They fought the Orange eight stroke for stroke, and as they neared the finish third place seemed to be assured to the men from the shores of Cayuga.

But Syracuse was fighting as no other Syracuse crew had fought. It was rowing as perhaps not even five winners for the Orange had rowed in other years. It was big and stalwart—and it dug into the Hudson with a power which strained its sweeps to the breaking point. The Syracusans had just enough to pull them over the line ten feet ahead of Cornell.

Thus did Cornell have to swallow the bitter pill which comes of a fourth place—a pill as bitter as aloes for the big Red crew and the men who shouted themselves hoarse in a soul stirring despair for that big Red crew. Thus was Cornell forced to finish fourth for the first time in the many years of rowing up at Ithaca.

Never had Cornell been worse than third on the Hudson. Thirteen times had the proud Cornellian led the fleet as it swung down through the spider web span and on to the finish. Six times had Cornell crews been second in the classic. Only five times had the Cayugans been as bad as third. And to-day a fourth. The glorious age of Courtney seems to have gone—but Cornell knows it will come back.

Back there behind Cornell came Columbia, rowing as hard and as fast and as expertly as its most sanguine supporters had hoped it would—and yet getting no greater glory than that which came of finishing fifth. It was a field of surpassing class—this set in which the Blue and White was pulling its shell even faster than it had expected to pull

Columbia Escapes Last Place.

Columbia was as good as second at one stage—at the half mile mark—but when the Cornell shell crossed the line the Blue and White was a few lengths behind it, and a little more than a length in front of Pennsylvania. Columbia also suffered the chagrin of being last for a short spell—for about three-quarters of a mile in the second third of the battle. But the New Yorkers had too much power to stay last, and gave old Columbia and Jim Rice the small satisfaction of escaping the lot which fell to them last year.

When one compares the record made last year—14 minutes 7 seconds—with the times turned in by all six crews this day, the high caliber of the field and the gruelling nature of the contest, may be realized fully, even if one was denied a sight of the glorious struggle. Washington was timed in 13 minutes 36 1-5 seconds; Syracuse in 13 minutes, 38 3-5 seconds; Cornell in 13 minutes, 38 4-5 seconds Columbia in 13 minutes, 45 1-5 seconds, and Pennsylvania in 13 minutes, 50 3-5 seconds.

This rousing regatta over Yonkers in the lee of the Highlands was a wondrous sight and a wondrous competition apart from the exciting varsity race. Had it ended after two races—for junior varsities and freshmen—it would have gone down as one of the greatest affairs yet seen in American rowing. Taken all in all, and take it from men who have seen every regatta since the Poughkeepsie company got together, there never before was a set of races which bristled with red hot finishes and furious episodes as did this event to-day.

Cornell Seconds Win.

Honors were admirably distributed, for no college won more than one event. To Cornell went the opening race, for junior varsity crews. To Syracuse went the second contest, for freshman eights. The Cornell juniors bettered the record for the two mile race, being timed in 9 minutes 45 3-5 seconds, as against the old mark of 10 minutes 1-5 second set by the Cornell second eight of 1915. As in the varsity later, every crew in that fine race came home inside the old standard.

Columbia's junior varsity, which finished two and a half lengths behind the Ithacans, rowed a surprisingly fine race and beat Syracuse and the two Pennsylvania entries into submission.

The Blue and White beat the Orange by three-quarters of a length, while the pupils of Jim Ten Eyck led the Pennsylvania juniors by a length and a half. The Pennsylvania 150 pound crew was last, half a length in the wake of its heavier rival from its own campus.

Columbia was timed in 9:52, Syracuse in 9:54, the heavy Penn eight in 9:58 and the light crew in 10 minutes. Considering that the tide just had turned when that race was rowed the time was phenomenal, as was the entire regatta.

Columbia's freshman crew sent its supporters to the heights of hope and enthusiasm by showing the way for more than a mile and a half of the two mile journey. But Syracuse, with a far heavier and more powerful crew, could not be beaten off and the lighter Columbia eight fell behind.

Syracuse won by a length and an eighth in 9 minutes 20 1-5 seconds—faster time than was made in the junior varsity but yet not a freshman record. The standard is 9 minutes 11 3-5 seconds, set up by Cornell's yearlings in 1909.

Even as Cornell and Syracuse battled for third honors in the varsity so did Columbia and Cornell have it out for second place in the freshman race. And Columbia, leader most of the way and valient to the end, found that it had sapped itself just a little too much to keep in front of the Ithacans. In a driving finish which prepared the onlookers for the frenzied battle to come soon afterward the Cornell youngsters took the place by only four feet.

Looks Like Dead Heat.

This was not learned until after the regatta was over. From the observation train it looked like a dead heat. Columbia was three-quarters of a length in the van of Pennsylvania—poor old Penn, which collected three lasts and a place next to last in three races. Verily the cup of bitterness was filled to overflowing for the Red and Blue—and Joe Wright, their coach.

Never was there a better setting for a regatta, never were therer better conditions than those which obtained this evening when the varsity crews paddled out to the starting line. It was in the cold of the evening of rather a pleasant day. The tide was running fairly strong and a fine wind was coming down from the north—a following wind for the crews in their boat down the three mile stretch from Krum Elbow, near the Columbia boathouse. Here and there fair weather clouds without a menace showed in the cerulean dome which stretched over one of June's rare days and was a rare sight indeed.

As the observation train rolled by the Columbia float from which the Washington stalwarts rowed out to the start the men from Seattle were seen with heads together, bowed—perhaps in a last minute confabulation, but as if in prayer.

Fast Water for Navy.

True to schedule the fleet paddled out to the stake boats. There was Syracuse, closest to the west shore, with Columbia in the second lane and Washington in the third. There was the heralded Cornell eight, threatening to upset the Navy's supremacy, in the fourth course, with the Midshipmen right beside them and Pennsylvania far on the outside. Riches come to those who need them most—and to the Navy, out in the middle of the river, came the fastest waters.

They made a pretty picture those six crews with torsos bronzed by the suns of a hundred days and toughened by the varied weather of a spring of hard work. Their frail cedar shells rode the waters with the languor and grace of so many sampcens on the China Sea calm which comes before the typhoon. The committee boat shot up and asked if all were ready.

"We are," came from the captains. A deep hush hung over the scene, there was a weird quality to the echo of a locomotive whistle as it bounded back and forth among the hills back there in the eastern hinterland.

Finally Julian W. Curtiss of Yale, the referee, gave the word "Go" and away they went—all except Pennsylvania. Somebody had jumped a slide and the Red and Blue went only a few yards, while the Navy, getting the best of the false start, went smashing down the river, oblivious of the mishap. A new start was called and five crews had to stop and paddle back to the stake boats.

Cornell Sets the Pace.

There was only a short delay, and then a new start, this one a true start. It was 6:43 P. M.—and this time they all went away even.

Now came the first surprise of the race. It had been figured that Cornell would permit the powerful Midshipmen to go out and set the pace, and lie back to worry the Navy with intermittent spurts. Instead the Ithacans shot out to make the going. That may have been the best plan after all but the result was not the happiest. Cornell got some satisfaction out of leading for quite a spell.

At the half mile it was Cornell, Columbia, the Navy, Syracuse, Washington and Pennsylvania in the order named. Nearing the mile Cornell let loose at a 36 and the Navy followed suit. The result was a terrific spurt which sent the Ithacans and the midshipmen away from the rest.

At the mile mark Cornell was showing the way, but its lead was only five feet. Cornell tried to shake the sailors off, but they would not be shaken. The Navy had a lead of a length over Washington and the coast crew had only five feet on Syracuse, with Columbia three-quarters behind.

Shortly after that Washington staged its first rally and started the first of the long series of wild demonstrations on shore. Fearing the mad Washingtonians, the Navy spurted and forced Cornell to follow suit. At the mile and a quarter Cornell lost its short lived glory. The Navy moved into the lead and Cornell found itself confronted with the necessity of fighting off a new foe from behind.

At a mile and three-quarters the Cornell crew put on a desperate spurt to regain the lead. But the Navy was out there to keep in front of the Ithacans to the finish. The Navy hit a 36, and hit it with polish and power. There was no lost motion there; there was no fault in the application of its terrific drive.

The Navy spurted, Cornell spurted, Washington came on like mad, Syracuse rallied, four shells lapping as they neared the high span. This was a real race if ever there was one anywhere.

Then the bridge, and the two mile mark—the race two-thirds over and that last gruelling, desperate, heart testing and muscle wearying mile to go. The Navy had left Cornell behind by half a length. Cornell was a similar distance ahead of Washington—and all going like mad. Penn had passed Columbia, which was last, definitely out of the fight.

What a struggle in that last mile, what a scrap in that last half, what waves of cheers broke against the highlands and echoed and re-echoed across the waters to the struggling crews and died in the distant hills! Thousands ran through the gamut of human emotions, thousands of hearts jumped with the thrill of the contest, thousands of pulses hammered as the crews went smashing through this thunder of appreciation.

Cornell Rallies.

Stroking into that last mile Cornell organized a fighting rally. The Navy was to be tested as few other eights had been tested. If there was a weakness in that link it would be exposed now. If there was the faintest suspicion of a falter it was to be forced mercilessly to the fore.

Cornell sent its stroke to 37, radically high for the Ithacans, but the Navy hit 38. Washington came up foot, hitting 36 with that peculiar short stroke—and gaining. They had not gone two hundred yards below the bridge when Washington was only three feet behind Cornell, and the Navy holding a lead of three-quarters of a length only because it was the finest eight of all time.

And how Washington was coming! "The Navy is tired and is wilting," shouted men in the observation train. "Cornell and the Navy have killed each other off and the foxy coast eight is moving up to win," opined some of the veterans.

Whether to win or to lose, Washington was coming like the mighty Thor on his chariot, throwing bolts of power to the right and left and smashing the opposition before it. Great as the Navy was, it could not stop the herculean onrush of the Seattle giants.

At two and a quarter miles Washington took the lead. The air was filled with wild yells and wild shouts. Thousands went to the support of this "underdog"—this courageous Washington crew which was making so noble a fight.

"Come on, you Washington; come on!" hitherto staid men shrieked and hitherto calm women shrilled as the coast titans tore down with the tide in front of a high stroking Navy eight.

First Washington headed Cornell, and then Washington headed the Navy. At two and a half miles it was Washington first by five feet. It was Navy second by three-quarters of a length, and Syracuse coming like a thousand furies to challenge Cornell and ultimately to wrest third place from the big Red crew.

For perhaps a hundred yards they rowed in that order—Washington showing the way to the pick and the pride of the East. About 700 yards to go now—700 yards of torture—700 yards which were destined to emphasize the greatness of the Navy crew, the intrepid spirit of the service, and the greatness, too, of the best crew which yet has come out of the West.

For perhaps a hundred yards Washington set the pace and gained an honor which never before had been won by a crew from the coast.

For about one hundred yards the Navy had to hold a position it had not held since a Princeton eight won over it last year. But this Navy eight was not to be headed for long. Up went the stroke to a 40, and Washington was at a loss. Up went the stroke and out went the shell to regain the lead while 30,000 exercised their vocal chords to the limit while steamboat, yacht and powerboat whistles tooted and screeched and shrieked.

"Navee, Navee, fight, fight, fight!" came the unneeded call from several hundred cadets from West Point who were gathered at the finish line. The Navy was fighting as it had never fought before, and Washington was beaten. They went smashing down the lane to glory, the Navy rowing an astounding 44 and showing the way as it had shown the way a year before, though by not so big a margin.

It was a great spectacle as well as a great competition.

For Poughkeepsie it was perhaps the last regatta. The railroad and the city do not quite appreciate the coming of the regatta each year, and the intercollegiate association may move to a more enthusiastic locality.

Finish of the Stirring Race on the Hudson

Showing How Varsity Race Was Rowed

Crew.	Half Mile.	Mile.	Mile and a half.	Two Miles.	Two and a half.	Finish.	Time.
NAVY	3	2	1	1	2	1	13:33 3-5
WASHINGTON	5	3	3	3	1	2	13:36 1-5
SYRACUSE	4	4	4	4	4	3	13:38 3-5
CORNELL	1	1	2	2	3	4	13:38 4-5
COLUMBIA	2	5	5	6	6	5	13:45 1-5
PENNSYLVANIA	6	6	6	5	5	6	13:50 3-5

Won by one length. One length between Washington and Syracuse. Ten feet between Syracuse and Cornell.

SEE RACE FROM FLYING SHIP.

Party Goes to Poughkeepsie in Fifty Minutes.

John A. Straley of Dillon Read & Co., dealers in investment securities, viewed the Poughkeepsie regatta yesterday with a party of friends from the flying boat Niagara of the Aeromarine Company. The party included Frederick L. Mill, a Brooklyn furniture dealer; Adolphus A. Jackson, an insurance broker, and Archie Lochhead, head of the foreign exchange department of the Chemical National Bank. Mr. Straley and Mr. Lochhead were members of the 189th aero squadron during the war. Mr. Straley made a similar trip to see the races last year. The trip to Poughkeepsie from New York took fifty minutes.

ASPIRANT APPEARS FOR FORDNEY'S SEAT

W. M. Brucker, Whom He Defeated, May Also Run.

Special Dispatch to THE NEW YORK HERALD.

SAGINAW, Mich., June 26.—Wilber M. Brucker, Republican, Assistant Prosecuting Attorney for Saginaw county and son of the late Ferdinand H. Brucker, Democrat, whom Representative Joseph W. Fordney defeated for election in 1898, is considered a probable candidate for the Republican nomination to succeed Mr. Fordney.

William M. Smith of St. John's, Clinton county, member of the State Public Utilities Commission, is the first to announce formally his intention of seeking the Republican nomination. Other possible candidates are Seth Culver of Owosso, Judge Kelly S. Earle of Gratiot county and City Attorney Bird W. Vincent of Saginaw.

On the Democratic side the possibilities are Arthur W. Ganschow, Probate Judge of Saginaw county, and William A. Seegmiller of Owosso, whom Mr. Fordney defeated for the election in 1916 by 4,596 votes.

TAKING GOLD FROM URUGUAY.

Police Seize Metal on Munson Liner as Illegal Export.

MONTEVIDEO, Uruguay, June 26 (Associated Press).—Uruguayan Government authorities boarded the Munson liner Southern Cross last night prior to her leaving for New York and seized gold coins to the amount of 47,000 gold pesos in American and English coinage.

They claimed this money was being smuggled from Montevideo to the United States despite the prohibition upon the exportation of gold from Uruguay.

DEMOCRATS, BROKE, ARE WORRIED BY HEARST

Continued from First Page.

ember contest would result in a Democratic landslide."

With Democratic Senators and Representatives defying their own legislative leaders and displaying a tendency to align themselves with various radical groups generally classified as sympathetic with the policies of William Randolph Hearst, some of the more candid Democratic leaders admit there are many uncertain elements in the otherwise promising future.

The leaders concur in the view that the program which Senators Underwood and Simmons have succeeded in forcing on their party associates in dealing with the tariff is by far the best card which the Democrats can play in the coming elections. The leaders further concur with some of the outside Republican leaders who have brought their woes to Washington that the people have become convinced that the Fordney-McCumber tariff bill will halt progress in the direction of normal conditions and make for bigger meat and shoe bills.

The Democratic leaders privately admit, however, that the policies pursued by their party representatives in Congress in other directions is less intelligent than their attitude on the tariff. One of the Democratic leaders expressed amazement at the importance which Congressional representatives of the party attach to the bonus. Their personal investigations of conditions in their respective States has not disclosed any concerted movement on the part of the soldier element of the population to be influenced by the bonus legislation pending in Congress.

Veterans' Political Tendencies.

It is declared on the contrary that voters of the ex-service class follow their natural political inclinations in supporting candidates for nomination and election. In other words, service men of Republican inclinations vote for Republican candidates, while those of Democratic sympathies respond to normal influences of that party.

The manifest tendency of Democratic Senators and Representatives to ignore the established policies of the party treat indifferently the achievements of the Wilson administration (aside from the League of Nations issue) and resort only to criticism without suggesting remedies for existing evils is frankly deplored by most of the Democratic leaders.

They do not view with approval the frenzied efforts of their Congressional spokesmen merely to match the Republicans in aligning themselves for or against momentary fads to placate a noisy but politically powerless minority. One of the most experienced of the Democratic leaders said to-day that aside from the tariff the Democratic Congressional program will prove of doubtful value in the coming contest. What is needed, in his judgment, is a definite constructive policy which will yield "real issues."

Chief Need of Party.

The chief need of the party as appraised by this qualified spokesman is a supreme leader whose wishes and views will be respected. The influence of former President Wilson over the party was declared by him to be of a sentimental rather than practical nature. Yet Mr. Wilson is the only man in the Democratic party to whom any considerable number of his followers look for guidance.

Whether his health or personal inclinations will finally lead him to assert his leadership is as much a problem to the Democratic leaders as to the casual political observers. The great menace to the Democratic chances as seen by Democratic leaders is the tendency of most of its Congressional followers toward extreme radicalism, if not pronounced socialism. Some of the leaders who have constantly opposed the past attempts of Mr. Hearst to dictate the policies of the Democratic party now admit that he seems to exercise a greater degree of influence among some of its followers than he ever previously succeeded in securing.

Regarded as Symptomatic.

The recent activities of Mr. Hearst in New York State and city, his success in dictating the policies of the Hylan administration, his assertion of the right to control the Democratic organization of the State and various maneuvers in several parts of the country are regarded as symptomatic of an ambition to take over control of the Democratic national organization.

The agents of Mr. Hearst have been extremely busy, according to the leaders assembled here to-day, in several middle Western and Pacific coast States as also in some of those in the Southern group. One or two of the leaders credit Mr. Hearst with knowing a "soft spot" when he perceives one. The Democratic party is financially broke.

Many of its followers display a tendency to look for a new leader equipped with a bank roll big enough to swing his ambitions. Mr. Hearst is respected as a generous patron willing to spend all the money necessary to carry out his plans.

Democratic leaders who are watching him with vigilant eye have not quite made up their minds whether Mr. Hearst really wants to make a bid for control of the Democratic party or is intent on the creation of an entirely new enterprise made up of the more radical elements of the country in both parties. Analysis of the so-called issues for which Mr. Hearst stands and a comparison of them with recent Republican as well as Democratic undertakings has convinced some of the Democratic leaders that Mr. Hearst believes this to be the psychological moment for springing a brand new political party.

Hearst Followers in Congress.

In both houses of Congress are Senators of both parties who have come to be known as Hearst Democrats or as Hearst Republicans. The fight over the treaties negotiated by the armaments conference clearly revealed a greater degree of sympathy on the part of thirty-four of the thirty-six Democratic Senators for the international program favored by Mr. Hearst than for that sponsored by Mr. Wilson.

On the Republican side are Senators who have manifested unmistakable sympathy for the so-called issues enunciated by Mr. Hearst. The position assumed by these gentlemen on some of the questions relating to the Harding policies has resulted in their being dubbed "Hearst Republicans."

On more than one occasion these Senators have openly antagonized the Republican policies as enunciated by Mr. Harding. This is conspicuously true of the so-called agricultural bloc, of which Mr. Capper, the millionaire publicist, is the leader.

Mr. Capper's newspapers reflect greater sympathy for the so-called Hearst issues than for those sponsored by the Presidential leader of the party with which he asserts membership. Other Senators who have come to be dubbed "Hearst Republicans" are Norris of Nebraska, La Follette of Wisconsin, Ladd of North Dakota, Gooding of Idaho, Jones, Washington, and Norbeck of South Dakota.

Hiram Johnson's Attitude.

Hiram Johnson of California is also included in the list by some of the "Administration Senators." The fact is that Senator Johnson always has a program of his own which may harmonize with Mr. Hearst's in spots but is fundamentally Republican.

Democratic leaders who discussed the lay of the political land to-day do not believe there is much chance for Mr. Hearst staging a third party event. They think it more probable he will make a bid to get control of the Democratic organization, a plan which they are quite confident they will be able to foil.

As far as potential Presidential candidates are concerned the Democratic leaders who discussed the outlook to-day concurred in the opinion that it would be sheer nonsense to predict anything in that line. They seemed to think, however, that Mr. Wilson will have a great deal more to say about the selection of the next Democratic standard bearer than any other man in the country; but none of them seemed to have any fixed opinion as to his wishes in this direction.

AIRPLANE HITS AUTOMOBILE.

Flier Refuses to Say Why He Is Flying So Low.

LOS ANGELES, June 26.—Collision between an airplane and an automobile was reported to city and county officials to-day. Edmund C. Kossub, who drove the motorcar, told the authorities that the plane damaged the car slightly and caused his mother and sister and a cousin riding with him to suffer from shock.

He added that the aviator stopped, but declined to give his name and address or to explain why he was flying so low over a boulevard. The aviator then flew away.

PRICES realized on Swift & Company's sales of carcass beef in New York City for week ending Saturday, June 24, on shipments sold out, ranged from 10 cents to 16 cents per pound and averaged 14.44 cents per pound.—Adv.

HOME REVOLT LEADS FORDNEY TO RETIRE

Ways and Means Chairman Announces He Will Not Run for Reelection.

BONUS STAND RESENTED

Also His Tariff Legislation Is Criticized—House Leader Says He Is Tired.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau,
Washington, D. C., June 26.

Representative Fordney (Mich.), chairman of the Ways and Means Committee of the House, sponsor of the bonus raid on the Treasury and of the bludgeon tariff which has aroused a storm of protest over the country, today announced that he would not be a candidate for reelection, much to the surprise of his colleagues and friends.

Mr. Fordney's explanation was that he is tired and has achieved his ambition, and that he intends to devote more time to his family, which he has been, he says, forced to neglect during the twenty-four years he has been in Congress.

But an entirely different story reached the Capitol to-day as the real reason for Mr. Fordney's sudden determination to quit. It was to the effect that the revolt against him in his home district because of his efforts to saddle a burden of $5,000,000,000 or more on the public as a political bait to able bodied ex-service men and his connection with the pending unscientific tariff bill, which would tend to raise the cost of living, has reached great magnitude.

Seeing the handwriting on the wall, Mr. Fordney concluded to throw up the sponge. Furthermore, it is said Mr. Fordney began to see the light after the primaries in Iowa, Indiana and Pennsylvania and decided he would not take a chance with the electorate this fall.

Mr. Fordney has represented for twelve consecutive terms the Saginaw district, which, prior to his entrance into politics, was Democratic. He resented to-day in strong terms the suggestion that he was quitting under fire or was afraid to allow the voters to get at him at the polls this autumn.

"The fact is," he said, "I am 69 years old and have achieved my ambition. I am proud of my connection with both the tariff and the bonus bills, both of which will be enacted into law at this session. I am sure my people would give me a vote of confidence on these measures if I were disposed to give them a chance. However, I am tired and need a rest and my good wife has prevailed on me to spend more time with her during our declining years. I feel that I have done my share of the public work."

The resignation of Mr. Fordney and the reasons accepted by many that it was due to unpopularity of the bonus and tariff have thrown a new scare into the hearts of the bonus advocates on the Senate side of the Capitol, where the bonus raid measure is now pending.

No effort was made on either side of the Senate to bring the question before the body to-day and the plans for the future are shrouded in mystery.

Senator Watson (Ind.) did say the bill would not be brought before the Senate until after the tariff bill is disposed of, but he indicated that was only his private opinion. No one on the Democratic side would hazard a guess about the fate of the measure.

Meantime the Republican leaders are making a drive to force through a cloture rule to speed the tariff bill. Forty-five Republican Senators have signed the petition in favor of cloture and to-day an effort was made to line up enough Democrats to swell the list to sixty-four, the number needed to adopt cloture rule under the present rules of the Senate.

Senators Borah and La Follette refused pointblank to sign the cloture petition or to support such a motion. While Senators Moses (N. H.), Johnson (Cal.) and Brandegee (Conn.) refused to sign the petition, they agreed, so the sponsors of the cloture reported, to support a motion for a cloture if one is made in the Senate.

Should Republican leaders fail to get the necessary two-third vote to enforce the present cloture rule they will endeavor to amend the Senate rules so as to invoke cloture upon a majority vote of the Senate.

As soon as it was learned that Mr. Fordney intends to quit Congress there was considerable talk among House members in favor of ignoring the seniority rule in naming his successor. Representative Green (Iowa) is the ranking member of the Ways and Means Committee, and under the seniority rule would step into Fordney's shoes.

Friends of Representative Longworth (Ohio) are making a drive to have him named for the place.

ACCUSED OF ANNOYING GIRL, 12.

Morris Frommer, 19, a medical student, of 934 Myrtle avenue, Brooklyn, was held in $500 bail in Bridge Plaza court on the charge of Eleanor Gens, 12, of 920 Gravesend avenue, that he had pinched her leg in a moving picture theater at Broadway and Flushing avenue, Brooklyn. Frommer was arrested by Detectives Ferris and Carroll.