

POUGHKEEPSIE REGATTA



INTERCOLLEGIATE
ROWING
ASSOCIATION
JUNE 25, 1941

25¢
OFFICIAL PROGRAM



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OFFICIAL PROGRAM

ANNUAL 44TH REGATTA

OF THE

INTERCOLLEGIATE ROWING ASSOCIATION

INCORPORATED 1898

POUGHKEEPSIE, JUNE 25, 1941



Members

COLUMBIA • CORNELL • NAVY
PENNSYLVANIA • SYRACUSE

Competitors Upon Invitation

CALIFORNIA • M. I. T. • PRINCETON
RUTGERS • WASHINGTON
WISCONSIN

PUBLISHED BY BOARD OF STEWARDS

(COVER: N. Y. Daily News Photo)





*“What’s wrong, Cowboy
... car go lame?”*

COWBOY: *This thing’s worse’n a half-broke bronc.*

GIRL: *Too bad you don’t know rubber like you know saddle leather.*

COWBOY: *Meanin’ what?*

GIRL: *When you buy tires, put your brand on the best in the corral—switch to B. F. Goodrich.*

THE BEST WAY to keep your car sure-footed is to put Silvertowns all around. They’ll stand between you and the danger of skids and blowouts. And extra mileage is built right into every Silvertown tire. It’s put there by Duramin, the B. F. Goodrich discovery that keeps

rubber young; keeps tires tough, durable. Because of Duramin, Silvertowns stay safer longer.

Trade-in allowances are high today, and prices are the lowest in years. If you prefer the Budget Plan, many B. F. Goodrich Dealers and all Goodrich Silvertown Stores offer it.



See the new SILVERTOWNS

(Left) SAFETY SILVERTOWN. Top-quality Hi-Flex cords make it stronger than ever. Duramin gives it thousands of extra miles.

(Center) DELUXE SILVERTOWN. Best possible combination of mileage, safety, comfort. New safety tread smothers road noise to a whisper.

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*Of Central Office for Eastern
Intercollegiate Athletics — the
Association's Secretary-Treasurer*



H. JAMISON SWARTS
Pennsylvania's Steward



THAT'S POUGHKEEPSIE

By ROBERT F. KELLEY

WHAT is Poughkeepsie? Well, it's a town hanging to the side of a precipitous hill along one of the most beautiful rivers in the world. The town owns several industries and businesses, some important courts of law. It sent the two most famous bearded portraits the world has ever seen into millions of homes on smallish boxes that contained cough lozenges, the portraits of the brothers Smith. To the fathers of some hundreds—yes, thousands—of girls it has meant a postmark on the outside of those accursed windowpane envelopes that harbor bills in their insides, for back of town a piece is Vassar College.

But it isn't for any of these things that men have stuck their heads into radio shacks of Naval Patrols on Chinese rivers and asked the radio man if he could get "anything from Poughkeepsie." Nor for any of these that tall men in the forests of Washington would respond if you asked them about Poughkeepsie.

Primarily it is because, in the early part of December in 1895, a tug made a journey from Poughkeepsie upstream for about three miles, with three young men aboard her. With the men was a Judge Hasbrouck of Poughkeepsie. The three visitors were Thomas Reath of Pennsylvania, Charles Treman of Cornell, and Frederick Sill of Columbia. That was a good many years before Father Sill was to wear the white cassock of the head master and founder of Kent School.

The three were looking for a rowing course, now that Yale and Harvard were drawing so definitely together and taking over the New London course. They had looked other places: Saratoga, Cayuga, Seneca lakes upstate; the Connecticut at Springfield; and the lake at Worcester. They had been down the Hudson at Nyack.

They liked Poughkeepsie. Judge Hasbrouck told them of the old Dutch sailing course, extending from where they stood on the drifting tug at Kromme Elleborg down out of sight. About four miles, they thought. They came back in December, had the course surveyed on the ice—and that June came the first of the Poughkeepsie regattas.

From that day to the present, the word Poughkeepsie has been taking on its meaning for hundreds and thousands of men from all walks of life and all parts of the country. At present, somewhere at sea in the shipping lanes of the Atlantic is Jonas Ingram. He's a captain in the Navy, perhaps an admiral by now. His rowing friends have always called him Jonas. Back in 1907 he sat in the stroke seat of the first

Navy shell that ever rowed here. There probably won't be any radio come to him June 25, wherever he is, but it is highly probable that sometime that day his thoughts will come back here.

A few days before these lines were written, the scrivener was in New London, standing in a hotel lobby, when there appeared a tall, black haired young man in the khaki colored uniform officers are wearing aboard submarines now. He had just come into the Sub Base there with his craft. "Thought you'd be around," he said. "Wondered if you'd been over to Poughkeepsie yet?" He was in a Navy shell there only a few short years ago.

Poughkeepsie, for years now, has meant the Golden Fleece to youngsters rowing at Washington and California. Out in the beautiful water of Mendota at Wisconsin, the fragile prows of shells have been aimed all season at this river town. And each year the delicate tracery of sweep blades writes fresh words in its history.

Poughkeepsie is a tradition, now. It is one of the lasting ones of American life. Well, what is tradition? Webster says it is "that which is so handed down; ancient custom." The young men in the boat-houses along the river are not alone there any more. There are quite a few ghosts, interesting ones, living there with them.

On the Cornell float, the gray haired figure of Pop Courtney sits, whittling a stick of wood. The hawk eyed, gentle spoken Old Jim Ten Eyck rides the Syracuse launch with his son, "Young Ned," when Syracuse goes out to practice. The side whiskers of Ellis Ward stick out from under the awning of an old fashioned naphtha launch to peer at passing crews, puzzled not to see Penn among them.

Back on the rocks in the Highlands are old class numerals, peeled and crusted with age. Freshmen have risked their necks to stick them up there and long since ceased to be freshmen. Some of them have had sons go out in the shells.

Ed Leader, dean of the college coaches of today, once rowed at Poughkeepsie with a lumberman's woolen cap on the crown of his head, his twin brother elsewhere in the first Washington shell to come here. Nearly all of the men who coach crews today rowed down the Dutch sailing course that became one of the most famous rowing courses in the world.

Great English coaches have brought their charges here to row. Great American crews have gone from here to win world honors in foreign waters. Yale and Harvard, despite the fact they are now so wedded to their own private party at New London, both have rowed over this course. So have Georgetown and Leland Stanford, both now out of rowing.

(Continued on page 22)

Shells at their stake-boats on Hudson at Poughkeepsie

(N. Y. Daily News Photo)

OFFICIALS FOR THE REGATTA

ON THE REFEREE'S BOAT

Referee

HOWARD W. ROBBINS, Syracuse

Honorary Referee

JULIAN W. CURTISS, Yale

Chief Timer

CLEMENT B. NEWBOLD, Princeton

Assistant Referee and Timer

EDWARD H. BENNETT, JR., Harvard

Timer

LLOYD W. GEORGESON, California

ON THE JUDGES' BOAT

Chief Judge

ALAN B. HELFFRICH, Penn State

Judges

SAMUEL H. GIANGRECO, Manhattan

JOHN J. KUHN, Notre Dame

GEORGE R. MACDONALD, Lehigh

WILLIAM S. KILBORNE, Harvard

LAWRENCE C. LOBAUGH, Alfred

WILLIAM F. TEWHILL, Brown

Chief Timer

GORDON G. SIKES, Princeton

Timers

THOMAS F. LENNON, Pennsylvania

CHARLES M. SHEAFE, Harvard

JAMES G. VERMILLION, Princeton

The Referee's Boat is the U. S. Coast Guard Cutter 439

TO DETERMINE STROKES PER MINUTE

The following table will be of use to spectators who wish to determine quickly the exact number of strokes per minute which any crew is rowing:

If eight strokes take 21 $\frac{1}{2}$ seconds, crew is rowing	22	If eight strokes take 15 seconds, crew is rowing	32
" " " " 20 $\frac{1}{2}$ " " " "	23	" " " " 14 $\frac{2}{3}$ " " " "	33
" " " " 20 " " " "	24	" " " " 14 " " " "	34
" " " " 19 $\frac{1}{2}$ " " " "	25	" " " " 13 $\frac{2}{3}$ " " " "	35
" " " " 18 $\frac{2}{3}$ " " " "	26	" " " " 13 $\frac{1}{3}$ " " " "	36
" " " " 17 $\frac{2}{3}$ " " " "	27	" " " " 13 " " " "	37
" " " " 17 " " " "	28	" " " " 12 $\frac{2}{3}$ " " " "	38
" " " " 16 $\frac{2}{3}$ " " " "	29	" " " " 12 $\frac{1}{2}$ " " " "	39
" " " " 16 " " " "	30	" " " " 12 " " " "	40
" " " " 15 $\frac{2}{3}$ " " " "	31		

SCHEDULE OF RACES

Freshmen Eight-Oared Shells

4:45 p.m. D.S.T.

Two Miles

TROPHY—The Stewards' Cup, presented in 1900, by Francis S. Bangs, Columbia, to be held by the winner for one year. Present holder, Cornell.

RECORD—9 m., 11 $\frac{3}{5}$ s., by Cornell, July 2, 1909.

COURSE POSITIONS

No. 2 Cornell	No. 4 Wisconsin	No. 6 Princeton
No. 3 Columbia	No. 5 Syracuse	No. 7 M. I. T.

ORDER OF FINISH—

1 Time, m. s.	4 Time, m. s.
2 Time, m. s.	5 Time, m. s.
3 Time, m. s.	6 Time, m. s.
Water Conditions	Wind

Junior 'Varsity Eight-Oared Shells

5:45 p.m. D.S.T.

Three Miles

TROPHY—The Kennedy Challenge Trophy, presented in 1899, by Davidson Kennedy, Pennsylvania, to be held by the winner for one year. Present holder, Washington.

RECORD—13 m., 44 s., by Washington, June 22, 1937.

COURSE POSITIONS

No. 3 Columbia	No. 5 Washington
No. 4 California	No. 6 Cornell

ORDER OF FINISH—

1 Time, m. s.	3 Time, m. s.
2 Time, m. s.	4 Time, m. s.
Water Conditions	Wind

University Eight-Oared Shells

6:45 p.m. D.S.T.

Four Miles

TROPHY—The 'Varsity Challenge Cup, presented in 1898, by Dr. Louis L. Seaman, Cornell, to be held by the winner for one year. Present holder, Washington.

RECORD—18 m., 12 $\frac{3}{5}$ s., by California, June 17, 1939.

COURSE POSITIONS

No. 1 Washington	No. 4 Columbia	No. 7 Cornell
No. 2 Rutgers	No. 5 Wisconsin	No. 8 California
No. 3 M. I. T.	No. 6 Syracuse	No. 9 Princeton

ORDER OF FINISH—

1 Time, m. s.	6 Time, m. s.
2 Time, m. s.	7 Time, m. s.
3 Time, m. s.	8 Time, m. s.
4 Time, m. s.	9 Time, m. s.
5 Time, m. s.	
Water Conditions	Wind

NOTES: All course positions are numbered from the west shore of the River. The Freshmen and Junior 'Varsity Races start respectively one and two miles above the Railroad Bridge. The 'Varsity Race starts three miles above the Railroad Bridge, a mile above the Columbia Boat House. The finish line for all races is one mile below the Railroad Bridge.

DATA ON IDENTIFICATION OF CREWS, ANNOUNCEMENT OF ORDER OF FINISH, ETC., WILL BE FOUND ON PAGE 13

LONGINES IS THE OFFICIAL WATCH FOR THE POUGHKEEPSIE REGATTA

LEADERS OF THE OARSMEN



BILL BLEVINS
California Captain



JOHN GRUNOW
Columbia Captain



JOHN KRUSE
Cornell Commodore



JOE GAVIN
M.I.T. Captain



EVAN THOMAS
Princeton Captain



GEORGE HILFINGER
Syracuse Captain



WALTER SCHWANHAUSER
Rutgers Co-Captain



GEORGE JOHANNESSEN
Rutgers Co-Captain



CHUCK JACKSON
Washington Captain

(The Wisconsin crew has not elected a Captain)

USEFUL INFORMATION

HOW TO IDENTIFY THE CREWS

The competing crews may be readily recognized by the color of the coxswain's jersey and of the flag on the bow of the shell; the identifying colors are as follows:

California—gold	M. I. T.—silver gray	Syracuse—orange
Columbia—light blue	Princeton—orange and black	Washington—white
Cornell—light red and white	Rutgers—black	Wisconsin—red

ORDER OF FINISH

Reported by Salvo of Bombs

In each race, the *first* crew to pass under the Railroad Bridge will be announced by a salvo of bombs, the number of bombs fired corresponding to the number of the *course position* or *lane* of the leading crew. The *first* crew to cross the finish line in each race will be announced in the same manner.

Indicated by Flags

Shortly following each race the order in which the crews *finish* will be indicated by flags suspended from both the Railroad Bridge and the Vehicular Bridge, the colors of the winning crew being the top flag. Flags will also be hoisted on a line on the Referee's Boat, the colors of the winning crew being the foremost flag and the others being shown in the order of finish. These flags will be of the following colors:

California—dark blue and gold with white "C"	Rutgers—black with scarlet "R"
Columbia—light blue and white	Syracuse—orange with dark "S"
Cornell—red and white	Washington—purple and gold with white "W"
M. I. T.—silver gray with cardinal "T"	Wisconsin—red with white "W"
Princeton—orange with black "P"	

Announced by Public Address System

Immediately after each race the complete order of finish and the times of all crews will be announced to the passengers on the Observation Train over loudspeakers located opposite the finish line on the west bank of the Hudson River. At the same time similar information will be announced, for the benefit of other spectators, over like equipment situated at the Highland Station of the West Shore Railroad.

Facts and figures needed for these announcements will be made available by a short wave radio communications system set up and operated by the Mid-Hudson Amateur Radio Club in order to link the Referee's Boat, the Judges' Boat, the Observation Train, certain of the Boathouses, and various key points on the shores of the River. This Club (W2GZP) is an affiliate of the American Radio Relay League, Inc. Its President is Daniel G. Lawrence (W2CGT) of Poughkeepsie, its Secretary Donald P. Love (W2BJX) of Poughkeepsie. The cooperation of these officers and of their fellow members of the Mid-Hudson Amateur Radio Club is greatly appreciated by the Intercollegiate Rowing Association and its Board of Stewards.

LANES OF THE CREWS

The lanes of the several crews (numbered from the west shore of the river) are as follows:

<i>Freshmen</i>	<i>Junior Varsity</i>	<i>Varsity</i>
No. 1.....	No. 1.....	No. 1.....Washington
No. 2.....Cornell	No. 2.....	No. 2.....Rutgers
No. 3.....Columbia	No. 3.....Columbia	No. 3.....M. I. T.
No. 4.....Wisconsin	No. 4.....California	No. 4.....Columbia
No. 5.....Syracuse	No. 5.....Washington	No. 5.....Wisconsin
No. 6.....Princeton	No. 6.....Cornell	No. 6.....Syracuse
No. 7.....M. I. T.	No. 7.....	No. 7.....Cornell
No. 8.....	No. 8.....	No. 8.....California
No. 9.....	No. 9.....	No. 9.....Princeton

CHANGES IN SCHEDULE

In the event of unfavorable water conditions, it may be necessary to delay the start of one or more of the races on the program. Any changes in the time schedule ordered by the Referee will be promptly announced to the Observation Train passengers, and also to other spectators over the public address system which has loudspeakers located on the west shore of the River opposite the finish line and at the Highland Station.

In this connection spectators are reminded that it is difficult to judge the condition of the water from the Observation Train or from other points on the shore, and that frequently when the River is too rough to permit satisfactory rowing the water appears from a distance to be sufficiently smooth for rowing. It should be remembered that the Referee is striving to obtain thoroughly fair circumstances for the conduct of competition for which the participating oarsmen have been training for a full year's time.

ABOUT THE MEN WHO COACH THE CREWS

CARROLL M. (KY) EBRIGHT, of *California*, has brought more crews to Poughkeepsie than any of his colleagues. He also has scored the most varsity victories—five—and is the only coach who has developed two Olympic winners (1928 and 1932). A Washington coxswain of 1915-1916-1917 under Ed Leader, he went to California as coach in 1924 and in short order developed keen interest in rowing and brought the Bears from nowhere into the national and international spotlight. In 1928 California ran up thirteen straight victories at distances from 2000 meters to four miles, beating England's crew in the Olympic final at Amsterdam. In 1932 California duplicated this sweep, starting with an 18-length victory over Washington in April and carrying on to Olympic success over Italy by a few feet at Long Beach, California. Ebright, born in Chicago, is 46, married and the father of two. He served in the flying corps in the World War and subsequently was in the steel business in Seattle for five years. His crew won at Poughkeepsie in 1928, 1932, 1934, 1935, and 1939, setting the Hudson four-mile record of 18:12.6 in the last of these years.

HUBERT GLENDON, of *Columbia*, is the son and brother of two illustrious coaches—Old Dick and the late Young Dick Glendon. He is carrying on a coaching tradition that is one of the oldest and most famous in American rowing annals. Hube Glendon came to Columbia in 1927 as assistant to his brother and became head coach in 1934. As coach of the 150s he developed an eight in 1929 that enjoyed a successful season here and then won the Marlowe Cup in the English Royal Henley abroad. In 1940 and 1941 his varsity eights lost only one sprint race, trailing Yale in 1940 and Princeton this year. Glendon, a native of Massachusetts, lives on Cape God.

HARRISON (STORK) SANFORD began his coaching career at *Cornell* in the fall of 1936 and has been there since. A Washington graduate of 1926, he rowed in winning crews with Al Ulbrickson and Tom Bolles of Harvard, under Rusty Callow, now Pennsylvania coach. Sanford pulled an oar in two varsity winners at Poughkeepsie (1923, 1924). He was in business until he entered the coaching profession, although he maintained his contacts with crew by rowing in and coaching the Washington Athletic Club eight of Seattle. In 1940 his Cornell varsity was rated Eastern sprint champion and finished second to Washington at Poughkeepsie.

ROBERT G. MOCH, of *M. I. T.*, is the second of the former Washington coxswains to bring a varsity crew to Poughkeepsie. In 1936, his final year at Washington, he coxed the husky eight that scored the first of Al Ulbrickson's varsity victories at Poughkeepsie and went on to win the Olympic championship at Gruenau. Following his graduation Moch joined Ulbrickson's staff as a freshman coach, and in the fall of 1939 went to M. I. T. as head coach. In two seasons under his tutelage, Tech has made steady progress.

FRED SPUHN, of *Princeton*, prematurely white-haired, is another Washington graduate—Class of 1924—who rowed three years on the husky varsity, with Sanford, Ulbrickson, and Bolles among his crewmates. He was No. 6 on the Poughkeepsie winners of 1923 and 1924. Spuhn has developed crews at all of the Big Three. He started as Harvard's 150-pound coach in 1924 and 1925, then went to Pennsylvania as head coach from 1926 to 1928, preceding his former Washington coach, Rusty Callow. He was Yale's freshman coach from 1928 to 1934, and coach of the Elis' lightweights from 1934 to 1937, when his crews won three Goldthwait Cups (emblematic of the Big Three 150-pound championship). Since 1937 he has been Princeton's coach, and under his



EBRIGHT
of *California*



GLENDON
of *Columbia*



SANFORD
of *Cornell*



MOCH
of *M. I. T.*



SPUHN
of Princeton



LOGG
of Rutgers



TEN EYCK
of Syracuse

stewardship Princeton made its Poughkeepsie debut in 1940. During recent summers Spuhn also has coached boat clubs at Havana.

CHARLES P. (CHUCK) LOGG, the *Rutgers* coach, brings the first Scarlet varsity to Poughkeepsie. Another of the Washington alumni, Logg was graduated in 1921. He rowed on the freshman crew in 1917 under Hiram Conibear, of revered Washington memory, and left college to enter the Army Air Service, completing his training as a Second Lieutenant. Returning to college in 1919, he was No. 7 in three varsity eights under Ed Leader and captained the crew his senior year. He was also varsity football center for two years. Logg entered coaching as assistant to Dr. J. Duncan Spaeth at Princeton in 1924, and was Princeton's head coach from 1925 to 1931. He was in business from that time until he returned to rowing as Rutgers coach in 1937. His Rutgers crews have won the Dad Vail Regatta four straight years including 1941.

EDWARD HANLAN (NED) TEN EYCK, son of the famous Jim of *Syracuse*, succeeded his father as coach of the Orange in 1938. He had served as assistant to his father in 1937, following four years as coach of Rutgers, where he helped to revive the sport after a half-century lapse. Named after the great Canadian sculler, Edward Hanlan, Ned Ten Eyck became a sculling champion himself. From 1895 to 1901 he was never beaten. At the age of 17 he was the first American to win the Diamond Sculls at the Royal Henley in England. He was national singles champion in 1898, 1899, 1900, and 1901, also held the double sculls title with Charles Lewis and rowed with fours and eights as a member of the Wachusett Boat Club of Worcester, Mass. His coaching career includes positions at Worcester, Philadelphia Barge Club, Wisconsin, Duluth Boat Club, Vedada Tennis Club of Havana, Rutgers, and Syracuse. He is president of the College Rowing Coaches Association.

ALVIN MARTIN (AL) ULBRICKSON is distinctive. He is the *Washington* graduate who is currently head coach at his Alma Mater. He has been connected with rowing there since as a sophomore in 1924 he stroked the varsity to Poughkeepsie victory. He stroked the crew for three years, repeating at Poughkeepsie in 1926 where he tore the muscles of his arm in the final quarter, but kept up the beat until the victory was won. Ulbrickson became freshman coach upon graduation and succeeded Rusty Callow the same year as varsity coach when Rusty moved East to Pennsylvania. In twelve varsity races at Poughkeepsie his crews have scored three firsts, three seconds, five thirds and one sixth, while his jayvee and freshman eights have been even more successful on the Hudson, taking eleven firsts between them. In 1936 Ulbrickson's Washington eight won everything, including the Olympic championship. They swept the river at Poughkeepsie that year and repeated in 1937—an unparalleled feat. Ulbrickson, born in Seattle in 1903, is married and has one son.

ALLEN W. (SKIP) WALZ brings his first *Wisconsin* crew to Poughkeepsie. Never a college oarsman himself, Walz was football co-captain at N. Y. U. after transferring from Wisconsin in his freshman year. But he had thirteen years of rowing experience as a sculler and sweepswinger with Hun School and the New York Athletic Club, including seven years as coach of Manhattan where he instituted the sport. He went to Wisconsin as head coach last fall. In his varied career Skip Walz also has been an amateur heavyweight boxer, has taught speech courses at Manhattan, and has been a radio announcer and a Dale Carnegie lecturer.



ULBRICKSON
of Washington



WALZ
of Wisconsin

VARSIITY CREWS



CALIFORNIA 'VARSITY

Position	Name	Age	Weight	Height
Bow	Mortensen, Ray, '43....	19	169	6'
2	Rawn, Bill, '42.....	22	171	6' 2"
3	Blevins, Bill, '41.....	21	183	6' 4"
4	Friedrichsen, John, '42..	20	185	5' 11"
5	Moore, Jim, '43.....	20	189	6' 3½"
6	Flesher, Harold, '43....	20	192	6' 4"
7	Lemmon, Jim, '43.....	21	176	6' 2½"
Str.	Kearns, Jack, '43.....	19	183	6' 5"
Averages		20¼	181	6' 2½"
Cox	Gassaway, Art, '41.....	22	125	5' 7"

Picture: (l. to r.) Kearns, Lemmon, Flesher, Moore, Lamoreaux, Blevins, Rawn, Mortensen, (in front) Gassaway.



COLUMBIA 'VARSITY

Position	Name	Age	Weight	Height
Bow	O'Neill, Larry, '43....	20	177	6' 1"
2	Remmer, Eugene, '43....	18	172	6' 1"
3	Morgan, Charles, '42....	20	181	6' 2"
4	Luhrs, Harry, '43.....	19	182	6' 3"
5	Cordes, Alfred, '42....	20	184	6' 4"
6	Smith, Arthur, '42....	20	175	6'
7	Grunow, John, '42....	21	186	6' 2"
Str.	Loweth, William, '43....	19	181	6' 2"
Averages		20	180	6' 2"
Cox	Kaufmann, Robert, '42..	20	122	5' 9"

Picture: (l. to r.) Loweth, Grunow, Smith, Cordes, Luhrs, Morgan, Remmer, O'Neill, (in front) Kaufmann.



CORNELL 'VARSITY

Position	Name	Age	Weight	Height
Bow	Davis, Richard, '41....	20	170	6' 3"
2	Jenkins, Dubois, '43....	20	180	6' 1"
3	Gundlach, Robert, '42....	19	185	6' 2"
4	Perry, John, '41.....	22	198	6' 3"
5	Eggert, Frank, '42.....	21	193	6' 4"
6	Dickhart, William, '43..	19	190	6'
7	Aldworth, John, '42....	20	180	6' 2"
Str.	Cuniberti, Mario, '42....	20	180	6' 2"
Averages		20¼	184½	6' 2"
Cox	Boak, Charles, '41.....	21	120	5' 8"

Picture: (l. to r.) Davis, Jenkins, Gundlach, Harley, Eggert, Dickhart, Aldworth, Cuniberti, (in front) Boak.

VARSITY CREWS

M. I. T. 'VARSITY

Position	Name	Age	Weight	Height
Bow	Malloch, James, '43.....	19	171	5' 11 $\frac{3}{4}$ "
2	Gavin, Joseph, '41.....	20	168	6'
3	Mikolajczyk, Edward, '43	19	175	6' 1"
4	Howard, Donald, '41.....	21	184	6' 1 $\frac{1}{2}$ "
5	Poskus, Alexander, '41..	23	175	6' 1 $\frac{1}{2}$ "
6	Mueller, Carl, '41.....	20	174	6' 2 $\frac{3}{4}$ "
7	Spitz, James, '43.....	19	178	6' 2"
Str.	Folberth, William, '41...	21	170	6' 1 $\frac{3}{4}$ "
Averages		20 $\frac{1}{4}$	174 $\frac{1}{2}$	6' 1 $\frac{3}{4}$ "
Cox	Wengenroth, Reece, '42.	21	125	5' 7"

Picture: (l. to r.) Folberth, Spitz, Mueller, Poskus, Howard, Mikolajczyk, Gavin, Malloch, (in front) Wengenroth.



PRINCETON 'VARSITY

Position	Name	Age	Weight	Height
Bow	Tweedy, John, '43.....	19	172	6'
2	Leas, Thompson, '43.....	22	178	6'
3	Robbins, Richard, '43...	20	186	6' 1"
4	Blake, John, 3d, '43....	19	175	5' 11"
5	Drinker, Henry, '42....	21	185	6' 2"
6	Voorhees, Stephen, '43..	20	183	6' 4"
7	Jones, Herbert, '43.....	20	190	6' 5"
Str.	Pitney, James, '43.....	20	165	6' 3"
Averages		20	179 $\frac{1}{4}$	6' 1 $\frac{3}{4}$ "
Cox	Thomas, Evan, 2d, '42..	21	125	5' 9"

Picture: (l. to r.) Tweedy, Leas, Robbins, Blake, Drinker, Voorhees, Jones, Pitney, (in front) Thomas 2d.



RUTGERS 'VARSITY

Position	Name	Age	Weight	Height
Bow	Johannessen, George, '41	22	185	6' 1"
2	Schwanhauser Walter, '41	23	170	6' 1"
3	Keeler, William, '42.....	20	180	6' 5"
4	Puleo, Joe, '42.....	22	205	6' 1 $\frac{1}{2}$ "
5	Fardelmann, Robert, '43	19	190	6' 4"
6	Maggio, Chris, '43.....	20	185	6' 3"
7	Akeson, Robert, '43.....	19	184	6' 1"
Str.	Finley, Ray, '43.....	20	175	6' 1"
Averages		20 $\frac{1}{2}$	184	6' 2"
Cox	Irwin, Herbert, '43.....	19	120	5' 7"

Picture: (l. to r.) Johannessen, Schwanhauser, Keeler, Puleo, Fardelmann, Maggio, Akeson, Finley, (in front) Irwin.



VARSIITY CREWS



SYRACUSE ' VARSITY

Position	Name	Age	Weight	Height
Bow	Hughes, Arthur, '43....	19	178	6' 2"
2	Hutcheon, Harvey, '43..	21	184	6' 2"
3	Okolowicz, Raymond, '42	23	177	6' 4"
4	Willenborg, Richard, '43	19	177	6' 4"
5	LaDage, Howard, '43....	22	182	6' 2"
6	Lea, Richard, '42.....	21	176	6' 3"
7	Waugh, Rogers, '41.....	22	178	6' 4"
Str.	Hilfinger, George, '41...	21	183	5' 8"
Averages		21	179½	6' 2½"
Cox	McDougall, William, '42	19	118	5' 8"

Picture: (l. to r.) Hilfinger, Waugh, Lea, LaDage, Willenborg, Okolowicz, Hutcheon, Hughes, (in front) McDougall.



WASHINGTON ' VARSITY

Position	Name	Age	Weight	Height
Bow	Bracken, John, '42.....	22	180	6' 8"
2	Sindars, Paul, '41.....	22	175	6' 1"
3	Neill, William, '42.....	21	185	6' 3"
4	Fowler, Doyle, '42.....	20	185	6' 4"
5	Jackson, Charles, '41....	21	185	6' 2"
6	Wallace, Walter, '42....	22	187	6' 2"
7	Taylor, Tom, '43.....	21	182	6' 3"
Str.	Garhart, Ted, '42.....	20	186	6' 3"
Averages		21	183	6' 3½"
Cox	Fomo, Victor, '42.....	21	123	5' 8"

Picture: (l. to r.) Bracken, Sindars, Neill, Fowler, Jackson, Wallace, Taylor, Garhart, (in front) Fomo.



WISCONSIN ' VARSITY

Position	Name	Age	Weight	Height
Bow	McKern, Thomas, '43...	165	6'
2	Theis, Thomas, '42.....	..	165	6'
3	Reek, Donald, '43.....	..	165	6'
4	Schwengel, Clarence, '42	168	6' 2"
5	Knight, Chester, '43....	..	168	6' 2"
6	Cameron, Scott, '42....	..	175	6' 1"
7	Rea, George, '43.....	..	174	6' 2"
Str.	Kreuger, Harold, '41....	..	168	6' 2"
Averages	168½	6' ½"
Cox	Walstead, Justin, '43....	..	125	5' 8"

Picture: (l. to r.) Kreuger, Rea, Cameron, Knight, Schwengel, Reek, Theis, McKern, (in front) Walstead.

JUNIOR VARSITY CREWS

CALIFORNIA JUNIOR VARSITY

Position	Name	Age	Weight	Height
Bow	Turner, Dave, '43.....	19	172	6' 2"
2	Casey, Walt, '42.....	22	168	6' 1½"
3	Robinson, Marshall, '43.	18	183	6' 2"
4	Lamoreaux, Bill, '41....	21	177	6' 1"
5	Misch, George, '42.....	20	189	6' 2½"
6	Holmes, Howard, '43....	19	178	6' 2"
7	Olson, Bob, '41.....	21	173	6' 2½"
Str.	Still, Leslie, '41.....	21	170	6' 2"
Averages		20	176	6' 2"
Cox	Johnson, Bob, '41.....	20	124	5' 10"

Picture: (l. to r.) Still, Olson, Holmes, Misch, Friedrichsen, Robinson, Casey, Turner, (in front) Johnson.



COLUMBIA JUNIOR VARSITY

Position	Name	Age	Weight	Height
Bow	Thayer, Reginald, '43...	19	174	5' 11"
2	Timm, Ralph, '43.....	19	174	6'
3	Brose, Henry, '41.....	22	172	6' 3"
4	Common, James, '43.....	19	168	6' 2"
5	Dwyer, Walter, '42.....	21	177	6' 3"
6	Persson, John, '42.....	21	169	6' 2"
7	Gaffron, John, '42.....	20	174	6' 2"
Str.	Froehlich, George, '42...	20	178	6' 1"
Averages		20	175½	6' 1¼"
Cox	Jackson, Richard, '43...	18	115	5' 8"

Picture: (l. to r.) Froehlich, Gaffron, Persson, Dwyer, Timm, Brose, Common, Thayer, (in front) Jackson.



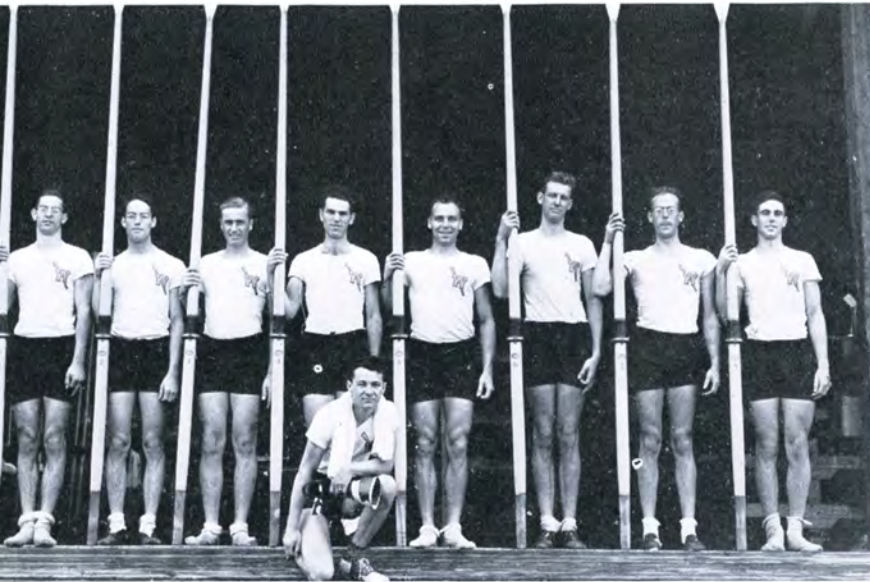
CORNELL JUNIOR VARSITY

Position	Name	Age	Weight	Height
Bow	Arnold, Carl, '43.....	20	180	6' 5"
2	Kruse, Nick, '42.....	20	180	6' 4"
3	Allen, Stanley, '41.....	22	185	6' 2"
4	Harley, Robert, '41.....	21	193	6' 3"
5	Rosen, Philip, '42.....	19	184	6' 3½"
6	Kruse, John, '41.....	23	176	6' 2"
7	Hessler, Ormand, '42...	20	175	6' 2"
Str.	Lanman, Joseph, '43....	19	175	6' 2"
Averages		20½	181	6' 2½"
Cox	Jones, Arthur, '43.....	20	122	5' 7"

Picture: (l. to r.) Beh, Kruse, Allen, Perry, Rosen, Kruse, Hessler, Lanman, (in front) Guterman.



JAY-VEE AND FRESHMEN CREWS



WASHINGTON JUNIOR VARSITY

Position	Name	Age	Weight	Height
Bow	Soules, Tom, '42.....	21	173	6' 2"
2	Jenkins, William, '41...	21	166	6' 2"
3	Erickson, Al, '41.....	25	186	6' 1"
4	Sauer, William, '43.....	21	185	6' 2"
5	Thomas, Orwin, '42....	23	183	6' 1"
6	Leinenweber, Hiram, '42	21	195	6' 6"
7	Dingwall, Harry, '43...	22	172	6' 3"
Str.	Galbraith, Andrew, '43...	19	174	6' 2"
Averages		21½	179¼	6' 2½"
Cox	Kerrihard, Edgar, '41...	20	124	5' 7"

Picture: (l. to r.) Soules, Jenkins, Erickson, Sauer, Thomas, Leinenweber, Dingwall, Galbraith, (in front) Kerrihard.



COLUMBIA FRESHMEN

Position	Name	Age	Weight	Height
Bow	Drenner, William	17	171	6' ..
2	Connell, James	19	170	6' 2"
3	Hunter, Richard	18	169	6' 4"
4	Weinberg, Howard	19	175	6' 3"
5	Curd, Clemant	17	183	6' 4"
6	Apfelbaum, Leroy	17	177	6' 1"
7	Kennedy, James	18	173	6'
Str.	Burns, James	118	181	6' 3"
Averages		18	179	6' 2"
Cox	Tuttle, Wiley	18	110	5' 9"

Picture: (l. to r.) Burns, Kennedy, Apfelbaum, Curd, Weinberg, Quinlan, Connell, Drenner, (in front) Tuttle.



CORNELL FRESHMEN

Position	Name	Age	Weight	Height
Bow	Beyer, Ted	17	167	6' 2½"
2	Hart, Richard	19	178	6' 4"
3	Webster, Allen	19	176	6'
4	Pomeroy, Bramen	21	185	6'
5	Parker, Henry	17	178	6' 2"
6	Cook, Richard	18	193	6' 2½"
7	Hobbs, John	17	179	6'
Str.	Jones, Owen	13	167	6'
Averages		18½	180½	6' 1½"
Cox	Lane, Irwin	18	123	5' 9"
Sub.	Russell, James	18	189	6' 1"
Sub.	Bolz, Robert	18	192	6' 4"

Picture: (l. to r.) Beyer, Hart, Webster, Russell, Bolz, Pomeroy, Parker, Jones, (in front) Lane.

FRESHMEN CREWS

M. I. T. FRESHMEN

Position	Name	Age	Weight	Height
Bow	Tyberghein, Edmond ...	19	175	6' 1"
2	Phiede, Robert	19	170	6' 3/4"
3	Taft, Caleb	18	182	6' 2"
4	Parker, Alexander	19	175	6'
5	De Voe, George	18	185	6' 3"
6	Lehman, John	18	182	6' 3"
7	Flowers, Langdon	19	175	6' 1/2"
Str.	Fleming, Robert	19	168	5' 11"
Averages		18 1/2	176 3/4	6' 1 1/4"
Cox	Ely, Paul	18	120	5' 7"
Sub.	Maxson, Louis	19	172	6' 2"

Picture: (l. to r.) Fleming, Flowers, Lehman, DeVoe, Parker, Taft, Maxson, Tyberghein, (in front) Dodge.



PRINCETON FRESHMEN

Position	Name	Age	Weight	Height
Bow	Meserole, Jere	19	165	6' 2"
2	Wiese, Robert	19	170	6' 1 1/2"
3	Ivins, Clinton	19	175	6' 2"
4	Graham, Dunstan	18	177	6' 2"
5	Waller, Harcourt	18	184	6' 3"
6	Pratt, Robert	19	185	6' 3 1/2"
7	Odland, George	18	190	6' 3"
Str.	Jones, Andrew	19	176	6'
Averages		18 1/2	177 3/4	6' 2"
Cox	Wells, Peter	18	125	5' 8"

Picture: (l. to r.) Jones, Waller, Pratt, Odland, Graham, Meserole, Wiese, Ivins, (in front) Wells.



SYRACUSE FRESHMEN

Position	Name	Age	Weight	Height
Bow	Stolberg, William	17	170	6' 1"
2	Twombly, Gray	19	175	6' 3"
3	Robinson, William	19	174	6' 3"
4	Barnes, Stanley	20	185	6'
5	Crowell, Robert	20	175	6' 2"
6	Bluhm, Richard	19	178	6' 1"
7	Oles, Wilbur	19	177	6' 2"
Str.	Hurley, Robert	22	190	6' 4"
Averages		20 1/2	178	6' 2"
Cox	Hrushesky, William	17	125	5' 6"

Picture: (l. to r.) Hurley, Oles, Bluhm, Crowell, Barnes, Robinson, Twombly, Stolberg, (in front) Hrushesky.



FRESHMEN CREW



WISCONSIN FRESHMEN

Position	Name	Age	Weight	Height
Bow	Lowe, Robert	..	175	6' 5"
2	Jenkins, Robert	..	180	6' 2"
3	Cass, Royal	..	185	6' 3"
4	Mueller, Richard	..	190	6' 4"
5	Jensen, LeRoy	..	190	6' 5"
6	Ladewig, Robert	..	185	6' 2"
7	Phelan, William	..	188	6' 3"
Str.	Holtz, Carl	..	190	6' 3"
Averages			185½	6' 3½"
Cox	Moore, Robert	..	115	5' 2"

Picture: (l. to r.) Lowe, Jenkins, Cass, Mueller, Jensen, Ladewig, Phelan, Holtz, (in front) Moore.

THAT'S POUGHKEEPSIE

(Continued from page 7)

Nor has all of the tradition of this event been written in more or less ancient times. There was the great California crew of 1928, stroked by the black headed Peter Donlan, that was to go on to Amsterdam and triumph in the Olympics. And the California crew of 1932 that did the same thing. Washington of 1936.

There was the Washington crew stroked by Al Ulbrickson, present head coach, who finished the final hundred yards in a terrific last minute duel against Navy to win despite a torn muscle in his shoulder. Ulbrickson is back on the river this year, as is another of the great strokes of the event, Alastair MacBain, assistant at Columbia. MacBain, in 1929, set the beat for one of the best crews the river has seen, one that survived to triumph on a river which saw four crews founder before the race was ended.

It is probably not too much to say that this is the most truly national of our college championships, this despite the fact that Yale and Harvard do not row here. Every other rowing college of real strength is on hand at Poughkeepsie and distance has been no barrier. Each year the men come on from the Pacific Coast.

A tremendous lot of water has rolled under the old railroad bridge since the day that Father Sill and the others laid out the course. For the non rowing man, it is extremely difficult to see how men can work as long and faithfully as these oarsmen do for

a season's climax which is over in twenty minutes or less in most Poughkeepsie races.

There is great difficulty in explaining rowing to people who have not been close to it. The oarsmen who go away from this regatta will remember the race, of course, but they will remember more vividly the days of practice when the big, handsome river is more or less bare.

Perhaps, even more than the men and the crews of the past, the river itself weaves a lasting enchantment. The memory of long June twilights, with the highlands casting shadows out halfway across the river, and the satisfaction of pulling an oar when you were in great physical shape, the shell coming to life beneath you and the crew fitting in as one man—it is a peculiar and unique sensation, not to be described.

And the end of the workout. The coxswain's "Let 'er run," and the rippling glide of the shell back to the float, pretty often just as night begins to drop down over the old river. Probably few of them would admit it, especially among the younger ones, but there is a beauty to rowing that is never more thoroughly in evidence than in these June days at Poughkeepsie.

All of these feeble words in an effort to describe *What is Poughkeepsie*. Poughkeepsie is a mood, a memory, an experience, as well as a great sporting event. Year after year, it finds its way into the character of young men from the wide reaches of the country, from Framingham Center, Massachusetts, and Tujunga, California; from New York City and Seattle.



Peter H. Troy

“MR. REGATTA”

IF IT were not for Peter H. Troy, founder and for 25 years previous to 1941 the chairman of the Poughkeepsie Regatta Committee, it is doubtful if nine eight-oared varsity shells would be pulling away from the stake boats on the Hudson this afternoon in the 44th annual Intercollegiate Regatta.

This genial, white haired, courteous Dutchess County banker cemented the Regatta to Poughkeepsie. To the coaches and oarsmen and long-time rowing enthusiasts, who have been the recipients of his courtesy and friendliness here year after year, Peter Troy stands out as “Mr. Regatta,” despite the fact he is no longer officially connected with the rowing classic.

The regatta was moved to Poughkeepsie in 1895 and the City accepted it as a matter of course. By 1913 coaches and oarsmen alike were dissatisfied. They rightfully felt the city should do something toward bearing the expense of the classic, that some provision should be made for crews and some of the detail work involved in handling the regatta should be done by local persons.

Their requests fell on unheeding official ears, but Peter Troy took up the torch. With a vigor and efficiency that belies his slender frame, Mr. Troy organized the Poughkeepsie Regatta Committee. He was named its head and for the succeeding quarter of a century acted as a sort of benevolent father to the coaches and their oarsmen.

Starting in 1915, Mr. Troy literally begged funds from his friends and acquaintances yearly to help cover expenses of crews. He conducted a one-man campaign to get the city to realize its obligations and finally persuaded officials to make a contribution each year to the board of stewards of the Intercollegiate Rowing Association. He continued his private subscription and raised several thousand dollars each

ASSOCIATED BANKS OF POUGHKEEPSIE

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POUGHKEEPSIE, NEW YORK

year, most of which was turned over to the stewards.

He persuaded reluctant city officials that they should build permanent quarters for the crews and today we have the three splendid houses which provide quarters for the crews of California, Washington and Cornell. Recently Mr. Troy persuaded the city to increase its annual appropriation for the regatta.

These things are on the records, the concrete facts, but they do not begin to tell the story of Peter H. Troy and his contributions to the regatta.

Peter H. Troy first became interested in rowing when the great crews of Cornell coached by “Pop” Courtney were ruling the Hudson, even as the giants of the Pacific Coast stand out today. He became acquainted with Courtney through the captain of the 1900 Cornell Varsity, Hugh Troy. The Cornell captain was no relation of the Poughkeepsie man, but from him and Courtney, Troy became an ardent rowing fan.

For years he avidly followed the progress of Cornell crews and when the stewards and coaches discussed moving the regatta he alone became alarmed at losing what he describes as a “great treasure.”

It was Peter Troy who inaugurated the annual coaches dinner, bringing the college mentors together for a few brief hours of good fellowship. Previously many of them did not see each other during their training period here. This dinner has grown into one of the traditions of the Poughkeepsie Regatta, an

(Continued on page 26)

MANAGERS OF THE CREWS



WALTER COOLEY
California



FRED ABDOO
Columbia



JOHN HICKENLOOPER
Cornell



BILL SAUNDERS
M.I.T.



DOUG BOWRING
Princeton



VOLCKERT MASON
Rutgers



JOHN METZ
Syracuse



NEWT BUREN
Washington

(Wisconsin has no undergraduate manager for rowing)

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THE BEER THAT MADE MILWAUKEE FAMOUS

"MR. REGATTA"

(Continued from page 23)

event looked forward to by both coaches and the men covering the races.

Although Mr. Troy resigned as head of the local committee last year, he is continuing the tradition of the coaches dinner. It was held at the Beekman Arms in Rhinebeck, oldest hotel in America, on Monday night last.

Peter Troy was responsible for bringing Julian Curtiss to Poughkeepsie to act as referee 26 years ago. The men were close friends through the years and were often joint hosts to small groups of rowing men and newspaper men. It was at these small gatherings that Mr. Troy was the radiant genial host to chosen groups in the private dining room in the basement of his banking house on historic Market street. At one time or another all the famous names of rowing have passed through those doors and fell under the charm of Mr. Troy's personality. He had, and still has, a chef who knows how to cook for epicures, and a cellar from which he selects the right vintages.

Mr. Troy has resigned—but the coaches refuse to accept his resignation. It was Troy they notified of the time of their arrival, it was to Mr. Troy that they made their requests for extra blankets, mattresses, and other needed equipment. It was Mr. Troy who was on hand to extend the hand of welcome to the

coaches and their oarsmen on their arrival—although he was careful to explain he came as an individual rather than as an official representative.

In his late sixties, Mr. Troy is still a man of great physical vigor. He was born and raised in Dutchess County. In addition to his stock brokerage concern in Poughkeepsie, he owns and operates the Red Hook Telephone Company.

On learning of his retirement, Lawrence Perry wrote in the *New York Sun*: "So every one to whom the classic regatta at Poughkeepsie means anything at all in terms of the past knows that, when Peter H. Troy retires as chairman of the Poughkeepsie Intercollegiate Committee, this time-honored event on the Hudson will have lost an irreplaceable savor. The impress of his personality upon this regatta is deep and pervasive. Results of his constructive enterprise are found in the very spirit of regatta day on the Hudson."

The *Evening Star* carried this comment: "Ultimus Romanorum—the last of the Romans. So as Peter H. Troy and Julian W. Curtis prepare to sever their connection with the Intercollegiate Regatta, we salute them as the last of the Romans and the noblest. They brought a charm and tradition to the classic which will be difficult if not impossible to replace. They served a cause they loved and probably to them, that is more compensation than all the words of praise a grateful community can bestow." —E. R.



Chaplain Knox at the Oars

HUDSON RIVER ODYSSEY

THE telephone in the sports department of one of the major New York dailies jingled excitedly. (Telephones in newspaper offices always jingle excitedly—ask Hollywood). The press agent of one of the big Eastern colleges whose colors are Light Blue, whose nickname is "The Lion," and whose name begins with "C" and ends with "A," was on the other end of the wire.

"For goodness sakes, can you call them off?" he sputtered.

"Call who off?" was the gentle query.

"Call off those photographers and reporters who are going to follow Chaplain Knox up the river."

"And who is Chaplain Knox, and what river is he going up?"

"Good Lord," was the reply, "Chaplain Knox is a sixty-five-year-old oarsman who is going to row up the Hudson to Krum Elbow and wish the Columbia crew luck. But this IS NOT a publicity stunt. I'll take my oath on it on a five-foot stack of press clippings. The Chaplain has learned that the newspapers are planning to follow him and has asked me to call you fellows off."

The newspapers didn't "call off their dogs" and the Rev. Raymond C. Knox, Columbia's intensely popular chaplain, had pencil-pushing, lens-clicking company all the way up the river from the time he left Gould boathouse at Spuyten Duyvil, 6:45 a.m., June 10, until he brought his single shell alongside the Lion's float at Krum Elbow, 2:10 p.m., June 17.

He had originally planned to make the 80-mile trip in three stages during a three-day period, but unfavorable winds, blowing down his neck most of the way, coupled with adverse tidal conditions, stretched his argoxy into a week-long proposition. He also rested on the Sabbath.

Chaplain Knox's trip to the site of the world's leading rowing regatta consumed 15 hours and 10 minutes, actual sculling time. It isn't any sort of a record but it should stand as a mark both for himself and other ambitious oldsters to shoot at in future pre-regatta jaunts. He made stops at Nyack, Grassy Point, West Point and Chelsea before arriving at his destination.

Literally a son of the Hudson (he was born at Fishkill Landing, now Beacon), Chaplain Knox took up rowing in 1908 and has been an ardent devotee, winter and summer, ever since. He weighs 170 pounds or thereabouts and has been within five pounds of that figure for the last thirty years. In 1938, at 63, together with Fred Plaistad of Philadelphia, then 88, he issued a world challenge to any duo whose combined years totalled 150. They failed to get a bid.

An old Columbia Blue ('03), Chaplain Knox attended Porter Military Academy in Charleston, S. C., transferring to Columbia in his senior year. From there he went to Union Theological School, the University of Berlin, and Oxford before returning to Columbia in 1907 to prepare for his present duties.

Two crews, the 1914 eight stroked by Charley Murphy and the 1929 boat stroked by Alastair MacBain, are considered by Chaplain Knox to be the leading boats in Lion rowing history. Both won at Poughkeepsie. A picture of the 1929 crew still adorns his desk.
—J. P. A.

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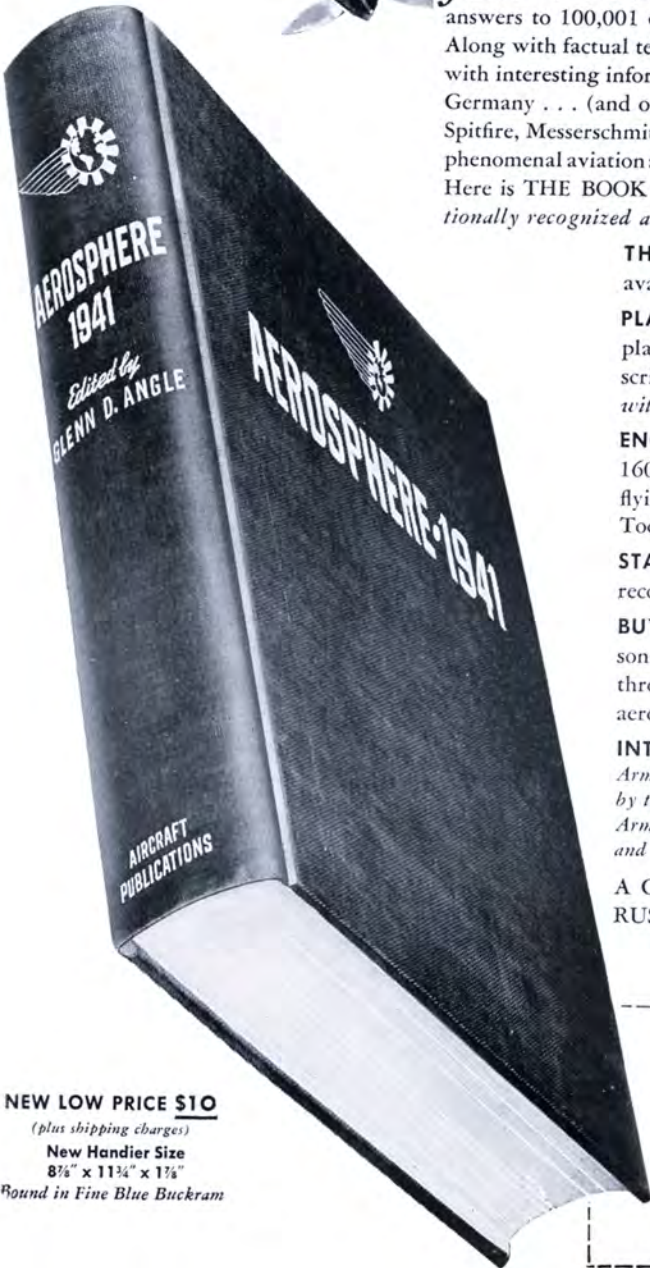
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RECORD OF PREVIOUS RACES

FRESHMAN EIGHTS—TWO MILES

DATE	TIME	1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH
June 24, 1896	10 m 18 s	Cornell	Harvard	Pennsylvania	Columbia				
June 23, 1897	9 m 19 1/2 s	Yale	Harvard	Cornell					
June 30, 1897	9 m 21 1/5 s	Cornell	Columbia	Pennsylvania					
July 2, 1898 ¹	10 m 57 3/5 s	Cornell	Columbia	Pennsylvania					
June 26, 1899	9 m 55 s	Cornell	Columbia	Pennsylvania					
June 30, 1900	9 m 45 2/5 s	Wisconsin	Pennsylvania	Cornell	Columbia				
July 2, 1901	10 m 20 1/5 s	Pennsylvania	Cornell	Columbia	Syracuse				
June 21, 1902	9 m 39 4/5 s	Cornell	Wisconsin	Columbia	Syracuse	Pennsylvania			
June 26, 1903	9 m 18 s	Cornell	Syracuse	Wisconsin	Columbia	Pennsylvania			
June 28, 1904	10 m 1 s	Syracuse	Cornell	Pennsylvania	Columbia				
June 28, 1905	9 m 39 4/5 s	Cornell	Syracuse	Columbia	Pennsylvania				
June 23, 1906	9 m 51 3/5 s	Syracuse	Cornell	Wisconsin	Columbia	Pennsylvania			
June 26, 1907	9 m 58 s	Wisconsin	Syracuse	Pennsylvania	Columbia	Cornell			
June 27, 1908	9 m 29 3/5 s	Cornell	Syracuse	Columbia	Wisconsin	Pennsylvania			
July 2, 1909	9 m 11 3/5 s	Cornell	Syracuse	Pennsylvania	Wisconsin	Columbia			
June 25, 1910	10 m 40 1/5 s	Cornell	Columbia	Syracuse	Pennsylvania	Wisconsin			
June 27, 1911	10 m 13 1/5 s	Columbia	Cornell	Syracuse	Pennsylvania	Wisconsin			
June 29, 1912	9 m 31 2/5 s	Cornell	Wisconsin	Syracuse	Pennsylvania	Columbia			
June 21, 1913	10 m 4 4/5 s	Cornell	Wisconsin	Syracuse	Pennsylvania	Columbia			
June 26, 1914	10 m 26 s	Cornell	Syracuse	Pennsylvania	Wisconsin	Columbia			
June 28, 1915	9 m 29 3/5 s	Syracuse	Cornell	Columbia	Pennsylvania				
June 19, 1916	11 m 5 4/5 s	Cornell	Syracuse	Pennsylvania	Columbia				
June 19, 1920 ²	10 m 45 2/5 s	Cornell	Syracuse	Pennsylvania	Columbia				
June 22, 1921	10 m 32 s	Cornell	Syracuse	Pennsylvania	Columbia				
June 26, 1922	9 m 20 1/5 s	Syracuse	Cornell	Columbia	Pennsylvania				
June 28, 1923	9 m 27 4/5 s	Cornell	Washington	Syracuse	Pennsylvania	Columbia			
June 17, 1924	10 m 22 3/5 s	Pennsylvania	Cornell	Syracuse	Columbia				
June 22, 1925	9 m 59 s	Syracuse	Pennsylvania	Columbia	Cornell	Wisconsin			
June 28, 1926	11 m 28 3/5 s	Columbia	California	Syracuse	Pennsylvania	Cornell			
June 29, 1927	9 m 45 s	Navy	Syracuse	Columbia	Cornell	Pennsylvania	California	Wisconsin	
June 19, 1928	9 m 42 s	Navy	Cornell	Syracuse	Washington	Pennsylvania	Columbia	California	
June 24, 1929	10 m 23 3/5 s	Syracuse	California	Cornell	Navy	Columbia	M.I.T.	Pennsylvania	
June 26, 1930	11 m 18 1/5 s	Syracuse	Cornell	Columbia	Pennsylvania	Washington	Navy	California	M.I.T.
June 16, 1931	9 m 49 4/5 s	Washington	Cornell	Syracuse	Navy	Columbia	Pennsylvania	M.I.T.	
June 20, 1932	10 m 59 s	Syracuse	Navy	Cornell	California	Pennsylvania	Columbia	M.I.T.	
June 16, 1934	10 m 50 s	Washington	Syracuse	Cornell	Pennsylvania	Columbia	Rutgers		
June 18, 1935	10 m 29 s	Washington	California	Navy	Columbia	Syracuse			
June 22, 1936	10 m 19 3/5 s	Washington	California	Navy	Columbia	Syracuse	Columbia		
June 22, 1937	9 m 15 2/5 s	Washington	California	Syracuse	Cornell	Navy	Columbia		
June 27, 1938	9 m 30 2/5 s	California	Washington	Syracuse	Columbia	Cornell			
June 17, 1939	9 m 31 s	Washington	Columbia	Cornell	Syracuse	California	Wisconsin		
June 18, 1940	10 m 55 2/5 s	Cornell	Princeton	Syracuse	Columbia				

JUNIOR VARSITY EIGHTS—TWO MILES

June 26, 1914	11 m 15 3/5 s	Cornell	Columbia	Pennsylvania	Syracuse				
June 28, 1915	10 m 1 1/5 s	Cornell	Pennsylvania	Columbia					
June 17, 1916	11 m 15 2/5 s	Syracuse	Cornell	Columbia	Pennsylvania				
June 19, 1920 ²	10 m 45 3/5 s	Cornell	Syracuse	Pennsylvania	Columbia				
June 22, 1921	10 m 38 s	Cornell	Pennsylvania	Syracuse	Columbia				
June 26, 1922	9 m 4 5/5 s	Cornell	Columbia	Syracuse	Pennsylvania	Penn 150-lb.			
June 28, 1923	9 m 50 s	Syracuse	Cornell	Columbia	Pennsylvania				
June 17, 1924	10 m 36 2/5 s	Pennsylvania	Washington	Columbia	Syracuse	Cornell			
June 22, 1925	10 m 26 s	Washington	Cornell	Pennsylvania	Syracuse	Columbia			

JUNIOR VARSITY EIGHTS—THREE MILES

June 28, 1926	15 m 40 1/5 s	Washington	Pennsylvania	California	Syracuse	Cornell	Columbia		
June 29, 1927	15 m 12 4/5 s	Washington	Columbia	California	Pennsylvania	Cornell			
June 19, 1928	14 m 18 1/5 s	Navy	Cornell	Syracuse	Washington	Columbia	Pennsylvania		
June 24, 1929	15 m 21 1/5 s	Cornell	Columbia	Navy	Washington	Syracuse	Pennsylvania		
June 26, 1930	16 m 39 s	Cornell	Washington	Columbia	Syracuse	Pennsylvania	Navy		
June 16, 1931	14 m 29 3/5 s	Syracuse	California	Cornell	Columbia	Navy	Pennsylvania		
June 20, 1932	15 m 41 s	Syracuse	California	Navy	Cornell	Columbia	M.I.T.		
June 16, 1934	15 m 40 3/5 s	Syracuse	Navy	Cornell	California	Columbia			
June 18, 1935	14 m 58 4/5 s	Washington	Navy	Cornell	Syracuse				
June 22, 1936	14 m 42 1/5 s	Washington	Navy	Cornell	Columbia	Syracuse			
June 22, 1937	13 m 44 s	Washington	Navy	Cornell					
June 27, 1938	13 m 49 1/5 s	Washington	California	Navy	Syracuse	Cornell	Columbia		
June 17, 1939	13 m 56 3/5 s	Syracuse	Washington	California	Navy	Cornell	Columbia		
June 18, 1940	(No time taken)	Washington	Navy	California	Syracuse	Columbia	Cornell		

UNIVERSITY EIGHTS—FOUR MILES

June 24, 1895	21 m 25 s	Columbia	Cornell	Pennsylvania					
June 26, 1896	19 m 59 s	Cornell	Harvard	Pennsylvania	Columbia				
June 25, 1897	20 m 34 s	Cornell	Yale	Harvard					
July 2, 1897	20 m 47 4/5 s	Cornell	Columbia	Pennsylvania					
July 2, 1898 ³	15 m 51 1/2 s	Pennsylvania	Cornell	Wisconsin	Columbia				
June 27, 1899	20 m 4 s	Pennsylvania	Wisconsin	Cornell	Columbia				
June 30, 1900	19 m 44 3/5 s	Pennsylvania	Wisconsin	Cornell	Columbia	Georgetown			
July 2, 1901	18 m 53 1/5 s	Cornell	Columbia	Wisconsin	Georgetown	Syracuse	Pennsylvania		
June 21, 1902	19 m 5 3/5 s	Cornell	Wisconsin	Columbia	Pennsylvania	Syracuse	Georgetown		
June 26, 1903	18 m 57 s	Cornell	Georgetown	Wisconsin	Pennsylvania	Syracuse	Columbia		
June 28, 1904	20 m 22 3/5 s	Syracuse	Cornell	Pennsylvania	Columbia	Georgetown	Wisconsin		
June 28, 1905	20 m 29 s	Cornell	Syracuse	Georgetown	Columbia	Pennsylvania	Wisconsin		
June 23, 1906	19 m 36 4/5 s	Cornell	Pennsylvania	Syracuse	Wisconsin	Columbia	Georgetown		
June 26, 1907	20 m 2 2/5 s	Cornell	Columbia	Navy	Penr. 5/5 s	Wisconsin	Georgetown	Syracuse	
June 27, 1908	19 m 24 1/5 s	Syracuse	Columbia	Cornell	Pennsylvania	Wisconsin			
July 2, 1909	19 m 2 s	Cornell	Columbia	Syracuse	Wisconsin	Pennsylvania			
June 25, 1910	20 m 42 1/5 s	Cornell	Pennsylvania	Columbia	Syracuse	Wisconsin			
June 27, 1911	20 m 10 4/5 s	Cornell	Columbia	Pennsylvania	Wisconsin	Syracuse			
June 29, 1912	19 m 31 2/5 s	Cornell	Wisconsin	Columbia	Syracuse	Pennsylvania	L. Stanford		
June 21, 1913	19 m 28 3/5 s	Syracuse	Cornell	Washington	Wisconsin	Columbia	Pennsylvania		
June 26, 1914	19 m 37 4/5 s	Columbia	Pennsylvania	Cornell	Syracuse	Washington	Wisconsin		
June 28, 1915	19 m 36 3/5 s	Cornell	L. Stanford	Syracuse	Columbia	Pennsylvania			
June 17, 1916	20 m 15 2/5 s	Syracuse	Cornell	Columbia	Pennsylvania				
June 19, 1920 ⁴	11 m 2 3/5 s	Syracuse	Cornell	Columbia	Pennsylvania				
June 22, 1921 ⁵	14 m 7 s	Navy	California	Cornell	Pennsylvania	Syracuse	Columbia		
June 26, 1922 ⁶	13 m 33 3/5 s	Navy	Washington	Syracuse	Cornell	Columbia	Pennsylvania		
June 28, 1923 ⁶	14 m 3 1/5 s	Washington	Navy	Columbia	Syracuse	Cornell	Pennsylvania		
June 17, 1924 ⁶	15 m 2 s	Washington	Wisconsin	Cornell	Pennsylvania	Syracuse	Columbia		
June 22, 1925	19 m 24 4/5 s	Navy	Washington	Wisconsin	Pennsylvania	Syracuse		Columbia	
June 28, 1926	19 m 28 3/5 s	Washington	Navy	Syracuse	Pennsylvania	Columbia	California		Cornell
June 29, 1927	20 m 57 s	Columbia	Washington	California	Navy	Cornell	Syracuse	Wisconsin	
June 19, 1928	18 m 35 4/5 s	California	Columbia	Washington	Cornell	Navy	Syracuse	Pennsylvania	
June 24, 1929 ⁷	22 m 58 s	Columbia	Washington	Pennsylvania	Navy	Wisconsin			
June 26, 1930 ⁷	21 m 42 s	Cornell	Syracuse	M. I. T.	California	Columbia	Washington	Pennsylvania	Wisconsin
June 16, 1931 ⁸	18 m 54 1/5 s	Navy	Washington	Cornell	California	Syracuse	Pennsylvania	Columbia	Wisconsin
June 20, 1932	19 m 55 s	California	Cornell	Washington	Navy	Syracuse	Columbia	Pennsylvania	M.I.T.
June 16, 1934	19 m 44 s	California	Washington	Navy	Cornell	Pennsylvania	Syracuse	Columbia	
June 18, 1935	18 m 52 s	California	Cornell	Washington	Navy	Syracuse	Pennsylvania	Columbia	
June 22, 1936	19 m 9 3/5 s	Washington	California	Navy	Columbia	Cornell	Pennsylvania	Syracuse	
June 22, 1937	18 m 33 3/5 s	Washington	Navy	Cornell	Syracuse	California	Columbia	Wisconsin	
June 27, 1938	18 m 19 s	Navy	California	Washington	Columbia	Wisconsin	Cornell	Syracuse	
June 17, 1939	18 m 12 3/5 s	California	Washington	Navy	Cornell	Syracuse	Wisconsin	Columbia	
June 18, 1940	22 m 42 s	Washington	Cornell	Syracuse	Navy	California	Columbia	Wisconsin	Princeton

¹ On Saratoga Lake, N. Y.

² On Saratoga Lake, N. Y. Three miles.

³ On Lake Cayuga, N. Y. Two miles.

⁴ Three miles.

⁵ Mass. Inst. of Technology, Syracuse, California and Cornell swamped in that order.

⁶ Navy swamped.

⁷ M. I. T. finished ninth.

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