SWIMMING ✤ ATHLETIC GAMES ✤ YACHTING ✤ ROWING ✤ CANOING

RECORDS BROKEN AT SWIMMING

Charles Ruberl Makes New American Mark for One Hundred Yards in 1m. 5 1-5s.

ON TRAVERS ISLAND COURSE

David Gaul, of Philadelphia, Covers Same Distance in Novice Race in 1m. 8 3-5s.

Two American swimming records were broken in the open races of the New York Athletic Club, held at Travers Island, yesterday afternoon. Both were at 100 yards, straightaway, across tidal water. In one race Charles Ruberl, holder of several national records, covered the distance in 1m. 5 1-15s., and in the other David Gaul, a novice of the National Swimming Association of Philadelphia, won his heat in 1m. 8 3-5s.

In the race with Ruberl, who is a member of the New York A.C., were L. B. Goodwin and J. A. Ruddy, of the same organization, and Harry Terhune, of the Pawnee A.C. No sooner had E. J. Giannini fired the pistol as a signal for the start than Goodwin, with a long leap, took the water first. He began at a fast pace, with Terhune close behind. Soon, however, the latter was left in the rear.

Ruberl, who had the inside of the course, next to the boathouse, at length overtook the fleet going Goodwin. For a moment there was a neck and neck struggle between these two. Then Ruberl's stroke prevailed and he gradually crept away inch by inch, finally winning by about one yard.

Ruberl's time was announced as 1m. 5 1-5s. by the timers, A. G. Keane and Mortimer A. Bishop, of the New York A. C., and H. I. Ottmer. These figures break the record of 1m. 5 3-5s. for the distance, held by E. Carroll Schaefer, of Philadelphia, and made on September 29, 1900, over the Travers Island course. Ruberl was handicapped by wearing a full swimming costume, whereas Schaefer was more lightly dressed.

The victory of Ruberl did not detract in the least from the splendid showing of Goodwin, who was second. Probably the latter had never swum so fast at any previous time in his career, for his time was 1m. 8 3-5s., which was good enough to win somewhat easily from Ruddy.

GAUL FAST FOR A NOVICE.

The performance of Gaul in the novice class was looked upon by the experts as little short of marvellous. Small of stature and appearing to have no special qualifications as a swimmer, he caused one of the sensations of the season. As he was practically unknown, never having taken part in a race in this city before, few considered him to have a chance to win.

But the Philadelphian's stroke was so effective that he won the first trial heat in 1m. 8 3-5s. by twenty yards from Irving Kelsey, of the Pawnee A.C. This time is the fastest yet made by a novice in America.

In the final heat Gaul did not extend himself. He moved along with ease and confidence, occasionally looking back at his opponents struggling in the rear. Having beaten Kelsey so handily in the first heat, he seemed to have no fear of Lyman W. Crossman, Jr., of the New York A.C., winner of the second heat in 1m. 37 1-5s. So it was that Gaul's time was only 1m. 20 1-5s. James Steen, New York A.C., was second, two yards in front of Crossman.

The most exciting race, however, was that for second place in the 880-yard handicap event between E. H. Adams and H. B. Warren, both of the New York A.C. Warren, one of the younger brigade of swimmers, was one of the first men to start, his handicap being three minutes.

After leading up to the last two hundred yards, Warren was passed by Raymond Mulvey, of the Pawnee A.C., whose handicap was 1m. 20s. Adams, who was on the thirty second mark, caught those ahead of him in the fourth of the eight laps and then began one by one to pass them.

Turning the last lap for the final hundred yards he put forth every effort to catch young Warren and thus obtain second prize. Mulvey being so far ahead that there was no chance whatever of overtaking him. Little by little he cut down the lead of the plucky Warren, who was holding on so tenaciously as to call forth much praise.

Finally amid much excitement the veteran Adams lifted his hand for the float that marked the finish only a second ahead of Warren. The actual time of Mulvey, who won, was 14m. 49s. and that of Adams 14m. 19 3-5s.

In the only other event on the programme, the 300 yard swim, Ruberl easily defeated F. A. Wenck.

THE SUMMARIES.

One Hundred Yard Race for Novices.—First heat won by David Gaul, National Swimming Association of Philadelphia, with Irving Kelsey, Pawnee A.C., second. Time, 1m. 8 3-5s. Second heat won by Lyman W. Crossman, New York A.C., with James Steen, New York A.C., second. Time, 1m. 37 1-5s. Final heat won by David Gaul, National Swimming Association, Philadelphia, with James Steer, New York A.C., second, and Lyman W. Crossman, New York A.C., third. Time, 1m. 20 1-5s.

One Hundred Yard Race (scratch).—Won by Charles Ruberl, New York A.C., with L. B. Goodwin, New York A.C., second, and J. A. Ruddy, New York A.C., third. Time, 1m. 5 1-5s.

Three Hundred Yard Match Race.—Won by Charles Ruberl, New York A.C., with F. A. Wenck, New York A.C., second. Time, 4m. 42s.

Eight Hundred and Eighty Yard Race (handicap).—Won by Raymond Mulvey, Pawnee A.C. (1m. 20s.); with E. H. Adams, N.Y.A.C. (30 seconds), second, and H. B. Warren, N.Y.A.C. (3 minutes), third. Actual time of winner, 14m. 49s.; actual time of second man, 14m. 19 3-5s.

The officials were:—Referee, James Cremins; judges, J. H. Stewart, L. R. Sharp; timers, A. G. Keane, H. I. Ottman and M. Bishop; starter, E. J. Giannini; scorer, M. Halpin; clerk of course, H. S. Lyons.

GYMKHANA SPORT AT EAST HAMPTON

Members of Long Island Summer Colonies Compete in Novel Event.

[SPECIAL DESPATCH TO THE HERALD.]

EAST HAMPTON, L. I., Saturday.—The Maidstone Club held its gymkhana here this afternoon on the Georgica road under ideal weather conditions, and about five hundred members of the East Hampton and adjacent colonies of Southampton, Bridgehampton and Water Mills attended them. Many of the spectators drove to the grounds, the course being lined with handsome equipages.

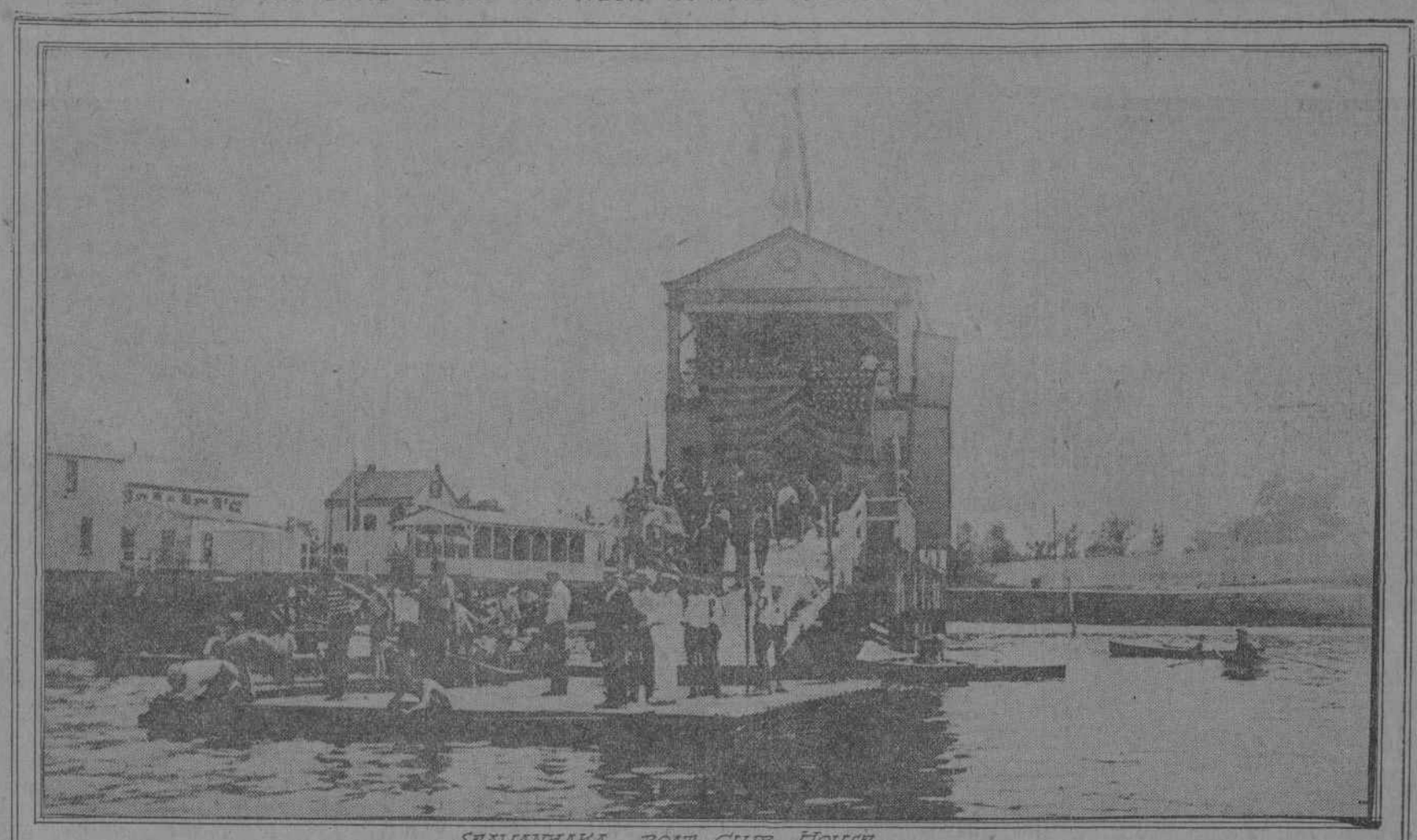
The most interesting event was the goose race, in which gorgeously attired femininity and the fluttering geese were almost indistinguishably entangled. Miss Alice Blackwell won. The egg race was won by Miss Gladys Rice. In the final run Miss Margaret Krauss evoked great applause by walking her horse throughout the race, being the only one to finish. The eggs were carried in spoons on horseback. Bertie Gallatin won the potato race, M. Strong, fourteen years old, losing through his horse running away. John Drew attempted to recover his mount after a furious drive, but failed.

The mannikin race, which consisted of carrying a mannikin on horseback several times about the course, was won by Mr. Clark. Reginald Willis, colliding with another rider, was thrown heavily to the ground and narrowly escaped serious injury. The shirt race, consisting in riding with shirt in hand, dismounting and handing shirt to woman, who sews on a button, afterward returning to the starting point, was won by Rex Wigam.

The saddle race, which required the riders to start thirty yards back of the line, saddle, mount and ride to and around a flag and return, was won by Frank De Veiller.

Prominent among the spectators were Samuel Skidmore, John Drew, Dr. and Mrs. Everett Herrick, Dr. George Munroe, Mr. and Mrs. Culver, Mrs. Vaughan, Mrs. James McGinty and Mrs. Sherrell.

RACING FOR THE LONG ISLAND AMATEUR ROWING ASSOCIATION'S PRIZES ON FLUSHING BAY.



SEAWANHAKA BOAT CLUB HOUSE

RAVENSWOOD BOAT CLUB-WINNERS OF TWO RACES

ATHLETES BATTLE FOR CHAMPIONSHIP

J. Lockwood Wins Honors for Police, Fire and Post Office Departments.

DEFEATS FORMER HOLDER

J. Lockwood, of the Post Office, won the four hundred and forty yards running championships of the Police, Fire and Postal Departments yesterday at the games of the Civil Employes' Association, held at Ulmer Park, Bensonhurst, L. I. W. Dugan, of Hook and Ladder Company No. 7, was second, and J. Beecher, Police Department, third.

Great interest centred in this event, as the former champion, "Mike" Cregan, the athletic "cop," was one of the starters. He found the track very much against his style of running, and was unable to negotiate the short turns. His opponents headed him at the first turn and Cregan failed to get in the first three, much to the chagrin of his followers.

P. J. Walsh, New York A.C., national champion sprinter, won his heat in the seventy-five yards dash, but failed to catch the judges' eyes in the semi-final, being shut out by men on liberal marks. The final heat of this race furnished much discussion as to the winner, the judges being in a quandry in their efforts to choose between C. E. Peabody and W. Beckman, both West Siders. They were finally placed as named.

One of the keenest races of the day was the thousand yards, in which Joyce, the ten mile champion, and Carr, the Xavier crack, figured as contestants. When it came to racing, however, Carr failed to show any speed. Joyce gave away liberal marks and ran a cleverly judged race, winning from F. X. Hussey, of the Stars, in the good time of 2m. 29s.

Thirty men started in the only heat of the 200-yard handicap and made a big scramble. It remained for the Pastimes to furnish first and second men in O. Oppenburg and G. Farrell, on twenty-six and twenty-four yards each, respectively.

THE SUMMARY.

Fifty Yards (handicap) for Civil Employes Only.—Won by F. Spitzer, assessor's department (scratch); L. F. Brennan, law department (10 feet), second; T. White, law department (6 feet), third. Time, 6s.

Seventy-five Yards (novice).—Won by H. C. Lozelle, Pastime A.C.; J. Moore, New York city, second; J. Battell, C.C.N.Y., third. Time, 8 2-5s.

Seventy-five Yards (handicap).—Won by C. E. Peabody, New West Side A.C. (14 feet); W. Beckman, New West Side A.C. (10 feet), second; E. Spitzer, Pastime A.C. (13 feet), third. Time, 7 3-5s.

One Thousand Yard Run (handicap).—Won by J. J. Joyce, Pastime A.C. (24 yards); F. X. Hussey, Star A.C. (56 yards), second; C. Bacon, Greater N.Y. Irish A.A. (18 yards), third. Time, 2m. 29s.

Three Hundred Yard Run: handicap.—Won by O. Offenberg, Pastime A.C. (20 yards); G. Farrell, Pastime A.C. (24 yards), second; G. R. Goerwitz, Greater New York Irish A.C. (20 yards), third. Time, 34s.

Six Hundred Yard Run; novice.—Won by M. McGuinness, Pastime A.C.; J. P. McCann, New West Side A.C., second; W. H. Henderson, Star A.C., third. Time, 1m. 29s.

Eight Hundred and Eighty Yard Run; closed handicap; civil employes only.—Won by J. Sullivan, Board of Education (5 yards); H. J. Pantz, Register's office (30 yards), second; T. White, Law Department, third. Time, 2m. 23 4-5s.

Four Hundred and Forty Yard Run, Championship, Police, Fire and Post Office Departments.—Won by J. Lockwood, Post Office; W. Dugan, Hook and Ladder No. 7, second; J. Beecher, Police Department, third. Time, 62 3-5 seconds.

A good sized crowd witnessed the sports, which were decided in the grove and on a beach track.

NEWS OF THE OARSMEN.

The Bohemian Boat Club has appointed a special committee to get estimates and plans for a new boat house which it is purposed to build on its present location on the shores of Macomb's Dam Park, Harlem River. It is planned to build it of stone.

The Hudson Boat Club, 127th street and North River, is preparing to be represented in the Middle States regatta at Washington, D. C., on Labor Day by a junior four and junior eight.

The annual regatta of the Dauntless Rowing Club, 149th street and Harlem River, will be held on Saturday, August 8. The events are novice single gig, handicap single gig, double gig, four oared gig, eight oared shells, eight oared barge with women passengers.

A United States volunteer life saving station has been located at the club house of the Bayonne Rowing Association, foot of East Thirty-second street, Bayonne, N. J. Members of the club will compose the crew, who will patrol New York Bay. C. J. Dunne, club captain, has been elected captain, and Robert Jennings lieutenant. The club will permit the life savers to use its boats in the rescue of persons in danger of drowning.

In Frail Shells on Flushing Bay

Dauntless Junior Eight Wins an Exciting Race from the Bohemians.

For the first time in many years the Long Island Amateur Rowing Association's annual regatta, yesterday afternoon, was run off without the usual accompaniments of thunder storms and hail and swamping of boats. The day was a perfect one in every respect for shell rowing on the Seawanhaka one mile course, Flushing Bay, which has been used since 1896, and the crowd of spectators far exceeded any that usually witnesses these races. Some excellent sport was seen, and there were several close finishes and no fouls or protests to mar the occasion.

The star feature of the day which aroused the greatest enthusiasm was the junior eights. Three crews—Dauntless, Bohemian and Wahnetah—rowed to the limit of their endurance, and showed form which would have done many seniors credit. They left the others in the rear at the half mile and set a pace which kept them on even terms until the last few strokes, when, by a desperate spurt, the Dauntless eight won by a few feet over the Bohemians, and the Wahnetahs were a good third.

Junior single scull shells was a delight to the eye of the rowing men, with ten starters, fair water and the open bay, obviating all dangers of fouls. Stivers, of the Nassau Boat Club, got a lead and kept it during the first half, but rowed himself out. The others were strung out in a procession, the distance between them varying from one to half a dozen lengths. Jackson, of the Palisade Club, had kept well within himself, and steadily mowed down the others, having additional advantage in the tide. He took a lead and won by about five lengths over Hlavac, Friendship, who with his experience should have done better.

NASSAU FOUR IN FRONT.

The Bohemian crew, who were the favorites in the intermediate four oared gigs, were decisively beaten by the Nassau four. It was a race that stirred the spectators, as the crews rowed alongside of each other for three-quarters of the distance, each alternately forging ahead a few inches. The Bohemians were so completely rowed out that they could hardly move at the seven-eighths, and the Nassaus won by four lengths. The Institute crew was completely outclassed. The Nassau and Bohemian crews met on the Harlem on Memorial Day in the junior class, and the Bohemians won. Thus the tables were turned, and the Nassaus are now seniors, though winning only one race.

The junior four-oared shell event, open only to association clubs, was won by the Ravenswood crew, who took the lead after the first dozen strokes and could not be beaten off. The Seawanhaka four hung on to their heels for half the distance, but the Nautilus crew had a little more in them at this stage and got second place. The Ravenswood four were over the line first by two lengths. One of the Ravenswood crew is a brother of President Cassidy, of Queens Borough, who witnessed his brother win. If the Nautilus crew had won they would have acquired complete ownership of a loving cup which goes to the club whose oarsmen win it three times, as the Nautilus club has two legs to its credit.

In the junior quarter mile dash Instone, of the Dauntless, led for an eighth, when Hunt, Metropolitan, got a lead and won by a length.

JUNIOR QUADRUPLE SCULL.

More interest was shown in the junior quadruple scull event than most of the other races on the programme, as it was the first time it had been on this association's card, and more crews started than ever before in a similar race. There were six at the start, and the Unions and Metropolitans broke away from the others soon after the quarter. The "Mets" had a lead at the half of a length, but were interfered with by a boat and lost three lengths, which they were unable to overcome, and the Unions won the race by a length.

THE SUMMARIES.

Junior Single Sculls.—Won by R. Halsey Jackson, Palisade Boat Club, Yonkers, N. Y.; S. Hlavac, Friendship B.C., second; Fred Hunt, Metropolitan R.C., third. Time, 6m. 24⅘s.

Intermediate Four-Oared Gigs.—Won by A. C. Wiechers, bow; H. M. Lydenberg, 2; H. S. Johnson, 3; F. R. Colley, stroke; R. Desvennie, coxswain, Nassau Boat Club. S. Vetrover, bow; Charles Poelk, 2; W. Nyzryn, 3; Charles Adamec, stroke; J. Kacer, coxswain, First Bohemian Boat Club, second. Time, 5m. 57⅘s.

Junior Four-Oared Shells.—Won by William Gilman, bow; James Cassidy, 2; Joseph McLoughlin, 3; Robert Handy, stroke, Ravenswood Boat Club. F. A. Buchenberger, bow; S. H. Baker, 2; G. E. Eddy, 3; R. M. Eyland, stroke, Nautilus Boat Club, second. Time, 5m. 25⅕s.

Junior Single Sculls (quarter mile dash).—Won by Fred Hunt, Metropolitan Rowing Club; J. P. Instone, Dauntless, second; H. R. Stivers, Nassau, third. Time, 1m. 6⅘s.

Junior Quadruple Sculls.—Won by E. D. Loughman, bow; F. J. Meagher, 2; F. J. Scanlon, 3; J. A. Francis, stroke, Union Boat Club. Fred Hunt, bow; J. Callahan, 2; H. Z. Augustine, 3; John Chichers, stroke, Metropolitan Rowing Club, second. Time, 5m. 27⅘s.

Junior Four-Oared Gigs.—Won by William Gilman, bow; James Cassidy, 2; Joseph McLoughlin, 3; John Hoben, stroke; Edwin Cassebeer, coxswain, Ravenswood Boat Club. Nonpareil second. Time, 5m. 36⅘s.

Junior Double Sculls.—Won by R. Stettig, bow, and E. Stettig, stroke, Dauntless Rowing Club; R. Dangino, bow, and S. Hlavac, stroke, Friendship, second. Time, 5m. 57s.

Junior Eight-Oared Shells.—Won by F. Post, bow; J. McDevitt, 2; A. H. Byrd, 3; G. P. Arnold, 4; Robo, T. L. Park 6 58 07 6 03 07
Lakemont 21 Foot Class.—Start, 1 P. M.; course, 10¾ miles.
Adelaide, J. J. Dwyer 7 17 11 6 17 11
Houri, J. H. Esser 6 57 24 5 57 24
Dorothy, L. G. Spence ..... Did not finish.
New Rochelle One Design Class.—Start, 1:10; course, 10¾ miles.
Knave, W. N. Bavier 7 31 07 6 21 07
Deuce, N. D. Lawton 7 22 40 6 12 40
Ace, A. Bavier 7 28 07 6 18 07
Manhasset Bay T. C. Class; start 1:10; course 10¾ miles.
Arizona, G. A. Corry 7 46 16 6 36 16
Falcon, Cole & Stevens ..... Did not finish.
Sloops.—21 foot class; start 1:05; course 10¾ miles.
Jeobi, A. D. R. Brown 7 39 22 6 34 22
Montauk, G. R. Sheldon 7 12 19 6 07 19
Gazabo, H. P. Vulte 7 37 25 6 32 25
Trouble, W. H. Childs 7 16 50 6 11 50
Manhasset Sloop Class.—Start 1:05; course 10¾ miles.
Pacan, R. W. Jackson ..... Did not finish.
Peg, A. Roesler, Jr. ..... Did not finish.
Plover, H. Place 7 23 50 6 18 50
Lark Class.—Start 1:20; course 10¾ miles.
Skidoo, M. L. G. Davies 7 51 33 6 31 33
Gloria, E. B. Mott ..... Did not finish.
Yellow Jacket, G. B. Robinson ..... Did not finish.
Flirt, D. Caril ..... Did not finish.
Hempstead Bay One Design Class.—Start 1:20; course, 10¾ miles.
Why Not, W. Burdock 7 46 56 6 26 56
Gosling, T. Pratt 7 37 07 6 17 07
Wif Waf, H. C. Sayre 7 41 35 6 21 35
Send, G. B. Abbott 7 44 13 6 24 13
Flicker, C. Handy 7 46 20 6 26 20

The winners were the Anoatok, Vivian, Jolly Tar, Houri, Firefly, Deuce, Arizona, Trouble, Plover, Skidoo and Gosling.

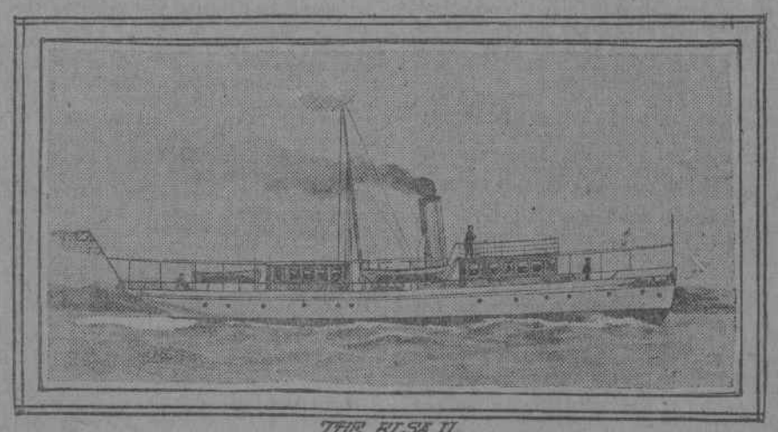
CRICKET WON AT BAR HARBOR

[SPECIAL DESPATCH TO THE HERALD.]

BAR HARBOR, Me., Saturday.—W. G. Ladd, of Pasadena, Cal., won the race for the thirty-one foot raceabouts this afternoon by a very close margin. There was some irregularity in the race, and the result has been protested, although it is doubtful whether anything will be done about it. The summary:—

Boat and Owner.	Elapsed Time. H. M. S.
Cricket, W. G. Ladd	1 36 01
Indian, W. C. Allison	1 36 24
Curlew, R. Horace Gallatin	1 37 43
Joker, Herbert M. Sears	1 38 18
Zara, J. Montgomery Sears, Jr.	1 40 28
Papoose III., V. R. Macy	1 42 41
Astrild, H. L. Eno	1 43 32
Scud, A. J. Cassett	1 45 03

NEW STEAM YACHT OWNED BY EVANS R. DICK, N.Y.Y.C.



THE ELSA II.

The steam yacht Elsa II., owned by Mr. Evans R. Dick, N.Y.Y.C., was launched two weeks ago from the yards of James M. Bayles & Son, Port Jefferson, L. I., and is of the following dimensions:—Length over all, 113 feet; length on the water line, 99 feet; beam, 19 feet, and draught, 5 feet 7 inches. She was designed by Gardner & Cox, and combines the qualifications of a houseboat with those of a steam yacht of moderate speed.

The Elsa has twin screws, two four cylinder triple expansion engines and two water tube boilers. The forward deck house is 19 feet long, and the after one 16 feet, being used respectively as dining saloon and library.

The quarters aft consist of one large stateroom, extending across the vessel, which can, if desired, be divided into two staterooms; two single staterooms, a double stateroom aft, with trunk hatch over the same, and two bathrooms, with tiled floors. The quarters for the crew and officers are forward and commodious.

The vessel is lighted by acetylene gas, heated with steam, and fitted with speaking tubes, electric call bells, telephones and engine room telegraph. The deck houses are of mahogany and the interior work generally is in white enamel.

MANHASSET Y. C.'S ANNUAL REGATTA

Light Airs and Calms Prevail, but Most of Big Fleet Finish.

THE ANOATOK WAS LUCKY

Thirty-nine yachts started in the annual regatta of the Manhasset Bay Yacht Club yesterday, and though it was a day of calms and flukes, all but seven finished the race.

The handsome silver loving cup offered by Commodore J. W. Alker for the yacht in the 30-foot class and above which made the best corrected time over the course was won by W. G. Brokaw's Anoatok.

E. M. McClellan and his associates on the Regatta Committee, C. W. Morney, Anson B. Cole and Henry C. Ward, were obliged on account of the calm weather to shorten the course one-half, so that all classes sailed ten and three-quarter miles. The start was made off Execution Light in a light breeze from the southeast. It was a beat to the first mark off Parsonage Point, thence a spinnaker run to Red Springs Point. By that time the race had developed into a drifting match, when a light breeze came from the southwest, making it a beat to the finish. The summaries:—

Manhasset Bay Yacht Club, Annual Regatta.

Sloops.—30 foot Class. Start, 12:45. Course, 10¾ miles.

Yacht and Owner.	Finish. H. M. S.	Elapsed Time. H. M. S.
Anotok, W. G. Brokaw	5 47 52	5 02 52
Leda, S. H. Mason	6 05 32	5 20 32

Sloops.—30 foot Class. Start, 12:50. Course, 10¾ miles.

Alert, J. W. Alker	6 16 29	5 26 29
Vivian II., E. D. Vernon	6 09 40	5 19 40

Sloops.—25 foot class; start, 1:05; course, 10¾ miles.

	H. M. S.	H. M. S.
Chingachcook, E. A. Stevens	6 49 24	5 44 24
Firefly, G. P. Grambery	6 29 00	5 20 00
Snapper, F. Page	6 38 53	5 33 53
Lauzier, A. E. Black	7 10 09	6 05 09

Raceabouts.—Start, 12:55; course, 10¾ miles.

Mavis, G. L. Pirie	6 18 05	5 23 05
Maryola, C. W. Allen	6 01 51	5 06 51
Jolly Tar, S. Howland	5 57 29	5 02 29
Rascal, S. G. Hopkins	6 05 11	5 10 11
Sis, F. R. Bedford, Jr.	6 17 05	5 22 05
Grasshopper, H. C. Pryer	6 31 09	5 36 09
Houri, J. H. Esser	6 57 24	5 57 24
Dorothy, L. G. Spence	Did not finish.	

New Rochelle One Design Class.—Start, 1:10; course, 10¾ miles.

Knave, W. N. Bavier	7 31 07	6 21 07
Deuce, N. D. Lawton	7 22 40	6 12 40
Ace, A. Bavier	7 28 07	6 18 07

Manhasset Bay T. C. Class; start 1:10; course 10¾ miles.

Arizona, G. A. Corry	7 46 16	6 36 16
Falcon, Cole & Stevens	Did not finish.	

Sloops.—21 foot class; start 1:05; course 10¾ miles.

Jeobi, A. D. R. Brown	7 39 22	6 34 22
Montauk, G. R. Sheldon	7 12 19	6 07 19
Gazabo, H. P. Vulte	7 37 25	6 32 25
Trouble, W. H. Childs	7 16 50	6 11 50

Manhasset Sloop Class.—Start 1:05; course 10¾ miles.

Pacan, R. W. Jackson	Did not finish.	
Peg, A. Roesler, Jr.	Did not finish.	
Plover, H. Place	7 23 50	6 18 50

Lark Class.—Start 1:20; course 10¾ miles.

Skidoo, M. L. G. Davies	7 51 33	6 31 33
Gloria, E. B. Mott	Did not finish.	
Yellow Jacket, G. B. Robinson	Did not finish.	
Flirt, D. Caril	Did not finish.	

Hempstead Bay One Design Class.—Start 1:20; course, 10¾ miles.

Why Not, W. Burdock	7 46 56	6 26 56
Gosling, T. Pratt	7 37 07	6 17 07
Wif Waf, H. C. Sayre	7 41 35	6 21 35
Send, G. B. Abbott	7 44 13	6 24 13
Flicker, C. Handy	7 46 20	6 26 20

The winners were the Anoatok, Vivian, Jolly Tar, Houri, Firefly, Deuce, Arizona, Trouble, Plover, Skidoo and Gosling.

COST OF DEFENDING THE AMERICA'S CUP

When the Races Are Sailed the Reliance Will Represent About $450,000.

TRIAL YACHTS THIS YEAR

The Constitution and Columbia Stand for $120,000, While Sir Thomas May Expend $600,000.

Occasional inquiries are made by thoughtful citizens regarding the cost of challenging and defending the America's Cup, but the answers received are always unsatisfactory. The conclusion is that the expense must be enormous, but as it is impossible to obtain anything like accurate figures the subject is generally dropped.

On the eve of the international match of this year it may be interesting to refer to this important point and at the same time to place the public in possession of a few facts that will give them a good idea of the amounts of money that are expended in trying to capture the old yachting trophy and in the efforts made by the N.Y.Y.C. to defend it.

The planning and building of a cup challenger or defender involves much time and labor and necessarily the outlay of large sums of money. The designer and his corps of assistants are the first that must be met, Mr. Fife, for the challenging parties, and Captain "Nat" Herreshoff, for the defenders, for instance, are men who place a high value upon their services, and as the owners of the yachts are liberal to a marked degree, opening negotiations with a view to the building of a cup yacht means a fee that in some other professions would be looked upon as staggering in its proportions.

With the designer at work the builders in time are consulted, and with arrangements satisfactory in this wise, materials must be considered, then the riggers kept in mind, as well as the sailmakers, while finally, the skippers and crew are secured. Money is required by all these, and much of it.

Even after a vessel is completed and placed in commission alterations and repairs are required frequently at times, while docking the craft for cleaning and smoothing purposes means large additional sums.

The rather startling statement was made by Sir Thomas Lipton four years ago that the mere cost of the Shamrock I. was between $400,000 and $500,000, while the expense of bringing the vessel across the ocean and that of her officers and crew was extra. That seems a big lot to pay for the vessel, but Sir Thomas should be the best of authority on the subject of the cost of the yacht.

If he expended a sum approaching half a million dollars four years ago for his challenging yacht the money the present trip is costing him must be far in excess of the figures named. The Lipton fleet now here is proof of that. It is easy to believe that the Shamrock III. cost quite as much to build as the Shamrock I., and it is quite sure the bringing over of three crews, those of the Shamrocks and of the tender Cruizer, must stand him in a bigger amount than the single crew of four years ago and the additional assistance he obtained in this country.

So, if $550,000 or more represented the challenger's outlay the first attempt he made upon the America's Cup, it can safely be estimated that something in the neighborhood of $600,000 will be required to foot the bills at home and here incidental to his third trial to win the old trophy.

With the amount that it costs the defending side, however, the interest is more widespread. By the time the yachts are called to sail the first race for the cup the Reliance, selected to defend it, will have cost, one way and another, $435,000 or more. That is a staggering amount to contemplate, but when everything is cleared up at the end of the season it may be $450,000.

In addition to this sum, there must be considered that the placing in commission of the Constitution—her running expenses reached from $65,000 to $70,000, while the Columbia has cost Mr. J. Pierpont Morgan $45,000 or possibly $55,000. These figures will, therefore, show that the defence of the cup this year will approach the very respectable amount of $575,000 or $600,000.

No one concerned will find fault if at the end matters are all right, and, indeed, there will be no grumbling if they are not quite satisfactory.

The building and rigging of the Reliance cost a fortune. The yacht's construction required the best of workmen, while all the standing and running rigging was expressly made, and her canvas occupied the attention of a large body of sailmakers for months. The Reliance has possibly one hundred different sails, and $15,000 or so will represent the cost of a suit. In this particular the Constitution and the Columbia have not been so expensive.

The tenders Park City and Satellite are said to have been purchased by Mr. E. D. Morgan and Mr. August Belmont respectively, but they are valuable assets, and need not be seriously considered in this financial summary. The tender Sunbeam is chartered, and there can be no return from her, but Sir Thomas tender Cruizer will be valuable after the match.

With a crew of about fifty-five on the Reliance and a crew on the tender Sunbeam there are many men to be looked after daily. The yachts' sailors are paid big wages—$35 a month or more—and there is a scale of prize money arranged by Mr. Iselin so liberal that a Reliance man, if he is saving, will end the season with a tidy amount to his credit.

Racing crews cost prodigiously to feed, as they are men in the best of health, while their work naturally gives them excellent appetites. There are quite as many stewards and cooks on the Sunbeam looking after the welfare of Mr. Iselin and his associates and the officers and crew of the Reliance and their own ship as are found in a good sized city hotel.

All changes in the yacht's fittings, all alterations or repairs to rigging and spars are paid for extra, while the docking bills are very large.

The $450,000 or more that the Reliance will cost must not be included in any way with the N.Y.Y.C.'s expenditures in arranging for the races. The nine men who own the defender will bear the burden of that vessel's expenses, but the syndicate does not meet the personal bills of Mr. Iselin, the managing owner.

It may cost the club $25,000 or more to see that the match is properly sailed and the challenging vessel receives all that is due her, while the amount incidentally expended by the public that it may witness the races need not now be thought of.

It is said that when Mr. George L. Watson was approached by the syndicate that built the Thistle about designing a cup challenger he not only consented, but insisted on designing the boat, superintending her construction and seeing her through her trials and the cup races all for nothing—all for the pure love of the pastime so dear to him.

And it may interest those who have been speculating upon the amounts which the defence of the cup entails upon American yachtsmen, and possibly upon the burden which Sir Thomas Lipton is carrying, that the Thistle was produced complete for about $45,000.

Since the Thistle days many things in yachting have changed, but none of the changes have been more marked than that of the cost of producig a racing yacht suitable for challenging or defending the America's Cup.

THE RACCOON FIRST HOME.

[SPECIAL DESPATCH TO THE HERALD.]

NEWPORT, R. I., Saturday.—Mr. Pembroke Jones, owner of the Carolina, and Mr. John R. Drexel, who owns the Raccoon, changed boats in this afternoon's race of the thirty-footers, but still Mr. Jones was the winner. The course was six miles to leeward and back, and there was a fine sailing breeze from the south. The Vaquero III. got the start and led on the run out, but in the beat home Mr. Jones, with the Raccoon, was the first to cross by a good margin. The start was 3:25 o'clock. The summary:—

Boats and owners.	Finish. H. M. S.	Elapsed Time. H. M. S.
Raccoon, J. R. Drexel	4 48 11	1 23 11
Barbara, W. Rutherfurd	4 48 29	1 23 29
Vaquero III., Payne Whitney	4 48 54	1 23 54
Carolina, Pembroke Jones	4 49 23	1 24 23