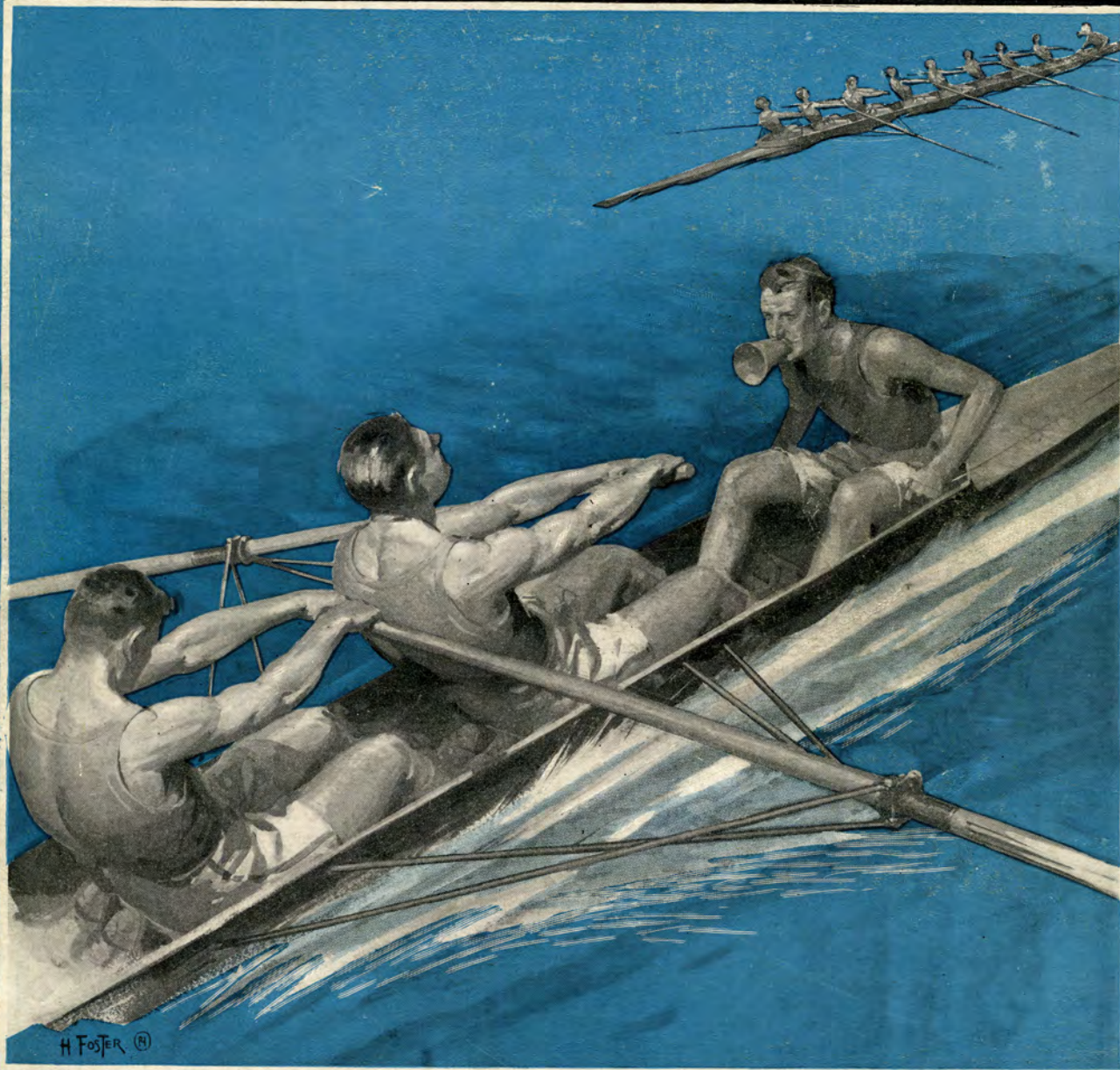


POUGHKEEPSIE REGATTA ❖ 1930



OFFICIAL PROGRAM
PRICE THIRTY-FIVE CENTS



The Ideal Way to Bermuda and South America

LEAVE the blistering energy-sapping heat of midsummer behind you and take the most invigorating ocean voyage known. Cool breezes fan you night and day as you sail through the calm opalescent seas all the way to Rio. And Rio de Janeiro, Montevideo and Buenos Aires are now enjoying their subtropical winter, with the social season at the height of its gayety.

Big 21,000-ton vibrationless American ships (under U. S. Govt. Mail contract) offer you the utmost in speed, comfort and safety. There are broad cool decks for promenade and games—an outdoor swimming pool—a veranda cafe—cool, comfortable staterooms (most have beds)—spacious lounges—enviousable cuisine and service.

Sailing every other Friday from
New York for Rio de Janeiro, Santos,
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BERMUDA commencing June 27, the 21,000-ton modern liner Pan America will make weekly departures from New York on Fridays and from Bermuda on Mondays. 40-hour service—Round-trip \$70 and up—Fastest and steadiest ship. Cool, airy, outside, amidship rooms mostly, with beds, not berths. Excellent cuisine and service.

For a shorter vacation visit

HAVANA—NASSAU—MIAMI
12-day all-expense cruises.....\$140 and up

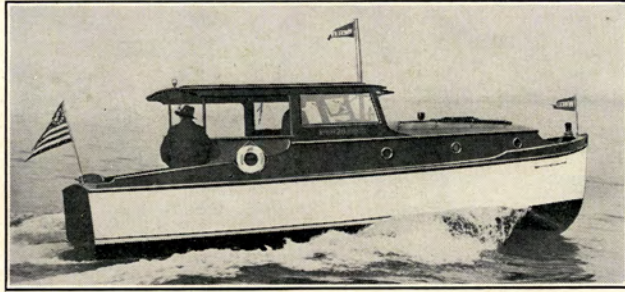
The ship your hotel. 2 days in Nassau—2½ days in Havana—2 days in Miami and two sight-seeing trips in Havana. Fortnightly service from New York.

For information and reservations, write

MUNSON STEAMSHIP LINES

67 Wall Street

New York City



Wheeler "PLAYMATES" are real playmates

STEADY—STAUNCH AND TRUE

Wheeler "Playmates" are the most companionable boats on the water—always reliable, always safe, always seaworthy. They are beautiful in line, perfectly appointed and speedy—and they can be relied upon for long hard service.

This season we are offering fifteen new models (22 ft. to 47 ft.), of which the 26-footer, pictured above, is a fair example. In this wonderful line you will find exactly the boat you want—whether for coastwise or inland water cruising, for deep-sea fishing, for general sport or speedy commuting service.

We invite you to visit our shipyard and see these boats being built, as well as test their performance in the water. Demonstration by appointment.

Send for Catalog No. 11

WHEELER SHIPYARD

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Phone: MAYflower 7600



VIGOR

Sportsmen the world over drink it . . .
for its health . . . its zest . . . its re-
freshing coolness . . . and its vigor.



“CANADA DRY”
Reg. U. S. Pat. Off.

The Champagne of Ginger Ales



After the Race

LET THE ROOSEVELT
help you enjoy
« NEW YORK »

THE ROOSEVELT is in the center of the Grand Central Zone, with the Chrysler Building, world's tallest, and the other new skyscrapers nearby. A private underground arcade leads direct from the hotel lobby to the Grand Central Station and the network of subways that takes you to any part of greater New York.



The Roosevelt offers an ideal home for your New York visit. The Great White Way, the leading theatres, America's most famous stores and shops, are within easy walking distance. The Roosevelt Grill for dining and dancing is a New York Institution. Guy Lombardo's Orchestra is a nationally known feature. We can secure, through reliable agencies, your theatre tickets or tickets for current sporting attractions, and in many other ways render special services that will add to your comfort and pleasure.

The ROOSEVELT

EDWARD CLINTON FOGG, *Managing Director*
Madison Avenue and 45th Street, New York City



SHE'S ONLY A SUNSHINE BATHER

... YET SHE HAS

"ATHLETE'S FOOT!"



SHE paddles around only in the sand. She makes a "splash" in the social swim, but could hardly be called the mermaid of her beach club.

Yet, for all her lack of swimming prowess, this popular member of the younger set has an unmistakable case of the ringworm infection now commonly known as "Athlete's Foot."

Dainty, petite and always correct, she nevertheless is bothered and vaguely puzzled by the red, rash-like eruption between the toes of her shapely little feet.

"Athlete's Foot" may start in a number of different ways,* but it is now generally agreed that the germ, *tinea trichophyton*, is back of them all. It lurks where you would least expect it—in the very places where people go for health and recreation and cleanliness. In spite of modern sanitation, the germ abounds on locker-

and dressing-room floors—on the edges of swimming pools and showers—in gymnasiums—around bathing beaches and bath-houses—even on hotel bath-mats.

And from all these places it has been tracked into countless homes until today this ringworm infection is simply *everywhere*.

It Has Been Found That Absorbine Jr. Kills This Ringworm Germ

Now, a series of exhaustive laboratory tests with the antiseptic Absorbine Jr. has proved that Absorbine Jr. penetrates deeply into flesh-like tissues, and that wherever it penetrates it *kills* the ringworm germ.

It might not be a bad idea to examine *your* feet tonight for distress signals* that announce the beginning of "Athlete's Foot."

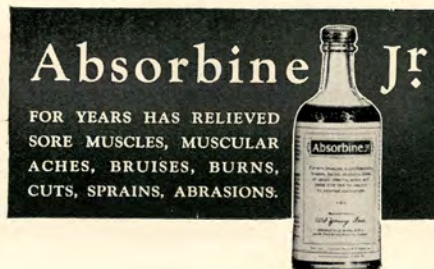
Read the symptoms printed at the left very carefully. At the first sign of *any one* of these distress signals* begin the free use of Absorbine Jr. on the affected

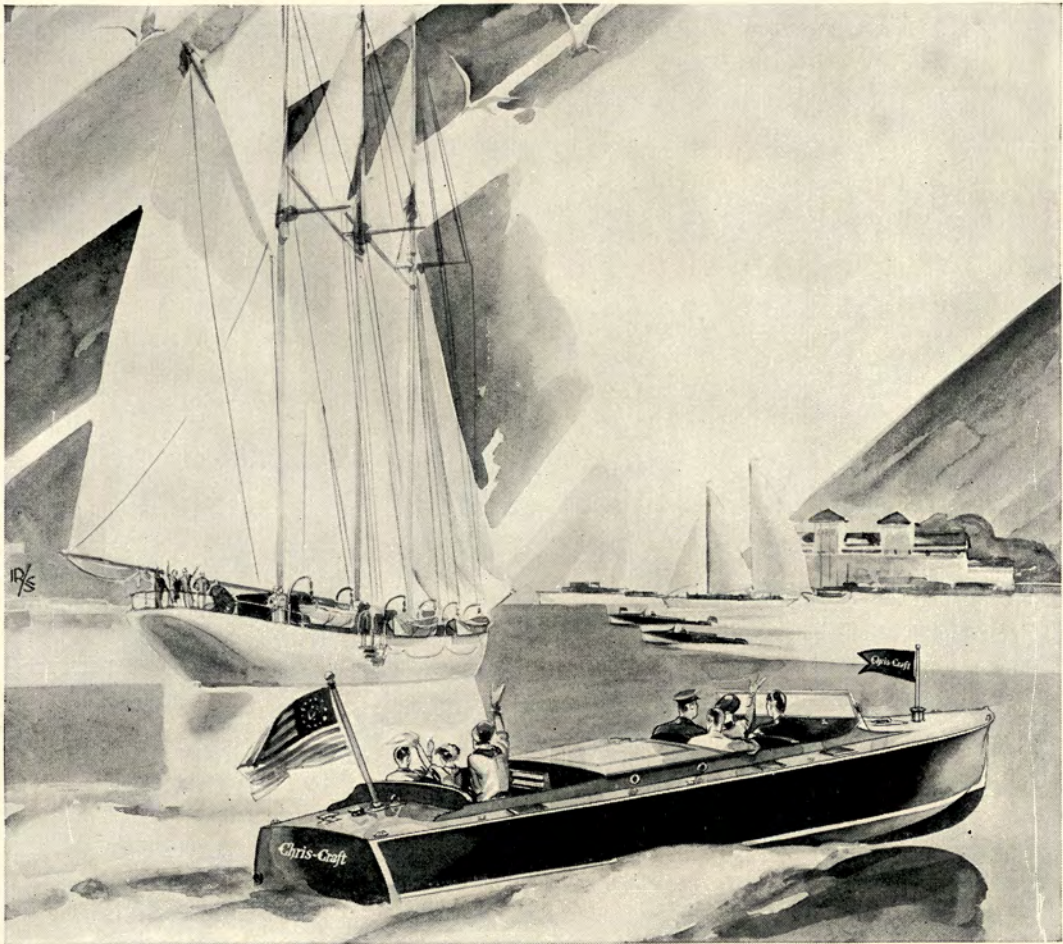
areas—douse it on morning and night *and after every exposure of your bare feet to any damp or wet floors, even in your own bathroom.*

Absorbine Jr. is so widely known and used that you can get it at all drug stores. Price \$1.25. For free sample write W. F. YOUNG, INC., 398 Lyman Street, Springfield, Mass.

***Watch for These Distress Signals That Warn of "Athlete's Foot"**

Though "Athlete's Foot" is caused by the germ—*tinea trichophyton*—its early stages manifest themselves in several different ways, usually between the toes—sometimes by redness, sometimes by skin-cracks, often by tiny itching blisters. The skin may turn white, thick and moist, or it may develop dryness with little scales. *Any one of these calls for immediate treatment!* If the case appears aggravated and does not readily yield to Absorbine Jr., consult your physician without delay.





. . . in the Smartest of Boating Company

At the Regatta, you will see more Chris-Craft than any other make of motorboat. The reason for this greater public acceptance is known to every yachtsman and boating enthusiast. Chris-Craft has proven its unchallenged supremacy in the motorboating field by winning every stock model event open to boats of this class, by giving owners a greater measure of satisfaction and service, and by setting the style for the rest of the boating world to follow.

Twenty-five beautiful models await your pleasure in the 1930 Chris-Craft fleet. Chris-

Craft merchants everywhere are waiting to have you ride with them as their guest. Write for the beautifully illustrated catalog.

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25 Models—Runabouts—Sedans—Commuters—Cruisers—Yachts—17 to 48 feet—\$1,295 to \$35,000

Official Program



ANNUAL REGATTA

OF THE

Intercollegiate Rowing Association

Incorporated 1898



June 26th, 1930



The members of the Association are Columbia, Cornell, Pennsylvania, Syracuse and the United States Naval Academy. California, Massachusetts Institute of Technology, Washington and Wisconsin are competing on invitation.

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by the Intercollegiate Rowing
Association, Inc.*

PUBLISHED BY THE BOARD OF STEWARDS

He never
knew you
shouldn't
use guest
towels.



*This is the man . . . Who used the towel
That hung on the rack . . . In the guest bathroom
That my mother bought . . . For plenty of money!*

GUEST towels, company manners, party cigarettes, Sunday-go-to-meetin' suits . . . thank heaven for one thing that we can all have, all the time—whether we're guests or hosts—whether it's breakfast, dinner or supper—whether company's coming or if it's only Uncle Abner—GOOD COFFEE! Coffee is so impor-

tant and costs so comparatively little per cup that certainly you and the family, as well as your guest, should have the finest in coffee. Coffee men,—planters, roasters, importers and others who know coffee, will tell you the best is Martinson's. You can test it yourself by—



"THE AROMA TEST"

Open a can of any coffee and inhale the aroma.

Open a can of Martinson's Coffee and inhale that aroma.

The difference in aroma is a definite indication of Martinson's superior strength, richness and flavor. Martinson's Coffee is a few cents per pound more for a very good reason—it's worth it!

MARTINSON'S COFFEE

BOARD OF STEWARDS
Of the
INTERCOLLEGIATE ROWING ASSOCIATION



MAXWELL STEVENSON, *Chairman*
Columbia



CHARLES E. TREMAN
Cornell



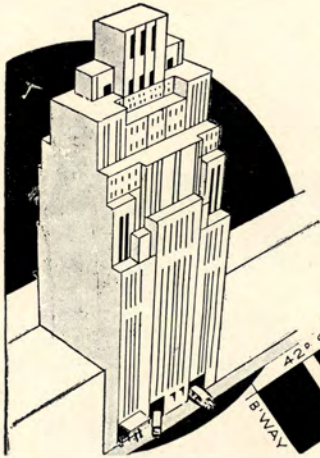
JOHN ARTHUR BROWN
Pennsylvania



© Draucker

FREDERICK H. PLUMB
Syracuse

Lt. Commander F. G. REINICKE was appointed as Navy's representative on the Board, just as the Program was going to press.



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42^d-43^d Streets West of Broadway

A New and Better Hotel for Times Square

Not alone new in construction and equipment, but new in conception of service and comfort to its guests. Directed by S. Gregory Taylor, who has made such enviable successes of the Hotels Montclair and Buckingham.

A few terraced rooms and suites, exceptionally large closets, on an attractive monthly basis.

Radio in Every Room

Entrances on 42nd & 43rd Sts.

Single Rooms
with tub and shower
\$3, \$4 and \$5

Double Rooms
with tub and shower
\$4, \$5 and \$6

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Old Fashioned Hospitality in a Modern Setting

In the Grand Central Section, 10 minutes from Penn. Station, near Times Square, Fifth Avenue shops and important commercial centres and theatres.

Radio in Every Room

Single Rooms \$3 to \$5 per day

Double Rooms \$4 to \$6 per day **\$3.00**

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800
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800 Baths

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AND LEXINGTON AVE
NEW YORK CITY

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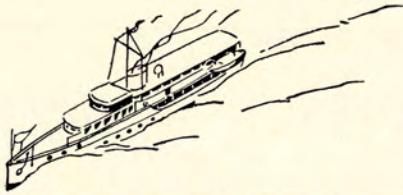
PIERREPONT M. SCHREIBER, *Yale*

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Referee's Boat

The Gypsy

Owner, ROBERT F. HERRICK, *Harvard*



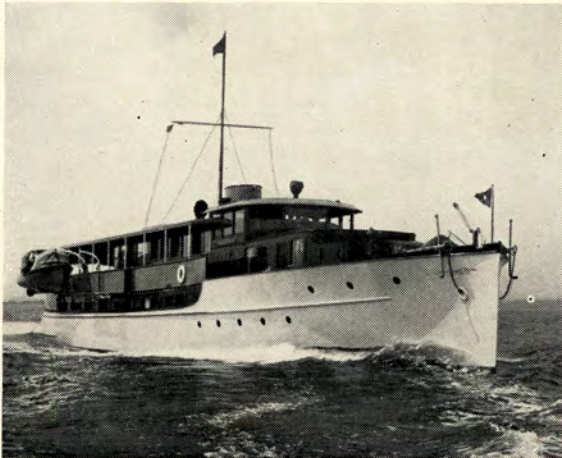
A LUXURIOUS HOME and your playground the sea

TO many a Consolidated owner, his boat is virtually his summer home . . . and his means of commutation . . . Beauty, Luxury and Comfort, combined with extreme seaworthiness and abundant power distinguish every Consolidated-built, Speedway-powered craft. You will see them pointed out wherever fine boats drop anchor.

● To insure delivery of your Consolidated boat next Spring place your order with us now. Send for booklets regarding any type of boat or power-plant. We will gladly submit specifications without cost or obligation to you. Act at once...write to us today.

● Thousands of Speedway boats and engines are in yachting service, in Government use, and in the trade.

CONSOLIDATED SHIPBUILDING CORP.
MORRIS HEIGHTS NEW YORK



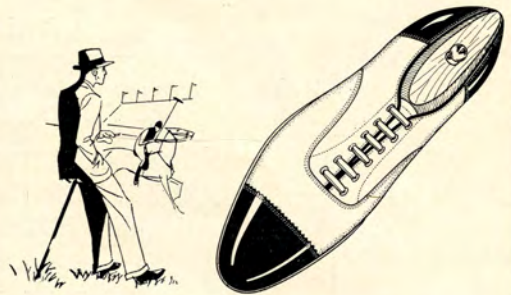
106 ft. *Speedway* Diesel powered yacht

Ole Man River

... has witnessed many an exhibition of speed and stamina similar to the spectacle of today. That last long gruelling mile takes guts—the grit to keep on driving—the power and speed to creep up on the leader or fight off the challenge of the runner-up . . .

On the river it's guts and power—on the highway its speed and power—the twin qualities that have made **WARNOCO**, the new natural highest gasoline, supreme wherever men demand superlative quality.

●
WARNER-QUINLAN CO.
2 Park Avenue • New York



John Ward offers The Sportsman Series of fine shoes for golf and other sports. Choice leathers, expert craftsmanship and common sense prices.

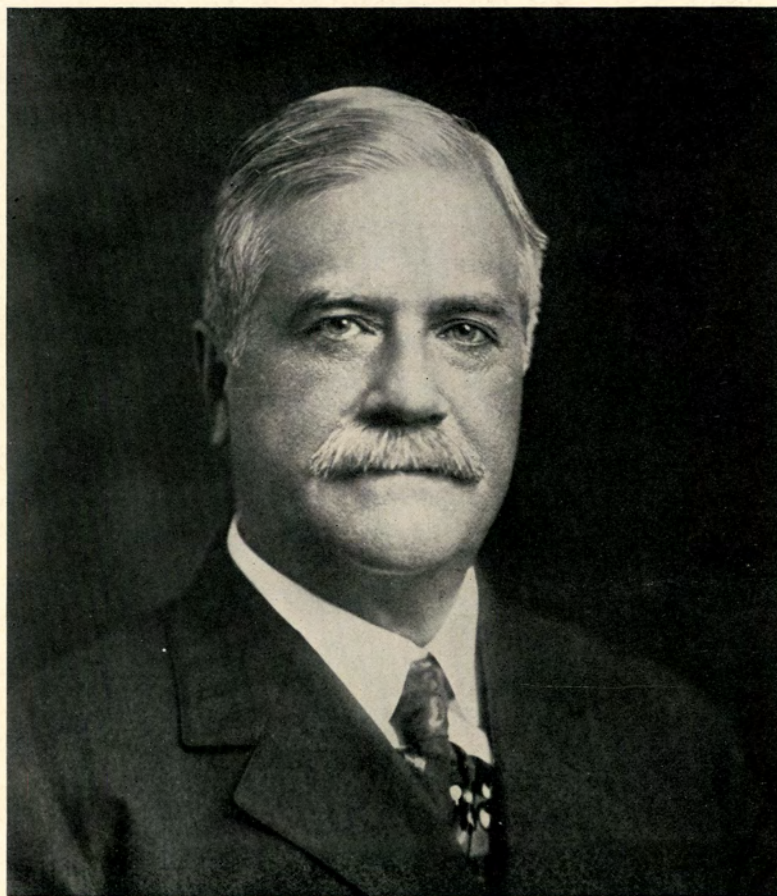
The Sportsman Series \$7 and \$9

John Ward

men's fine shoes

New York

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JULIAN W. CURTISS
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MONTAGUE *sweeps to victory*

It's a big day for the men in the shells and a proud day for Montague, for every pair of stalwart hands in Varsity, Junior Varsity and Freshman shells rests on the grip of a Montague "Ted Shea" Oar.

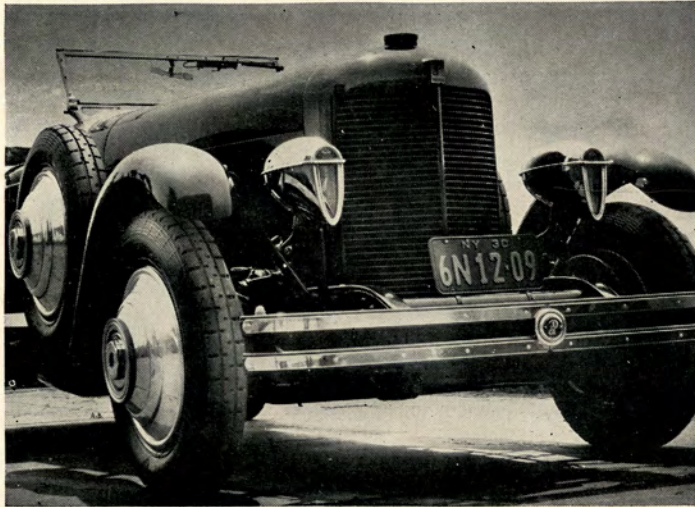
We take pride in our ability to make the finest racing oars ever put in an oar-lock . . . pride in the part we play in helping each oarsman deliver his best . . . pride in the fact that every important college, school and battleship cutter crew now uses these famous oars.

MONTAGUE OAR and PADDLE Corp. Foxboro, Mass.

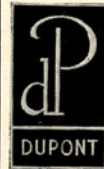
A subsidiary of Montague Rod & Reel Co., Montague City, Mass.

The world's largest manufacturers of split bamboo fishing rods

*Speedster
by Du Pont*

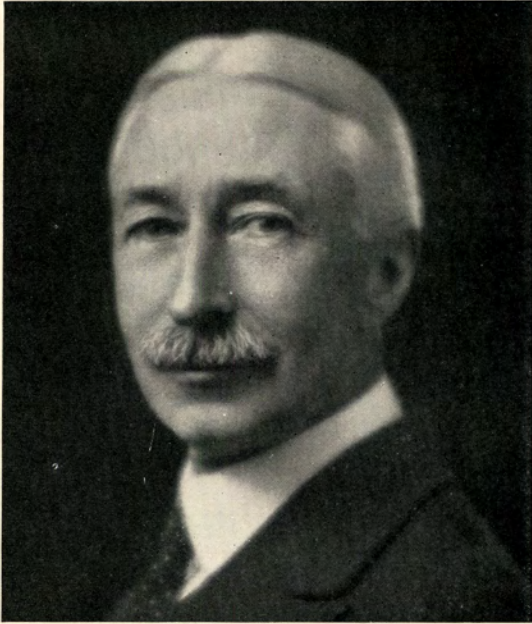


SPEED is innate in every Du Pont . . . speed and your own good taste sculptured in metal . . . your sense of perfection embodied in fleet steel and pulsing motors. And beauty is as you order it . . . for every Du Pont is a personal car.
Du Pont Motors, Inc., Wilmington, Delaware.



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New York Philadelphia Baltimore Los Angeles



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REGATTA COMMITTEE OF POUGHKEEPSIE



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EXECUTIVE SECRETARY OF THE BOARD OF STEWARDS

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For as little as \$63 you may have a sea-going china service for six. Crystal to match for as little as \$37.

IT'S NAUTICAL, this Ovington china! It's as sea-going as a water-front salt and takes to the life of wind and wave like a whale's progeny or a fledgling gull! Every plate and every saucer, every tumbler and beaker carries your flag and your club's tattooed in friendly tether. Over the side with your derelict gear and down to Ovington's for the new.

OVINGTON'S

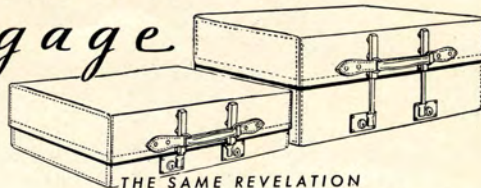
"The Gift Shop of Fifth Ave., Inc."

437 FIFTH AVENUE, NEW YORK

HAPPY AT JOURNEY'S END

REVELATION *Luggage*

ADJUSTS
TO FIT THE
CONTENTS



THE SAME REVELATION
PACKED FOR A WEEK-END PACKED FOR A MONTH

The modern idea of travel comfort is to carry a single Revelation case — the one piece of luggage that exactly fits your needs, whether the trip be for a week-end, a week or a month.

For sophisticated travelers who appreciate smartness and convenience, skilfully combined with elastic adaptability, there's only one kind of luggage—Revelation.

JOHN DAVID

FIFTH AVE. AT 43RD ST. BROADWAY AT 32ND ST.

And other easily reached shops in Greater New York

PROGRAM

3.30 p.m., d.l.s. **Freshman Eight-Oared Shells** 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, Syracuse.

RECORD—9 m., 11 $\frac{3}{4}$ s., by Cornell, July 2, 1909.

COURSE POSITIONS

Course No. 1—Columbia	Course No. 3—Pennsylvania	Course No. 6—Syracuse
Course No. 2—Navy	Course No. 4—Cornell	Course No. 7—Washington
	Course No. 5—California	Course No. 8—M. I. T.

ORDER OF FINISH—

1 <i>Syracuse</i> , Time, 11..m.18 $\frac{1}{2}$ s.	5 <i>Washington</i> , Time,m.....s.
2 <i>Cornell</i> , Time,m.....s.	6 <i>Navy</i> , Time,m.....s.
3 <i>Columbia</i> , Time,m.....s.	7 <i>California</i> , Time,m.....s.
4 <i>Pennsylvania</i> , Time,m.....s.	8 <i>M. I. T.</i> , Time,m.....s.

Water Conditions. *slightly choppy*..... Wind. *South*.....

4.30 p.m., d.l.s. **Junior Varsity Eight-Oared Shells** 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, Cornell.

RECORD—14 m. 18 $\frac{1}{4}$ s. by U. S. Naval Academy, June 19, 1928. 9 m., 45 $\frac{1}{4}$ s., by Cornell, June 26, 1922, for two-mile course.

COURSE POSITIONS

Course No. 1—Washington	Course No. 3—Cornell	Course No. 5—Columbia
Course No. 2—Syracuse	Course No. 4—Navy	Course No. 6—Pennsylvania

ORDER OF FINISH—

1 <i>Cornell</i> , Time, 16..m.39 s.	4 <i>Syracuse</i> , Time,m.....s.
2 <i>Washington</i> , Time,m.....s.	5 <i>Navy</i> , Time,m.....s.
3 <i>Columbia</i> , Time,m.....s.	6 <i>Penn.</i> , Time,m.....s.

Water Conditions. *quite choppy*..... Wind. *South*.....

5.30 p.m., d.l.s. **University Eight-Oared Shells** 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, Columbia.

RECORD—18 m., 35 $\frac{1}{4}$ s., by California, June 19, 1928. 13 m., 33 $\frac{3}{4}$ s., by U. S. Naval Academy, June 26, 1922, for three-mile course

COURSE POSITIONS

Course No. 1—Pennsylvania	Course No. 4—Wisconsin	Course No. 7—M. I. T.
Course No. 2—Cornell	Course No. 5—Syracuse	Course No. 8—Washington
Course No. 3—California	Course No. 6—Navy	Course No. 9—Columbia

ORDER OF FINISH—

1 <i>Cornell</i> , Time, 21..m.42 s.	6 <i>Washington</i> , Time, 22..m.41 s.
2 <i>Syracuse</i> , Time, 21..m.54 $\frac{1}{2}$ s.	7 <i>Pennsylvania</i> , Time, 22..m.54 s.
3 <i>M. I. T.</i> , Time, 22..m.19 s.	8 <i>Wisconsin</i> , Time, 22..m.59 s.
4 <i>California</i> , Time, 22..m.24 s.	9 <i>Navy same</i> , Time,m.....s.
5 <i>Columbia</i> , Time, 22..m.33 s.	

Water Conditions. *quite rough*..... Wind. *South*.....

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

DATA ON HOW TO IDENTIFY THE CREWS, ORDER OF FINISH, ETC., WILL BE FOUND ON PAGE 17

...at the finish it's **SPURT!**



...in a cigarette it's **TASTE!**

CALL A SPADE a spade... a cigarette is only as good as its *taste*.

Which makes Chesterfield *mighty* good! No magic about it... just good tobaccos, perfectly blended and cross-blended, the standard Chesterfield method. Finer aroma, more pleasing flavor, because that's the one thing we work for:

"TASTE *above everything*"



MILD, yes... and
yet THEY SATISFY

Chesterfield
SUCH POPULARITY MUST BE DESERVED

HOW TO IDENTIFY THE CREWS

The competing crews may be identified by the color of the coxswain's jersey and of the flag on the bow of the shell, as follows:

Columbia—light blue	M. I. T.—grey
Cornell—light red and white	Navy—dark blue
Pennsylvania—dark blue and red	Washington—white
Syracuse—orange	Wisconsin—red
California—gold	

ORDER OF FINISH

Announced 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 *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

The order in which the crews *finish* will also be indicated by flags suspended from the Bridge, the regular college colors of the winning crew being the top flag. Flags will also be hoisted on the mast of the referee's boat, the colors of the winning crew being the uppermost flag—the rest hoisted in the order of finish. The flags will be of the following colors:

Columbia—light blue and white	M. I. T.—diagonal scarlet and grey
Cornell—red and white	Navy—blue and gold with white "N"
Pennsylvania—red and dark blue	Washington—purple and gold with white "W"
Syracuse—orange with dark "S"	Wisconsin—cardinal with white "W"
California—dark blue and gold with white "C"	

By Bulletin Board

A Bulletin Board has been erected on the Judges' Boat, located at the Finish Line. The order in which the *first three* crews finish in all races will be indicated on this Board, the lane number of the crew being used in place of its college name. This use of the lane number was found necessary owing to the great distance of the Judges' Boat from the shore.

The lane number of the winning crew will be at the top, and below it will be the lane numbers of the other two crews, in the order of finish.

The time made by each crew will appear opposite the number of its lane. For example, if the crew in lane No. 10 won, and its time was 20 minutes and 30 1-5 seconds, the top line on the board would read: "10-20-30-1."

LANES OF THE CREWS

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

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

COVER DESIGN

The Editors are indebted to Cutler-Hammer, Inc., of Milwaukee, Wisconsin, for the cover design of the Official Program.

to **BERMUDA**



8 DAYS, All Expenses, \$105 up

This year the "Veendam," chartered from the Holland-America Line, joins the motorship "Bermuda" for the popular vacation trips to Bermuda. Whichever ship you take, "Furness" service insures a glorious time on sea in true Transatlantic style. The all-expense rate includes first-class accommodations on either vessel as well as sight-seeing trips to all points of interest.

Sailings every Wednesday on the S. S. "Veendam" and every Saturday on M. S. "Bermuda." Ships sail direct from dock to dock. No five mile transfer by tender at Hamilton.

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Bermuda Line

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League

CO-OPERATIVE ASSOCIATION, INC.

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and

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NEWARK, N. J.	ELIZABETH, N. J.

DAIRYLEA ICE CREAM

UTICA
 AUBURN
 SYRACUSE

*What makes a
 race well rowed?*

Months of preparation, keen judgment, skill, and the ability to stand the pace.

For over half a century, Spalding has been making athletic equipment. Men prominent in the sporting world have helped in the designing of Spalding's authentic line. Skilled workmen have transformed their ideas into realities. And so down through the years has come Spalding equipment, stamped with the approval of the athletes.

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**THE GULF STREAM
 PLAYGROUND**

*For those who want to play and
 those who wish to rest.*

BERMUDA

Sailing, fishing, bathing in the warm blue waters. Golf—special privileges to our guests on our own excellent golf courses.

Hotels of Distinction

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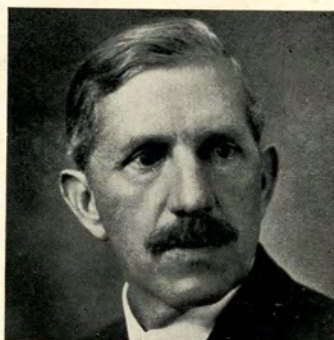
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GLENDON, OF COLUMBIA

Richard J. Glendon, before being made senior coach of crew at Columbia in 1926, served in the same capacity at the Naval Academy, succeeding his father, "Dick" Glendon, the originator of the famous "Glendon stroke." "Rich" went to the Naval Academy from Massachusetts, where he had captained school teams in baseball, football, basketball, track and swimming. Last year his crews made rowing history by winning all four races in three regattas before going to Poughkeepsie, where they took first place in the "Varsity event."



© *Troy*

WRAY, OF CORNELL

Previous to taking up his duties at Cornell in 1926, James Wray had had many successful years with several prominent eastern boat clubs, but particularly as head coach at Harvard, where his crews had a record of six consecutive victories over Yale. Coming, as he did, at a time when rowing at Cornell was at a low ebb, he has brought the Cornell Navy in four short years to the position of one of the serious eastern contenders.



CALLOW, OF PENNSYLVANIA

Russell S. Callow is serving his third season as head coach of rowing at Pennsylvania. A graduate of the University of Washington in 1915 and captain of the "Varsity eight" which won at Poughkeepsie that year, he was appointed head crew coach of his Alma Mater, in 1922. In 1923, 1924 and 1926, his Washington crews won at Poughkeepsie; in 1925 his crew was second to Navy, and in 1927 second to Columbia. Last year Pennsylvania finished third at Poughkeepsie. This season Callow's varsity eight made the fastest two-mile time ever rowed on the lakes at Madison, Wisconsin, when it defeated the Wisconsin "Varsity."



TEN EYCK, OF SYRACUSE

James A. Ten Eyck has become a permanent part of the rowing tradition at Syracuse. As coach of the sport there for over a quarter of a century, except for one year during the World War, he has made the sport popular and successful. With the death of Coach Courtney of Cornell and the retirement of such men as Wright and Rice, Ten Eyck is probably the only active collegiate rowing coach of the old school. At 80 he retains all the vigor and keenness of mind that marked his own rowing days of more than fifty years ago.



© *Pickering*

GLENDON, OF THE NAVAL ACADEMY

Richard A. ("Dick") Glendon, the originator of the famous "Glendon stroke," came to the Naval Academy in the spring of 1904 and entered a brilliant career as director of rowing. In 1923 he retired, leaving his son to carry on the work. Again in the spring of 1928 "Dick" returned to the Academy as head coach. He is known as the man "who says little and when he does, it is only through a megaphone." His success is marked by the fact that he has lost only about one-fourth of the total number of races entered, and in 1920 coached Navy's World Champion Crew.

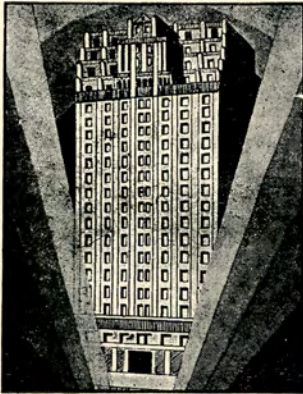
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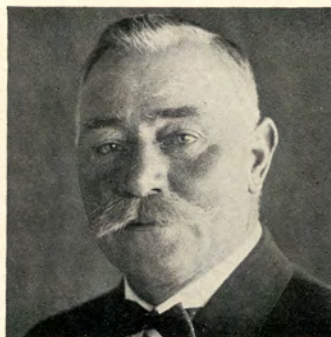
COACHES OF THE VISITING CREWS



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EBRIGHT, OF CALIFORNIA

Carroll "Ky" Ebright, now in his seventh year as crew coach at California, learned rowing at the University of Washington, where he was coxswain in pre-war years. After a year of assistant coaching at Washington, he came to Berkeley in 1924 as head crew coach. A long, hard pull for recognition brought its first reward in 1927, when California defeated Washington, and achieved complete victory in 1928, when California defeated thirteen American, Canadian and European crews at all distances from 2,000 meters to four miles, to win the undisputed championship of the world. In 1929 California defeated Washington for the third consecutive time, but lost at Poughkeepsie. This year, at Seattle, the 'Varsity lost to Washington by five feet, and was defeated by Navy at Princeton, by a scant third of a length.



HAINES, OF M. I. T.

Bill Haines came to Technology in 1924, after having served for seven years as head coach at Harvard. In 1911 when "Bill" came to America from England, he was known as one of the best oarsmen in England, having in earlier days won the single-scull championship of England and stroked a four-oared shell which won the English championship for three consecutive years. At M. I. T., he has had more difficulties to overcome than most college coaches, and each year he has developed a crew better than that of the year before. His Junior 'Varsity this year is undefeated, having beaten Navy, Columbia, Harvard, Penn and Princeton.



ULBRICKSON, OF WASHINGTON

Alvin Ulbrickson, the youngest major crew coach in the country, is a product of the University of Washington, and is carrying on the rowing system first introduced by Conibear and carried on by Leader and Callow. He stroked the 'Varsity from 1924 to 1926, during which time Washington twice won the 'Varsity race at Poughkeepsie and placed second once. In 1927 he was assistant crew coach at Washington and was appointed head coach when Callow accepted a contract with Pennsylvania that fall.



MURPHY, OF WISCONSIN

George "Mike" Murphy, former Washington stroke and crew captain, went to Wisconsin after six years experience at Yale, where he turned out four championship freshman crews. He brought with him the famous "Washington Stroke," and also his own vibrant personality. At present he is one of the youngest crew coaches in the country. This year's crew will be his second product in the Poughkeepsie Regatta.



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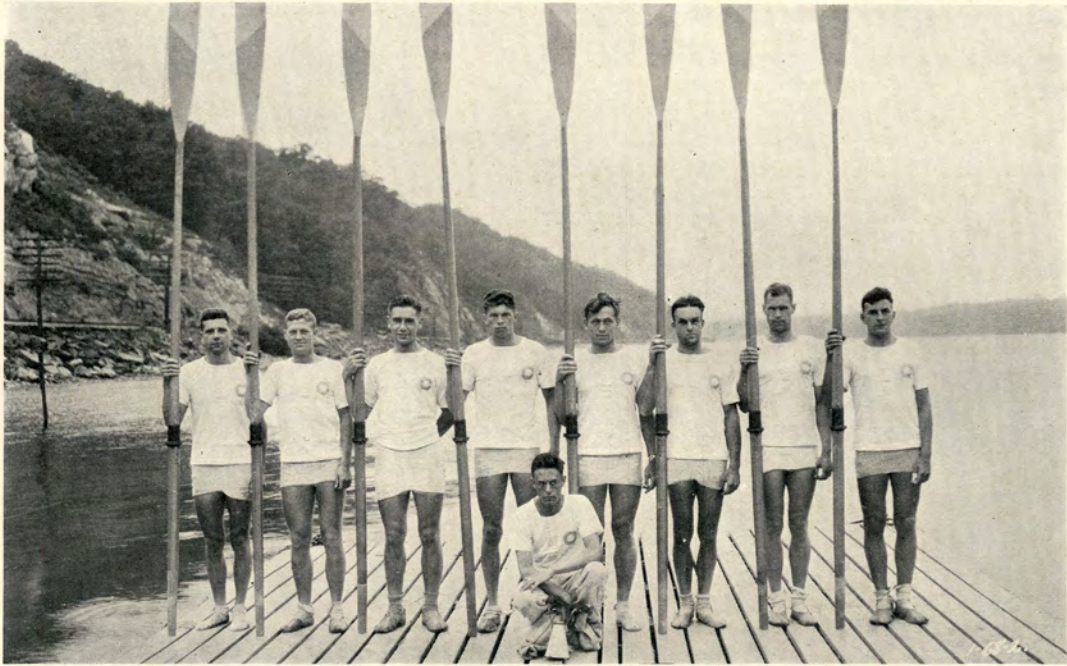
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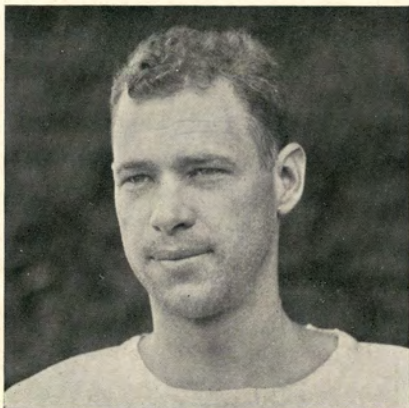
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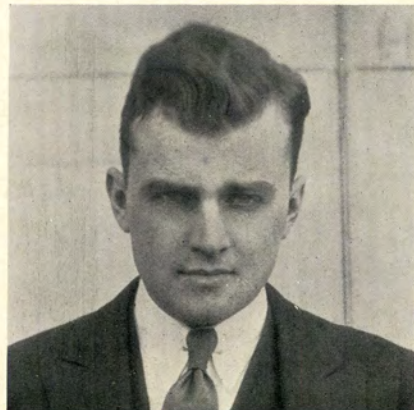
1930 'VARSITY

Position	Name	Age	Height	Weight
Bow	Walter, Henry . . .	19	6' ½"	173
No. 2	Murphy, John F. . .	22	6' 3"	178
No. 3	Bonyng, Malcolm . .	22	6'	170
No. 4	Sanford, William B. .	22	6' 1"	169
No. 5	Grafer, Harold L. . .	20	6' 2¾"	176
No. 6	Lozier, Edward R. . .	21	6' 2"	173
No. 7	Ganzle, Carl M. . . .	21	6'	177
Str.	Blesse, William H. . .	21	6' 3"	191
Average		21	6' 1½"	176
Cox.	Michels, Walter P. . .	19	5' 7½"	116



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JOHN F. MURPHY, *Captain*



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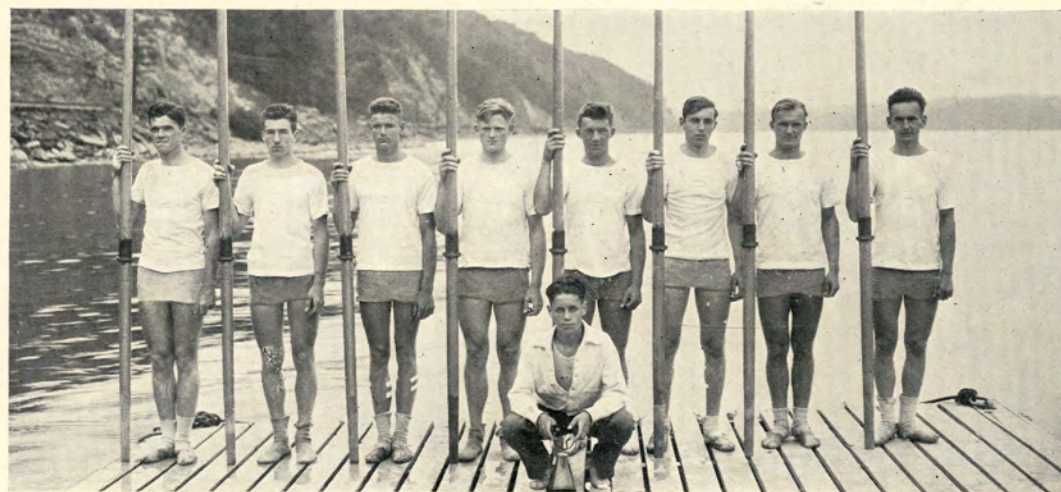


COLUMBIA



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JUNIOR 'VARSITY



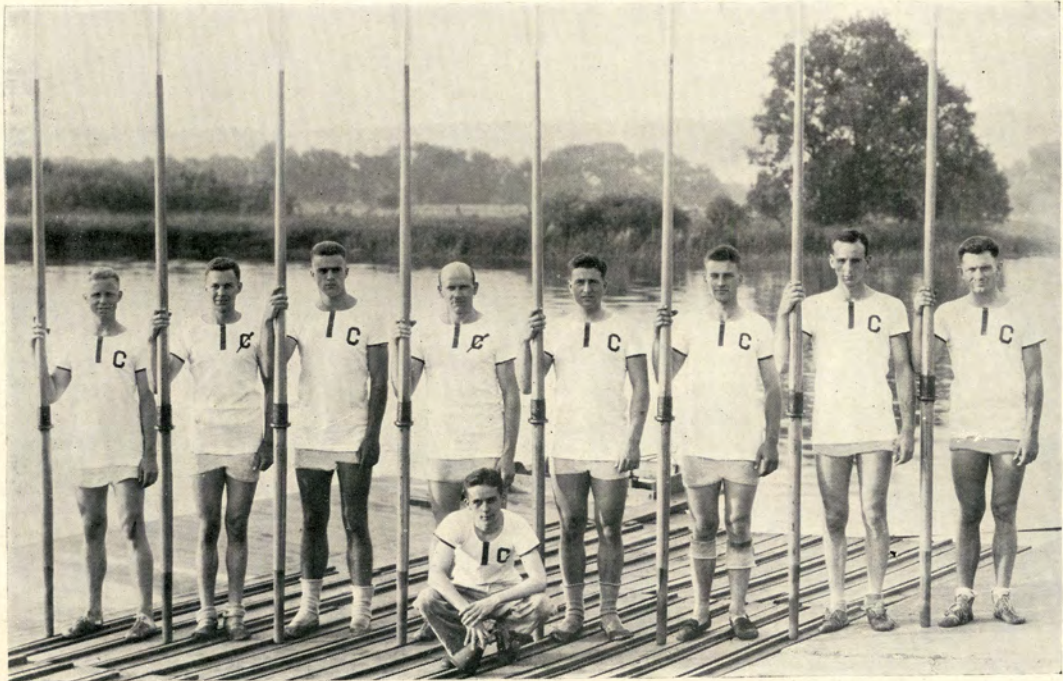
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FRESHMAN CREW

JUNIOR 'VARSITY				
Position	Name	Age	Height	Weight
Bow	Keil, F. C., Jr....	20	6' 1"	171
No. 2	Slade, Eugene M...	18	6'	168
No. 3	McDuffee, W. M...	19	6' ½"	171
No. 4	Muller, Rene.....	20	6' 1"	173
No. 5	Wood, Ralph S....	20	6' 1"	173
No. 6	Triska, Alfred A..	22	6' 1"	184
No. 7	Hanson, John D...	20	6' 2"	171
Str.	Spiller, Clifford R.	21	6' ½"	174
	Average	20	6' 1"	173
Cox.	Metzner, C. M....	19	5' 9"	115
Subs.	O'Donnell, W. S...	19	6' 3¾"	170
	Farwell, F. W....	19	6' 2"	164
	Nordstrom, V. H..	20	6' 1"	163
	Read, D. B. (Cox.)	18	5' 7"	110

FRESHMAN				
Position	Name	Age	Height	Weight
Bow	Kinderman, W. J.	19	6'	166
No. 2	Love, William K...	19	6'	172
No. 3	Schnackenberg, E. H.	17	6' 1"	173
No. 4	Prendergast, J. P.	20	6' 1"	180
No. 5	Wagner, C. P.....	18	6' 1"	185
No. 6	Sykes, Macrae....	19	6' 2"	166
No. 7	Ward, Robert L...	20	6' 3"	172
Str.	Clugh, Heber	20	6' 4"	182
	Average.....	19	6' 1½"	174½
Cox.	Frechtel, Leon....	18	5' 6"	116
Subs.	Lilley, Robert D...	17	6'	164
	Noble, John Friend	20	6' 1"	172
	Higginson, John F.	17	6'	165
	Vincent, James M.	18	6'	163
	Bubendey, Fred P.	19	6' ½"	171

CORNELL



1930 VARSITY

Position	Name	Age	Height	Weight
Bow	Austin, S. Y. . . .	21	6'	174
No. 2	Butler, A. B. . . .	25	6' 3"	175
No. 3	Parsons, G. S. . . .	21	6' 1"	180
No. 4	Heidelberger, R. J. . .	22	6' 2"	192
No. 5	McManus, P. J. . . .	29	6' 2"	192
No. 6	Clarke, B. B.	22	6' 5"	205
No. 7	Scott, N. E.	22	6' 1"	190
Str.	Wilson, R. Mc. . . .	19	6' 2"	170
Average		22½	6' 2"	184¾
Cox.	Burke, J. B.	20	5' 6"	111
Subs.	Shoemaker, H. B. . . .	22	6' ½"	170
	Ireland, W. F. A. . . .	22	5' 11"	160
	Schumacher, F. W. . . .	22	6' 3"	175
	Smith, E. M.	21	6'	180
	Fry, C. F. (Cox.) . . .	19	5' 7"	120



H. B. SHOEMAKER, *Commodore*



R. P. SHAROOD, *Manager*

CORNELL



JUNIOR 'VARSITY



FRESHMAN CREW

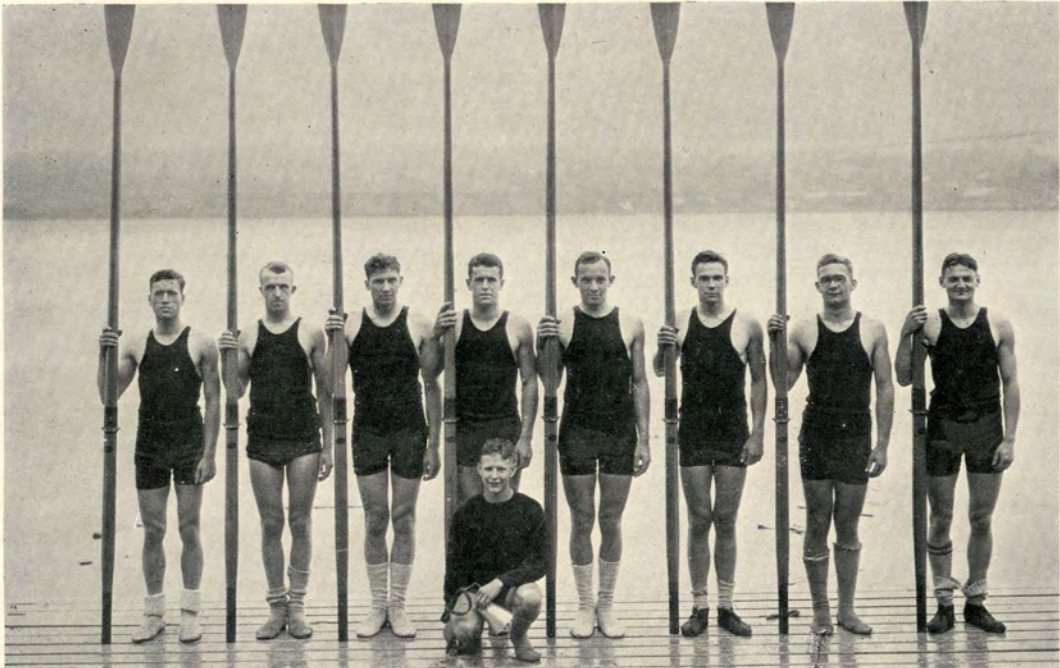
JUNIOR 'VARSITY

Position	Name	Age	Height	Weight
Bow	Mann, W. L.	21	6'	167
No. 2	Hartman, L. F. ...	19	6' 3"	180
No. 3	Shalleross, J. B. ...	20	6' ½"	182
No. 4	Martin, E. W.	20	6' 2"	184
No. 5	Ives, C. K.	20	6' 3"	185
No. 6	Niles, J. L.	20	6' 2"	185
No. 7	Falk, B. L.	20	6' 3"	184
Str.	Vanneman, W. M. .	21	6' 3"	184
Average		20	6' 2¼"	181¼
Cox.	Mullesteim, W. E. .	18	5' 5"	110

FRESHMAN

Position	Name	Age	Height	Weight
Bow	Everitt, R. H.	19	6'	180
No. 2	Schreck, W. E. ...	19	6' 1"	172
No. 3	Hufnagel, N. E. ...	18	6' 2"	175
No. 4	Rosbrook, A. E. ...	19	6' 3"	187
No. 5	Norcross, S. E. ...	19	6' 3"	186
No. 6	Otto, L. L.	19	6' 3"	190
No. 7	Boyce, J. B.	19	6' 4"	176
Str.	Thompson, E., Jr..	20	5' 10"	157
Average		19	6' 2"	178
Cox.	Tracy, C. S.	18	5' 6"	117
Subs.	Martin, N. E.	18	6'	169
	LePage, W. L.	18	6' 3"	176

PENNSYLVANIA

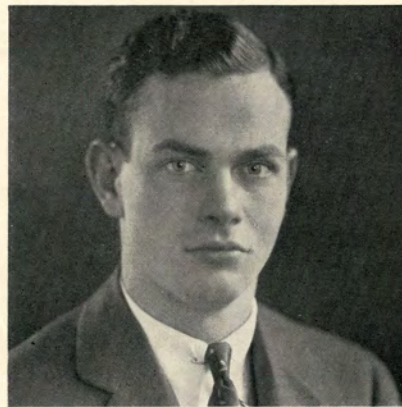


1930 'VARSITY

Position	Name	Age	Height	Weight
Bow	Teaf, Adrian	23	6' ½"	170
No. 2	Barnhart, Dixon . .	21	6' 3"	172
No. 3	Taeffner, Edward . .	22	6' 2"	174
No. 4	Krampf, Charles . .	21	6' 3"	182
No. 5	Pine, Warren	21	6'	175
No. 6	Weis, John	24	6' 3"	182
No. 7	DeVeau, Harold . .	21	6' 2"	170
Str.	Vochringer, Walter	21	6'	160
Average		21 ¾	6' 1¾"	173
Cox.	Trowbridge, Wilbur	21	5' 6"	125
Subs.	Weeks, William . .	19	6'	174
	Knowles, James . .	21	6'	170
	Mahaney, J. (Cox)	19	5' 2"	112
	Schwartz, Louis . .	17	6'	170

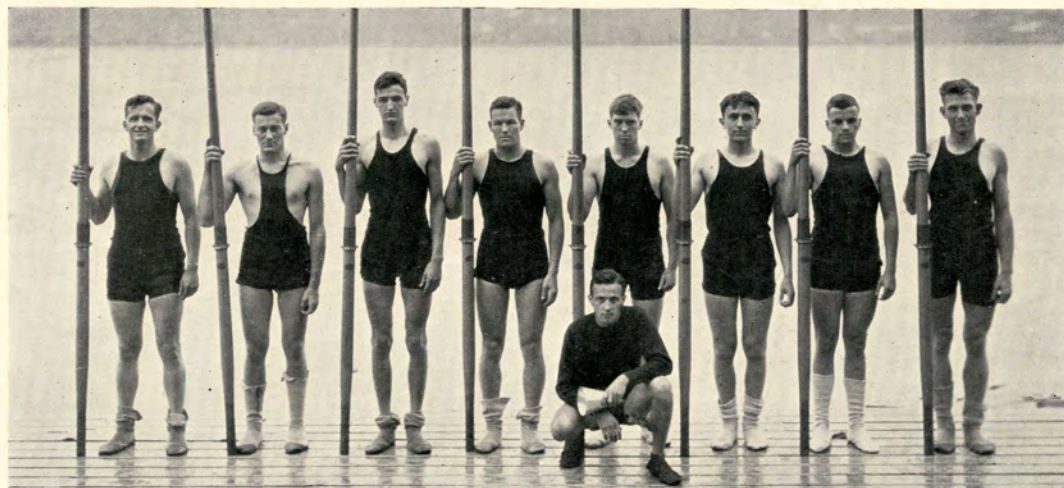


WARREN PINE, *Captain*

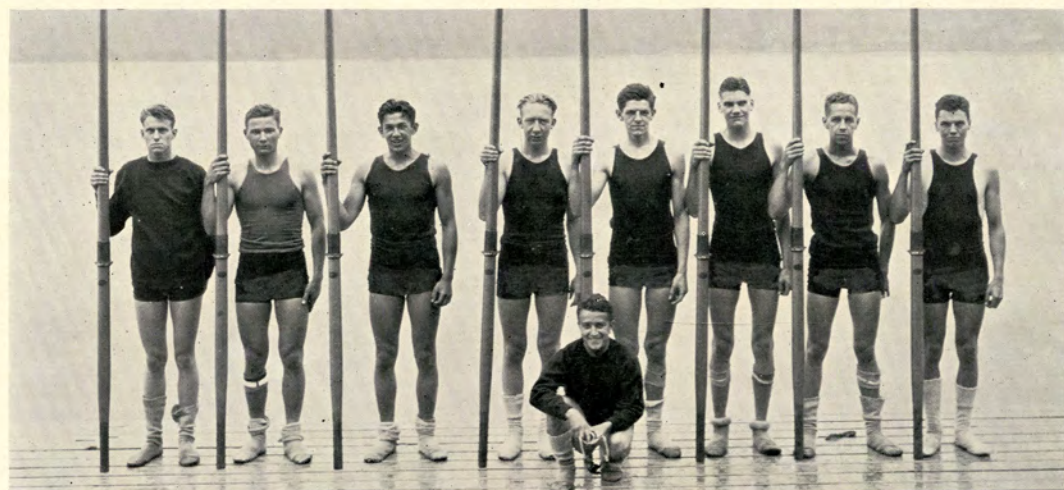


ROBERT BOLTON, *Manager*

PENNSYLVANIA



JUNIOR 'VARSITY



FRESHMAN CREW

JUNIOR 'VARSITY

Position	Name	Age	Height	Weight
Bow	Grill, Merwyn ...	23	6' 2½"	173
No. 2	Martin, John	20	6' 4"	170
No. 3	Wilson, William D. .	21	6' 2"	178
No. 4	Davis, Harry	19	6'	170
No. 5	Jordan, Edward ..	22	6'	177
No. 6	Cadwalader, John .	20	6'	174
No. 7	Edwards, Kenneth. .	21	5' 11"	175
Str.	Thrasher, Clark....	23	6' 1½"	182
Average		21	6' 1"	175
Cox.	Loveless, George ..	19	5' 3"	115

FRESHMAN

Position	Name	Age	Height	Weight
Bow	Curtis, Guy	19	6' 2"	172
No. 2	Taylor, James	19	6' 2¾"	168
No. 3	Grote, Charles	19	6' 3"	176
No. 4	Moriarity, A.	20	6' 1"	172
No. 5	Laughlin, Edward. .	19	6' 2"	185
No. 6	Jordan, Richard ..	18	6' 1"	180
No. 7	Sebastian, Paul ..	18	6'	176
Str.	Roth, Fred	18	6' 3"	170
Average		18¾	6' 2"	175
Cox.	Miller, Richard ...	17	5' 7½"	115
Subs.	Palmer, F., Jr. ...	21	6' 2"	175
	Fleitas, A. F.	19	6' 2"	169
	Keller, Edwin H. .	19	6' 2"	177
	Knirk, Carl H. ...	18	6'	161
	Bainbridge, Jack .	18	6' 2"	175

SYRACUSE



1930 VARSITY

Position	Name	Age	Height	Weight
Bow	Spieker, Francis J.	19	6'	173
No. 2	Ashcroft, Sterling.	23	6' 1"	173
No. 3	Abrams, Prentice.	23	6' 1"	170
No. 4	Keefe, William W.	20	6' 1"	168
No. 5	Deming, Harold ..	21	6' 2"	173
No. 6	Kratina, George ..	20	6'	165
No. 7	Easter, Edmund ..	21	6' 3½"	171
Str.	Weiler, Milton C. .	20	6' 1"	173
Average		21	6' 1¼"	170¾
Cox.	Brower, Ernest E..	21	5' 7"	120
Subs.	Wissner, Benj. S..	20	6' 1"	180
	Singer, William E.	22	6' 4"	170
	Vesely, Vincent M.	22	6' 1"	180
	Land, A. P.	22	6'	175
	Travsky, Ben (Cox.)	21	5' 5"	120



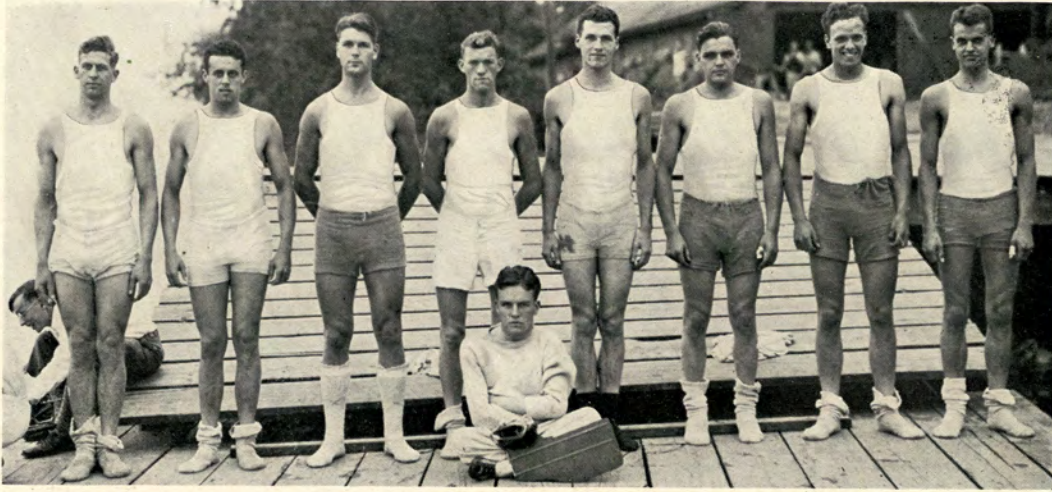
HAROLD DEMING, *Captain*



By Barnard Studio

FLOYD NEWPORT, *Commodore*

SYRACUSE



JUNIOR 'VARSITY

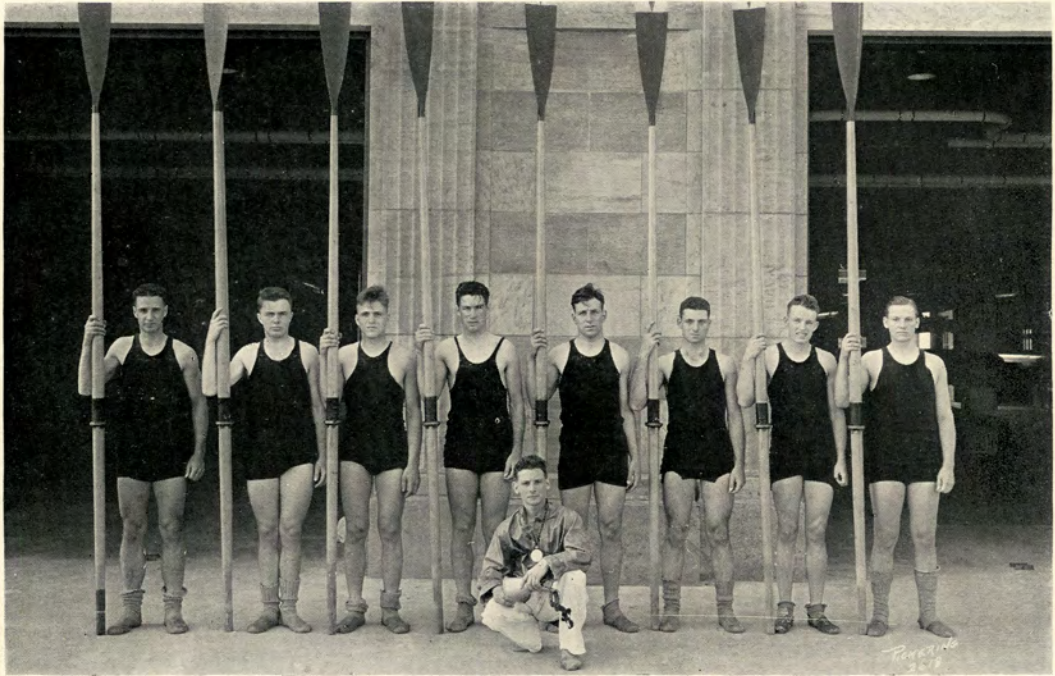


FRESHMAN CREW

JUNIOR 'VARSITY				
Position	Name	Age	Height	Weight
Bow	Murray, Albert K.	23	6'	155
No. 2	Hopkins, Harlow	20	6' 2"	170
No. 3	Horlacher, Herman	23	5' 11"	170
No. 4	Holder, Gordon	22	6' 3"	160
No. 5	Smart, Wayne	21	6'	160
No. 6	Chester, Fred	20	6' 3"	185
No. 7	Jones, R. L.	21	6' 3"	185
Str.	Loiseaux, Elie T.	22	6' 1½"	190
Average		21½	6' 1½"	172
Cox.	Barlow, Ralph S.	23	5' 4"	120

FRESHMAN				
Position	Name	Age	Height	Weight
Bow	Gower, Byron	21	5' 9"	167
No. 2	Vandewater, Don.	18	6'	145
No. 3	McCully, Donald	18	6' 2"	179
No. 4	Meacham, Edward	18	6' 1"	145
No. 5	Buff, Ernest	22	6'	175
No. 6	Johnson, R. P.	18	6' 3"	195
No. 7	McKean, Herbert	18	5' 11"	165
Str.	Lombardi, Thomas	19	6' 3"	195
Average		19¼	6' ¾"	170½
Cox.	Cady, G. A.	18	5' 6"	113
Subs.	Haight, David M.	20	6'	170
	Brunish, Thompson	18	5' 11"	146
	Donaldson, Harold	23	6' 1"	150
	Schmerhorn, John	16	6'	170

U. S. NAVAL ACADEMY



Pickering Studio

1930 'VARSITY

Position	Name	Age	Height	Weight
Bow	Schoeni, W. P.	22	6' 1½"	181
No. 2	Kiehlbauch, J. V.	22	6' 2"	185
No. 3	Gray, A. D.	20	6' 1"	185
No. 4	Jewett, G. W.	22	6' 1"	180
No. 5	Jung, K. E.	23	6' 1"	193
No. 6	Hunter, R. P.	21	6' 1"	179
No. 7	Pieczentkowski, H.	23	6' 1½"	180
Str.	Shelton, H. E.	20	6' 1"	190
Average				
		21¾	6' 1"	184
Cox.	Rivero, H.	20	5' 5"	118
Subs.	Eddy, I. C.	24	5' 11"	178
	DeLong, H. C.	19	6' 2"	178



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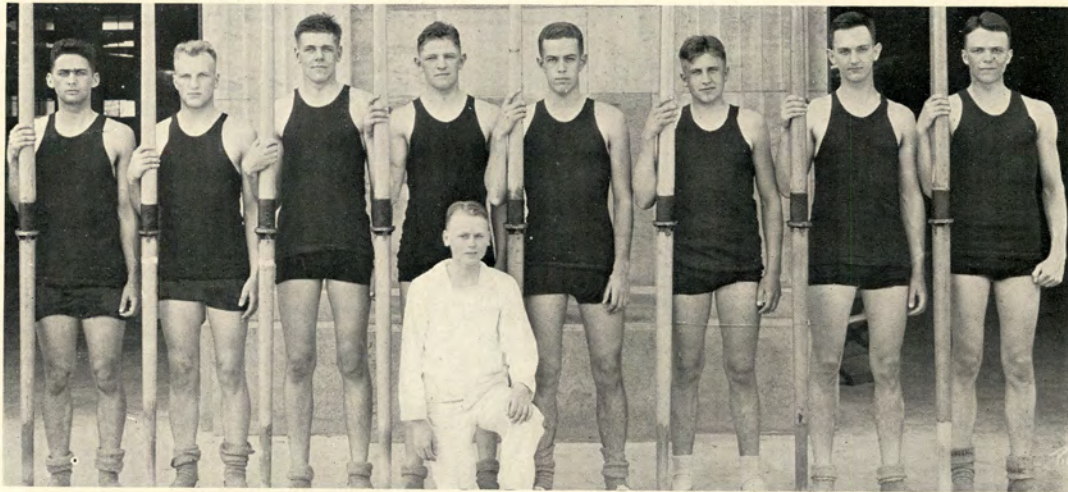
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K. L. NUTTING, Manager

U. S. NAVAL ACADEMY



Pickering Studio

JUNIOR 'VARSITY



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PLEBE CREW

JUNIOR 'VARSITY

Position	Name	Age	Height	Weight
Bow	Quirk, P. D.	20	6'	182
No. 2	Carpenter, T. E.	21	6' 1"	185
No. 3	Phares, E. L.	21	6' 3"	179
No. 4	Crinkley, F. D.	22	6' 3"	197
No. 5	Steinke, F. S.	22	6'	189
No. 6	Greathouse, J. F.	22	6' 4"	190
No. 7	Steffanides, E. F.	21	6' 1"	174
Str.	Westhofen, C. L.	22	6'	180
Average		21½	6' 1"	183½
Cox.	Fulton, R. B.	19	5' 7"	118
Subs.	McFarlane, D. J.	21	6'	175
	Burdick, D. G.	20	6' 1"	180

PLEBE CREW

Position	Name	Age	Height	Weight
Bow	Monroe, H. S. ...	20	6'	157
No. 2	Wendt, W. F. A. ...	18	5' 11"	170
No. 3	Weeks, J. B.	17	6' 1"	169
No. 4	Easton, W. A. ...	19	6'	172
No. 5	Phillips, J. L. ...	23	6'	171
No. 6	Anderson, H. W. ...	18	6' 3"	184
No. 7	Espenas, A. K. ...	20	6'	168
Str.	Peterson, F. J. ...	21	6'	165
Average		19	6' ½"	169½
Cox.	Unmacht, G. P. ...	18	5' 8"	120
Subs.	Hartley, K. J. ...	20	6'	167
	Klinsman, G. O. ...	20	5' 10"	159

CALIFORNIA

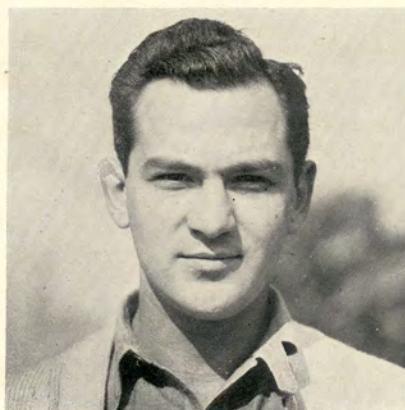


1930 VARSITY

Position	Name	Age	Height	Weight
Bow	Granger, Harvey.	20	6' 1 $\frac{1}{4}$ "	172
No. 2	Brinck, John M..	21	6' 1 $\frac{3}{4}$ "	181
No. 3	Dunlap, David C..	19	6' 2 $\frac{1}{2}$ "	183
No. 4	Jastram, Burton..	19	6'	183
No. 5	Dally, William M.	21	6' 2"	184
No. 6	Holman, Herman..	19	6' 4"	180
No. 7	Caldwell, Hubert..	22	6' 2 $\frac{1}{4}$ "	183
Str.	Gregg, Duncan S.	23	6' 4"	174
Average		20	6' 2 $\frac{3}{4}$ "	180
Cox.	Logan, James E...	22	5' 4"	120
Subs.	Woodward, William	21	6' $\frac{1}{2}$ "	173
	Workman, James	21	6' 3"	178



JAMES LOGAN, *Coxswain*



THOMAS ROBB, *Manager*

CALIFORNIA



FRESHMAN CREW

<i>Position</i>	<i>Name</i>	<i>Age</i>	<i>Height</i>	<i>Weight</i>		
Bow	Normand, Gerard .	20	6'	166		
No. 2	Lackey, Howard J.	18	6' 2½"	167		
No. 3	Neumann, Louis ..	21	6' 2"	178		
No. 4	Luther, Everett B.	18	6' 1"	178		
No. 5	Enemark, Fred F.	18	6' 2"	180		
No. 6	Rhein, Reginald .	18	6' 2"	179		
No. 7	Peterson, Robert..	18	6' 3"	165		
Str.	Archibald, Frank..	21	6' 2"	170		
Average				19	6' 1¾"	173
Cox.	Shiple, P. Arnold	18	5' 4½"	117		
Subs.	Demeter, Joe R. ..	17	6' 3½"	170		
	Moore, John S. ..	18	6' 2"	165		

MASSACHUSETTS INSTITUTE OF TECHNOLOGY



1930 'VARSITY

Position	Name	Age	Height	Weight
Bow	Latham, A.	21	6' 1"	165
No. 2	Binner, C. R. ...	21	5' 11"	168
No. 3	MacLeod, B. H. .	21	6' 2"	175
No. 4	Evans, L. P.	21	5' 11"	178
No. 5	Cimorelli, J. T. .	18	6'	185
No. 6	Cook, P. S.	19	6' 2"	180
No. 7	Bennett, R. V. ...	21	6' 1"	193
Str.	Byrne, J. J.	22	6' 2"	180
Average		20½	6' ¾"	177
Cox.	Whitaker, E. L. .	19	5' 4"	113
Subs.	Raymond, H. E. .	21	5' 11"	155
	Stewart, W. B. .	23	5' 9½"	160

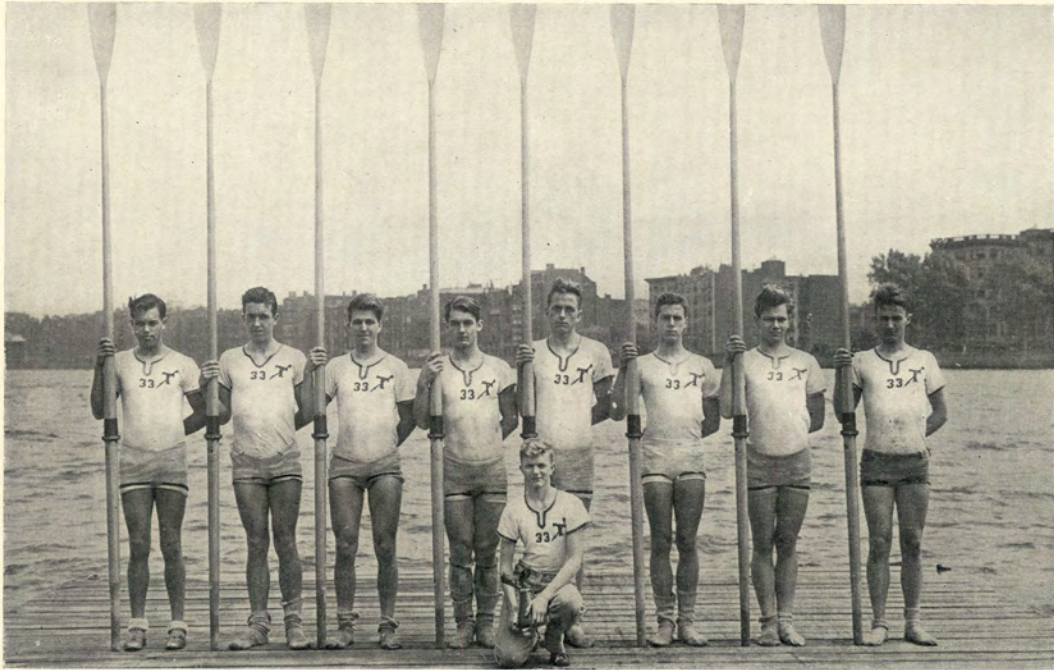


J. J. BYRNE, *Captain*



J. H. GENRICH, *Manager*

MASSACHUSETTS INSTITUTE OF TECHNOLOGY



FRESHMAN CREW

<i>Position</i>	<i>Name</i>	<i>Age</i>	<i>Height</i>	<i>Weight</i>
Row	E. F. Thieler.....	18	6'	170
No. 2	J. W. Regan, Jr..	19	6' 3"	170
No. 3	B. A. Martin, Jr.	18	6'	175
No. 4	R. H. Valentine..	18	6'	181
No. 5	R. D. Glenn.....	17	6' 3"	172
No. 6	C. S. Hapgood....	17	6' 1"	170
No. 7	C. E. Miller.....	21	6' 1"	180
Str.	R. M. Trimble...	19	6' 1"	165
Average		18½	6' 1"	172¾
Cox.	N. P. Green.....	18	5' 6"	120

WASHINGTON



1930 'VARSITY

Position	Name	Age	Height	Weight
Bow	Davis, Warren ...	23	6' 2"	172
No. 2	Morris, Donald ...	24	6' 3"	181
No. 3	Phillips, Alton ...	26	6' 1½"	183
No. 4	Bowen, Gilbert ...	22	6' 4"	178
No. 5	Schoel, Loren ...	20	6' 3"	190
No. 6	Reese, Karl ...	20	6' 5"	203
No. 7	Litchfield, Wallace	23	6' 2"	175
Str.	Ginger, John	21	6' 2"	170
Average		22½	6' 2¾"	181½
Cox.	Harris, Richard ...	21	5' 5"	114
Subs.	Kauffman, Bert ...	25	6' 4"	177
	Gobler, Art	20	6' 4"	172
	Valentine, Stanley	22	6' 2"	183
	Oistad, George ...	21	6' 1½"	178



WARREN DAVIS, *Captain*

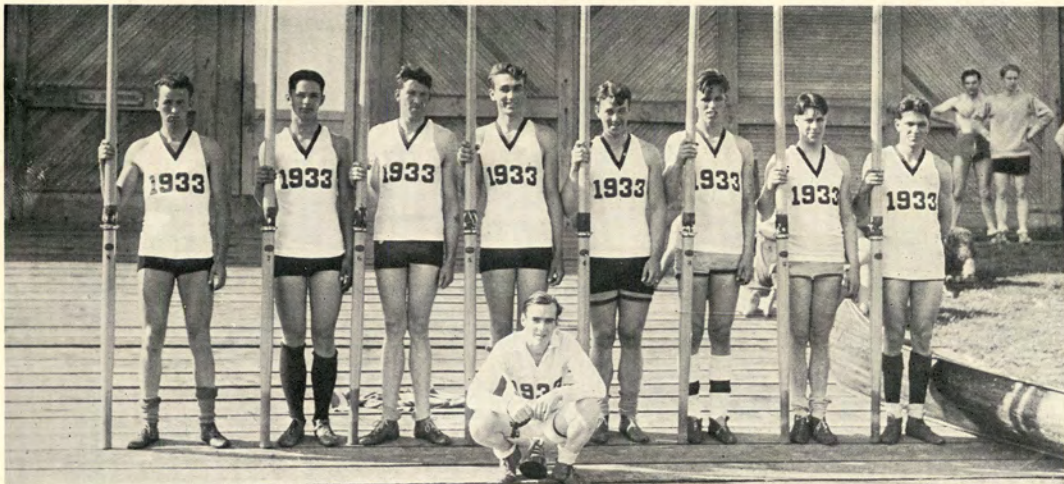


CHARLES M. BATTELLE, *Manager*

WASHINGTON



JUNIOR 'VARSITY



FRESHMAN CREW

JUNIOR 'VARSITY

Position	Name	Age	Height	Weight
Bow	Murphy, Bruce ...	21	6' 3"	169
No. 2	Poot, Walter	21	6' 2"	164
No. 3	Schmidt, Henry ..	20	6' 2"	176
No. 4	Alcorn, Gerald ..	22	6'	173
No. 5	Swanson, Wendell	22	6' 4"	185
No. 6	Beckstead, James .	23	6' 2"	174
No. 7	Odell, Richard ...	24	6' 5"	171
Str.	Anderson, Ed....	22	6'	175
Average		22	6' 2¼"	173¼
Cox.	Noble, Charles....	19	5' 7½"	120

FRESHMAN

Position	Name	Age	Height	Weight
Bow	McCurdy, Dick ..	18	6'	168
No. 2	Daum, Horace ...	21	6'	172
No. 3	Goode, Paul	18	6' 3"	173
No. 4	Ulbrickson, Ed... 21	6' 1"	181	
No. 5	Stober, Bill	18	6' 4"	181
No. 6	Easterly, Emmett. 23	6' 3"	180	
No. 7	Mjorud, Herb....	19	6' 2"	173
Str.	Wilson, Gregg....	22	6'	167
Average		20	6' 1½"	174¼
Cox.	Love, Harvey....	19	5' 6"	115

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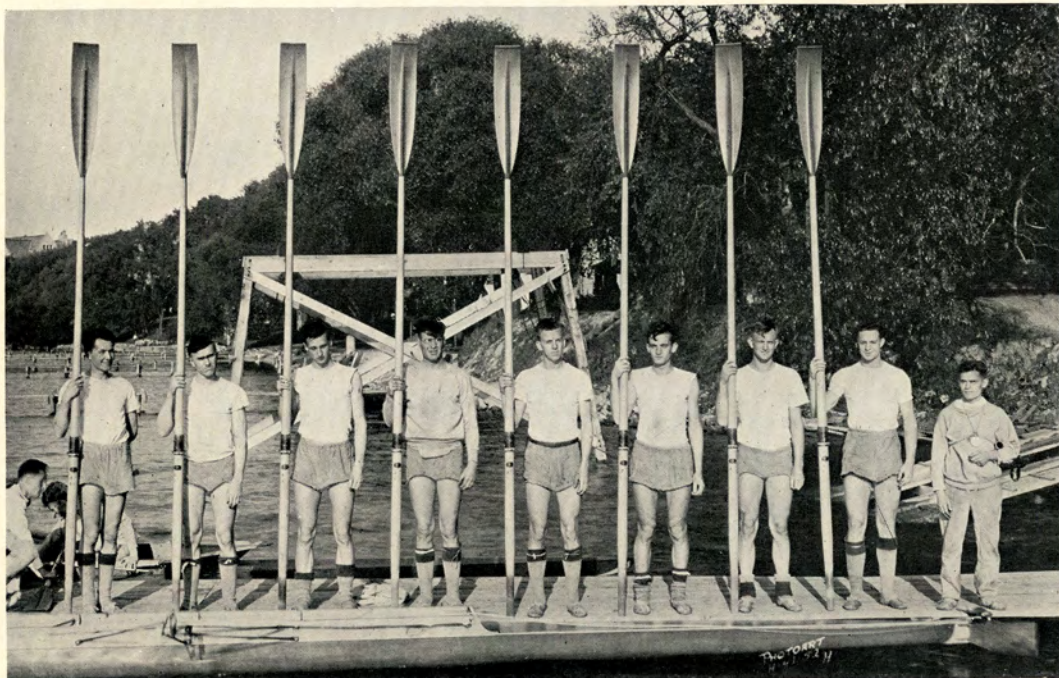
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1930 'VARSITY

Position	Name	Age	Height	Weight
Bow	Sperling, Jerome . .	22	6' 1"	165
No. 2	Oberdick, Louis . .	21	6' 1"	178
No. 3	Keenan, John A. . .	21	6' 3"	180
No. 4	Marpie, Eldon . . .	24	6' 3"	194
No. 5	Smedal, Harold . . .	18	6' 3"	182
No. 6	Woodward, Clifford .	21	6' 2"	180
No. 7	Zabel, Harold	22	6' 2"	183
Str.	Weber, Henry	20	6' 1"	185
<hr/>				
	Average	20	6' 2"	181
Cox.	Miller, George W. . .	23	5' 4"	110
Subs.	Goodman, Eugene . .	21	6' 1"	180
	Ihde, Aaron	23	6'	178



Photoart

EUGENE GOODMAN, *Captain*



ROBERT EVANS, *Commodore*

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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 19½ 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	Syracuse	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	

JUNIOR 'VARSITY EIGHTS—TWO MILES

June 26, 1914	11 m 15 3/5 s	Cornell	Columbia	Pennsylvania	Syracuse				
June 28, 1915	10 m 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 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		

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 51½ 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	Pennsylvania	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			
June 21, 1913	19 m 28 3/5 s	Syracuse	Cornell	Washington	Wisconsin	Columbia	L. Stanford		
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	Washington	Navy	Washington	Syracuse	Cornell	Pennsylvania		
June 28, 1923 ⁶	14 m 3 1/5 s	Washington	Navy	Columbia	Syracuse	Cornell	Pennsylvania		
June 17, 1924 ⁵	15 m 2 s	Washington	Wisconsin	Cornell	Pennsylvania	Syracuse	Columbia		
June 22, 1925	19 m 24 4/5 s	Navy	Washington	Wisconsin	Pennsylvania	Cornell	Syracuse	Columbia	
June 28, 1926	19 m 28 3/5 s	Washington	Navy	Syracuse	Pennsylvania	Columbia	California	Columbia	Cornell
June 29, 1927	20 m 57 s	Columbia	Washington	California	Navy	Cornell	Syracuse	Pennsylvania	
June 19, 1928	18 m 35 4/5 s	California	Columbia	Washington	Cornell	Navy	Syracuse	Pennsylvania	
June 24, 1929 ⁶	22 m 58 s	Columbia	Washington	Pennsylvania	Navy	Wisconsin			

¹ On Saratoga Lake, N. Y.

² On Lake Cayuga, N. Y.

³ On Saratoga Lake, N. Y. Three miles.

⁴ On Lake Cayuga, N. Y. Two miles.

⁵ Three miles.

⁶ Mass. Inst. of Technology, Syracuse, California and Cornell swamped in that order.

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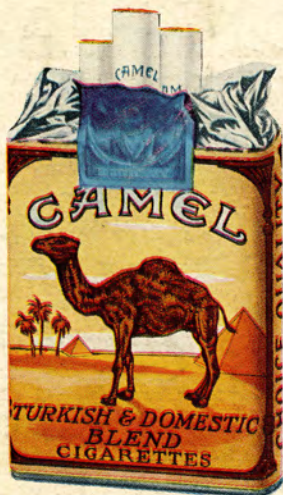
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