American Yachtsmen Are Preparing to Enter Race Across Atlantic for Cup Offered by King of Belgium

PROPOSED OCEAN RACE EXCITING MUCH INTEREST

Speculation Over Type Best Adapted for Cup Event.

100 FOOTERS IN FAVOR

Brief History of What Little and Big Craft Have Accomplished.

Since the days when Christopher Columbus sailed across the Atlantic with his fleet of three caravels, the old ocean has been considered the ideal battle ground for wind driven craft. Still there have been very few races from one to the other side of the big ditch, principally because the average yachtsman has been unable to give the time necessary for such a brush. To race across the ocean and return means the taking up of at least six weeks of the most ideal sailing hours of the year. Again, it generally has been believed that only large craft could take part in such a contest.

Although the former statement is true, there is no particular reason why a race across the ocean should be limited to large yachts. Time and again it has been proved that little boats can cross the Atlantic in safety, provided they are manned by real sailing men. Of course, a 3,000-odd mile voyage in a small boat is not particularly comfortable. There are things more enjoyable than being housed up in a little yacht, without an opportunity of stretching one's legs, for several weeks. That is one of the reasons why only the most enthusiastic sailors take an interest in long distance races for little craft.

The offering of a cup for a race across the Atlantic by the King of the Belgians during the coming summer has created more than passing interest in the world of sport. The non-nautical mind sees something of the real sporting nature, filled with unknown dangers, in a contest from Sandy Hook to Ostend. The deep sea sailor looks at it in an entirely different light. To him the element of danger is eliminated. He sees nothing particularly dangerous in such a brush, particularly in July. Also, he does not believe that the race is bound to be won by one of the larger craft. Wind and weather will have a good deal to do with finding the victor, and should the fleet run into light weather for any considerable length of time it would not be at all surprising to see the race won by a little yacht.

Element of Luck.

Again, the element of luck plays a very important part in a race that is bound to last two weeks. In that time a fleet of yachts of various sizes, rigs and designs is bound to be distributed over a wide sea area. Naturally, they will encounter winds of varying strength. The winner is going to be the craft that finds and keeps the breeze.

There is a lot of bunk written about the ability of skippers to "nose out" wind. If a skipper picks up a breeze he is lucky. That is all there is to it. The ones who saw the last races for the America's Cup will remember that sometimes the Resolute found a breeze and at other times the Shamrock was the fortunate craft.

In light weather, breezes come from nowhere and last for varying lengths of time. Yachts have been within a few hundred feet of each other, one with a breeze and the other in the doldrums. That is luck—pure and simple—regardless of the belief that some skippers always can find wind.

Though the element of danger has no particular bearing upon the subject and although there is a possibility of a yacht of any size and rig being the winner, it is safe betting that the majority of the entries will be yachts of more than 100 feet. The statement is made regardless of the fact that Capt. Thomas Fleming Day, father of ocean racing for small boats, is of the opinion that only thirty-footers should be allowed to enter. Capt. Day may enjoy spending a month or so on a thirty-footer. The average sailing man wants something decidedly larger for anything more than an afternoon's sail.

A history of ocean racing has proved this to be the case. In the history of the sport there have been four transatlantic races. Three from this to the other side and one from England to America. The first contest was sailed in 1866. It was a sweepstake for $10,000 a side. Three yachts raced. They were the Henrietta, the property of the late James Gordon Bennett, a former commodore of the New York Yacht Club and the owner of THE NEW YORK HERALD; Fleetwing, which belonged to Franklin Osgood, and Vesta, the property of Pierre Lorillard.

Argument Caused Race.

The race was the result of an argument between Commodore Bennett and Mr. Osgood over the ability of their respective craft. The yachts had met in a match race over a Sandy Hook course, and Fleetwing had been the winner. The result did not please Commodore Bennett and he offered to bet $10,000 that Henrietta could beat Fleetwing in a race over a real ocean course. The owner of the Fleetwing accepted the challenge and it was decided to race across the Atlantic.

The race created unusual comment. Such a contest never before had been attempted, and the owners were considered the most daring of amateur sailors. The time chosen for the race also added to the impression that the yachtsmen were tempting sure death in their "foolhardy" undertaking. Instead of crossing during the summer, when the Atlantic often is as smooth as a mill pond, the yachtsmen elected to race in winter, and the date of the start was set for Dec. 11, 1866, one year after the ending of the civil war.

Pierre Lorillard, another enthusiastic sportsman, became interested in the contest and suggested making the race a three cornered sweepstakes at $10,000 a corner. The other yachtsmen accepted, and the much heralded brush started on schedule time, the finish being off the Needles, Isle of Wight, England. Nothing was heard of the yachts until Commodore Bennett's Henrietta arrived off the Needles at 5:45 P. M. on Christmas Day.

Fleetwing finished about 8 hours later and then came Vesta, which was about an hour and a half astern of the second craft. Later, it was discovered that Vesta really had outsailed the other yachts, but an error in navigation had lost her the race. The race showed the world that the contest was not a foolhardy proposition and also that the winner was not necessarily the fastest yacht.

The result was highly pleasing to Commodore Bennett and he at once threw his cap into the ring and stated that he was willing to race Henrietta against any other yacht in the world in any sort of a long distance contest. No one accepted the challenge and finally Commodore Bennett sold the craft without getting another real long distance contest.

In those days good seaworthy boats raced for the America's Cup, a trophy that was creating more or less interest in the world of sport. Then special boats were not built for a "blue ribbon of the sea" race. A yachtsman was contented to race for the America's Cup with his usual cruising craft. Due to this sportsmanlike angle of early America's Cup races Commodore Bennett was able, in 1870, to get another race across the ocean.

James Ashbury, an English yachtsman, had built the schooner Cambria. He decided to have a fling at the America's Cup. He planned to sail across the ocean in his yacht, cruise in American waters and incidentally race for the America's Cup. There was no talk of towing Cambria across the ocean or bringing her across under jury rig, as is done in these decadent days of America's Cup racing. Cambria was going to be sailed across under full rig, just as she would be raced on this side of the ocean.

Hearing that Cambria was going to visit this country Commodore Bennett suggested a race across the ocean, nominating his new schoner Dauntless. Mr. Ashbury accepted, and it was decided to race from Cork, Ireland, to America. The race created even more talk than the contest in 1866. Dauntless was the favorite. Regardless of that fact the British schooner proved to be the winner, crossing the finishing line one hour and forty-three minutes ahead of the American craft. It took twenty-three days to make the voyage. The start was made on July 4, 1870.

Seventeen years later the Dauntless took part in the third transatlantic race. This was a match affair against the Coronet. The race was for a $10,000 side bet. The start was made off Bay Ridge and the finish was off Queenstown, Ireland. Again the Dauntless was beaten. The Coronet's time for the race was 14 days, 20 hours and 30 minutes.

Racing Machines Only.

There was no more talk of ocean racing after the Dauntless-Coronet brush for many years. Sir Thomas Lipton moved onto the yacht racing horizon and with his arrival yachts built for the America's Cup race were nothing but out and out racing machines, worthless for cross-Atlantic racing.

This was the cause of much discussion after the Reliance-Shamrock III. series and to help the sport and to encourage deep sea racing the former German Emperor offered a cup for a race from Sandy Hook to the Lizard, Cornwall. The offer of the cup stirred up unusual interest in the yachting world. Yachtsmen were tired of the "park lake" boats that were built for the America's Cup and welcomed a race for real craft. In fact, the situation in 1905 was practically the same as it is to-day.

Eleven yachts came to the starting line on May 17, 1905. The fleet was made up of eight American, two British and one German yacht. Owing to a thick fog the yachts did not get away until the following day. The winner proved to be the Atlantic, a three masted schooner designed by William Gardner and owned by Commodore Wilson Marshall. She crossed the ocean in 12 days and 4 hours, crgating a new record. The Atlantic was sailed by the late "wee" Charlie Barr.

The yachts that started in the memorable race, their owners, designers and skippers are as follows:

Ailsa (yawl), owned by Henry S. Redmond, 130 feet over all, designed by Fife and sailed by Capt. Lem Miller.

Apache (bark), owned by Edmund D. Randolph, 198 feet over all, designed by Reid and sailed by Capt. J. H. McDonald.

Atlantic (schooner), owned by Wilson Marshall, 185 feet over all, designed by Gardner and sailed by Capt. Charles Barr.

Endymion (schooner), owned by George Lauder, 137 feet over all, designed by Crane and sailed by Capt. Jim Loesch.

Fleur de Lys (schooner), owned by Dr. Lewis Stimson, 105 feet over all, designed by Burgess and sailed by Capt. Tom Bohlin.

Hamburg (schooner), owned by a German syndicate, 146 feet over all, designed by Watson and sailed by Capt. Edward Peters.

Hildegarde (schooner), owned by Edward R. Coleman, 135 feet over all, designed by Chesborough and sailed by Capt. S. H. Marsters.

Sunbeam (schooner), owned by Lord Brassey, 154 feet over all, designed by Byrne and sailed by Lord Brassey.

Thistle (schooner), owned by Robert E. Tod, 150 feet over all, designed by Wintringham and sailed by Commodore Robert E. Tod.

Utowana (schooner), owned by Allison V. Armour, 190 feet over all, designed by Webb and sailed by Capt. J. H. Crawford.

Valhalla (ship rigged), owned by Earl of Crawford, 298 feet over all, designed by Storey and sailed by Capt. Cauws.

Victory Is Heralded.

The victory of the Atlantic was heralded as a big feather in the cap of American yachting, notwithstanding the fact that a Scotchman raced the yacht. Commodore Marshall treasured the cup until the great war, when his only son, an American aviator, met his death on the other side. Soon after, Commodore Marshall gave the cup to the American Red Cross, to be broken up for the gold that was supposed to have been in the trophy.

It was discovered that even back in 1905 the Kaiser was "bunking" the world. Instead of being gold, the cup, when it was smashed, proved to be only gold plated and very thin plated at that.

Regardless of the fact that the race for the Kaiser's Cup was praised on every side, there were a few who contended that it was not a real sporting proposition. Thomas Fleming Day, then editor of the *Rudder*, was the principal critic. He said it was a joke to sail across the ocean in a boat the size of the Atlantic and suggested a similar race for little craft.

Capt. Day's talking resulted in the Brooklyn Yacht Club offering a cup for deep sea racing for little boats. Much against the "Skipper's"—as Capt. Day is called—advice, the Brooklyn Yacht Club did not give the cup for a race across the ocean, but for an off shore brush. The first race was around Long Island. This created some talk. The second was from Gravesend Bay to Hampton Roads. This was considered exceedingly daring.

It was the third race that started the sporting world talking. It was from Gravesend Bay to Bermuda. Tons of good white paper were ruined telling the world what a foolhardy undertaking was being promoted by Capt. Day and the Brooklyn Yacht Club. To race little boats to the faroff Lily Isles, across the mighty Gulf Stream, was considered as daring as anything ever attempted by amateur yachtsmen.

Three little boats—the Lila, the Tamerlane and the Gauntlet—started in the first race. Regardless of the knockers, the craft reached Bermuda, proving that properly built and well manned little craft could navigate the seven seas without any real danger. It was the beginning of the Bermuda races, that increased in importance until more than a dozen yachts started in a contest.

Gradually yachtsmen lost interest in the Lily Isles and the Bermuda race went by the board. The men who were fond of deep sea sailing asked that some other port be made the finish of the deep sea contest. A Halifax race was tried with only fair success. Then the war came and yachtsmen became interested in something far more important than deep sea sailing.

At the present writing it is impossible to state what style, type or size of craft will race this summer for the King of Belgium Cup. Also the number of starters is nothing more or less than guesswork. All that one can say is that the announcement of the offer has created more interest in the yachting world than did the offer of the Kaiser back in 1905. If that may be taken as a criterion there will be even a larger fleet racing across the ocean than the one that started in the last transatlantic brush.

Also there seems to be an inclination on the part of owners of small craft to become interested in the contest—not the little thirty footers, but boats under 100 feet overall length. In fact, the first yachtsman to state that he was anxious to enter is the owner of a seventy-five foot ketch. The craft is the Siesta, the property of Prof. W. F. Clayton, University of Maryland. This is a very healthy sign, as big yachts are not being put into commission these days of the increased cost of everything connected with the sea.

Commodore F. R. Mayer of the Atlantic Yacht Club yesterday entered his Undaunted. Since he has been the owner of the big three masted schooner Commodore Mayer has been anxious to try the speed of his yacht over a deep sea course. He tried to arrange a race last season but could not find a boat of the size of the Undaunted that was willing to race him.

Elena May Start.

Elena is another big yacht that might enter. She is now owned by former Commodore Vanderbilt of the New York Yacht Club. He is a deep sea racing man, as is his cousin, Harold Vanderbilt, owner of the schooner Vagrant, which once took part in a race to Bermuda. Arthur Curtiss James is another deep sea sailor who is the owner of a yacht ideal for a race across the Atlantic. She is the auxiliary bark Aloha.

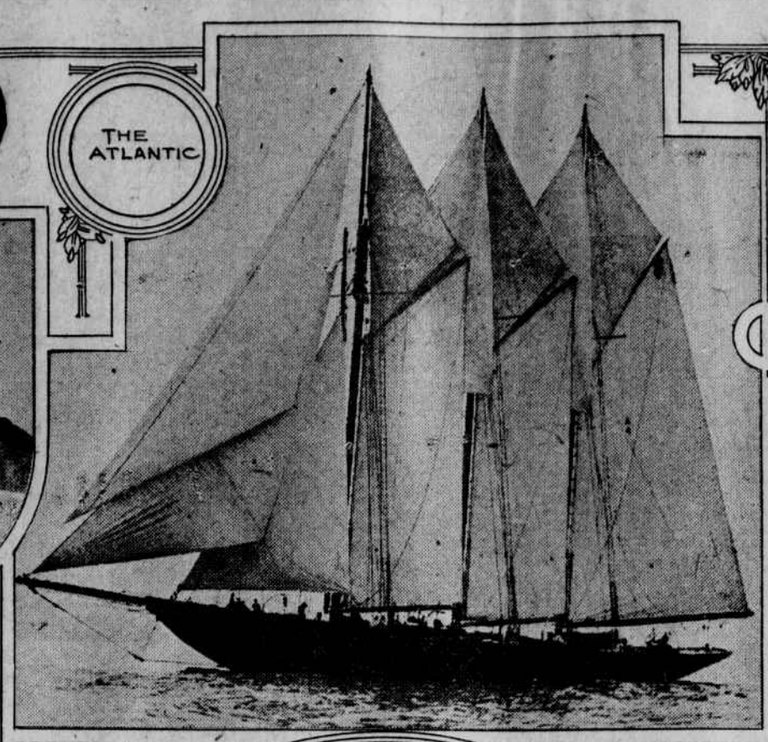
Atlantic, winner of the Kaiser's Cup, was in commission last summer and probably will be out again this year. She is now owned by the Brady brothers, James Cox and Nicholas F. Willis Sharpe Kilmer, better known on the turf than in the yachting world, bought a big schooner last year that should do well in a race across the ocean. She is the Intrepid. Then there is a possibility that Sir Thomas Lipton may use the race as a chance to take home his 23-meter Shamrock, still in this country.

Undoubtedly there will be one or more entries from the other side. The ones who are best informed say that it would not be at all surprising to hear that the Prince of Wales had entered the Britannia. It is known that the Prince is anxious to find an excuse to visit this country again. The yacht race would give him an excellent opportunity.

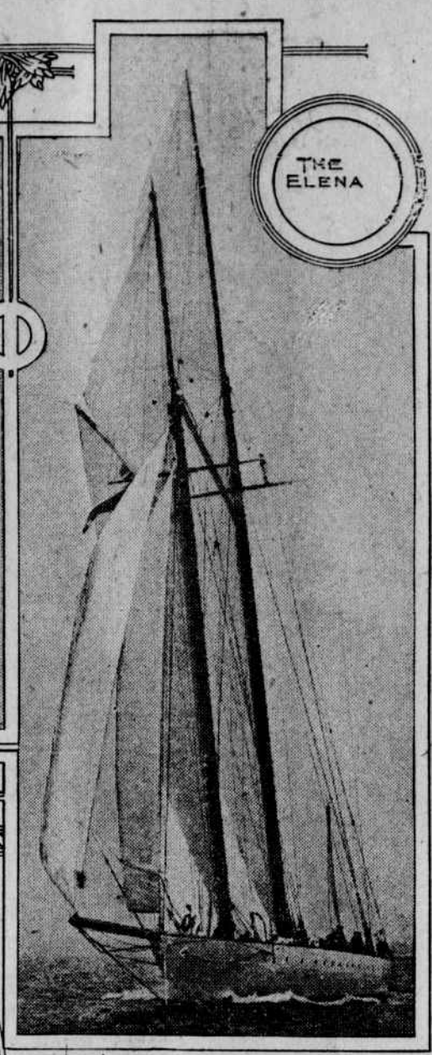
Taking it all in all, the King of Belgium certainly has started something by his offer. It is now up to yachtsmen to put it over and make the race one of the most important sporting features of the coming summer.

Yachts That Arouse Memories of Transaltantic Racing

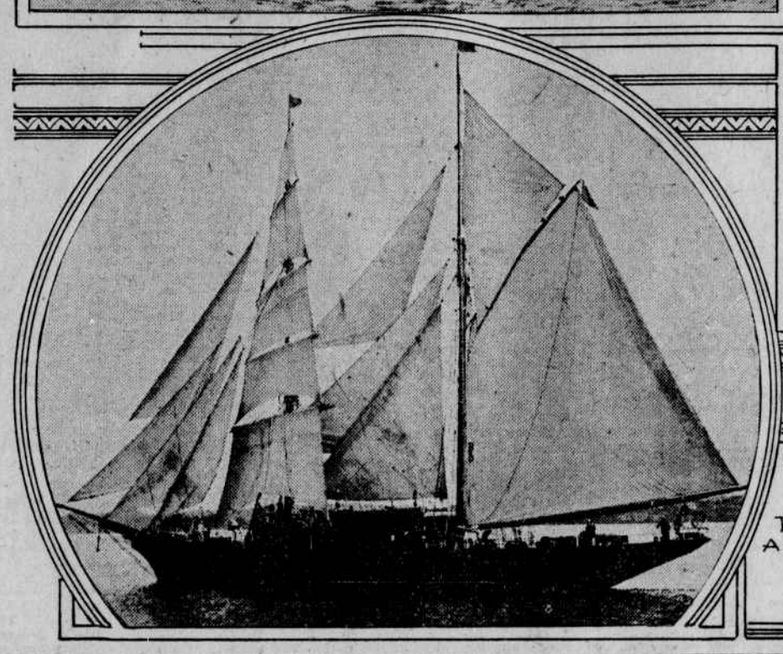
KING ALBERT OF BELGIUM



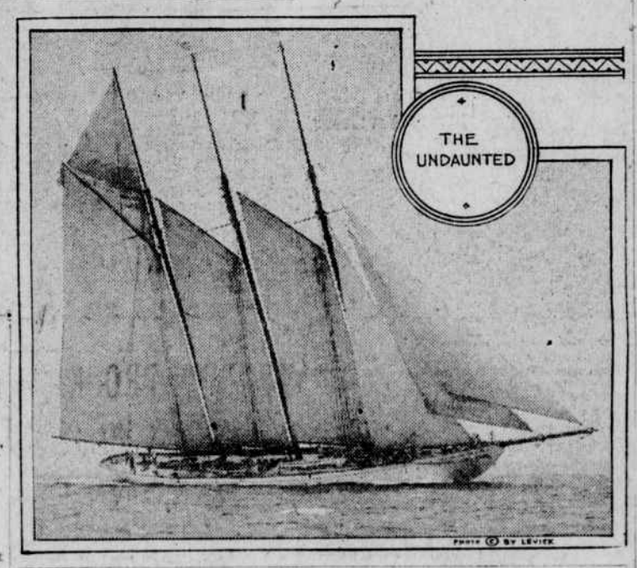
THE ATLANTIC



THE ELENA



THE ALOHA



THE UNDAUNTED

Freshman Betters Swimming Records

PROVIDENCE, R. I., Feb. 5.—D. L. Jones of Chicago, a freshman at Brown and this year's find in Brown athletics, has broken three tank records in the two meets in which he already has participated. In the Brown-Springfield meet in the Colgate Hoyt swimming pool at Brown he beat two records for the pool by swimming 100 yards in 57 1-5 seconds and 220 yards in 2 minutes 32 2-5 seconds. In the Brown-Harvard meet in the Brookline, Mass., Y. M. C. A. pool he bettered another pool record by swimming 100 yards in 57 seconds flat.

Both meets were decisive victories for Brown. Brown has M. I. T., Wesleyan, Rensselaer, Dartmouth, Williams, Yale and Stevens Institute yet ahead of her on her schedule. All efforts are being focused on the meet with Yale, Brown's most formidable rival. Jones prepared at the Harrison Technical High School in Chicago. He was a member of his high school swimming team for four years and still holds sectional interscholastic records in the 40 yard, 100 yard and 220 yard.

BRITISH SPORTSMEN COOL TO KING ALBERT'S RACE

Think Proposed Ocean Contest Without Interest Either as Sporting or Yachting Event, Besides It Would Interfere With Cowes Attraction.

Special Cable to THE NEW YORK HERALD. *Copyright, 1921, by* THE NEW YORK HERALD.
New York Herald Bureau, London, Feb. 5.

British sportsmen are not enthusiastic over the proposal of King Albert of Belgium for a yacht race from Sandy Hook to Ostend next July. As a matter of fact they regard it as a freak race and without interest either as a sporting or a yachting event. Also they say it would occur at a time when the sixteen foot yacht classic is held off Cowes, in connection with which enthusiasm here is keen. The opinion was expressed that this race off Cowes should not be sidetracked by a race between big yachts, such as the proposed contest across the Atlantic would be.

C. H. Burne, a member of the Royal Thames Yacht Club, said that while sportsmen here appreciated King Albert's spirit in offering a cup for a transatlantic yacht race, they thought he was badly advised in planning the contest.

"Obviously the biggest and strongest yacht would best stand the buffeting of the Atlantic and the winner could be picked before the race started," he said. "The risk involved would be too great in these days of costly building, because the racing yachts of the present day are so lightly built that to carry such a stretch of canvas as would be necessary in such a race they would find the voyage across the Atlantic a perilous one."

Mr. Burne said British yachtsmen would welcome a race around the British Isles, for instance, which was confined to yachts of a stipulated size—another from six to twelve meters long. This, he added, would be keen sport, preventing long handicaps, and encouraging an advance in yachting designs.

LEHIGH MATMEN DOWN COLUMBIA

Score 16 to 15 Points in Exciting Match—Headlock Used Effectively.

Lehigh took the measure of Columbia on the mat yesterday afternoon in a match the result of which was in doubt to the last bout. The honors shifted back and forth, with the score almost a tie when the two last contestants went to the mat. Lehigh won by the score of 16 to 15.

The most exciting bout was between Potter of Columbia, and Roy of Lehigh, in the 175 pound class. The men battled evenly for the first few minutes; Potter then began forcing the issue and gained a fall in 5 minutes and 41 seconds, with a body scissors and arm lock.

The scissors is Potter's favorite hold, and he succeeded in punishing his opponent so that the latter was perceptibly weakened when the Columbia man kept the hold on him for about two minutes.

The captains of the two teams, Bertolet of Lehigh, and Paull of Columbia, clashed in the 145 pound class, the visitor gaining a decision with an advantage of 6 minutes and 46 seconds. Bertolet forced the bout all of the way, not giving the Blue and White leader a chance to get on the aggressive.

The meet was so close as to hinge on the result of one bout, and the home team was handicapped in being forced to use a 115 pound man for the 125 pound bout. Harner put up a game fight in the beginning of the match, but the superior weight of the winner soon decided the bout in Lehigh's favor, Meyer gaining a fall in slightly less than five minutes.

The summary follows:

115 Pound Class—Linchitz, Columbia, defeated Schwartzbach, Lehigh, by a fall in 4 minutes 45 seconds with a headlock.

125 Pound Class—Meyer, Lehigh, defeated Harner, Columbia, by a fall in 4 minutes 55 seconds with a headlock.

135 Pound Class—Hart, Columbia, defeated Gibon, Lehigh, by a fall in 3 minutes 15 seconds with a body hold.

145 Pound Class—Bertolet, Lehigh, defeated Paull, Columbia, by a decision. Advantage of 6 minutes 46 seconds.

158 Pound Class—Lieser, Lehigh, defeated Johnson, Columbia, by a fall in 1 minute 45 seconds with a double arm lock.

175 Pound Class—Potter, Columbia, defeated Roy, Lehigh, by a fall in 5 minutes 14 seconds, with a body scissors and armlock.

Unlimited Class—Carlysle, Lehigh, defeated McLoughlin, Columbia, by decision. Advantage 4 minutes 46 seconds.

HARVARD DEFEATS YALE AT HOCKEY

Crimson Presents Perfect Playing Machine and Wins Game by 7 to 0

Special Despatch to THE NEW YORK HERALD.

PHILADELPHIA, Feb. 5.—The invincible Harvard hockey team stepped another notch toward a perfect record here tonight when Yale fell an easy victim by 7 to 0 in the first game of the series between the old rivals. The match was played in the Ice Palace before a crowd of 3,000.

The superiority of the Crimson was apparent from the first stroke the stickmen swung. Ned Bigelow, Harvard captain, penetrated Yale's defence for two goals in the first period before the Elis realized the game had begun.

Bigelow maintained his rapid gait throughout the game and finished with five of the seven goals. His mates kept well up with his leadership, and presented as perfect a hockey machine as the college world has seen in many a season.

In spite of the certainty of the disaster which confronted them, the Elis held together and fought off the rushes of the Crimson to the very end of the game—this after the Yale team apparently had been demoralized by four Harvard goals in the second period. The Elis clenched their teeth as they swung into the final fifteen minute session, and Harvard caged the puck only once.

Harvard already has a 7 to 0 victory over Princeton. The Tigers will face the Crimson here later in the month. The score:

Harvard (7).		Yale (0).
Emmons	Right wing	Griscom
Buntin	Centre	Shiras
Bacon	Left wing	L. Foster
Bigelow	Rover	Bulkley
Owen	Cover point	Carson
Humphrey	Point	Vaningen
Holmes	Goal	Root

By periods:

Harvard	2	4	1—7
Yale	0	0	0—0

Goals—First period, Bigelow, Harvard, 0:40; Bigelow, Harvard, 2:11; second period, Bigelow, Harvard, 5:23; Snelling, Harvard, 7:03; Emmons, Harvard, 8:05; Bigelow, Harvard, 14:45; third period, Bigelow, Harvard, 8:37. Substitutions — Harvard, Snelling for Bunting, Angier for Bacon, Bacon for Angier; Yale, Reid for Carson, Carson for Reid, Reid for Griscom, Griscom for Reid, Reid for Foster, Diefendorfer for Root, Reid for Foster, Griscom for Van Ingen. Referee—Lewis, New York. Umpire—Jack Devine, Philadelphia. Time of periods—15 minutes each.

N.Y.U. BASKETBALL TEAM DEFEATS COLUMBIA FIVE

Violet Wins by 26 to 18 in Keen Game.

New York University retained its title as metropolitan collegiate basketball champions when the Violet defeated Columbia in the Morningside Heights gymnasium last night by the score of 26 to 18. The opposing teams had eliminated all other university teams in the city, and the victory of Ed Thorp's charges gave them indisputable claim to the mythical title.

The game was one of the fastest ever staged in the Blue and White gymnasium, and the limited stands were filled to overflowing. Joe Deering's team, outplayed in the first half, staged a sensational comeback in the last few minutes of play, but a field goal by Capt. Baker squelched all hopes for a Blue and White victory when the Columbia scoring was at its height.

The first half ended with the Violet in the van, 17 to 7, and Columbia's spirit was at a low ebb.

Goeller and Baker scored from the field in rapid succession, but the Blue and White came back strong when Johnson, Horowitz and Pulleyn collaborated in adding eleven points to the Columbia score. The local rooters rose to their feet and cheered mightily for a Blue and White victory, but Baker responded to the Violet cheers and scored the goal that put an end to the struggle. This tally was the last of the game.

Robertson, the N. Y. U. centre, was the outstanding star of his team, scoring a total of twelve points. Johnson, the All Intercollegiate forward, did the best work for Columbia, his efforts totalling eight points. The lineup:

N. Y. U.		Columbia.
Holman	Left forward	Tynan (Capt.)
Goeller	Right forward	Johnson
Robertson	Centre	Watson
Baker (Capt.)	Left guard	Pulleyn
Delaney	Right guard	Horowitz

Goals from field—N. Y. U., Baker (2), Holman (2), Delaney (2), Goeller, Robertson; Columbia, Johnson (2), Horowitz (2), Tynan, Pulleyn, Watson. Goals from foul—Robertson, 10 out of 18; Johnson, 4 out of 8. Referee—J. M. O'Shea, West Point. Umpire—W. T. Cochrane, Navy. Time of halves—20 minutes.

RIDGEWOOD HIGH LOSES.

PASSAIC, N. J., Feb. 5.—After an uphill fight in the first half, Rutherford High School wound up a northern New Jersey interscholastic basketball league game with Ridgewood High School in a great burst of speed and won by 31 to 17. The lineup:

Rutherford.		Ridgewood.
Bauer	Forward	Fielding
Carroll	Forward	Pinckney
Gibson	Centre	Dall
Lightfoot	Guard	Moorbelli
Helwig	Guard	Vanderbeek

Substitutes (Rutherford)—Kingborn, A. Dixon; (Ridgewood), Aldrich, Batchellor. Field goals—Gibson, 3; Fielding, 3; Kingborn, 2; Bauer, 2; Aldrich, 2; Carroll. Fouls—Gibson, 15; Fielding, 4; Moorbelli, 3. Half time score—Ridgewood, 10; Rutherford, 16.

NEW YORK A. C. SWIMMING MEET.

The next monthly swimming meet of the New York Athletic Club will take place in the Winged Foot pool February 19. The events open to A. A. U. athletes will be a 200 yard handicap swim, a 100 yard backstroke handicap event and a 100 yard novice swim. There will be an invitation fancy dive and a water polo game. Entries will close February 11 with Paul Pilgrim. Another meet will be staged on March 1, when a national and metropolitan championship

COLUMBIA FRESHMEN LOSE.

Special Despatch to THE NEW YORK HERALD.

HIGHSTOWN, N. J., Feb. 5.—Peddie defeated the Columbia freshman team here this afternoon by 77 to 10. The Columbia players were completely outclassed and Peddie scored almost at will. A number of substitutions were made in the Peddie lineup at the opening of the second half, but the freshmen were still unable to break through the stone wall defence of Coach Plant's charges. In the last few minutes of play Peddie's varsity lineup was restored, the change resulting in a final rally which literally swept the Columbia players off their feet. The lineup:

Peddie.		Columbia.
Stiffer	Left forward	Moschen
Norris	Right forward	Brophy
Thropp (capt.)	Centre	Smith
Scott	Left guard	Barrett
Marshall	Right guard	Murphy

Substitutions—Peddie, Fry for Scott, Neighbor for Norris, Molinet for Stiffer, Scott for Fry, Norris for Neighbor, Stiffer for Molinet; Columbia, Hogan for Murphy, Hourigan for Hogan, Murphy for Hourigan, Hogan for Murphy. Referee—Mr. Mellick, C. B. Trenton. Time of halves—20 minutes.

FRANKIE CONIFREY INJURED.

Frankie Conifrey, the Harlem lightweight, met with a peculiar accident in the second round of his contest with Sam Mosberg at the Commonwealth Sporting Club last night. Conifrey aimed a left at Mosberg, missed the mark and dislocated his arm at the shoulder. A physician reduced the dislocation and Conifrey was taken to his home. Mosberg, of course, received the decision.

Sammy Stone received the decision over Frankie Curry in the ten round bout, and Harry London knocked out Scotty Williams in the sixth round. It was London's third knockout victory in the past week.

Eddie Krieger received the decision over Kid Hawk in six rounds, and Dick Raymond stopped Sammy Schwartz in the third round.

REGAN WINS FROM DUBE.

Barry Regan received the decision over Kid Dube at the Ridgewood Grove Sporting Club last night after a well contested fifteen round bout.

Al Norton stopped Jimmy Flynn with a right to the jaw in the fifth round of a bout scheduled for ten and Young Hickey and Battling Kiddy boxed a six round draw.

Sammy Parks was declared the winner over Johnny Molinari on a foul in the first round, Parks being hit below the belt.

Happy Gorman knocked out Kid Betz in the first round with a left hook to the jaw.

KELLY WHIPS LUSTIG.

Sailor Joe Kelly was awarded the judges' decision over Johnny Lustig last night in the Woodhaven Sporting Club. Kelly was the aggressor throughout and outboxed his opponent in almost every round of the fifteen. Kelly weighed 133 pounds, while Lustig tipped the beam at 140 pounds.

In a ten round contest Eddie Brady was given the judges' verdict over Joe Gray.

ILLINOIS FIVE WINS.

LAFAYETTE, Ind., Feb. 5.—Illinois University defeated Purdue in a Western Conference basketball game here tonight, 39 to 26. The Illinois team held the lead throughout the game.

FORDHAM FIVE WINS.

The Fordham basketball team defeated Villanova by 21 to 17, at the Sixty-ninth Regiment Armory last night.

NAVY FIVE IN FRONT.

Special Despatch to THE NEW YORK HERALD.

ANNAPOLIS, Feb. 5.—The Naval Academy won from the University of Virginia here this afternoon by 30 to 28, the visitors making an excellent showing in the first half, but going backward in the second period. Virginia not only put up a sterling defence, but was very aggressive in the first period. McKee was easily the star of the Navy, scoring six times from the floor, and shooting in good shape from the foul lines. The lineups:

Naval Academy.		Virginia.
Blue	Left forward	Carrington
McKee	Right forward	Hatcher
Ault	Centre	Sexton
Watters	Left guard	Oppleman
Parr	Right guard	Haskins

Field goals—Naval Academy, McKee, 6; Watters, 2; Ault, 1; Byerly, 1; Parr, 1. Virginia—Sexton, 3; Haskins, 1. Foul goals—Naval Academy, McKee, 6 in 10; Greber, 2 in 3. Virginia—Hatcher, 8 in 12; Edmond, 1 in 2. Substitutions—Naval Academy, Byerly for Blue, Lanhart for Byerly, Barnes for McKee, Greber for Ault, Lyons for Watters, Johnson for Parr. Virginia—Via for Carrington, Neeman for Hatcher, Talbert for Sexton, Edmond for Oppleman, McHood for Haskins. Referee—Mr. Morse, George Washington. Umpire—Mr. Pippen, University of Maryland. Time of periods—20 minutes.

NAVY GYMNASTS WIN.

ANNAPOLIS, Md., Feb. 5.—The midshipmen opened their gymnastic season this afternoon by winning from Pennsylvania by 36 to 19. Pearson, with his series of stands, vaults and rolls on the parallel bars and his good work on the horizontal bars and side horse, was the individual star.

The summary:

Parallel Bars—First, Pearson, Navy; second, Davis, Navy; third, Attlee, Pennsylvania.

Club Swing—First, Gilmore, Pennsylvania; second, Thorington, Pennsylvania; third, Dugan, Navy.

Horizontal Bars—First, Cory, Navy; second, Pearson, Navy; third, Attlee, Pennsylvania.

Flying Rings—First, Hales, Navy; second, Nold, Navy; third, Taylor, Navy.

Side Horse—First, Stone, Navy; second, Thorington, Pennsylvania; third, Pearson, Navy.

Tumbling—First, Woodward, Pennsylvania; second, Pearson, Navy; third, Sylvester, Navy.

WESLEYAN SWIMMERS LOSE.

MIDDLETOWN, Conn., Feb. 5.—Massachusetts Institute of Technology won the swimming meet from Wesleyan tonight, 36 to 17.

Two pool records were broken, the first by the M. I. T. relay team, which covered the 160 yard course in 1:23 4-5. This reduced the pool record by one second.

In the 220 yard swim, Green of M. I. T. took first place handily, establishing a new pool record of 2:37 1-5. In the plunge Stalbird of M. I. T. did some good work with a distance of 60 feet in thirty-four seconds.

FIVE GAMES FOR BROWNS.

ST. LOUIS, Feb. 5.—The St. Louis Americans will play five exhibition games on the return trip from the training camp at Bogalusa, La., it was announced to-day. The games follow:

March 21, Milwaukee, at Gulfport; March 22 and 23, Mobile and Louisville, respectively, at Mobile, and March 28 and 29, Brooklyn, at New Orleans.

PENN STATE DEFEATS W. AND J.

WASHINGTON, Pa., Feb. 5.—The Penn State five won from Washington and Jefferson here to-night, 26 to 23, in a splendid struggle.

PENN WINS ELEVENTH.

Special Despatch to THE NEW YORK HERALD.

PHILADELPHIA, Feb. 5.—Capt. Dan McNichol's ability to convert Lehigh's many faults into points gave the Pennsylvania basketball team its eleventh straight victory for the season here to-night. The score was 19 to 10.

PENN GRAPPLERS WIN.

Special Despatch to THE NEW YORK HERALD.

MORGANTOWN, W. Va., Feb. 5.—Pennsylvania beat West Virginia at wrestling here fo-night by 17 to 13. Penn obtained three decision and one fall against three decisions for the Mountaineers.

GOOD GOLF BY WOMEN.

PINEHURST, N. C., Feb. 5.—Mrs. Dorothy Campbell Hurd of Pittsburg and Mrs. John D. Chapman of Greenwich both went over the No. 1 course at Pinehurst to-day in 88. Mrs. Hurd went around in 44, 44. Mrs. Chapman went out in 40 and came home in 42. Both women registered threes on the difficult eighteenth hole. George Fotheringham, playing in the same match, covered the course in 38—35—73 and finished up with a 2.

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