and proper.

Hanging limply in a girl's hand from the observation train was a Yale pennant. Instead of the usual white "Y" it had the letters "H O P E" on it that Yale will build on for next year. It had little here to beat Harvard with this year, for, to change the old adage slightly, Harvard rowed not only "too wisely, but too well."

Kitty League Results.

Hopkinsville, 1; Owensboro, 0 (six innings, rain).
Clarksville, 4; Madisonville, 0.
Henderson-Dawson Springs, rain.

THE FASTEST CREW THAT EVER REPRESENTED HARVARD AGAINST YALE

PHOTOS © by UNDERWOOD & UNDERWOOD.

The men in command of the record Harvard varsity eight. Left to right—William Haines, assistant coach; D. P. Morgan, Jr., captain; Coach Robert F. Herrick and H. L. F. Kreger, coxswain.

Detailed Summary of Yale-Harvard Regatta

FIRST RACE—FOR FRESHMAN EIGHTS.

Distance, two miles, from navy yard to railroad bridge, at 9:50 A. M. Won by Harvard, three-quarters of a length.

Crew.	½ Mile.	1 Mile.	1½ Miles.	2 Miles.
Harvard	2:13	4:39	7:08	7:36¾
Yale	2:10	4:35	7:03	7:39

SECOND RACE—FOR SECOND VARSITY EIGHTS.

Distance, two miles, from Red Top to navy yard, at 11 A. M. Won by Harvard, 1 1-16 lengths.

Crew.	½ Mile.	1 Mile.	1½ Miles.	2 Miles.
Harvard	2:27	5:05	7:51	10:25
Yale	2:28	5:08	7:53	10:27

THIRD RACE—FOR VARSITY EIGHTS.

Distance, four miles, from Red Top to railroad bridge, at 5:50 P. M. Won by Harvard by five lengths.

Crew.	1 Mile.	2 Miles.	3 Miles.	4 Miles.
Harvard	5:00	10:03	14:58	20:02
Yale				20:17

New record for four miles down stream. Record for upstream course is 20:52.

MINOR RACES PROVE INTERESTING EVENTS

Junior Varsity Result a Sad Blow to Yale Men, Who Had High Hopes.

NEW LONDON, Conn., June 23.—The morning races to-day proved interesting contests as preliminaries to the big event in spite of the cleancut manner in which Harvard won both. The Crimson freshman and second varsity crews defeated the Yale yearling and junior eights, winning the first race for cub crafts by three-quarters of a length in 10 minutes 36 3-5 seconds and the second race by open water in 10 minutes 25 seconds.

The loss of the junior race was a sad blow for Yale, as the second Eli crew had proved itself better in practice than the varsity at two miles. Both races were run under difficulties. The regatta committee in deciding two days ago to start the races earlier than previously advertised upset the plans of many spectators.

The railroad quickly adjusted its train schedule to get the crowds from Boston, New York and New Haven here on time and when the signal to start the observation train was given all but four of the thirty-six cars were filled.

The sky was clear when the crews paddled down to the navy yard for the start, clearer than at any time since the Harvard and Yale navies detrained here for their final training three weeks ago. A strong wind blowing down stream did not cause any postponement. Referee William F. Meikleham, fearing the wind would increase, started the crews without a stakeboat. Yale got off poorly when the Eli stroke, H. Soderston, caught a crab. Both crews were called back.

Yale Takes the Lead.

On the second start Harvard got away with a drive, but Yale, rowing a higher stroke, caught up to the flying Crimson craft. At the half mile mark Yale took the lead and held on tenaciously despite its splashing for another mile. It was a stirring race and it looked as if Guy Nickalls was going to draw first blood in the second day of the races.

Through some misunderstanding the revenue cutter service permitted the railroad drawbridge to be opened just as the crews were getting into the final sprint which would lead to victory or defeat. Yachts poured through the opening, causing the most obstreperous kind of water for rowing. According to the regulations governing the regatta the bridge must not be opened later than thirty minutes before a race.

Referee Meikleham called the newspaper men together at noon and told them that the inefficient service of the Government patrol spoiled the race. He said it was the worst service he had seen in all his years as a regatta official.

Yale caught the worst water from the yachts, and this, combined with a general cracking under the strain in the Yale boat, caused the Eli crew to fall behind. Harvard sprinted hard in the last quarter mile. Its higher rigging made it easier to avoid the waves. Yale tried to pull itself together, but was three-quarters of a length behind when the whistles, horns and cheers announced that Harvard had crossed the line. The official time was Harvard, 10:36 3-5; Yale, 10:39.

Rough Water Avoided.

Realizing that it would be perilous to row the junior crews over the choppy water Referee Meikleham ordered the junior and second eights to paddle back to Red Top, two miles above the navy yard, from where the race was scheduled to be rowed. He made no announcement because if he did the yachts would have steamed up the river and made it impossible to row.

There was a certain amount of fairness about the thing anyway. Those in the observation train had been denied the pleasure of seeing the freshman race while those on the yachts did see it. The tables were turned for the junior race.

After much dickering at the start because of the absence of stakeboats the Yale and Harvard junior eights were sent off from Red Top at 10:55, about one hour later than the regatta committee had intended to start the event. Except for the observation train and the coaching launch no others of the 40,000 were aware that the race was being held.

The wind had calmed down and this helped bring out the better oarsmanship in the men. Harvard caught the water first and made half a length at Bartlett's ship yard, the mile mark. The thole pinned Yale shell came pounding after Harvard. Yale continually sprinted in order to get ahead of its rival from Cambridge. Stroke Brown of Harvard looked for a spell as if he were wilting, but the encouraging shouts from Coxswain Cameron gave him new life and he went after the laurel wreath with greater determination.

Four hundred yards from the finish Harvard started its final sprint. Inch by inch it pulled away from the Yale shell until at the Navy Yard, the finish line, it had gained open water. Yale, disheartened by the defeat of its freshman crew and similar reversal to itself, tumbled over at the finish. Harvard's time officially was 10:25; Yale's, 10:27.

The observation train rolled back to New London and the first those on the yachts and on the shores learned of the race came from the cheers of Harvard men on the train.

MORE YACHTS ALONG THE COURSE THAN LAST YEAR

NEW LONDON, June 23.—Society was well represented in the great throng that saw Harvard beat Yale on the Thames to-day. There were nearly 50 per cent. more yachts along the course than last year at the Harvard-Yale race. They were lined up from the navy yard to the bridge as early as 9 o'clock.

Many late comers wanted to get in line for the first race for freshman eights and the revenue cutter service opened up the railroad drawbridge, contrary to War Department regulations, to let them pass.

The result was that the freshman crews had to row in choppy water and the observation train could not get over the bridge in order to afford its many spectators the opportunity of seeing the finish of the race. The train was stopped more than a half mile from the finish. Referee William F. Meikleham said it was the worst case of inefficiency on the part of the cutter service since the race first was held here.

Aztec Attracts Attention.

Among the yachts which attracted great attention was the Aztec of Boston, which was sold a few days ago to the Russian Government to be used as a patrol boat. It had a foreign crew aboard. Col. Payne's Aphrodite, the largest steam yacht afloat, was one of the first of the pleasure craft in line. Others which were on either side of the course were: Steam yachts, Corsair, J. P. Morgan; Narada, H. S. Walter, Baltimore; Navigator, Clarkson Cowl, New York; Viking, flagship of the New York Yacht Club, Commodore George F. Baker, Jr., New York; Vanadis, Commodore Morton F. Plant; Naushon, W. D. Hewlitt, Pittsburg; Alberta, Frederick G. Bourne, New York; Jemima F. Hill, Charles H. Fletcher, New York; Cynthia, Merrill B. Niles, New York; Cythera (formerly the Agawa, sold two weeks ago by the heirs of the late W. S. Harkness), W. L. Harkness; Margaret, Henry F. Lippitt, Providence; schooner yachts, Katoura, Robert E. Tod, New York; Iris, Vernon Brown, New York; Clarissa, Eli Kirk Price, Philadelphia; Savarona, Col. C. H. Robinson, Hartford; Sayonara, James and Charles Deering, Miami, Fla.; Crusader, Edwin Palmer, New York; Vagrant, Harold S. Vanderbilt, New York; Wayfarer, Alfred G. Vanderbilt; Utowana, Allison Armour, New York; Truant, Edward J. Berwind, New York.

Power Yachts—Alpha, George M. Allen, New York; Magnet, Senator Lippitt, Providence, R. I.; Alert, Albert Stone, Boston; Editha, John H. Hanan, New York; Tuna, Edward L. Welsh, Philadelphia.

Hotels Are Crowded.

Late arrivals in New London found it impossible to get accommodations at any of the hotels. Rates jumped like Bethlehem Steel stock from Thursday night. The new hotel of Morton F. Plant, the Griswold, was the first to announce that it could not take care of any more regatta patrons. The Mohican and the Crocker House soon found themselves without even sleeping space for their help.

Among the hotel arrivals for over the races were Edward Gould and party, Col. William Carey Sanger and party, W. Roosevelt Thompson, Mrs. E. T. Bolster, Bartlett Wicks, Mr. and Mrs. W. W. Meikleham, Mr. and Mrs. A. W. Putnam, Thomas W. Lawson, Miss Jean Lawson, Morgan Belmont and party, A. Paul Keith, Innis Young, Mrs. Wendle Baker, Lewis Stoddard, John Stoddard, Augustus Thorndyke, John E. Stragford, Mr. and Mrs. D. C. Percival, Mrs. L. McMartin and party, A. L. Swazey, Mrs. I. I. Dever Warner, F. Q. Brown and party, Mrs. Swan, Mrs. T. F. Whitmarsh, Mrs. Jamison and party, D. Bartridge, Mr. and Mrs. C. B. Knapp, Mrs. G. W. Blodgett, Mrs. G. C. Smith, J. Walter Thompson, Charles G. Meyers and Mrs. L. Walker, all of New York.

Frederick P. Royce, Prescott Biglow and party, Mrs. W. H. Whitney and party, Howard W. Brown, Louis Curtis, J. W. Rollins, C. F. Lyman, A. M. Hood, G. C. Amory, H. C. Clark and party, Arthur N. Rice, Mr. and Mrs. Ezrah H. Baker and family, Philip Gardner, Walter Tufts, Thomas S. Lockwood, G. S. Mumford, M. Rollins and party, Charles Boyden, A. R. Willard, R. De B. Boardman and party, Gasper G. Bacon, Mr. and Mrs. H. M. Bliss, Mr. and Mrs. F. W. Smith, Mr. and Mrs. W. H. Schwartz, L. N. Littauer, Henry Leyman, Norman W. Cabot, R. L. Agassiz and party, Mr. and Mrs. W. O. Taylor, Miss Taylor, Sherwood Hall, Jr., Elliott Bacon, G. L. Stone, Frederick Higginson, Mr. and Mrs. J. W. Middendorf and family, H. W. Bliss, F. W. Smith and party, E. S. Webster, M. Murray Forbes, M. Rollins and party, A. R. Willard, F. W. Bruise, G. G. Bacon and Robert Nye, all of Boston.

Mrs. Patton Has Party.

Mrs. A. E. Patton and party, F. C. Fearing and party, Mr. and Mrs. Cromwell of Philadelphia, Mrs. Frederick H. Gillette, Washington, D. C.; C. M. Thomas, Rochester; Mr. and Mrs. D. P. Rumsey, Buffalo; Mrs. J. C. Norflett, Memphis, Tenn.; E. D. Lysle, Kansas City, Mo.; Harry Hubble and party, Bridgeport; T. C. Bourkett, Kansas City, Mo.; Mrs. E. D. Paige and party, Bridgeport; Hugh B. Lythe, Chicago; Miss McHenry, Chestnut Hill, Mass.; Mr. and Mrs. S. N. Minor, Mr. and Mrs. C. K. Smith, Chicago; Mrs. Frank H. Wesson, Springfield; Mrs. G. V. L. Meyer, Jr., Hamilton, Mass.; Mrs. D. C. Meisted, Chicago; William J. Wright, Jr., Buffalo; G. B. Champlin and party, Providence; J. W. Hubbard, W. E. Cook, Damon Fulton and party.

Lieut. John Rogers, United States navy; Mrs. Rogers, E. P. Charlton, Bridgeport; J. F. Willett, Providence; Charles E. Fletcher, Providence; George F. Brownell, vice-president of the Erie Railroad; John Coleman, East Hampton, Mass.; A. B. Hilton, Jr., Dayton, Ohio; F. F. Small, Hartford; W. H. Coolidge, Hartford; C. Barnum Seely, Bridgeport; James G. Blaine, Providence; Mrs. George Whitney, Westbury, L. I.; Mrs. John R. Hoxie, Chicago; J. E. Norton Shaw, New Bedford; Mrs. W. Harry Brown and party, Pittsburg; Mrs. Edwin Gould, Edwin Gould, Jr., Frank M. Gould, Miss Clair Van Lennep, New York; Miss Winifred Donet, Eastbourne, England.

Ezrah B. Barbour, Miss Barbour, Gordon Ware, Kenneth Howes, Boston; Mr. and Mrs. M. Gardner L. Stone, Mr. and Mrs. R. F. Hoyt, Mr. and Mrs. Reed Estabrook, Marion, Mass.; Mr. and Mrs. Eben Richards, Miss Minnie F. Richards, Eben Richards, Jr., Tuxedo Park.

Ball Players See Race.

Clement Stodder, Boston; Stephen B. Jones, Cambridge; E. M. Post, New York; J. Endicott, Brookline, Mass.; A. J. Collier, Bridgeport, Conn.; E. K. Lansing, John George, Mexico; R. M. Buck, Watertown, N. Y.; R. H. Stiles, E. W. Mahan, E. P. Coolidge, W. G. Garritt, J. Knowles, C. S. Reed, all of the Harvard baseball team.

Littigon Osborne, Berlin; Watson Washburn, New York; Christian Herter, New York; Coleman Jennings, New York; E. C. Brown, C. M. Sheafe, Jr., H. K. Phillips, New York; E. L. Sturtevant, Washington; Mr. and Mrs. A. E. Davis, Dover, Mass.; George W. Beals, George Monson, W. E. Brown, E. H. Ellison, Jr., Boston; Barroll McNeary, San Rafael, Cal.; Samuel P. Mandell, Charles F. Hodges, Jr., Brookline, Mass.; Mrs. F. E. Burgess, Mrs. A. T. Colley, Miss Dorrit Stevens, Burlington, Vt.; Charles Morgan Aldrich, F. Vaughn Burgess, Colorado Springs, Col.; Mrs. F. Ferguson, Miss Ferguson, Wallace Ferguson, Huntington, L. I.

Alfred Marshall, New York; W. Gold Hibbard, Cambridge; Lester Armour, Danforth Montague, Charles Heard, New York; John H. Brock, Mrs. Walter E. Hapgood, Boston; F. K. House, W. Endicott, Boston; G. T. Briscoll, Brookline, Mass.; P. E. Callaman, Boston; Mrs. B. W. Morse, New York; E. P. Ricker, Jr., A. P. Calhoon, W. W. Dean, J. P. Ricker, Ackley Shone, Poland Springs, Me.; Mr. and Mrs. William Heyburn, Louisville, Ky.; Miss Elizabeth Haldeman, John G. Heyburn, Louisville, Ky.; F. W. Moore, Cambridge; T. F. Ganum, New York; F. K. Baker, William T. Jenney, Clayton L. Henderson, M. P. Dyer, Boston; Mrs. H. G. Campbell, New York; John Stoddard, Mr. and Mrs. R. W. Wilcox, New York; E. B. Muss, New York; L. D. Chamberlain, Hartford; C. S. Brandenburg, New York; Mrs. H. B. Carden, Capt. B. H. B. Carden, Boston; Miss A. P. Wood, Dayton, Ohio; Mr. and Mrs. Renaud Trimble, Miss M. R. Trimble, R. Trimble Jr., New York.

Dr. Shepard Present.

Dr. and Mrs. L. D. Shepard, Boston; Mr. and Mrs. H. W. Shuttleworth, New York; Miss E. K. Sullivan, New Haven; Mrs. R. S. Stearns, Miss Emily Stearns, William S. Stearns, Jamaica Plains, Mass.; Mr. and Mrs. William H. Stoval, Mrs. J. W. Stoval, Miss Stoval, Mrs. Daniel Grant, Memphis; Frank A. Day, Mr. and Mrs. John Shipman, M. J. Averback, New York; Dr. and Mrs. W. A. Brooks, Bridgeport; Miss C. D. Sias, Bridgeport; R. E. MacMillin, Boston; Mrs. J. J. Tillinghast, Miss Tillinghast, Milton, Mass.; Andrew Fletcher, Jr., New Haven; Sidney R. Strange, St. Paul; Miss Gertrude Fisher, Boston; John Beauregard, Bridgeport; Mr. and Mrs. D. E. Vose, Hartford; W. A. Gochel, Lincoln.

G. Rockefeller, Miss Lincoln, W. A. Rockefeller, New York; R. H. Bowles, Oakland; Prentis Andrews, New York; Mr. and Mrs. S. N. Brumbough, Miss Grace Colgate, Gilbert Colgate, Gilbert Colgate, Jr., Robert B. Colgate, New York; Mr. and Mrs. Fred B. Pratt, Miss Helen Pratt, Miss Mumford, Miss Pratt, Brooklyn; Mr. and Mrs. John B. Townsend, Philadelphia; Mr. and Mrs. Golofian, New York; Mr. and Mrs. R. N. Weverhauser, Mr. and Mrs. S. L. Coy, Colquet, Minn.; Thomas B. Scott, Van Horne Kemp, New York; Dr. Sander Humphreys, Morristown, N. J.; Charles Tholer, New York; W. H. Geraghty, Cambridge; Mr. and Mrs. C. H. King, Miss Elizabeth Kuhwetter, Mary Corrice, Terra Alta, W. Va.

THROCKMORTON GAINS TITLE.

Wins Jersey Tennis Supremacy by Beating Major.

MORRISTOWN, N. J., June 23.—Harold A. Throckmorton, national interscholastic champion, annexed the Jersey State title at the Morristown Field Club courts today when he defeated Cedric A. Major, former Cornell player, in three straight sets at 6—3, 6—2, 7—5. The match had been postponed from early in the month because of rain.

Neither Throckmorton nor Major played at top speed, the former being erratic because of too much play and the latter unsteady from lack of practice. Throckmorton, however, was too strong for Major and had command of the situation from the start.

Champions to Play at Plainfield.

Jerome D. Travers, Max R. Marston, Oswald Kirkby and Reginald M. Lewis will play at the Plainfield Country Club to-day in an exhibition four ball match. They will play two rounds and the Plainfield golfers will have plenty of time to watch the holders of the national open, Metropolitan, New Jersey and Westchester titles as well as the victor in the Lynnewood Hall cup tourney.

YALE MEN TIRE EARLY OWING TO BODY SWING OF ENGLISH SYSTEM

Punishing Stroke Levies Tremendous Tax on Muscles of Abdomen—Great Credit Due to Coaches of Harvard Crews, Herrick and Haines, for Victory.

By CONSTANCE S. TITUS,
Retired Amateur Champion at Sweeps and Sculls.

NEW LONDON, Conn., June 23.—Harvard's varsity eight defeated Yale in easy fashion to-day by six lengths, leading all the way from the first half mile and breaking the record which was made by Yale in 1888 of 20 minutes 10 seconds. Harvard's time to-day was 20 minutes 2 seconds. Harvard won the second varsity by two lengths and triumphed over the Yale freshmen by a length. In all three races Harvard outrowed Yale as far as skill and speed are concerned.

Yale fooled Harvard on the start of the varsity race. She got away from the mark faster than she ever did in practice. Both crews were rowing forty a minute. In the second minute's time Yale had fifteen feet on Harvard. Harvard lengthened out her stroke and dropped it to thirty-two. Yale kept it up to thirty-four a minute. At the first quarter Yale was leading by half a length. Then the Crimson eight began to crawl up on Yale stroke by stroke, and as they passed the half mile mark in 2 minutes and 30 seconds Harvard nosed Yale out by a few feet. Harvard was rowing thirty-one strokes and Yale thirty-two.

Yale was splashing badly, a heavy body swing fore and aft was pounding her frail shell along the water. On the other hand, Harvard did not have such a long body swing and the bow of her shell was climbing out of the water at every stroke. At the three-quarter post both crews were rowing stroke for stroke, thirty-two a minute. Harvard increased her lead to fifteen feet, slowly but surely going away from Yale.

Watermanship Superior.

At the mile mark Harvard had a lead of three-quarters of a length. The time was 5 minutes. Both crews now were rowing twenty-nine a minute. Harvard's watermanship was far superior to Yale's, as some of Yale's men were washing out badly. At the mile and a quarter post Yale began to spurt and came up on Harvard a few feet. Stroke C. C. Lund answered the spurt and Yale began to drop back again.

As they reached the mile and a half post, which was reached in 7 minutes and 28 seconds, there was open water seen between the two shells. Yale was rowing thirty-three and Harvard thirty strokes a minute. Yale's crew began to tire and lowered its stroke to twenty-eight a minute. As soon as Harvard saw this it lowered its stroke, being satisfied with a safe lead of a length. The Harvard men knew they could outsprint Yale if they were called upon in a pinch.

The two mile post was reached in 10 minutes 28 seconds. Harvard was leading by a length and a half of open water. At this point Yale's varsity shell, which was steered by T. C. Lasher, ran over the flag post, which retarded its speed considerably, but as it was practically out of the race it did not make much difference.

At this point Yale's crew was badly done up physically. The men were not swinging together. The terrible strain on the abdominal muscles which is used so much in this new English modified stroke was taking the life out of the crew. Yale had lowered its stroke to twenty-seven a minute. Harvard was rowing thirty, with the men well within themselves and going away from the Blue foot by foot.

Can't Gain an Inch.

As the two and a half mile post was reached in 14:58 Harvard had four lengths on Yale, which could not gain an inch. Harvard passed the three mile mark in 17:30, with Yale five lengths in the rear. No. 2 and No. 7 in Yale's shell were swinging badly. Yale's crew was splashing badly. The men were so exhausted they could not raise their oars out at the finish of a stroke.

As they passed the three and a half mile post Harvard was leading by five and a half lengths. Yale's crew was going to pieces rapidly. Harvard's men were rowing very cleanly, but looked quite fatigued trying to get a bigger lead on Yale. In other words, they wanted to beat Yale as far as they could. They crossed the line at least six lengths in advance of Old Eli, which was done up very bad physically, especially 2 and 7.

Great credit should be given to Robert F. Herrick, head coach, and his well known assistant, William Haines, the old professional sculler, who has rigged the boat and taught the men the fine points of watermanship. This is the first varsity race Harvard has won in two years, and considering the beautiful style in which it won no excuse should be given for Yale's defeat.

As the freshman crews went to the starting line at 9:40 at the navy yard, which is the two mile mark from the bridge, there was a sharp north breeze blowing down the river, with a good ebb tide to assist them. Water conditions were very good for the first mile. At the crack of the gun Yale's freshmen got the water first, putting in twenty-two strokes for the first half minute, John Harvard's youngsters getting in nineteen. Immediately Yale went to the front, but splashing considerably, while on the other hand Harvard's freshmen watermanship was very clean.

Yale Lengthens Stroke.

As they reached the quarter mile mark the Blue was leading by fifteen or twenty feet. Yale's crew began to lengthen their stroke out, getting more of a body swing, falling into their pride of the modified English stroke, which is short slide work and more body swing than the American method. The Harvard youngsters did not lose courage. It looked to me as if Harvard had planned its race to allow Yale to set the hot pace and just stay a short way behind and push it to the limit until the crew would crack, which Yale did in the last quarter mile.

As they reached the half mile mark Yale had increased the lead to three-quarters of a length, rowing thirty-five strokes a minute. The time here was 2:10. Harvard, rowing thirty-three, was timed in 2:13. At the three-quarter mile post Yale made it a length; at the mile flags there was good open water between the two shells. The time was Yale, 4:35; Harvard, 4:39. Harvard began to lengthen the stroke and raise it a few notches, getting more body swing than in the first part of the race, and began to crawl up on the Blue youngsters foot by foot.

Owing to the extremely low rig which Yale had the men could not clear the tops of the waves on the reachout for their stroke. Yale's crew was tiring badly with this extremely long body swing. As they reached the mile and a half mark—time, Yale 7:03 and Harvard 7:08—only a half length separated the two crews, and before a quarter of a mile more Harvard had passed Yale, being a much better rough water crew in and out board. At times when Yale's riggers and oars would hit the water its shell would nearly come to a standstill.

Cubs a Length Ahead.

Harvard went by Yale as though it was anchored, winning by a length well within itself, while Yale's youngsters were badly done up. The time was 9 minutes 36 3-5 seconds. Yale's time was 9 minutes 39 seconds.

The second varsity, which was scheduled for 10 o'clock, did not start till an hour later, owing to the roughness of the water on the lower course. Referee William E. Meikleham decided to row on the upper course, which was considerably smoother. There was a great deal of delay at the start, the referee giving the men instructions what to do and how to act until the crew and everybody else got nervous. It was the slowest method of starting any boat race I ever have seen. Eventually he got the crews lined up and gave the word go.

Harvard caught the water first, rowing twenty-three strokes for the first half minute, while Yale got in twenty. Harvard got the jump and was leading by twenty feet at the first quarter, at which point she was rowing thirty-eight a minute and Yale thirty-seven. It was a beautiful race. At the half mile mark Harvard had three-quarters of a length on Yale—time, 2 minutes 28 seconds, and Yale, 2 minutes 29 seconds. Both crews were rowing thirty-four a minute. Yale put on a desperate spurt, gaining a few feet of lost ground.

Yale Men Getting Tired.

As they reached the mile mark Yale's bow was lapping Harvard's rudder post—time, Harvard, 5:06; Yale, 5:06. Stroke R. R. Brown of Harvard was still holding the pace at thirty-four. Stroke A. R. Hyatt of Yale had lowered to thirty-two. He was throwing his head fore and aft and rocking in the boat as though he were all in. There was a break in seven in Yale's shell. As they reached the mile and a half post there was open water seen between the shells—time, Harvard, 7:51; Yale, 7:53. Harvard was rowing thirty-four and Yale thirty-one.

The race was practically all over. Yale did not have a spurt left in its legs. The men had rowed themselves out, but still gamely stuck to the work in hand, finish, Harvard winning by two lengths and rowing thirty-nine a minute to Yale's thirty-two. The uniformity of Harvard's shell was far superior to Yale's. The extreme long body swing killed Yale's chances. The time was: Harvard, 10:25; Yale, 10:27.

The reason that the freshmen rowed faster than the second varsity was that the tide and wind assisted them going over the lower course than it did the second varsity in the upper course.

Fred Plum Is High Gun.

HARRISBURG, Pa., June 23.—In a match of fifty shooters, representing several States, Fred Plum of Atlantic City to-day carried off the amateur honors, breaking 194 targets out of 50. Jack Bartlett of Baltimore and G. M. Hawes of Milton tied for second honors, with 192 each. The high professional score was 192 and was made by Jack Rich of New York. J. M. Hawkins of Baltimore was second with 189.

Essex County Buys More Land.

ORANGE, N. J., June 23.—The board of governors of the Essex County Country Club, Hutton Park, West Orange, voted last night to buy 200 acres of land on the Orange mountains for a golf course. The new course will be completed in three years and four holes and new links will, it is expected, accommodate all the players in the

Statistics of Harvard and Yale Crews That Battled Yesterday

HARVARD.

Pos.	Name and Class.	Age.	Wgt.	Hgt.
	VARSITY			
Bow	H. Cabot, '17	21	157	5.09
No. 2	D. P. Morgan, '16	22	163	6.00
No. 3	J. Talcott, '16	22	180	6.01
No. 4	J. C. White, '18	21	184	6.01
No. 5	A. Coolidge, '17	20	171	6.00
No. 6	M. Taylor, '18	22	180	6.01
No. 7	H. A. Quimby, '18	20	163	6.02
Stroke	C. C. Lund, '16	21	173	6.01
Average		21	173¼	6.00
Coxswain	H. L. F. Kreger '16	19	115	5.06
	JUNIOR VARSITY			
Bow	C. Higginson, '17	21	160	5.11
No. 2	F. W. Buck, '16	22	156	5.04
No. 3	F. R. Herrick, '16	23	160	6.00
No. 4	H. Middendorf, '16	23	180	6.01
No. 5	J. W. Middendorf, '18	21	185	6.01
No. 6	T. E. Stebbins, '17	21	178	6.03
No. 7	A. Potter, '17	20	164	5.11
Stroke	R. R. Brown, '17	21	168	5.11
Coxswain	A. A. Cameron, '17	22	115	5.07
	FRESHMAN			
Bow	A. Thorndike	18	151	5.11
No. 2	W. Odell	19	167	6.00
No. 3	C. R. Richards	19	168	6.00
No. 4	G. Batchelder	18	191