

OFFICIAL PROGRAM

ANNUAL REGATTA

Intercollegiate
Rowing
Association

1914

COLUMBIA
CORNELL
PENNSYLVANIA
SYRACUSE
WISCONSIN
WASHINGTON

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

PRICE TEN CENTS

Official Program of the
Annual Regatta

OF THE

Intercollegiate
Rowing
Association

Poughkeepsie-Highland
Course

June Twenty-sixth
1914

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INTERCOLLEGIATE ROWING ASSOCIATION



THE KENNEDY CHALLENGE TROPHY

First Race

4.15 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

(Four-Oared Crew)

Course Positions

Position No. 1—*Cornell*
" No. 2—*Columbia*
" No. 3—*Pennsylvania*
" No. 4—*Syracuse*

Finish

		TIME
1	<i>Cornell</i>	11 m. $15\frac{3}{5}$ s.
2	<i>Columbia</i>	11 m. $24\frac{3}{5}$ s.
3	<i>Pennsylvania</i>	11 m. $33\frac{3}{5}$ s.
4	<i>Syracuse</i>	11 m. $50\frac{3}{5}$ s.



STEWARDS' CUP

Second Race

5.00 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

CORNELL

Course Positions

- Position No. 1—*Cornell*
“ No. 2—*Columbia*
“ No. 3—*Wisconsin*
“ No. 4—*Pennsylvania*
“ No. 5—*Syracuse*

Finish

			TIME
1.	<i>Cornell</i>	10 m.	26 s.
2.	<i>Syracuse</i>	10 m.	50 $\frac{1}{2}$ s.
3.	<i>Pennsylvania</i>	10 m.	50 $\frac{3}{4}$ s.
4.	<i>Columbia</i>	10 m.	56 $\frac{1}{2}$ s.
5.	<i>Wisconsin</i>	10 m.	58 s.



VARSIY CHALLENGE CUP

Third Race

6.15 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

SYRACUSE

Course Positions

Position No. 1—*Pennsylvania*

“ No. 2—*Wisconsin*

“ No. 3—*Syracuse*

“ No. 4—*Cornell*

“ No. 5—*Columbia*

“ No. 6—*Washington*

Finish

		TIME
1	<i>Columbia</i>	19 m. 37 $\frac{1}{2}$ s.
2	<i>Pennsylvania</i>	19 m. 41 s.
3	<i>Cornell</i>	19 m. 44 $\frac{1}{2}$ s.
4	<i>Syracuse</i>	19 m. 59 $\frac{3}{4}$ s.
5	<i>Washington</i>	20 m. 13 $\frac{1}{2}$ s.
6	<i>Wisconsin</i>	20 m. 20 s.

Signals

By arrangement with the Pains-Manhattan Beach Fireworks Company, of No. 19 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, 5 and 7 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.

The order and official times of the crews at the finish of each race will be announced by megaphone from the operating car in the middle of the observation train.

University Colors

COLUMBIA	. . . .	Light Blue and White.
CORNELL	. . . .	Red and White.
PENNSYLVANIA	. . . .	Red and Dark Blue.
SYRACUSE	. . . .	Orange.
WISCONSIN	. . . .	Cardinal.
WASHINGTON	. . . .	Purple and Gold.

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.*

THOMAS REATH, *Pennsylvania.*

FRANK IRVINE, *Cornell.*

Referee

JOHN E. EUSTIS, *Wesleyan.*

Timekeeper

HUGH CABOT, *Harvard.*

Assistant Timekeepers

HARRY A. FISHER, *Columbia.*

FREDERICK D. COLSON, *Cornell.*

JOHN W. TOWNSEND, JR., *Pennsylvania.*

EDMUND L. FRENCH, *Syracuse.*

FRANK J. PETURA, *Wisconsin.*

RALPH A. HERR, *Washington.*

Judge at the Finish

FRED R. FORTMEYER,
New York Athletic Club.

Flag Judge

CLEMENT B. WOOD, *Harvard.*

Stewards' Boat "State Inspector."

Columbia University Rowing Club

IRVING W. HADSELL, Captain.
 J. HOWARD PURDY, Manager.
 PHILIP E. COBDEN, Assistant Manager.
 N. O. ROCKWOOD, Graduate Treasurer.
 M. G. BOGUE, Graduate Director.
 JAMES C. RICE, Coach.

FRESHMAN EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	D. B. Ferris.....	1917	20	5 10½	154
2	R. H. Lorenz.....	1917	18	5 11	154
3	D. A. Cochran.....	1917	19	6 ½	159
4	F. J. Burghard.....	1917	18	5 11½	159
5	R. K. Munroe.....	1917	19	5 10	161
6	R. A. Wormser.....	1917	18	6 1	166
7	H. M. Tichborne.....	1917	19	6 1	162
Stroke....	J. B. Donoho.....	1917	21	5 11	163
Average.....			19	5 11½	159½
Coxswain..	A. K. Paddock.....	1917	18	5 6	100
Sub.....	W. T. Hooven.....	1917	18	5 10½	153
Sub.....	R. A. Piel.....	1917	21	5 8	158
Sub. Cox..	D. W. Lee.....	1917	18	5 4½	110

JUNIOR 'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	E. K. Richard.....	1915	20	5 9½	154
2	H. C. Lauber.....	1915	21	6 0	160
3	F. M. Simonds, Jr.....	1916	19	5 10	158
4	C. Robinson.....	1914	22	5 11	164
5	C. W. Cronenberg.....	1915	20	5 10	163
6	R. H. Spurgeon.....	1916	20	5 10	163
7	E. A. Scherpich.....	1916	19	6 1½	155
Stroke....	O. B. Myers.....	1916	19	5 10½	146
Average.....			20	5 11	158
Coxswain..	H. E. Bird, Jr.....	1914	20	5 5	113
Sub.....	F. E. Wormser.....	1916	19	6 2½	156
Sub.....	W. D. Taylor.....	1916	21	6 2	154

'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	H. A. Naumer.....	1915	19	6 0	158
2	A. C. Rothwell.....	1914	21	6 0	165
3	E. I. Williams.....	1914	22	6 0	163
4	V. G. Sanborn.....	1915	19	5 11	175
5	S. Pitt, Jr.....	1914	23	6 0	166
6	W. N. Bratton.....	1916	23	6 0	180
7	I. W. Hadsell.....	1914	21	6 1½	167
Stroke....	C. F. MacCarthy.....	1914	22	5 6½	158
Average.....			21½	5 11½	166½
Coxswain..	R. U. Wood.....	1914	22	5 4	115

Cornell University Navy

CHARLES E. TREMAN, Advisory Member.

G. ERVIN KENT, Graduate Manager.

RICHARD GREENWOOD, Manager.

W. B. HASTINGS, Assistant Manager.

A. R. GILMAN, Commodore.

CHARLES E. COURTNEY, Coach.

JOHN HOYLE, Assistant Coach.

FRESHMAN EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	G. E. Lund.....	1917	27	5 10½	164
2	G. D. Stahl.....	1917	25	5 10	164
3	H. A. Meyers.....	1917	20	6 0	171
4	L. W. Overlock.....	1917	21	6 0	167
5	J. A. Worn.....	1917	22	6 0	179
6	A. A. Cushing.....	1917	23	6 0	175
7	C. J. Reichert.....	1917	20	6 1	172
Stroke....	J. L. Collyer.....	1917	20	5 11½	170
Average.....			22½	5 11½	170½
Coxswain..	P. A. McCandless.....	1917	22	5 8	115
Sub.....	L. D. Kingsland.....	1917	19	5 10	153
Sub.....	D. S. Morgan.....	1917	24	5 9	153

JUNIOR 'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	T. S. Kraft.....	1915	23	6 0	165
2	R. G. Bird.....	1916	20	6 0	163
3	A. L. Boegehold.....	1915	20	6 0	168
4	J. C. Smaltz.....	1915	20	6 0	166
5	F. H. Rayfield.....	1915	21	6 0	165
6	R. M. Smith.....	1916	20	5 10	155
7	K. H. Fernow.....	1916	20	5 10½	167
Stroke....	C. Andrus.....	1916	18	5 11	167
Average.....			20½	5 11½	164½
Coxswain..	B. G. Pratt.....	1914	21	5 6	104
Sub. Cox..	D. H. Chandler, Jr.....	1916	20	5 3½	111

'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	W. V. Ellms.....	1915	26	5 10½	162
2	B. C. Duffie.....	1916	21	5 10½	185
3	L. Eddy.....	1914	22	6 0	167
4	A. R. Gilman.....	1916	20	6 0	185
5	R. Welles.....	1916	22	6 1½	183
6	E. S. Bird.....	1914	23	6 ¼	172
7	J. E. O'Brien.....	1915	22	5 11½	167
Stroke....	B. C. Spransy.....	1914	24	6 1	184
Average.....			22½	5 11½	175½
Coxswain..	L. P. Rand.....	1916	18	5 8½	114

ATHLETIC ASSOCIATION

OF THE

University of Pennsylvania

COMMITTEE ON ROWING

JOHN W. TOWNSEND, Jr., Chairman; R. HOWARD EISENBREY,
JOHN A. BROWN, CHARLES HENRY SCOTT, JR.

FRED B. SHARP, Manager.

R. L. WATROUS, Captain.

VIVIAN NICKALLS, Coach

FRESHMAN EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	R. B. Campbell.....	1917	27	6 0	160
2	C. E. Geis.....	1917	18	5 11½	158
3	E. B. Schmidheiser.....	1917	20	5 9	153
4	C. B. Rockwell.....	1917	21	5 11	160
5	S. A. Kayll.....	1917	22	6 0	166
6	R. B. Ferris.....	1917	23	6 2	169
7	A. Woll.....	1917	19	6 0	168
Stroke....	N. Downs, Jr.....	1917	19	5 11	147
Average.....			21½	5 11½	160½
Coxswain..	H. E. Felt.....	1917	19	5 7½	113
Sub.....	T. J. Shefchick.....	1917	24	5 10½	162
Sub.....	R. N. Platt.....	1917	19	5 11	145

JUNIOR 'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	H. H. Hildebrand.....	1916	19	5 11½	160
2	J. R. Breitingner.....	1916	19	5 11	164
3	R. M. Gotham.....	1916	22	5 11	169
4	G. H. Schellens.....	1915	19	6 2	167
5	F. F. Harley.....	1916	19	6 1	183
6	C. C. Madeira.....	1916	20	6 2	168
7	R. F. Perrott.....	1916	19	6 0	167
Stroke....	T. McK. Downs.....	1915	20	5 9½	149
Average.....			19½	6 0	167
Coxswain..	R. W. Preston.....	1915	20	5 5	118
Sub.....	A. M. Odgers.....	1915	21	5 11	154
Sub.....	H. J. Stokes.....	1915	20	6 4	170

'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	W. E. Chickering.....	1916	19	5 9	157
2	H. Butler.....	1915	21	5 11	172
3	R. L. Watrous.....	1914	21	6 2	159
4	P. A. Blatz.....	1915	21	6 0	182
5	R. B. Garvin.....	1915	21	6 3½	181
6	J. V. Merrick, 3d.....	1915	20	6 3	188
7	W. R. Littleton.....	1915	20	6 1½	178
Stroke....	H. K. Marcy.....	1915	21	5 8	168
Average.....			20½	6 0½	173½
Coxswain..	A. J. Foster.....	1916	20	5 7½	108
Subs.....	On Junior 'Varsity list.				

Syracuse University Navy

F. R. WALKER, Chairman.

MURRAY S. STEDMAN, Graduate Manager.

R. C. PRIME, Commodore.

FRANK D. PRIORY, Vice-Commodore.

J. HARRY RICH, Captain.

JAMES A. TEN EYCK, Coach.

FRESHMAN EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	B. O. Keefer.....	1917	19	5 10	141
2	G. E. Redman.....	1917	19	5 11	159
3	W. C. Carr.....	1917	21	5 11	162
4	J. B. Kowall.....	1917	20	5 10½	178
5	L. D. Sprague.....	1917	20	5 9	149
6	R. B. Whitebread.....	1917	22	5 9½	170
7	S. P. Poole.....	1917	20	5 11	163
Stroke.....	A. J. Oswan.....	1917	21	6 3	182
Average.....			20½	5 10½	163
Coxswain..	G. Jayne.....	1917	20	5 5	111
Sub.....	R. Wuerch.....	1917	20	5 9	153
Sub.....	B. W. Burns.....	1917	20	5 11	154

JUNIOR 'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	F. B. Avery.....	1916	21	5 9	150
2	H. W. Jeffords.....	1914	25	5 10	160
3	H. Turnbull.....	1915	21	5 10½	165
4	B. J. Hannum.....	1915	23	6 1	170
5	J. Trigg.....	1916	21	5 11½	181
6	H. Dodge.....	1915	23	6 2	174
7	M. G. Butler.....	1914	23	5 11½	166
Stroke....	W. A. Weathemp.....	1914	26	5 11½	162
Average.....			22½	5 11½	166
Coxswain..	W. A. Smith.....	1916	20	5 6	112
Sub.....	M. Davison.....	1914	23	5 11	170
Sub.....	E. Cottrell.....	1915	22	6 0	172

'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	C. T. Woban.....	1916	25	6 0½	167
2	J. Sanders.....	1916	23	6 0	178
3	M. Keuhn.....	1915	20	6 2½	175
4	H. W. Robbins.....	1914	22	6 0	170
5	R. Probst.....	1916	25	6 2	177
6	H. Rich.....	1914	25	6 2	185
7	M. Helfinger.....	1914	25	6 1½	180
Stroke....	W. Glass.....	1916	20	5 11½	160
Average.....			23½	6 1	174
Coxswain..	C. C. Goes.....	1914	23	5 5	110
Sub.....	C. W. Minard.....	1916	20	6 0	168
Sub.....	C. Francis.....	1914	23	6 1	172

University of Wisconsin Navy

G. W. EHLER, Director Physical Education.

W. D. RICHARDSON, Assistant to Director.

CARL SCHWEICER, '13, Commodore.

A. WITTICH, '14, Captain.

HARRY VAIL, Coach.

FRESHMAN EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	B. G. Webster.....	1917	20	6 3	160
2	L. V. Montgomery.....	1917	23	6 0	161
3	H. J. Brant.....	1917	18	6 2	174
4	E. B. James.....	1917	20	6 0½	163
5	J. R. Perkins.....	1917	21	6 0	164
6	Harvey F. Nelson.....	1917	19	6 0	170
7	J. L. Mitchell.....	1917	21	6 0	158
Stroke.....	R. W. Albright.....	1917	20	6 0	162
Average.....			20¼	6 0½	164
Coxswain..	A. E. Cummings.....	1917	19	5 6½	103
Sub.....	C. H. Poppy.....	1917	21	6 0	171
Sub.....	I. O. Stocumb.....	1917	20	5 10	164
Sub.....	L. G. Graper.....	1917	19	6 0½	169

'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	H. B. Clayton.....	1915	23	6 0	171
2	C. H. Schroeder.....	1915	22	6 0	171
3	M. T. Kennedy.....	1915	23	6 1	168
4	J. B. Tasker.....	1914	23	5 11½	178
5	C. H. Casberg.....	1916	27	6 0	170
6	A. J. Dexter.....	1915	22	5 10½	164
7	A. Wittich.....	1915	21	6 0	172
Stroke.....	G. Bohstedt.....	1915	27	6 0	168
Average.....			23½	5 11¼	170¼
Coxswain..	J. B. Brown.....	1916	23	5 3½	108
Sub.....	G. A. Sells.....	1916	22	5 10½	155
Sub.....	E. S. Reynolds.....	1916	20	5 10½	160
Sub.....	C. W. Evert.....	1915	23	6 0	170

University of Washington

ROWING ASSOCIATION

WALTER C. DUNBAR, Captain.

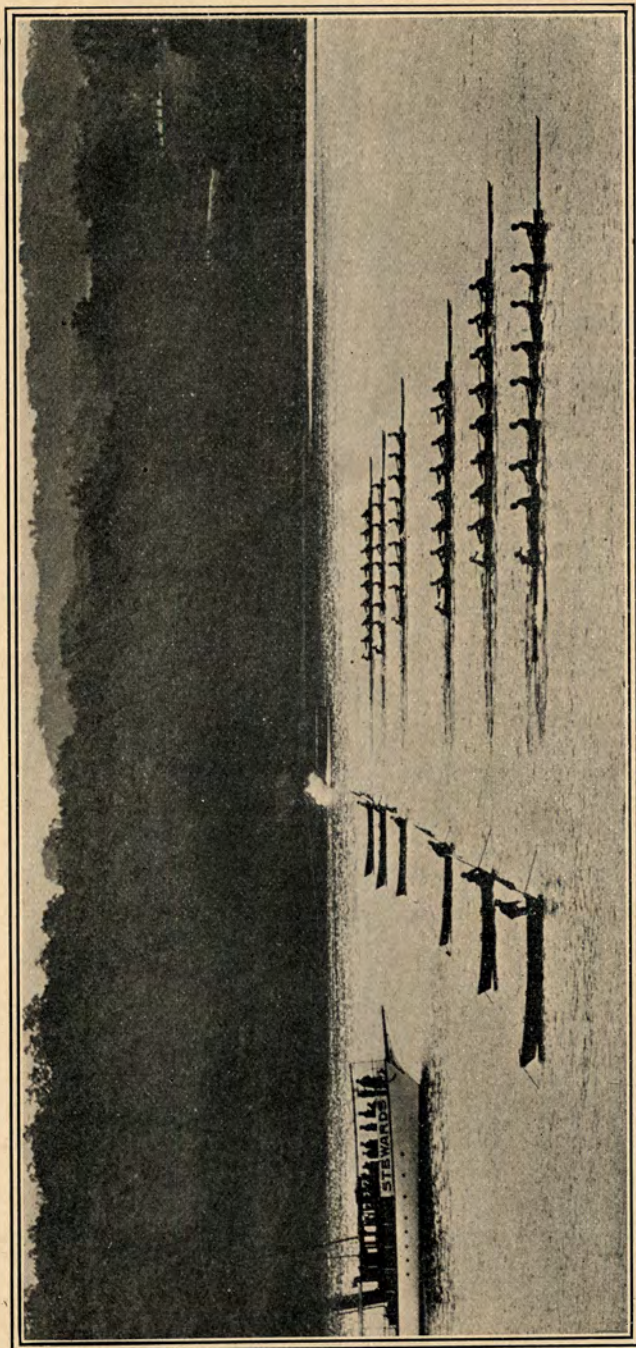
RALPH A. HERR, Graduate Manager.

HIRAM CONNIBEAR, Coach.

'VARSITY EIGHT

Position	Name	Class	Age	Height	Weight
Bow.....	C. Brokaw.....	1915	21	5 10 $\frac{1}{2}$	156
2	J. Frankland.....	1914	25	5 11 $\frac{1}{2}$	157
3	T. Cushman.....	1916	20	6 0 $\frac{1}{2}$	171
4	H. Schumacher.....	1916	20	6 0 $\frac{1}{2}$	175
5	M. Walshe.....	1915	22	6 2 $\frac{1}{2}$	190
6	C. Catlin.....	1915	26	6 1 $\frac{1}{4}$	185
7	R. Callow.....	1915	23	5 11 $\frac{1}{4}$	171
Stroke....	H. Zimmerman.....	1915	24	6 0 $\frac{1}{2}$	169
Average.....			22 $\frac{3}{8}$	6 0 $\frac{1}{2}$	171 $\frac{1}{4}$
Coxswain..	W. Dunbar.....	1914	26	5 9	114
Sub.....	C. Rose.....	1915	23	6 0 $\frac{1}{2}$	169
Sub.....	W. Kumm.....	1916	20	5 11 $\frac{1}{8}$	157

THE START OF THE VARSITY RACE, 1906—From a photograph by John P. Troy, Ithaca, N. Y.



Syracuse (1)

Columbia (2)

Wisconsin (3)

Cornell (4)

Georgetown (5)

Pennsylvania (6)

RULES
OF THE

Intercollegiate Rowing Association

TO GOVERN THE REGATTA OF 1914

1. COURSES AND DISTANCES. The course for 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 for 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, seventy-two feet apart, position No. 1 to be on the westerly line of the course about three hundred and forty-five feet distant from the westerly shore at the starting line for the 'Varsity Race, and two hundred and forty-five 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 signal, 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 six hundred and ninety-five and eleven hundred and ninety-five feet from the westerly shore.

3. DATES AND HOURS. Weather and water conditions permitting, the hours for starting on June 26th will be as follows: The Junior 'Varsity Race at 4.15 P. M., the Freshman Race at 5.00 P. M., the 'Varsity Race at 6.15 P. M. The 'Varsity crews shall assemble at 5.15 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 either 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 postponement.

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 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, }
THOMAS REATH, } Stewards.
FRANK IRVINE, }

**Regulations to Govern the Hudson River Course of the
Intercollegiate Rowing Association for the Regatta
at Poughkeepsie on June 26, 1914, 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 the 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 violation 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 the Revised Statutes.

Regulations

1. On the day of the Regatta all visiting yachts and excursion boats will be given positions 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 3.15 P. M., and thereafter until the finish of the last race of the day no vessel 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. Row boats only will be allowed to anchor to the westward of the westerly line of the course.

5. No vessel 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.*

Regattas on the Poughkeepsie-Highland Course

SINGLE SCULL RACE—ONE MILE

July 2, 1901... C. E. Goodwin, Syracuse..... 9m. 32 3-5s.

UNIVERSITY FOURS—TWO MILES

June 26, 1899...	1. Pennsylvania.....	11m. 12	s.
	2. Cornell.....	11m. 14	2-5s.
July 2, 1900...	1. Pennsylvania.....	10m. 31	1-5s.
	2. Columbia.....	10m. 38	s.
	3. Cornell.....		
July 2, 1901...	1. Cornell.....	11m. 39	3-5s.
	2. Pennsylvania.....	11m. 45	2-5s.
	3. Columbia.....	11m. 51	3-5s.
June 21, 1902...	1. Cornell.....	10m. 43	3-5s.
	2. Pennsylvania.....	10m. 54	4-5s.
	3. Columbia.....	11m. 8	s.
June 26, 1903...	1. Cornell.....	10m. 34	s.
	2. Pennsylvania.....	10m. 35	4-5s.
	3. Wisconsin.....	10m. 55	3-5s.
	4. Columbia.....	11m. 14	s.
June 28, 1904...	1. Cornell.....	10m. 50	3-5s.
	2. Columbia.....	11m. 12	1-5s.
	3. Pennsylvania.....	11m. 15	3-5s.
	4. Wisconsin.....	11m. 18	2-5s.
	5. Georgetown.....	11m. 34	2-5s.
June 28, 1905...	1. Syracuse.....	10m. 15	2-5s.
	2. Cornell.....	10m. 17	2-5s.
	3. Pennsylvania.....	10m. 33	2-5s.
	4. Columbia.....	10m. 45	s.
	5. Wisconsin.....	10m. 52	2-5s.
June 23, 1906...	1. Cornell.....	10m. 35	1-5s.
	2. Syracuse.....	10m. 48	2-5s.
	3. Columbia.....	10m. 55	2-5s.
	4. Pennsylvania.....	11m. 6	4-5s.
June 26, 1907...	1. Syracuse.....	10m. 37	1-5s.
	2. Cornell.....	10m. 40	s.
	3. Pennsylvania.....	10m. 49	s.
	4. Columbia.....	10m. 59	3-5s.
June 27, 1908...	1. Syracuse.....	10m. 52	4-5s.
	2. Columbia (awarded).....	11m. 6	2-5s.
	3. Pennsylvania (awarded).....	10m. 57	4-5s.
	4. Cornell.....		
July 2, 1909...	1. Cornell.....	10m. 1	s.
	2. Syracuse.....	10m. 10	s.
	3. Columbia.....	10m. 12	s.
	4. Pennsylvania.....	10m. 27	3-5s.

June 25, 1910...	1. Cornell.....	11m. 37	4-5s.
	2. Syracuse.....	11m. 43	2-5s.
	3. Columbia.....	11m. 48	1-5s.
	4. Pennsylvania.....	12m. 22	s.
June 27, 1911...	1. Cornell.....		
	2. Syracuse.....		
	3. Columbia.....		
	4. Pennsylvania.....		
June 29, 1912...	Cornell.....	10m. 34	1-5s.
	Columbia.....	10m. 41	1-5s.
	Syracuse.....	10m. 38	3-5s.
	Pennsylvania.....	11m. 23	2-5s.
June 21, 1913...	1. Cornell.....	10m. 47	2-5s.
	2. Pennsylvania.....	10m. 52	1-5s.
	3. Columbia.....	10m. 54	4-5s.
	4. Wisconsin.....	10m. 58	4-5s.
	5. Washington.....	12m. 8	3-5s.
	6. Syracuse.....		No time taken.

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.....	9m. 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.

'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.....	18m.	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	2-5s.
	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. 4	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.

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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THE REGATTA
OF THE
Intercollegiate Rowing Association

WILL BE HELD ON

MONDAY, JUNE 28, 1915

ON THE

POUGHKEEPSIE-HIGHLAND COURSE

The only direct way to reach the **COURSE** and
OBSERVATION TRAIN is via

West Shore Railroad

(N. Y. C. & H. R. R. R. CO., Lessee)

Observation Train Ticket, \$3.00

R. R. Excursion Ticket, New York to Highland, \$2.50

Parlor Car Seat, Round Trip, 80 Cents.

Notice to Passengers from Weehawken, Cornwall and Newburgh.—Special trains will land Observation Train ticket holders near that train. On returning, passengers for **Newburgh, Cornwall** and **Weehawken** will take the special trains at the finish line.

Notice to Passengers from Local Stations Between Weehawken and Highland.—Special trains will land Observation Train ticket holders near that train. On returning, passengers for local stations between Highland and Weehawken (excepting Newburgh, Cornwall and Weehawken) will remain seated on the Observation Train, which will return to a point just south of Highland Station, where local trains can be taken for points south.

Notice to Passengers from points North of Highland and from Poughkeepsie.—Special trains from points north of Highland will land passengers at Highland Station, just south of which the Observation Train will stop. After the last race, passengers for points north of Highland and for Poughkeepsie will remain seated until the Observation Train returns to Highland Station.

Observation Train on the West Shore Railroad

A covered Observation Train, specially equipped, will be run on the West Shore Railroad to afford spectators a close and unobstructed view of the races. The train will be in readiness near Highland Station, and its speed will be regulated so that passengers will be opposite the crews from start to finish. The West Shore tracks run along the edge of the river, and as the course has been laid near the west bank of the Hudson, no better point of vantage to view the contests can be had than from the Observation Train. In the event of a postponement of the races the coupons for the Observation Train will be honored on the day appointed by the stewards.