

BOAT CLUB GOSSIP

AND OTHER AQUATIC ITEMS

WM. B. LAUB, JR.

Rowing is at present enjoying its greatest popularity, due to the intercollegiate regatta schedule as well as to the championship contests among club oarsmen to be settled next month. Followers of professional sculling are anxiously awaiting the outcome of the world's championship races between Richard Armit, present title holder, and Harry Pierce, to be rowed on the Parramatta river, Australia, July 15, and the contest between Ernest Barry, present English champion, and William Forwell, champion of New Zealand, to be decided on the Thames, London, September 11.

It is likely that should Armit and Barry successfully defend their titles, they will be matched to row on the Thames next year, for which negotiations are now under way. The national regatta of the Association of American Amateur Oarsmen is the blue ribbon event among the club oarsmen of this country and Canada. This year the races are to be rowed over the famous Saratoga Lake, N. Y., course, which is one mile and a quarter, Friday and Saturday, July 28 and 29. The events will be senior single quarter-mile dash, intermediate single sculls, association sculls (centipede), intermediate and senior eight-oared shells. Entries close with Secretary Frederick Portmeyer in New York city by July 15. The Saratoga course is not an untried one, the regatta of the association having been held there as long ago as 1874 and as recent as 1901.

The People's regatta at Philadelphia, July 4, is open to the world and this year will rival the national championship, as crews are expected not only from New York, Brooklyn, Baltimore, Washington and Boston, but also from Detroit, London and Toronto. The Arconauts are going to send their eight-oared shell crew, which is perhaps the fastest turned out ever turned out by Capt. Joe Wright. They

the only contestants. There was a good breeze from the southwest, which made a dead beat to the turning buoy and a spinaker run home.

The Eleanor, handled by Capt. Dudley Williams, was just a bit the better boat, and she won the race, which was about twenty miles by about two minutes. The sensational feature was the racing of the Sand Burr II, a speedy power boat of 125 horsepower. She ran rings around her competitors and had so much power that she gave the others a big handicap.

The summaries of the various races are as follows: Speed handicap race: open to all speed boats; twelve-mile course; cup given by Rear Commodore William B. Raynor-Napaneone, Cambridge, Y. C., James Smith, start 3:06:11, finish 3:35:35; Shippor, Cambridge Y. C. (owner, James Hackett), start 3:06:10, finish 3:35:07; Sand Burr II, Atlantic City Y. C. (owner, White Brothers), start 3:06:30, finish 3:35:40; Nancy, Chesapeake Bay Y. C. (owner, Steam), start 3:04:24, finish 3:35:00; M. Cambridge Y. C. (owner, W. C. Barrett), start 3:06:40, finish 3:35:55.

Sailing races, class G sloops—Eleanor, Baltimore Y. C., Dudley Williams, start 2:15:30, finish 3:17:45; Vintx Trois, Chesapeake Bay Yacht Club, owners Johnson brothers, start 2:15, finish 3:18:44.

Class F sloops and yachts—Zelluco, Corinthian Yacht Club of Baltimore, owner W. Mann, start 2:30:25, finish 3:30:40; Chenodes, Eastmore Yacht Club, J. A. Dinning, start 2:30:42, finish 3:31:20; Joan, Larchmont Yacht Club, Capt. Gilbert, start 2:31.

The power yacht Audwin, owned by George E. Audin of New York, dropped anchor in the harbor last Sunday for a short stay while being repaired and overhauled in preparation for the return trip to northern waters. The Audwin is one of the latest productions of the celebrated yacht designers at Morris Heights, N. Y., having been launched last April and this is her maiden voyage. Her dimensions are 60 by 12 by 5 1/2, and she is equipped with a fifty-horsepower internal combustion engine, which drives her at about eleven miles an hour. Mr. Audin is a member of the Manhattan Bay and Jamaica Bay yacht clubs and is making

Blackton boat will compete on those dates for right of entry. We are now living in a period when such things as fifty-mile an hour boats cease to be wonderful. In the coming speed events all over the country final results will show that the thirty-five and forty-mile boats have become almost obsolete. The boat that raced yesterday and crossed the finish line in the time of twenty minutes and a half, is supplanted today by some of the new designs. The work of some of our naval designers is not yet reached.

Westward, Alexander S. Cochran's schooner yacht, arrived at Bristol, R. I., last Monday, after a very stormy passage of eighteen days and twenty hours from Southampton, England. She sailed close to the coast, and in the coming days she will be seen in the Chesapeake Bay. She is a very fast boat, and she is expected to be a contender in the coming season.

It has not been announced when she will be raced for the first time on this side, but it is possible that she may be ready for the Eastern Yacht Club run from New London to Marblehead, for which Commodore Clarke has offered a cup valued at \$1,000. This race will be started July 1 from a line off Sarahs Ledge, at the entrance to the harbor at New London, and the finish will be off Marblehead Rock. Other yachts entered are William E. Bell's Eucharist, Morton F. Plant's Iona, Commodore F. Lewis Clarke's Iroquois and the well known Sea Fox, owned by Dallas B. Pratt.

It is reported that Capt. Joshua Slocum has at last been heard from. Capt. Slocum sailed from New Bedford last November for South America, and a few days later a furious southeast gale created the fear that he had been lost, but it seems that the gallant little Spray has again carried him safely through. The officers of a tramp steamer reported sighting him off the mouth of the Orinoco river a short time ago, and it is believed that he is now on his way home.

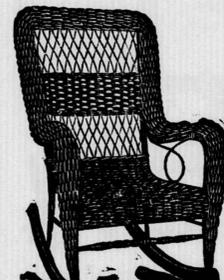
The suggestion has been made by the regatta committee of the Capital Yacht Club, composed of Commodore Lyman F. Hewins, Fleet Capt. Gene Hartley

When You Think of Furniture Think of Jackson's.

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Instead of waiting until the end of the season we start to cut prices when you most need the goods. Tomorrow you will find greatly reduced prices on all summer goods in our establishment, and it is the finest collection you will find in the city.

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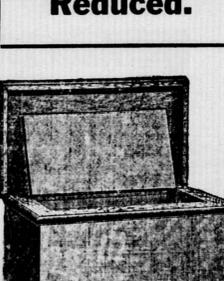


This Beautiful Jardiniere and Stand, of woven fiber, finished in forest green. A genuine \$4.50 value. Now **\$1.85**.

Large English Perambulators; regular coach-finish body, finest running gear and adjustable hood. A \$17.50 value. Now **\$12.85**.

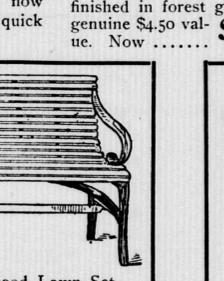


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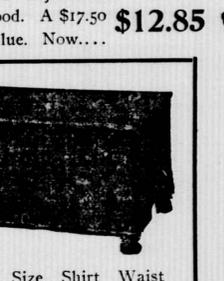


Reliable Hardwood Ice Chest; well built and properly insulated. A \$5.85 value now **\$3.85**.

Genuine Bentwood Lawn Settees; very strongly made and bolted together; large 4-foot size; finished in dark green. Regular \$4 value reduced to **\$2.45**.



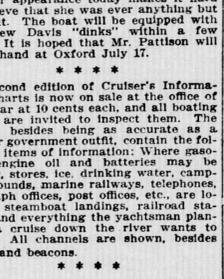
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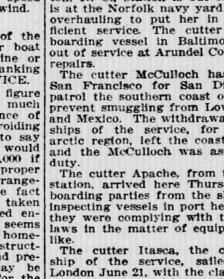
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will use a sectional shell built in England, as will the Detroit Boat Club which is as soon as the various events planned for the meet are made public other crews will get on the water.

Ed Muller has given up rowing for a short time, but it is likely that he will be on the starting line with Thrall when the big event comes around.

A small dance was given at the boat-house last night, lasting until midnight, and except for the heat the affair was a very successful one.

The Annapolis Boat Club will start war canoe practice today for the association regatta on the tidal basin, July 4, and as soon as the various events planned for the meet are made public other crews will get on the water.

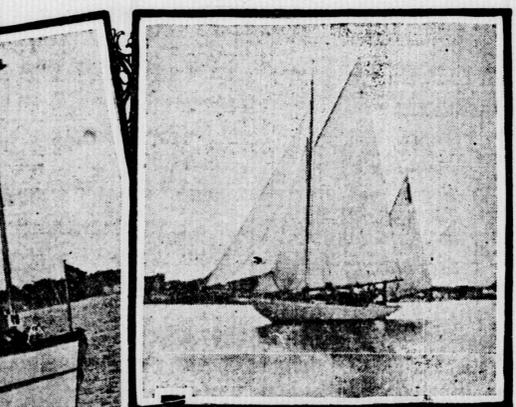
Capt. Middleton has not heard from the Philadelphia builders in regard to the shell boat, and it is probable that some member of the club will go up there and try to straighten things out.

Contrary to usual practices during the summer months, the Washington Canoe Club will give a smoker on July 4 to its members only, and besides the usual refreshments, a lengthy musical program has been arranged.

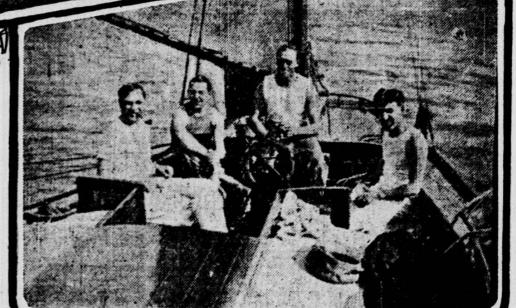
Shortly after the smoker, the exact date as yet to be decided upon, Commodore Williams will host another club regatta, and a long list of events will make the meet. Owing to the weather at the last regatta, it is expected that a speed of fifty miles an hour and possibly more.

One feature of the craft is the arrangement of the power plants, which are installed in pairs, end to end on either side of the forward compartment, and when they are disconnected by means of a clutch, which she was designed, will be held down to business. It will be seen that two fly wheels are used and that the motor is mounted on a rubber spring in order to set the after ones in motion. The boat is mahogany trimmed and when entirely finished will be a very beautiful one. It is expected that it will be much higher than is usual in racing boats, as the British international cup races, for which she was designed, will be held August 24-25-26, on Huntington Harbor, L. I., where rough and choppy water is apt to be encountered.

The elimination trials for these races will be held August 16, 17 and 18 and the



THE YAWL "CHENODEN" BALTIMORE YACHT CLUB



THE CREW OF THE FREYA. GEO. BRIGHT, CHAS. LANGLEY, SKIPPER BRIGHT AND GEO. DALTON

the Capital Yacht Club his headquarters during his stay in Washington.

Another Racine thirty-six-foot cruiser will join the ranks of the Capital Yacht Club fleet within two weeks, and F. B. Brock, the owner of the craft, will leave for New York either Thursday or Friday and make start number two for the Severn river. The boat is placed in this way because a report has been circulated, unconfirmed by Mr. Brock, that a start-made about a week ago terminated suddenly in a gale of wind that tore the rigging and caused minor damages which necessitated a postponement of the trip, and if all goes well the new craft will anchor off club station at Annapolis before the 10th of next month.

Her owner is desirous of entering the races at Oxford, July 17, 21, and 24, and Vice Commodore Chandler, who owns a similar outfit, attends the power events will be a feature of the meet.

The Melodie will be the name of the latest addition to the fleet. She is equipped with a twenty-five horsepower motor-started engine turning about 600 revolutions per minute, which means sending the boat through the water at a ten-mile per hour clip.

But better than all the engines ever designed, she is yawl rigged with sail enough to bowl her into harbor should the power plant break down or keep her on her feet in a heavy beam sea.

The speed boat building for Vice Commodore J. Stuart Blackton of the New York Yacht Club at the Dawson road boat works is rapidly nearing completion and will be launched by July 1. The boat is built of white cedar, copper fastened, with timbers of live white oak. She is 22 feet long, a feet eight inches beam and will be equipped with four six-cylinder 125-horsepower Emerson engines turning two screws.

F. Y. Dawson, president of the new concern, admits that they do not know what the boat will do when she is tried out for the first time, but they expect a speed of fifty miles an hour and possibly more.

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but her appearance today makes it hard to believe that she was ever anything but a yacht. The boat will be equipped with the new Davis "dinks" within a few days. It is hoped that Mr. Pattison will be on hand at Oxford July 17.

A recent edition of Cruiser's Information is now on sale at the office of The Star at 10 cents each, and all boating people are invited to inspect them. The book, besides being an accurate as a nautical government outfit, contains the following items of information: Where gasoline, engine oil and batteries may be bought; where to get drinking water, camping grounds, marine railways, telephones, telegraph offices, post offices, etc.; a list of the several scientifically designed and everything the yachtsman planning a cruise down the river wants to know; all channels are shown, besides lights and beacons.

The annual excursion of the Corinthian Yacht Club will be run to Marshall Hall, Saturday, July 1, and the steamer Charles Mack will be in charge for the entire day, making three trips, 10 a.m., 2:30 p.m. and 6:30 p.m. A stop will be made at Alexandria on the last trip down.

A speed boat race, open to all boats capable of over fifteen miles an hour, will be held at 4 p.m., immediately on the arrival of the afternoon boat. This race will give over a course of about ten miles, with the start and the finish at the wharf, this giving all on shore an excellent chance to see the race. Valuable prizes will be given to winners, and the entries up to include some of the fastest boats of their type around Washington. The prizes will be presented in the dancing pavilion after the arrival of the evening boat.

Entry blanks for the speed boat race may be obtained by application to any officer of the club. There is no entrance fee and the race will be scratch. The course will start at a point off the end of the wharf at Marshall Hall, run to the red gas buoy off Washington Point, then up the river to a Corinthian Yacht Club buoy opposite the United States fish commission station and then back to the wharf, which will make about a ten-mile run.

The Eastern Power Boat Club will move its clubhouse to Nanjanow creek today, and several members of the organization owning power boats are going to tow the craft down. The idea is to provide a double-entrance to the creek, so that in the event of breakdown or sickness the house can be used as auxiliary headquarters.

Next Saturday practically every boat in the fleet will cruise to the beach, stopping over Sunday and Monday and returning to the city the 4th. These trips have been taken by the Eastern Club on several occasions since the beginning of the season, and it is planned to do more lengthy one later on in the summer.

Capt. Cullen of the little Iliano has given up his berth on that craft and become second mate on the ship Mary Esther, owned by Commodore William Mills.

Why and Because. Please describe the best method of using a Kay taffrail log, so that an accurate account may be kept of speed.

The patent log you mention is usually equipped with only fifty feet of line and when your boat hits a clip of six miles an hour or more, you will have difficulty in keeping the little propeller in the water, so the first thing to do is to add fifty feet more line to the contrivance.

Run over the government course, starting from the buoy in the harbor, give blades more twist. For use in navigation, prepare a "minute" chart, by reducing as follows: 12 miles an hour equals 1 mile in 5 minutes, to determine the speed of your boat per hour, allow

ing an addition or subtraction of speed according to direction of tide and wind.

Could you give me some idea of the cost of building a cruising motor boat about thirty-five feet long and nine or ten feet beam, using cypress planking and oak trimmings? NOVICE.

It is a rather difficult matter to figure on the cost of such an outfit, as much depends on the skill and experience of the builder in cutting out and reading waste of material, but it is safe to say that the final cost of the craft would certainly total from \$2,000 to \$3,000 if proper power was installed and proper finish given the hull and cabin arrangements.

There is no doubt in the fact that a great deal more pride is taken in a boat designed and constructed by one's own hands than in one bought of a dealer. It is not so much the appearance as the performance that counts.

Second Lieutenant of Engineers L. J. Ker, granted ten days' extension of sick leave.

Third Lieutenant of Engineers C. H. Johnson, granted twenty days' leave, commencing July 2.

First Lieut. J. L. Maher, detached from the Forward and ordered to the Winona.

First Lieut. J. F. Hotel, detached from the Winona and ordered to the Snohomish.

Capt. S. B. Winram, detached from the Algonquin and ordered to the Gresham.

Capt. F. G. Dodge, granted sixty-five days' leave of absence, commencing July 2.

Engineer-in-chief C. A. McAllister granted forty days' leave, commencing June 23, with permission to go beyond the seas.

Capt. R. O. Crisp, detached from the Seminole, upon relief, and assigned to duty as inspector of labor and materials at Newport News Va.

First Lieut. W. A. Wiley, ordered to the Seminole on temporary duty.

Capt. P. H. Ueberoth, detached from the Gresham and assigned to duty at the department.

ton, N. C., station is out of service, and is at the Norfolk navy yard for a general overhaul to put her in order for efficient service. The cutter Gutrie, the boarding vessel in Baltimore harbor, is out of service at Annapolis Cove for general repairs.

The cutter McCulloch has sailed from San Francisco for San Diego, Cal., to patrol the southern coast of the state to prevent smuggling from Lower California and Mexico. The withdrawal of the other ships of the service, into duty in the arctic region, left the coast unprotected, and the McCulloch was assigned to the duty.

The cutter Apache, from the Baltimore station, arrived here Thursday last, and boarding parties from the ship have been inspecting the vessels in port here to see that they were complying with the navigation laws in the matter of equipment and the like.

The cutter Itasca, the cadet training ship of the service, sailed from New London June 21, with the classes of cadets from the school of instruction aboard, on her annual cruise in European waters. On the cruise she will visit ports on the Mediterranean sea and will return to New London next September. Her first stop will be at Punalu, Madeira, at which port she is expected to arrive July 4. Four days will be spent there, and from that port she goes to Marseille, France.

Orders and instructions to officers in the revenue cutter service have been issued from the division of the service, as follows:

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ROCKEFELLER TO BUILD NEW YORK FAMILY HOME

Acquires Valuable Property in Fifth Avenue Section—To Surpass Carnegie Mansion.

Special Dispatch to The Star. NEW YORK, June 24.—John D. Rockefeller's wholesale purchases of property on 54th and 53d streets, near 6th avenue, have not been, as was at first supposed, for the purpose of securing an ample plot of ground for the erection of a Rockefeller memorial church, but with a view of establishing a Rockefeller domain in the most fashionable section of New York on which to domicile his entire family.

This Rockefeller estate, when completed, according to plans now in the hands of William Welles Bosworth, the 5th avenue architect, will be the most magnificent in the city. Mr. Rockefeller now owns approximately 160 feet on 54th street and 120 feet abutting on 53d street. The depth of the land from street to street is a little over 200 feet. On each corner of the estate will be a mansion, and lying between will be a splendid park, the better part of which will be landscaped by the best landscape artists in the country.

It is said that ultimately Mr. Rockefeller will own the better part of the block, and turn it all into an estate, which will eclipse in grandeur even the magnificent estate of Andrew Carnegie. Unlike Mr. Carnegie's Central Park, it will not face on Central Park.

Forced to Pay High Prices. The purchase of the desired property has been a slow and painstaking task, and Mr. Rockefeller has been obliged to pay what real estate agents regard as outrageously exorbitant prices.

The last piece of property secured was the home of Col. John J. McCook, at 10 West 54th street, for which \$225,000 was paid. Architect Bosworth has been commissioned to build on this plot for young Mr. Rockefeller a residence to cost \$250,000. Between the two Rockefeller's house will be two plots, and these will be transformed into a park.

It is hinted, also, that eventually Mrs. Harold F. McCormick, Mr. Rockefeller's West 23d street, the son-in-law, will come to New York, and that a home will be built for her at No. 5 West 23d street, the south-west corner of the estate. Then Mr. Rockefeller will have his entire family living on the one estate, on a corner of the noblest millenium will have arrived, owing to the great increase in the cultivation of rubber trees. The perfect pavement will be formed of a compound laid in sheets, possessing the resiliency of rubber and more than the endurance of asphalt.

New York, with other large cities, would welcome such pavement with enthusiasm. Imagine the rest to nerves now racked by the thunder of drays and carts when they roll by in silence.

We could well afford to raise a monument to the man of woman who shall make New York a noiseless city.

A Sane Fourth. From the Atlanta Constitution. With so many enthusiastic Americans in England for King George's coronation, it ought to be a pretty sane Fourth in this country.

EXCEEDS THREE BILLIONS. Foreign Commerce of United States for Past Eleven Months.

A new record in the foreign commerce of the United States, surpassing that of any year's business in history, was made during the eleven months of the fiscal year ending in May. During this period the imports and exports of the United States, as computed by the bureau of statistics and announced today, amounted to \$3,312,383,506, which exceeds the record year of 1908 by almost \$3,000,000.

The balance of trade in favor of American business men from their foreign customers amounts to \$301,223,592 for the eleven months. It is doubtful if the balance of trade at the end of the fiscal year will equal that of the previous record made in 1908, which was \$699,437,554.

The imports for May were \$330,824,241, and the exports \$133,169,695. The imports for the eleven months were \$1,405,429,092 and the exports \$1,906,954,504.

All Right Without Assistance. From Alhambra. It is probable that many queens of the kitchen share the sentiment good-naturedly expressed by a Scandinavian servant recently taken into the service of a young matron of Chicago.

The youthful assumer of household cares was disposed to be a trifle patronizing. "Now, Lena," she asked earnestly, "are you a good cook?"

"Yess, 'm, I tank so," said he girl, with perfect nativite, "if you will try to help me."

Cadets Assigned to Duty. All the graduates of the United States Military Academy of the class of 1911 have been assigned to various branches of the army. In accordance with custom, the star graduates, being the five having the highest averages, are assigned to the Corps of Engineers.

These, in the order of their standing, are: Philip Bracken Fleming, John Wesley Stewart, Joseph Cowles Mahaffey, Paul Soreg Reinecke and Raymond Albert Wheeler.

Maj. De Laney's New Duties. Maj. M. A. De Laney of the Army Medical Corps, who has been on duty in Washington as assistant to Col. G. L. Edie, attending surgeon here, will succeed to the duties of the place the latter has vacated.

Capt. W. E. Davis remains on duty as an assistant officer. Maj. De Laney has been the attending surgeon at the White House since he has been on duty in the city.



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