

ANNUAL REGATTA

Intercollegiate
Rowing
Association

1916

COLUMBIA
CORNELL
PENNSYLVANIA
SYRACUSE

Passengers on the Observation Train will please
be silent when the crews are on the starting
line in order that the Referee may be heard

Official Program of the
Annual Regatta

OF THE

Intercollegiate
Rowing
Association

Poughkeepsie-Highland
Course

June Seventeenth
1916

First Race

4 P. M.—Junior 'Varsity Eight-Oared Shells, two miles.

Trophy:—The Kennedy Challenge Trophy, presented 1899, by Davidson Kennedy, *Pennsylvania*, to be held by the winner for one year.

Present Holder of the Trophy

CORNELL

Course Positions

Position No. 1—*Columbia*

“ No. 2—*Syracuse*

“ No. 3—*Cornell*

“ No. 4—*Pennsylvania*

Finish

	TIME	
1.....	m.	s.
2.....	m.	s.
3.....	m.	s.
4.....	m.	s.

Second Race

4.45 P. M.—Freshman Eight-Oared Shells, two miles.

Trophy:—The Stewards' Cup, presented 1900, by Francis S. Bangs, *Columbia*, to be held by the winner for one year.

Present Holder of the Trophy

SYRACUSE

Course Positions

Position No. 1—*Cornell*

“ No. 2—*Columbia*

“ No. 3—*Pennsylvania*

“ No. 4—*Syracuse*

Finish

TIME

1.....	.....m.	.....s.
2.....	.....m.	.....s.
3.....	.....m.	.....s.
4.....	.....m.	.....s.

Third Race

6.00 P. M.—University Eight-Oared Shells, four miles.

Trophy:—The 'Varsity Challenge Cup, presented 1898, by Dr. Louis L. Seaman, *Cornell*, to be held by the winner for one year.

Present Holder of the Trophy

CORNELL

Course Positions

Position No. 1—*Columbia*

“ No. 2—*Pennsylvania*

“ No. 3—*Syracuse*

“ No. 4—*Cornell*

Finish

TIME

1.....	.....m.	.....s.
2.....	.....m.	.....s.
3.....	.....m.	.....s.
4.....	.....m.	.....s.

Signals

By arrangement with the International Fireworks Company, of No. 1 Park Place, New York, the following signals will be given from a point near the Finish Line:

The start of each race will be indicated by one bomb.

A re-call will be indicated by two bombs.

A postponement of the regatta will be indicated by ten bombs.

The leading crew at each mile point, including the finish, will be indicated by bombs, the number of which will correspond with the course number of the crew, as stated on pages 3, 4 and 5 of this program.

The order of the crews at the finish will be indicated by their University colors suspended from the middle span of the Bridge, the upper colors indicating the winner.

University Colors

COLUMBIA	Light Blue and White.
CORNELL	Red and White.
PENNSYLVANIA	Red and Dark Blue.
SYRACUSE	Orange.

The Intercollegiate Rowing Association

Incorporated 1898

COLUMBIA UNIVERSITY ROWING CLUB.
ATHLETIC ASSOCIATION OF CORNELL UNIVERSITY.
ATHLETIC ASSOCIATION OF THE UNIVERSITY OF
PENNSYLVANIA.

Officials

Stewards of the Intercollegiate Rowing Association

MORTON G. BOGUE, *Columbia*

R. HOWARD EISENBREY, *Pennsylvania*

CHARLES E. TREMAN, *Cornell*

Referee

JOHN E. EUSTIS, *Wesleyan*

Timekeeper

EVERT JANSEN WENDELL, *Harvard*

Assistant Timekeeper

FRED R. FORTMEYER, *New York Athletic Club*

Judge at the Finish

CLEMENT B. WOOD, *Harvard*

Flag Judge

RICHARD ARMSTRONG, *Yale*

Stewards' Boat, "Beaumere," E. F. Albee, Owner

Columbia University Rowing Club

W. NORMAN BRATTON, Captain
 WILLIAM F. WALKER, Manager
 MALCOLM ROY, Graduate Manager
 N. O. ROCKWOOD, Graduate Treasurer
 FRANCIS S. BANGS, }
 MORTON G. BOGUE, } Graduate Directors
 LAWRENCE S. SCOFIELD, Assistant Manager
 JOHN P. BAKER, 2nd Assistant Manager
 JAMES C. RICE, Coach

FRESHMAN EIGHT

Position	Name	Class	Age	Height	Weight
Bow	H. D. Dow	1919	20	5 11	150
2	G. Griswold, Jr.	1919	19	6 0½	146
3	R. B. Haines	1919	19	5 11½	158
4	R. A. Curry	1919	18	6 1½	162
5	R. Shilliday	1919	20	6 3½	169
6	P. W. Gallico	1919	18	6 1½	166
7	M. L. Hall	1919	21	6 1	156
Stroke	W. B. Brown	1919	18	6 0	157
Average			19½	6 1	158
Coxswain	W. Neale	1919	17	5 6	105
Sub.	J. S. Renwick	1919	20	6 0	150
Sub.	R. C. Hawkins	1919	19	5 10½	160
Sub.	J. M. Lott	1919	19	5 10	149
Sub.	F. C. Hettling	1919	19	6 2	153
Sub.	A. A. Cree	1919	18	6 1	149
Sub.	R. Steinschneider	1919	18	5 11	151
Coxswain	F. Dehls	1919	17	5 5	110

JUNIOR 'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow	R. A. Piel	1917	23	5 8	156
2	F. J. Burghard	1917	19	6 0	168
3	R. E. Swinbourne	1918	20	6 3	153
4	W. T. Hoover, Jr.	1917	20	5 11	169
5	R. A. Wormser	1917	19	6 1	174
6	R. B. Jauss	1917	21	6 1	170
7	J. H. Trowbridge	1918	19	5 8	151
Stroke	R. H. Lorenz	1917	20	6 0½	154
Average			20½	5 11½	162
Coxswain	A. K. Paddock	1917	20	5 6	110
Sub.	F. R. Coudert, Jr.	1918	18	5 11	155
Sub.	E. F. Brace	1917	23	6 1	161

'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow	C. W. Sengstaken	1917	19	5 11½	159
2	O. B. Myers	1916	21	5 11½	152
3	R. R. O'Loughlin	1918	19	5 10	163
4	R. W. Lahey	1918	21	6 0	175
5	W. H. Diekman	1916	21	6 2½	162
6	W. N. Bratton	1916	25	5 11½	180
7	R. O. Pennell	1918	20	6 4	163
Stroke	D. W. Leys	1918	19	6 2	158
Average			20¾	6 0½	164
Coxswain	M. Thomas	1918	19	5 6	108
Sub. Cox.	A. K. Paddock	1917	20	5 6	110

Cornell University Navy

CHARLES E. TREMAN, Graduate Advisor

G. ERVIN KENT, Graduate Manager

E. S. JAMISON, Manager

J. L. COLLYER, Captain

CHARLES E. COURTNEY, Coach

JOHN HOYLE, Assistant Coach

FRESHMAN EIGHT

Position	Name	Class	Age	Height	Weight
Bow	H. B. Hoffman	1919	19	6 1	168
2	F. H. Pincoff	1919	19	6 4	167
3	W. L. Webster	1919	19	6 0	182
4	O. W. Jefferson	1919	21	6 3	185
5	P. B. Chase	1919	21	6 2	165
6	H. A. Short	1919	21	5 10	172
7	F. E. Quick	1919	19	5 10	154
Stroke	L. C. Kirkland	1919	21	6 0	167
Average			20	6 1¼	170
Coxswain	C. F. Hendrix	1919	17	5 3½	105
Sub	A. S. Pearce	1919	21	6 0	175
Sub	C. Campbell	1919	20	5 10½	153

JUNIOR 'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow	P. W. Fitzpatrick	1917	20	5 11½	162
2	C. Andeus	1916	20	5 11½	179½
3	J. T. Moir	1916	21	6 2	178
4	G. W. Bonney	1916	24	6 4	179
5	B. Kirkland	1918	23	6 1	170
6	J. E. Brinckerhoff	1917	21	6 0	171½
7	W. G. Cowan	1917	20	5 11	161½
Stroke	L. D. Kingsland	1917	20	5 10	157
Average			21⅛	6 0⅝	169½
Coxswain	D. H. Chandler, Jr.	1917	21	5 03½	112

'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow	K. H. Fernow	1916	22	5 10	164
2	L. R. Lytle	1916	23	6 1	170
3	R. H. Bacon	1918	19	6 0	166
4	F. J. Nelms	1918	21	6 0	179
5	G. A. Worn	1917	24	6 0	179½
6	A. A. Cushing	1917	26	6 0	178½
7	L. G. Brower	1918	20	6 0	170
Stroke	J. L. Collyer (Capt)	1917	22	5 11½	160
Average			22⅞	5 11½	170⅞
Coxswain	G. S. Kephart	1917	21	5 9	119
Sub	J. H. Vickus	1917	24	6 2	161
Sub	W. H. Courtney	1918	24	5 11	165
Sub	M. S. Russell	1918	22	6 0	164
Sub	T. H. Farnsworth	1917	20	6 3	176
Sub	J. C. Others	1916	23	5 10	163
Sub	R. G. Brid	1916	23	6 0	168
Cox. Sub	H. S. Perry	1918	19	5 6	112

ATHLETIC ASSOCIATION

OF THE

University of Pennsylvania

COMMITTEE ON ROWING

R. HOWARD EISENBREY, Chairman
 JOHN A. BROWN, CHARLES HENRY SCOTT, Jr.
 JOHN B. THAYER, Manager
 WILLIAM E. CHICKERING, Captain
 JOSEPH WRIGHT, Coach

FRESHMAN EIGHT

Position	Name	Class	Age	Height	Weight
Bow	T. Massey, Jr.	1919	19	5 11	158
2	R. L. Headley	1919	19	5 10	163
3	P. Newton	1919	20	6 4	172
4	H. A. Foster	1919	19	5 8	164
5	W. J. M. Turner	1919	21	6 05	194
6	D. R. Hinkley	1919	19	6 0	175
7	M. C. Wilson	1919	19	5 11 ½	164
Stroke	E. E. Little	1919	21	6 1	155
Average			19 ½	6 0 ⅝	167 ¾
Coxswain	O. M. Pellard	1919	17	5 9 ½	115
Sub	V. A. Weiser	1919	21	6 0	165
Sub	P. Glendenning	1919	19	5 9 ½	158

JUNIOR 'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow	C. Geis	1917	20	5 10 ¼	160
2	E. Wirkman	1918	20	5 10 ½	165
3	C. Glanz	1918	19	6 01	173
4	L. C. Guenther	1916	22	6 2	166
5	A. Woll	1917	20	6 0	170
6	G. W. Pepper, Jr.	1916	21	6 1	170
7	W. E. Chickering	1916	21	5 9	157
Stroke	H. S. Ross	1918	21	5 9	165
Average			20 ¾	5 11 ¾	165 ¾
Coxswain	A. J. Foster	1916	23	5 8	110
Sub	J. F. Gosewisch	1918	20	5 10	145
Sub	E. R. Woodruff	1916	21	5 11	174

'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow	R. J. Brietinger	1916	21	5 11	160
2	S. J. Tilden	1918	19	6 00	168
3	F. Geis	1916	22	6 2	160
4	W. Jerauld	1919	22	6 0	170
5	M. J. Duryea	1918	20	6 2	183
6	C. C. Madeira	1916	22	6 1	170
7	A. Littleton	1916	20	6 0	169
Stroke	F. R. Drayton	1917	21	6 2	154
Average			20 ¾	6 0 ¾	166 ¾
Coxswain	A. M. M. Weiricke	1916	22	5 07	109

Syracuse University Navy

WALTER S. SMITH, Graduate Manager
 WALTER E. SHAW, Commodore
 J. I. NEASMITH, Vice-Commodore
 WALTER L. GLASS, Captain
 JAMES A. TEN EYCK, Coach

FRESHMAN EIGHT

Position	Name	Class	Age	Height	Weight
Bow	C. Schutt	1919	19	5 10	162
2	C. F. Strife	1919	19	5 11½	160
3	E. Davis	1919	20	6 0	160
4	V. J. Rogers	1919	19	6 1	171
5	C. H. Shaw	1919	19	5 11	176
6	W. D. Jennings	1919	20	6 3	170
7	L. D. Marinus	1919	21	5 11	170
Stroke	G. D. Grubb	1919	19	6 0	172
Average			19¾	6 0	167¾
Coxswain	B. Reswick	1919	17	5 3	105
Sub.	A. J. King	1919	18	5 6	118
Sub.	P. C. Yull	1919	20	5 11½	163
Sub.	D. W. Eike	1919	21	6 0	168

JUNIOR 'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow	John T. Port	1918	19	5 8	145
2	C. J. Gilmore	1917	21	6 1	155
3	W. C. Carr	1917	22	5 11	167
4	H. H. Hartwell	1918	20	5 11	170
5	W. C. Jordan	1917	21	6 3	183
6	G. D. Hoople	1915	21	6 2½	170
7	L. W. Fox	1917	21	5 11	170
Stroke	O. R. Summerville	1918	20	5 11½	174
Average			20½	6 0	166¾
Coxswain	K. E. Broadway	1917	22	5 7	106

'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow	L. D. Sprague	1917	22	5 11	150
2	W. L. Glass	1916	22	5 11	166
3	P. L. Wallis	1918	25	6 0	170
4	A. J. Osman	1917	23	6 2	179
5	E. E. Hopkins	1918	21	6 1	164
6	L. J. Worden	1918	19	6 3	180
7	F. R. Williams	1918	22	6 1	165
Stroke	C. J. Whiteside	1918	22	5 10	172
Average			22	6 ¾	168¼
Coxswain	G. G. Jayne	1917	22	5 5	115
Sub.	J. H. Sheltron, Jr.	1918	23	5 9	150
Sub.	F. B. Kniskern	1916	21	5 8	145
Sub.	R. H. Hutchins	1918	24	5 9	156
Sub.	L. S. Chambers	1918	22	5 8½	147

RULES
OF THE
Intercollegiate Rowing Association
TO GOVERN THE REGATTA OF 1916

1. COURSES AND DISTANCES—The course of the 'Varsity Race begins three miles north of the Poughkeepsie Bridge, on the Hudson River, near Krum Elbow, and extends southerly four miles to the finish line, passing under the second span of the Bridge, counting from the west shore.

The distance of the Junior 'Varsity and Freshman Races will be two miles, starting at the two-mile point of the 'Varsity Course.

2. COURSE MARKS—The starting and finish lines will be indicated by conspicuous shore marks. The line of the course of each crew will be indicated by a target on the roadway of the Bridge. Stake boats, one for each crew, will be anchored fore and aft on the respective starting lines, ninety feet apart, position No. 1 to be on the westerly line of the course about three hundred and ninety feet distant from the westerly shore at the starting line for the 'Varsity Race, and three hundred and fifty-two feet distant from the westerly shore at the two-mile point. At a point one-quarter mile south of the Bridge two buoys, each bearing a ball signall, will be anchored on the sides of the course in line with the first and second river piers of the Bridge, respectively. The finish line at the four-mile point will be marked with two mark boats or buoys bearing ball signals and flags, anchored respectively about five hundred and ninety-seven feet and ten hundred and ninety-seven feet from the westerly shore.

3. DATES AND HOURS—Weather and water conditions permitting, the hours for starting on June 17th will be as follows: The Junior 'Varsity Race at 4.00 P. M., the Freshman Race at 4.45 P. M., the 'Varsity Race at 6.00 P. M. The 'Varsity crews shall assemble at 5.00 P. M., at the Columbia Boat House at Clearwater pier at the one-mile point and proceed to the starting line in the order of their respective positions on the course. If, for any race, a crew shall not appear at the time appointed, or at the time to which a postponement shall have been made, the stewards may cause the remaining crews to be started. Notice of any cause of delay to a crew must be given to the stewards before the time fixed for the start. If, in the opinion of the stewards, a postponement of either race shall be necessary to afford the crews a fair opportunity to row, they may make such postponements.

4. CREW COLORS—Coxswains shall wear jerseys showing their University colors, and all crews shall have their University colors painted on their oar blades.

5. POSITIONS OF THE CREWS—The positions of the crews at the starting line will be determined by lot at such time and place as the stewards may direct.

6. THE START—Each race shall be started in the following manner: The boats being held from the stake boats, with their sterns even on the starting line, the referee on the stewards' boat shall distinctly say to each crew: "Are you ready?" If a crew is not ready, its coxswain shall raise one hand. On receiving affirmative answers, the referee shall say distinctly: "Are you ready, all?" If then he shall receive no response, after waiting not more than five seconds, he shall give the starting signal by firing a pistol. If any boat

shall start before the signal it shall be recalled with five short blasts of the whistle of the stewards' boat, and a new start shall be made as soon as possible. If, within thirty seconds after the starting signal, any crew shall be disabled, it shall stop rowing and all of the boats shall be recalled with the same signal and a new start made, but after such interval each crew shall abide by its own accidents, excepting when during the race, while in its own water, it shall be fouled by another crew. A crew shall be regarded as in its own water when its boat and oars were approximately within thirty-six feet on either side of a line projected through its position at the starting line parallel with the sides of the course.

7. FOUL—If, during a race, a crew, not being in its own water, by its oars, boat or persons shall touch the oars, boat or persons of a competitor, or after warning by the referee shall persistently continue out of its own water in such a manner as obviously to obstruct a competitor, either such act shall constitute a foul and the crew at fault may be disqualified by the referee. The referee shall be the sole judge as to whether a crew is in its own water or maintaining a proper course during a race. If he shall determine that the result of a race has been materially affected by a foul, he may order the race to be rowed again at a time to be appointed by the stewards.

8. FINISH—A boat shall have completed its course when its bow shall have crossed the finish line between the mark boats or buoys. In the event of a dead heat for first place between two or more crews, the race shall be rowed again by such crews at a time to be appointed by the stewards.

9. RULES—The stewards reserve authority to interpret these rules, to determine any question not covered by them, to make further regulations for the conduct of the regatta, and to appoint all officials except as otherwise expressly provided. An appeal to the stewards or referee by or on behalf of any crew must be made before the crew leaves its boat. The stewards may order a hearing, at which there shall be present only the stewards, the referee, the official representatives of each crew and such witnesses as may be summoned by the stewards.

10. JUDGES AT THE FINISH—There shall be a judge at the finish, not a graduate of a university represented in the regatta, whose decision, when confirmed by the stewards, shall be final as to the position of the boats at the finish. There shall be a flag judge, who shall indicate the crossing of the finish line by the boats by alternately dropping and raising a flag. Each competing crew may appoint a representative at the finish line.

11. STEWARDS' BOAT—The Stewards' boat being intended for the use of the stewards, the referee, the timekeepers and other officials of the regatta, no visitors will be permitted on board. To keep within judging distance of the leading crews during a race, the stewards' boat may be run ahead of other crews.

12. BOATS FOLLOWING THE RACES. COACHING. No boats shall follow the races excepting the stewards' boat, other official boats and the launches of the competing crews, and no person on either of such boats shall be permitted to direct the course of a competing boat or coach any of the oarsmen or coxswains. The referee may disqualify a crew receiving such direction or coaching. Prior to the alignment of the crews on the starting line, all vessels entitled to follow, excepting the stewards' boat, shall take position to the eastward of the course and shall not be permitted to run ahead of any crew continuing in the race.

MORTON G. BOGUE,
R. HOWARD EISENBREY, } Stewards
CHARLES E. TREMAN, }

**Regulations to Govern the Hudson River Course of the
Intercollegiate Rowing Association for the Regatta
at Poughkeepsie on June 17, 1916, adopted by
the Department of Commerce, Pursuant
to Act of Congress, May 25, 1911.**

The attention of masters and owners of steamers, yachts, tugs, tows and all others concerned, is invited to the rules and regulations prescribed below under the authority of the following provisions of the Act of April 28, 1908, entitled, "An Act to provide for safety of life on navigable waters during regattas or marine parades."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Commerce and Labor is hereby authorized and empowered in his discretion to issue from time to time regulations, not contrary to law, to promote the safety of life on navigable waters during regattas or marine parades.

Sec. 2. That to enforce such regulations the Secretary of Commerce and Labor may detail any public vessel in the service of that Department and make use of any private vessel tendered gratuitously for the purpose, or upon request of the Secretary of Commerce and Labor, the head of any other Department may enforce the regulations issued under this Act by means of any public vessel of such Department and of any private vessel tendered gratuitously for the purpose.

Sec. 3. That the authority and power bestowed upon the Secretary of Commerce and Labor by sections one and two may be transferred for any special occasion to the head of another Department by the President whenever in his judgment such transfer is desirable.

Sec. 4. That for any violations of regulations issued pursuant to this Act the following penalties shall be incurred:

(a) A licensed officer shall be liable to suspension or revocation of license in the manner now prescribed by law for incompetency or misconduct.

(b) Any person in charge of the navigation of a vessel other than a licensed officer shall be liable to a penalty of five hundred dollars.

(c) The owner of a vessel (including any corporate officer of a corporation owning the vessel) actually on board shall be liable to a penalty of five hundred dollars, unless the violation of regulations shall have occurred without his knowledge.

(d) Any other person shall be liable to a penalty of two hundred and fifty dollars.

The Secretary of Commerce and Labor is hereby authorized and empowered to mitigate or remit any penalty herein provided for in the manner prescribed by law for the mitigation or remission of penalties for violation of the navigation laws.

* * *

Under Section 4465, U. S. Revised Statutes, vessels are liable to any person suing for the same to forfeit the amount of passage money and \$10 for every passenger carried in excess of the number authorized by the Inspection Certificate, and, in addition, the master or owner is liable to a penalty of \$500 under Sections 4499 and 4500, U. S. Revised Statutes, for non-compliance with any regulation made under Title LII of Revised Statutes.

Regulations

1. On the day of the Regatta all visiting yachts and excursion boats will be given a position on the established easterly line of the course in the order of arrival and application. Small yachts and boats will be given positions in front of larger craft.

2. All visiting vessels must be anchored in their assigned positions not later than 3.00 P. M., and thereafter until the finish of the last race of the day no vessels will be allowed on the course, excepting the stewards' boat, the launches of the competing crews and other official boats. Otherwise all vessels proceeding up or down the river, excepting those entitled to follow the crews, will be required to keep to the eastward of the course, running at slow speed.

3. A succession of sharp, short whistles from the United States vessel patrolling the course shall serve as a signal for vessels to stop. Pilots of vessels shall stop when directed to do so by the United States officer in charge.

4. No boats will be allowed to anchor to the westward of the westerly line of the course.

5. No vessels will be allowed to make fast to the Judge's boat at the finish line, excepting boats carrying telephone or telegraph cables.

6. Prior to the alignment of the crews on the starting line, all vessels entitled to follow, excepting the stewards' boat, shall take their places to the eastward of the course and shall not be permitted to run ahead of any crew continuing in the race.

7. No vessel or boat of any description shall, in leaving its position after the last race, pass over the course until the last crew in such race has gone beyond the finish line, and then only to the north of the finish line within a safe distance from the last crew.

8. These rules will be enforced, subject to the discretion of the United States officer in charge.

EDWIN F. SWEET, *Assistant Secretary.*

Previous Races

JUNIOR 'VARSITY EIGHTS—TWO MILES

June 26, 1914...	1.	Cornell	11m.	15	3-5s.
	2.	Columbia	11m.	24	3-5s.
	3.	Pennsylvania	11m.	33	3-5s.
	4.	Syracuse	11m.	50	3-5s.
June 28, 1915...	1.	Cornell	10m.		1-5s.
	2.	Pennsylvania	10m.	5	s.
	3.	Columbia	10m.	7	3-5s.

FRESHMAN EIGHTS—TWO MILES

June 24, 1896...	1.	Cornell	10m.	18	s.
	2.	Harvard	10m.	22	s.
	3.	Pennsylvania	10m.	26	1-2s.
	4.	Columbia	10m.	51	s.
June 23, 1897...	1.	Yale	9m.	19	1-2s.
	2.	Harvard	9m.	26	1-2s.
	3.	Cornell	9m.	26	1-2s.
June 30, 1897...	1.	Cornell	9m.	21	1-5s.
	2.	Columbia	9m.	22	3-5s.
	3.	Pennsylvania	9m.	23	1-5s.
June 26, 1899...	1.	Cornell	9m.	55	s.
	2.	Columbia	10m.		s.
	3.	Pennsylvania	10m.	10	s.
June 30, 1900...	1.	Wisconsin	9m.	45	2-5s.
	2.	Pennsylvania	9m.	54	3-5s.
	3.	Cornell	9m.	55	1-5s.
	4.	Columbia	10m.	8	s.
July 2, 1901...	1.	Pennsylvania	10m.	20	1-5s.
	2.	Cornell	10m.	23	s.
	3.	Columbia	10m.	36	1-5s.
	4.	Syracuse	10m.	44	2-5s.
June 21, 1902...	1.	Cornell	9m.	39	4-5s.
	2.	Wisconsin	9m.	42	4-5s.
	3.	Columbia	9m.	49	s.
	4.	Syracuse	9m.	53	s.
	5.	Pennsylvania	10m.	5	s.
June 26, 1903...	1.	Cornell	9m.	18	s.
	2.	Syracuse	9m.	22	4-5s.
	3.	Wisconsin	9m.	32	s.
	4.	Columbia	9m.	41	s.
	5.	Pennsylvania	9m.	45	s.
June 28, 1904...	1.	Syracuse	10m.	1	s.
	2.	Cornell	10m.	12	2-5s.
	3.	Pennsylvania	10m.	18	4-5s.
	4.	Columbia	10m.	28	1-5s.
June 28, 1905...	1.	Cornell	9m.	39	4-5s.
	2.	Syracuse	9m.	49	s.
	3.	Columbia	9m.	53	s.
	4.	Pennsylvania	9m.	58	4-5s.

June 23, 1906...	1.	Syracuse	9m.	51	3-5s
	2.	Cornell	9m.	55	s.
	3.	Wisconsin	9m.	55	3-5s.
	4.	Columbia	10m.	7	1-5s.
	5.	Pennsylvania	10m.	13	1-5s.
June 26, 1907...	1.	Wisconsin	9m.	58	s.
	2.	Syracuse	10m.	3	s.
	3.	Pennsylvania	10m.	4	s.
	4.	Columbia	10m.	5	2-5s.
	5.	Cornell	10m.	7	4-5s.
June 27, 1908...	1.	Cornell	9m.	29	3-5s.
	2.	Syracuse	9m.	38	3-5s.
	3.	Columbia	9m.	43	s.
	4.	Wisconsin	9m.	55	1-5s.
	5.	Pennsylvania	10m.		2-5s.
July 2, 1909...	1.	Cornell	9m.	11	3-5s.
	2.	Syracuse	9m.	14	4-5s.
	3.	Pennsylvania	9m.	20	1-5s.
	4.	Wisconsin	8m.	22	4-5s.
	5.	Columbia	9m.	26	s.
June 25, 1910...	1.	Cornell	10m.	40	1-5s.
	2.	Columbia	10m.	53	2-5s.
	3.	Syracuse	10m.	53	4-5s.
	4.	Pennsylvania	11m.	9	1-5s.
	5.	Wisconsin	11m.	15	1-5s.
June 27, 1911...	1.	Columbia	10m.	13	1-5s.
	2.	Cornell	10m.	20	2-5s.
	3.	Syracuse	10m.	23	1-5s.
	4.	Pennsylvania	10m.	25	4-5s.
	5.	Wisconsin	10m.	38	s.
June 29, 1912...	1.	Cornell	9m.	31	2-5s.
	2.	Wisconsin	9m.	35	2-5s.
	3.	Syracuse	9m.	42	3-5s.
	4.	Pennsylvania	9m.	46	2-5s.
	5.	Columbia	9m.	47	s.
June 21, 1913...	1.	Cornell	10m.	4	4-5s.
	2.	Wisconsin	10m.	7	4-5s.
	3.	Syracuse	10m.	14	3-5s.
	4.	Pennsylvania	10m.	25	2-5s.
	5.	Columbia	10m.	29	s.
June 26, 1914...	1.	Cornell	10m.	26	s.
	2.	Syracuse	10m.	50	1-5s.
	3.	Pennsylvania	10m.	53	2-5s.
	4.	Wisconsin	10m.	56	1-5s.
	5.	Columbia	10m.	59	s.
June 28, 1915...	1.	Syracuse	9m.	29	3-5s.
	2.	Cornell	9m.	43	s.
	3.	Columbia	9m.	47	4-5s.
	4.	Pennsylvania	10m.	1	2-5s.

‘VARSITY EIGHTS—FOUR MILES

June 24, 1895...	1.	Columbia	21m.	25	s.
	2.	Cornell			
	3.	Pennsylvania			

June 26, 1896	1.	Cornell	19m.	59	s.
	2.	Harvard	20m.	8	s.
	3.	Pennsylvania	20m.	18	s.
	4.	Columbia	21m.	25	s.
June 25, 1897	1.	Cornell	20m.	34	s.
	2.	Yale	20m.	44	s.
	3.	Harvard	21m.		s.
July 2, 1897	1.	Cornell	20m.	47	4-5s.
	2.	Columbia	21m.	20	2-5s.
	3.	Pennsylvania			
June 27, 1899	1.	Pennsylvania	20m.	4	s.
	2.	Wisconsin	20m.	5	1-2s.
	3.	Cornell	20m.	13	s.
	4.	Columbia	20m.	20	s.
June 30, 1900	1.	Pennsylvania	19m.	44	3-5s.
	2.	Wisconsin	19m.	36	2-5s.
	3.	Cornell	20m.	4	1-5s.
	4.	Columbia	20m.	8	1-5s.
	5.	Georgetown	20m.	19	1-5s.
July 2, 1901	1.	Cornell	18m.	53	1-5s.
	2.	Columbia	19m.	58	s.
	3.	Wisconsin	19m.	6	4-5s.
	4.	Georgetown	19m.	21	s.
	5.	Syracuse			
	6.	Pennsylvania			
June 21, 1902	1.	Cornell	19m.	5	3-5s.
	2.	Wisconsin	19m.	13	3-5s.
	3.	Columbia	19m.	18	3-5s.
	4.	Pennsylvania	19m.	26	s.
	5.	Syracuse	19m.	31	2-5s.
	6.	Georgetown	19m.	32	s.
June 26, 1903	1.	Cornell	18m.	57	s.
	2.	Georgetown	19m.	27	s.
	3.	Wisconsin	19m.	29	2-5s.
	4.	Pennsylvania	19m.	33	3-5s.
	5.	Syracuse	19m.	36	3-5s.
	6.	Columbia	19m.	54	4-5s.
June 28, 1904	1.	Syracuse	20m.	22	3-5s.
	2.	Cornell	20m.	31	1-5s.
	3.	Pennsylvania	20m.	42	4-5s.
	4.	Columbia	20m.	45	2-5s.
	5.	Georgetown	20m.	52	3-5s.
	6.	Wisconsin	21m.	1	1-5s.
June 28, 1905	1.	Cornell	20m.	29	s.
	2.	Syracuse	21m.	47	2-5s.
	3.	Georgetown	21m.	49	s.
	4.	Columbia	21m.	53	4-5s.
	5.	Pennsylvania	21m.	59	4-5s.
	6.	Wisconsin	22m.	6	1-5s.
June 23, 1906	1.	Cornell	19m.	36	4-5s.
	2.	Pennsylvania	19m.	43	4-5s.
	3.	Syracuse	19m.	45	1-5s.
	4.	Wisconsin	20m.	13	4-5s.
	5.	Columbia	20m.	18	3-5s.
	6.	Georgetown	20m.	36	s.

June 26, 1907...	1.	Cornell	20m.	2	2-5s.
	2.	Columbia	20m.	4	s.
	3.	U. S. Naval Academy	20m.	13	4-5s.
	4.	Pennsylvania	20m.	23	2-5s.
	5.	Wisconsin			
	6.	Georgetown			
	7.	Syracuse			
June 27, 1908...	1.	Syracuse	19m.	24	1-5s.
	2.	Columbia	19m.	35	1-5s.
	3.	Cornell	19m.	39	s.
	4.	Pennsylvania	19m.	52	3-5s.
	5.	Wisconsin	20m.	43	4-5s.
July 2, 1909	1.	Cornell	19m.	2	s.
	2.	Columbia	19m.	4	2-5s.
	3.	Syracuse	19m.	15	1-5s.
	4.	Wisconsin	19m.	24	1-5s.
	5.	Pennsylvania	19m.	32	1-5s.
June 25, 1910...	1.	Cornell	20m.	42	1-5s.
	2.	Pennsylvania	20m.	44	1-5s.
	3.	Columbia	20m.	54	1-5s.
	4.	Syracuse	21m.	1	3-5s.
	5.	Wisconsin	21m.	15	3-5s.
June 27, 1911...	1.	Cornell	20m.	10	4-5s.
	2.	Columbia	20m.	16	4-5s.
	3.	Pennsylvania	20m.	33	s.
	4.	Wisconsin	20m.	34	s.
	5.	Syracuse	21m.	3	2-5s.
June 29, 1912...	1.	Cornell	19m.	31	2-5s.
	2.	Wisconsin	19m.	35	s.
	3.	Columbia	19m.	41	2-5s.
	4.	Syracuse	19m.	47	2-5s.
	5.	Pennsylvania	19m.	55	2-5s.
	6.	Stanford	20m.	29	1-5s.
June 21, 1913...	1.	Syracuse	19m.	28	3-5s.
	2.	Cornell	19m.	31	s.
	3.	Washington	19m.	33	s.
	4.	Wisconsin	19m.	36	s.
	5.	Columbia	19m.	38	1-5s.
	6.	Pennsylvania	20m.	11	1-5s.
June 26, 1914...	1.	Columbia	19m.	37	4-5s.
	2.	Pennsylvania	19m.	41	s.
	3.	Cornell	19m.	44	1-5s.
	4.	Syracuse	19m.	59	2-5s.
	5.	Washington	20m.	1	3-5s.
	6.	Wisconsin	20m.	20	s.
June 28, 1915...	1.	Cornell	19m.	36	3-5s.
	2.	Leland Stanford Jr.	19m.	37	4-5s.
	3.	Syracuse	19m.	43	3-5s.
	4.	Columbia	20m.		
	5.	Pennsylvania	20m.	10	1-5s.

In 1898, the Regatta of the Intercollegiate Rowing Association was held on Saratoga Lake, N. Y.

FRESHMAN EIGHTS—TWO MILES

July 2, 1898.	1. Cornell	10m.	57	3-5s.
	2. Columbia	11m.	12	s.
	3. Pennsylvania	11m.	13	s.

UNIVERSITY EIGHTS—THREE MILES

July 2, 1898.	1. Pennsylvania	15m.	51	1-2s.
	2. Cornell	16m.	6	s.
	3. Wisconsin	16m.	10	s.
	4. Columbia	16m.	21	s.

Records

'VARSITY FOURS—TWO MILES

Cornell, July 2, 1909.	10m.	1	s.
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FRESHMAN EIGHTS—TWO MILES

Cornell, July 2, 1909.	9m.	11	3-5s.
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'VARSITY EIGHTS—FOUR MILES

Cornell, July 2, 1901.	18m.	53	1-5s.
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