

# Havre de Grace Yacht Club

## First Annual Regatta

August 29, 30 1930

Please enjoy flipping through this electronic version of the 1930 program for the Havre de Grace Yacht Club Regatta. Look for the differences between this version of the club and our current activities.

**FIRST**  
**Annual Regatta**

**HAVRE DE GRACE  
YACHT CLUB**



**AUGUST 29-30, 1930**

**Havre de Grace, Maryland**

Cover page, bound with a colored ribbon



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PERSONNEL OF THE  
HAVRE DE GRACE YACHT CLUB

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Commodore—F. A. Hoffman

VICE-COMMODORE—G. BARTOL SILVER

REAR-COMMODORE—F. L. COBURN

SECRETARY-TREASURER—J. LAWSON GILBERT

FLEET SURGEON—DR. FREDERICK W. STEINER

MEASURER—VERNON L. DUFF

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Board Of Governors

F. A. HOFFMAN

G. BARTOL SILVER

F. L. COBURN

MADISON L. BYRD

DR. FREDERICK W. STEINER

R. R. PENNINGTON

F. O'NEILL MITCHELL

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Judges Of Regatta

U. S. SENATOR MILLARD E. TYDINGS

MICHAEL H. FAHEY

MAYOR GEORGE T. PENNINGTON

DR. H. K. DULANEY

CHARLES B. SILVER

RYLAND MITCHELL

A. L. LYON

DR. LESTER W. DAY

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If you are from HdG, you will recognize some of the names. Note the club had a Fleet Surgeon. Wonder what that job description is!



# COMMITTEES

## Advisory Committee

COMMODORE W. A. ROGERS, Chairman  
COMMODORE R. V. O. SWARTWOUT  
COMMODORE J. C. PATTERSON

## Race Committee

COMMODORE J. C. PATTERSON, Baltimore, Chairman  
COMMODORE R. V. O. SWARTWOUT, Baltimore  
CAPTAIN J. W. CROWLEY, Baltimore  
COMMANDER L. C. SToudenMIRE, Baltimore  
W. J. DEGENHARDT, Baltimore  
COMMODORE C. C. SMITH, Washington, D. C.  
MAJOR W. E. HOKE, New York  
C. L. WALKER, Baltimore  
EDWARD RAINEY, Baltimore

## Regatta Committee

JAMES H. ROBINSON, Chairman  
EDWARD U. WAY, Secretary  
VERNON L. DUFF  
MADISON L. BYRD  
HARRY CRAWFORD  
HARRY KEEN  
CAPT. A. L. THOMAS  
LEO M. MOORE  
ALVIN STEINER  
HOWLETT COBOURN  
J. ROSWELL POPLAR

## Entertainment Committee

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O. M. CURRIER  
ALVIN STEINER  
ELDON F. LEITHISER  
DR. H. S. DULANEY  
LEO M. MOORE  
WALTER H. DAVIS  
J. W. CARVER  
RUPERT GODDARD

## Trophy Committee

SHERIFF DEWEY BOWMAN, Chairman  
ROBERT R. PENNINGTON, Vice-Chairman  
JOHN A. EVANS  
S. M. BARRETT  
J. W. CARVER  
E. M. PITCOCK  
G. T. PENNINGTON

## Program Committee

G. CORTHELL MITCHELL, Chairman  
JOHN L. SULLIVAN  
MAURICE THOMAS

## Course Committee

CAPT. JAMES W. WALMSLEY, Chairman  
G. R. PENNINGTON  
J. R. POPLAR  
J. HOWLETT COBOURN  
A. L. GERARD

## Feature Events Committee

J. LAWSON GILBERT, Chairman  
EDWIN JACKSON  
CAPT. A. L. THOMAS  
DR. H. S. DULANEY  
C. C. NOLAN

## House And Grounds Committee

ROBERT R. PENNINGTON, Chairman  
JAMES H. ROBINSON  
ROBERT E. HINCKEN  
HARRY CRAWFORD  
MADISON L. BYRD  
VERNON L. DUFF  
W. J. HUBBARD  
E. U. WAY

Nine Committees formed to organize the racing and social aspects. Harry Keen, a member of the Regatta Committee, is the "Uncle Harry" who's niece donated this program to the current yacht club. The original is on loan to the HdG Maritime Museum for safe keeping.



## HISTORY OF HAVRE DE GRACE

The beautiful city of Havre de Grace at the mouth of the Susquehanna River dates its origin about the time of the Revolutionary War, as the first mention of the name of which we have any record is in a letter from Lafayette to General Washington during the Revolution, dated at Havre de Grace. However, the first white man to visit the upper part of the Chesapeake Bay and to make a map of the country, was Capt. John Smith, who made two voyages in an open boat from Jamestown in Virginia. This was the same Capt. John Smith who was rescued by Pocohontas in the romantic story related in all the histories of Virginia. Capt. Smith had become dissatisfied with the dissensions in the Virginia colony and determined to make a voyage farther up the bay. On his first expedition, which lasted nineteen days, he did not journey further than the Patapsco, which he called the River Bolus, but on the 24th of July, 1608, he set forth from Jamestown with twelve men to make additional discoveries.

About five miles below the city of Havre de Grace, and belonging to Harford County, lies Spesutie Island, its name being derived from Col. Nathaniel Utie, its first owner. Col. Utie was one of the pioneers in the settlement at the head of the bay, and was a very prominent man in his day. It is probable that Col. Utie made his settlement on Spesutie Island soon after the Indian treaty of 1652, although the exact date of his coming is not known. The word Spoutie means "Utie's Hope." The residence of Col. Utie, on Spesutie Island, was distinguished by a meeting of the Council of Maryland on May 13, 1661, for the purpose of investigating certain complaints made by and against the Indians, and making treaties with them. As a result of this Council on Spesutie Island, a treaty was made with the Indians which vitally affected all the people at the head of the bay.

The land on which the town of Havre de Grace now stands was laid out for Godfrey Harmer, July 19th, 1658. The survey was called Harmer's Town, but less than a year after taking up the land the property was assigned by Godfrey Harmer to Thomas Stockett. We must therefore, regard Stockett and not Harmer as probably the first white settler on the site of Havre de Grace. The land remained in possession of the Stockett family for almost thirty years, but was conveyed by deed dated August 13, 1688, to Jacob Lotten, of Cecil County. It was purchased by John Stokes from the heirs of Jacob Lotten (or Looten) in the year 1714. For more than a century and long after, the town of Harmer was laid out on this line and remained in the possession of the Stokes family. The original tract, however, was greatly enlarged by a resurvey and by purchase of adjacent tracts. References to Harmer's Town are found in the first record book kept by the town commissioners in connection with the rental of streets and alleys.

The earliest map of the town was made in 1782, by George Goldsborough Presbury for Robert Young Stokes, who owned all the land from about Otsego Street on the north to the Bay on the south, and from the River on the east to about Juniata Street on the west. Maps were also made in 1799 and 1803 by Charles P. Hauducouer, a very accom-

plished draughtsman. These maps are believed to be in the Court House at Bel Air.

The settlement continued to grow down to the time of the formation of the county in 1773-4, at which date there were nearly two hundred inhabitants. It had no distinguishing name save that of Susquehanna Lower Ferry. The origin of the name of Havre de Grace seems to be involved in considerable obscurity. One tradition ascribes it to Lafayette, and another to an old French fisherman, who thought it resembled the harbor of that name in France, a view which is said to have been subsequently confirmed by Lafayette. At all events, we know that the present name of the city was coincident with the visit of Lafayette. A pamphlet published in 1795 says: "Havre de Grace at present consists of about fifty good dwelling houses; but the ground plot of the town comprehends eight hundred and fifty acres which have been laid out in squares in imitation of the plan of Philadelphia. These squares are now divided into lots, amounting in the whole to forty-five hundred. The principal street is one hundred and thirty-two feet wide, and the others seventy. This town is also situated on the Post road leading through Philadelphia and Baltimore, sixty-five miles from the former and forty from the latter. The mail arrived six times a week in its passage to these cities, an advantage of no small importance."

Havre de Grace was first incorporated by an Act of the Maryland General Assembly in 1785, chapter 55. The preamble recites that "Whereas Robert Young Stokes, deceased, did in his life-time survey and lay out into lots a town at the mouth of the Susquehanna, which he called Havre de Grace, it would be to the interest of the owners of the lots to have an organization as a town, with Commissioners, etc." The act appointed Samuel Hughes, Benedict Edward Hall, William Smith (Bayside), Josias Carvil Hall and Gabriel Christie, Commissioners, and conferred the powers customary to that day upon the town government. It also provided for the annual election of their successors, but this provision was not observed until after the act of 1811, which directed an annual election and provided that the Commissioners should serve for one year and no longer. This method of city government provided in the above acts was followed until the passage of chapter 220 of the acts of 1882. Under the former acts the corporation was known as the Commissioners of Havre de Grace, but the act of 1882 provided that "The town of Havre de Grace is created a city by the name of the city of Havre de Grace, and the inhabitants thereof shall constitute a body politic and corporate, under the name of 'The Mayor and City Council of Havre de Grace.'" Under this latter act, there are ample provisions for the selection of a Mayor and City Council who are selected by those qualified under the terms of the act as voters. Since the passage of the Act of 1882, the general form of city government has remained unchanged to the present day.

The first records of the town kept by the commissioners were entered in books about the size of an ordinary ledger containing about one hundred and twenty-five unnumbered pages, and present an interesting study of the times. They

Two pages of a detailed HdG history.



## HISTORY OF HAVRE DE GRACE (continued)

are, of course, written by hand and are fairly legible, due to good penmanship on the part of the various clerks. Some of the ink is quite faded and the leaves are brown at the edges from age, as the first book is now over one hundred and twenty-five years old. The fly leaf of the first book bears the following inscription:

"Journal of Proceedings of the Commissioners of Havre de Grace, Commencing October 16th, 1800.

Journal of Proceedings."

The Market-house when finally erected, about 1840, stood in the center of Congress Avenue with its front just east of the line of the alley between Washington and Market Streets. It was seventy-five feet long and thirty feet wide. The roof was supported by twenty-six pillars of brick twenty-two inches square and eight feet high. The floor was of brick. The lower part, except at the west end, was open for market purposes, and after it ceased to be used as a market was utilized as a shed, in which to house wagons and carts. The town lock-up was in the lower part and was used as a guard room during the Civil War. The upper story contained the Council Chamber and a town school room. When the building was abandoned, the upper part was transported down town and converted into two double dwelling houses which may be seen, one on the east side of Washington Street, the second house south of Girard; the other on the south side of Girard Street between Washington and Market Streets. This latter house is rather high and on the front has a porch to two stories. There was a sand bank there and when it was removed the house was underpinned and a lower story built.

From time to time the records show it was found necessary to issue ordinances against enclosing streets and alleys; the taking away of sand or gravel from the streets, lanes and alleys; the shooting of arms in the town limits, and against boys bathing in the river in the daytime. There seemed to be a good bit of trouble over the enforcement and collection of the dog tax and the prevention of "the going at large" of geese and swine. It would be impossible to go into detail concerning all the important decisions of the early commissioners. We can only mention a few, as they would, in complete form, fill a book by themselves. They are as follows:

A resurvey of the town in 1814-1815.

The commissioners consented to petition the Legislature to designate a street for the erection of a lighthouse in 1826.

The erection of a wharf at the end of St. Clair Street, begun in 1831.

One of the boys who started to school in the little brick school house in 1832, which was erected in 1821 at the corner of St. Clair Street and Union Avenue, was John L. Johnson. Mr. Johnson is now dead, but before he died he made a statement to Mr. Joseph W. Chamberlaine, under date of September 12, 1908, with a request that the same be published at his death. The statement in part follows:

"When the St. Clair Street cut was being dug out, I was in a spelling class in the school room, corner Union Avenue and St. Clair Street, (now the City Court room)

when after the blast a rock weighing about a ton came crashing through the roof, but fortunately, no one was hurt. I recall and played in the rooms of what was called the Brick Tap Room, south-east corner of Girard Street and Union Avenue, where the present magnificent home of the Misses Whitaker now stands. This was a stopping place for stage coaches running between here and Baltimore. I am reliably informed that it was burned by the British and I think that some of the bricks from this place were used in the construction of the original portion of the Harford House. I remember three stage coaches running regularly between here and Baltimore carrying passengers and mail. They were drawn by six horses, and had relays at Bush and Abingdon.

"I remember the first train of cars coming to Havre de Grace. The engine was very odd looking, the boiler stood on end and the smoke stack was on top of that. The engineer stood on an uncovered platform, and the engineer's name was Edward Foard."

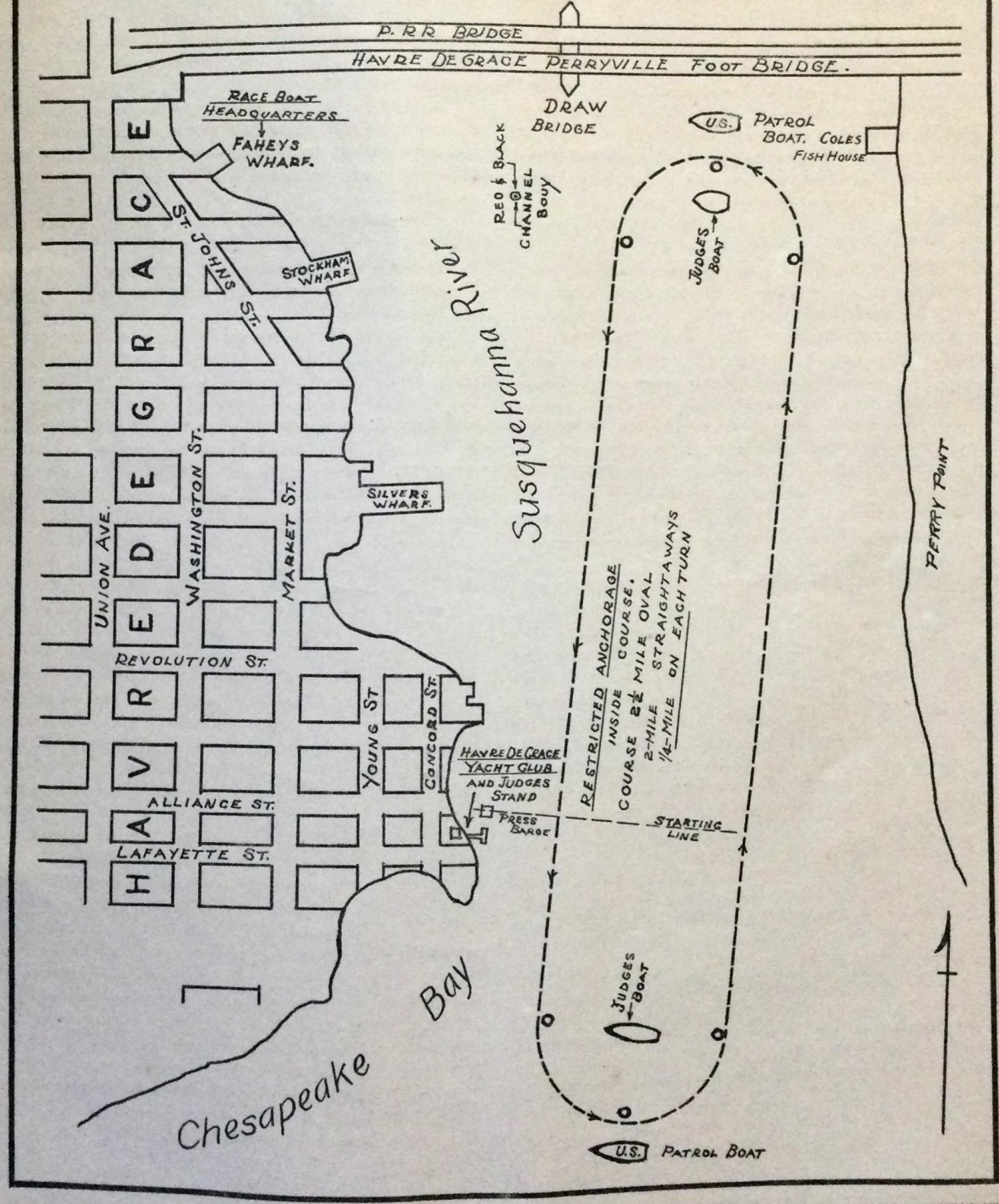
An interesting pen picture of Havre de Grace in the year 1855, is contained in Rector Browne's Historical Sketch of St. John's Church, and reads as follows: "Mr. Crompton was rector of both St. George's and Havre de Grace, and lived at Perryman, coming up every Sunday afternoon, riding the nine miles on a pony. It was the duty of little Willie O'Neill (aged ten) to watch the old Post Road from the upper story of the tower of St. John's, and when Mr. Crompton and the pony hove in sight, to begin ringing the bell and to continue until they reached the church. Another of his boyhood duties was to bring forth in rainy or muddy weather sundry sixteen foot boards to be duly laid across the gutters and the soft places of the street in front of the church, and after service to stow them away again. Havre de Grace was far from being the tidy town it is now. In the unpaved streets weeds grew so tall, except for a narrow wagon path in the center, that a boy of ten years could not see another boy across the street. Dogs, hogs, ducks, geese, cows, goats and horses roamed where they would. The place was unkempt and unhealthy, full of fever and ague." This same Willie O'Neill is living among us today, a highly esteemed citizen.

We have endeavored to picture for you the growth and development of our city from its early beginning. First, a family or two, then, a cluster of houses sheltering an intrepid band which decided to seek no further. A few survived the early hardships, and the call of kindred inspired others to come. What makes a city grow? Is it not the spirit of its people, their desire to make their surroundings safe and attractive and the measure of their neighborly kindness which influences others to join with them for mutual welfare? A man is not attracted to a town where his best efforts will bring him no reward and his friendly advances are repulsed. The spirit of enterprise and brotherly helpfulness is the great wellspring of a city's progress, and this spirit in an increased measure is our desire for Havre de Grace.

—From "Historic Havre de Grace."



CHART OF COURSE  
HAYRE DE GRACE YACHT CLUB REGATTA.  
AUGUST 29-30 1930.



The race course layout goes from the railroad bridge to just south of the Concord Point Lighthouse in a 2.5 mile oval. Note the HdGYC clubhouse is located right in front of the lighthouse.



## GENERAL INSTRUCTIONS

### WHERE TO GET OFFICIAL BADGES AND GUEST CARDS.

Official badges and guest ribbons will be on hand at the Club House.

### FUEL AND OIL SUPPLY FOR VISITING YACHTSMEN AND CONTESTANTS.

Arrangements have been made for a supply of high test and commercial gasoline and lubricating oils to be available at Fahey's and Silver's wharves at market prices.

### ANCHORAGE OF SPECTATORS' BOATS.

An anchorage will be assigned by Madison L. Byrd on board the "Pal O' Mine."

### HELP TO KEEP COURSE CLEAR.

Visiting yachtsmen are requested not to throw any floating refuse or bottles overboard as the smallest object may cause serious injury to the race boats. It is further requested that any floating objects seen in the water be picked up.

### RUN SLOW.

The slightest wave or wash from a boat under way is objectionable and often dangerous. Please run slow, not over three miles per hour, when under way during the Regatta.

Information desk will be found in the Club House.

All contestants must sign Release from Liability before competing in any event.

The winner of races which are run in heats will be determined by the Point System, as provided in the rules of the American Power Boat Association.

Fresh water is available at Club House wharf to all visiting yachts at \$1.00 per contact.  
Depth of water at Club House wharf is three feet at low water.

## STARTING AND RACING INSTRUCTIONS

### Starting Signals

Each event is numbered as per printed program.

Ten minutes before the scheduled time of the start of each event, the "event number" will be displayed on the committee Barge. These numbers will remain in place until the starting gun is fired when they will be lowered.

Five minutes before the scheduled time of the start, one gun will be fired from the Committee Barge.

At the scheduled time of start, one gun will be fired and a white flag dropped by the starter on the Committee Barge. The dropping of the flag is the official start, the gun being used only to call attention to the flag and the gun in no case is to be considered the official start.

Sixty seconds before the scheduled time of start, the hand of the clock on the Committee Barge will start to revolve, indicating the number of seconds remaining.

Should a boat cross the starting line before the time of start, she must turn immediately and make a new start. No notice will be given by the Committee to the contestant making an unfair start.

### Indication of Laps

The length of each lap of the race is 2 1-2 statute miles. The length of each heat of each race is shown on the program. The beginning of the last lap will be indicated by the starter showing a green flag from the Committee Barge. One gun and the checkered flag will indicate the finish of the race.

### Rules of the Course

The turning buoys at each end of the course shall be left on the port hand.

The start and finish line will be between the Committee Barge and the pole at the outer end of the Club House wharf.

When the first boat has finished, a checkered flag will be shown. This is the signal for competing boats to finish the lap they are on at the time the first boat finishes (providing they are underway). They will receive credit for this position.

All competing boats must immediately leave the race course (upon completing the lap they are on) when the first boat has finished. They may not continue on the course to finish their requisite number of laps or to complete the entire length of the heat. Disabled boats will be towed off the course after the first boat has finished.

A yellow flag hoisted from the Committee Barge will be the signal for postponement. All contestants should report to the Committee Barge immediately for instructions. The "event number" will be posted just below the yellow flag to indicate the event which has been postponed.

### Racing Numbers

Each competing boat must carry a racing number. All shall have their numbers painted or fastened on each side of the boat's bow. The Race Committee will assign racing numbers upon application.

Racing rules and where to get fuel and oil. Looks like the races are mostly powerboat classes.



COMPLIMENTS OF  
**BAYOU HOTEL**

W. P. West, Mgr.

COMPLIMENTS OF

**Havre de Grace  
Banking & Trust Co.**

**PROGRAM**  
Friday, August 29, 1930

- 1:00 P. M. 1. Outboard Class C. Div. I II. 1st heat—2 laps—5 miles.  
1:20 P. M. 2. Outboard Family Runabout. 1st heat—1 lap—2 1-2 miles.  
1:40 P. M. 3. Outboard Class B. Div. I II. 1st heat—2 laps—5 miles.  
2:00 P. M. 4. 100 Yard Swimming Dash. (Ladies only).  
2:20 P. M. \*5. Outboard Class F. Div. I II III IV. 1st heat—2 laps—5 miles

\*Run together but for separate prizes.

Divisions I II are run together for same prize.

Note:—If sufficient entries are received in races or divisions not shown above, the Committee may arrange such races at their sole discretion, in which event suitable prizes will be offered.

(Continued on next Page)

**BAYOU**  
18-HOLE  
Miniature  
**GOLF COURSE**

The Most Beautiful Course In The State  
Directly Opposite Hotel Bayou

Open From 10 A. M. Until Midnight

COMPLIMENTS OF

**Coca Cola Bottling Works**

J. C. HEBDITCH, Pres.

Phone Havre de Grace 266

Havre de Grace

--

Maryland

Ads surround the first 5 events on Friday afternoon.  
Note race 4 is a swimming race for Ladies!



COMPLIMENTS FROM  
**THE STORE THAT  
TREATS YOU FAIR**

Phone Havre de Grace 54

COMPLIMENTS OF  
**Abbott's Ice Co.**

Phone Havre de Grace 106

### PROGRAM

Friday, August 29, 1930

- 2:35 P. M. 6. Stock Runabouts, Class G., not over 200 HP. First Heat—3 laps—7½ miles.  
3:00 P. M. 7. Cruiser Race. Free-For-All. (Time to be used for Handicap Race on Saturday.) 2 laps—5 miles.  
3:35 P. M. 8. Outboard Class C. Div. I II. Final Heat—2 laps—5 miles.  
3:55 P. M. 9. Power Work Boat Races—1 lap—2½ miles.  
4:30 P. M. 10. Stock Runabouts. Unlimited. 1st. heat—3 laps—7½ miles.  
5:00 P. M. \*11. Outboard Class D. Div. I II III IV. 1st heat—2 laps—5 miles.  
6:00 P. M. Buffet dinner served at Club House to visiting Yachtsmen, Officials and Guests.  
9:00 P. M. Dancing on Club House Porch for Members, visiting Yachtsmen and Guests.

COMPLIMENTS OF  
**Kelly Beverage Co.**

Phone Havre de Grace 222

On Your Way Up Town—Stop At

**GREEN'S DRUG STORE**

For Your Ice Cream and Soda

Also Drugs

Phone Havre de Grace 125

Events 6 to 11 are all powerboat races , up to 200hp engines.  
Dinner and dancing in the evening.



COMPLIMENTS OF

**C. A. McCOMMONS**

CONTRACTOR

--

BUILDER

Phone Havre de Grace 200

COMPLIMENTS OF

**WHITNEY ICE CO.**

Phone Havre de Grace 2J

### PROGRAM

Saturday, August 30, 1930

- 1:00 P. M. 1. Outboard Class B. Div. I II. 2 laps—5 miles—Final Heat.  
1:20 P. M. 2. Outboard Family Runabouts. Final Heat—2 laps—5 miles.  
1:40 P. M. 3. Inboard Runabouts, not over 90 HP. Final and only—2 laps—5 miles.  
2:00 P. M. \*4. Outboard Class F. Div. I II III IV. Final Heat—2 laps—5 miles.  
2:20 P. M. 5. Stock Runabouts, not over 135 HP. Final and only—2 laps—5 miles.  
2:40 P. M. \*6. Outboard Class D. Div. I II III IV. Final Heat—2 laps—5 miles.

\*Run together but for separate prizes.

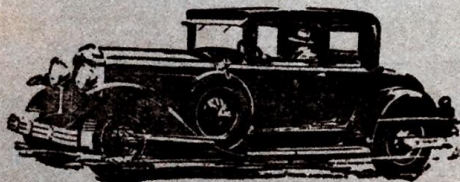
Divisions I II are run together for same prize.

Note:—If sufficient entries are received in races or divisions not shown above, the Committee may arrange such races at their sole discretion, in which event suitable prizes will be offered.

(Continued on next Page)

"When Better Automobiles Are Built—Buick Will Build Them"

GET BEHIND THE WHEEL AND GET THE FACTS



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PERRYMAN, MARYLAND

### Mid-City Inn And Restaurant

Where Every Meal Is A Pleasant Memory  
STRICTLY HOME COOKING

217 N. Union Avenue

Havre de Grace -- Maryland

Mrs. J. W. Walmsley, Prop.

Saturday afternoon races 1 to 6 are all powerboat classes



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CONTRACTORS & BUILDERS  
Lumber and Building Material  
GENERAL MOTORS TRUCKS  
Sales and Service

Phone 20

Churchville, Md.

COMPLIMENTS OF

**A. G. ASHER**



Havre de Grace

-:-

Maryland

**PROGRAM**

**Saturday, August 30, 1930**

- 2:55 P. M. 7. Stock Runabouts, Class G. not over 200 HP. Final Heat—3 laps—7½ miles.  
3:30 P. M. 8. Susquehanna Bushwhack Rowing Race—½ mile.  
4:00 P. M. 9. Stock Runabouts, Unlimited. Final Heat—3 laps—7½ miles.  
4:30 P. M. 10. 100 Yard Swimming Dash (Men only.)  
5:00 P. M. 11. Susquehanna Flats Sculling Race—½ mile.  
5:30 P. M. 12. Handicap Cruiser Race—2 laps—5 miles.

**FORD**

**SMITH'S GARAGE**

John H. Smith, Prop.

**CARS — TRUCKS**

Phone Aberdeen 136

**THOS. BORNEMAN**

**CONTRACTOR**

**AND**

**BUILDER**

Phone Havre de Grace 307

The fastest boats race last in the Unlimited class, surrounded by fun races of Bushwack (duck hunting) boat rowing and sculling and a 100 yard men's swimming race.



COMPLIMENTS OF

**R. H. LEITHISER**

Havre de Grace

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Maryland

**Joseph Schaefer & Sons**

Ship Chandlers and Dealers in  
**GENERAL MERCHANDISE**

Outboard Motors, Boats and Equipment

Dealers for Dodge Boats

Marine Hardware and Smith's Yacht Paint

Chesapeake City, Maryland

**PROGRAM**

Saturday Evening, August 30, 1930

8 P. M.—Address by U. S. Senator Millard E. Tydings.

Presentation of Trophies

10 P. M.—Announcing Winner of Outboard Motor Boat.

**ARMSTRONG MOTOR CO.**

W. A. Armstrong, Prop.

ABERDEEN, MD.

**HUDSON & ESSEX**

Sales and Service

Phone Aberdeen 256

David B. Getz

Simon Getz

**GETZ BROS.**

Pharmacists, Optometrists, Jewelers

BEL AIR, MD.

The Court House is Opposite Our Store

Phone Bel Air 383

Awards ceremony features Senator Tydings and a raffle of a powerboat. No sailing races were held!



**Chesapeake Boat Co., Inc.**

**YACHT REPAIRS & STORAGE**

**BOATS BUILT TO ORDER**

Chesapeake City 56 --- Chesapeake City, Md.

COMPLIMENTS OF

**Edward V. Stockham, Inc.**

Havre de Grace

---

Maryland

The Havre de Grace Yacht Club wishes to take this opportunity to express its appreciation for the many favors tendered it by its supporters and friends who have made the First Annual Regatta possible.

**WILSON H. CLARK**  
**AUTHORIZED DEALER**

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Perryville, Maryland

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Havre de Grace, Md.



**RAYMOND MITCHELL**

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AND FLOOR COVERINGS**

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Havre de Grace, Md.

COMPLIMENTS OF

**CLARK LUMBER CO.**

Havre de Grace

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Maryland

COMPLIMENTS OF

**Mr. Wm. MacKin**

**OWNER AND TRAINER**

COMPLIMENTS OF

**EDGAR M. GEATHERS**

Havre de Grace

--

Maryland

COMPLIMENTS OF

**WINFIELD BOTTS**

**"EVERYTHING ELECTRICAL"**

Havre de Grace

--

Maryland

**Maryland Candy Kitchen**

**HOME-MADE CANDIES AND CREAM**

**Cigars and Tobacco**

206 N. Washington St.

Havre de Grace



## LIST OF TROPHY DONATIONS

COMMODORE JAS. C. PATTERSON—Two Silver Trophies  
 COMMODORE F. A. HOFFMAN—Commodore's Trophy  
 WILLIAM D. BURK—Silver Plaque  
 LYON'S PHARMACY—Fountain Pen Desk Set  
 HAVRE DE GRACE REPUBLICAN—Silver Plaque  
 GREEN'S PHARMACY—Fountain Pen Desk Set  
 DEMOCRATIC LEDGER—Silver Cocktail Shaker  
 COCA COLA BOTTLING CO.—Silver Cup  
 LEITHISER'S RADIO STORE—Two Boat Radio Sets  
 COLONIAL HOTEL—Traveling Bag  
 KIWANIS CLUB—Silver Cup Cocktail Shaker  
 ROTARY CLUB—Silver Trophy Cup  
 CITY OF HAVRE DE GRACE—Silver Trophy Cup  
 CHAS. B. SILVER & SON—Silver Pitcher  
 PITCOCK BROS. HARDWARE—Stop Watch  
 R. NORRIS BURNS—Silver Pitcher  
 JACOB DAVIS—Traveling Clock with Alarm  
 GEORGE HUGHES—Wrist Watch  
 SPRINGER ELECTRIC CO.—Electric Lamp  
 JOSEPH GOOD & SON—Traveling Bag  
 HARFORD PRINTING CO.—Silver Cup  
 HECHT'S HARDWARE—Silver Cocktail Shaker  
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 LEVY'S DEPT. STORE—Suitcase and Traveling Bag  
 A. H. WOOD—Field Glasses  
 J. W. CARVER—Field Glasses  
 J. H. ROBINSON—\$25.00  
 RICHARDSON'S DRUG STORE, Bel Air—Thermos Bottle  
 FORMER CONGRESSMAN W. P. COLE, JR., Towson—Silver Cup  
 L. G. BALFOUR CO.—Silver Cup

### Cash Prizes

| CLASS | DIV. | 1st PRIZE | 2nd PRIZE | 3rd PRIZE |
|-------|------|-----------|-----------|-----------|
| D     | III  | \$50.00   | \$25.00   | \$10.00   |
| D     | IV   | \$50.00   | \$25.00   | \$10.00   |
| F     | III  | \$50.00   | \$25.00   | \$10.00   |
| F     | IV   | \$50.00   | \$25.00   | \$10.00   |

The following Bel Air business men contributed part of money to be used for cash prizes in the above races:—

EARL BURKINS, Argonne Theatre  
 STANLEY PRESTON, News Stand  
 AMERICAN RESTAURANT  
 PAUL GUERCIO—Groceries  
 GETZ BROS.  
 W. WILEY HOPKINS  
 ROBERT H. ARCHER

WORTHINGTON BROS.  
 BEL AIR TIMES  
 CHARLES REED  
 CHARLES WALKER  
 JAMES CREGHA  
 EDW. H. HARLAN  
 W. WORTHINGTON HOPKINS

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Lots of trophies donated and awarded, along with a cash prize.



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**W. M. WHITEFORD**

Candidate For County Commissioner  
Fourth District

**W. HARRY WEBSTER**

Candidate For County Commissioner

**J. PAUL CLARK**

Candidate For County Commissioner  
First District

**JOHN L. G. LEE**

Candidate For State Senate  
Third District

**ALBERT H. WOOD**

Candidate For House Of Delegates  
Sixth District

**J. BARNES BAILEY**

Candidate For County Commissioner  
Third District

**MARY E. W. RISTEAU**

Candidate For House Of Delegates  
Fourth District

**JAMES H. BROUMEL**

Candidate For Legislature

**T. B. GRAFTON**

Candidate For County Commissioner  
Third District

**JOHN F. JOESTING**

Candidate For House Of Delegates  
Third District

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**J. HOWARD TAYLOR**

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**GRANVILLE C. BOYLE**

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Havre de Grace, Md.

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Candidate For Sheriff Of Harford County

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Candidate For County Treasurer

Harford County

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Fifth District

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