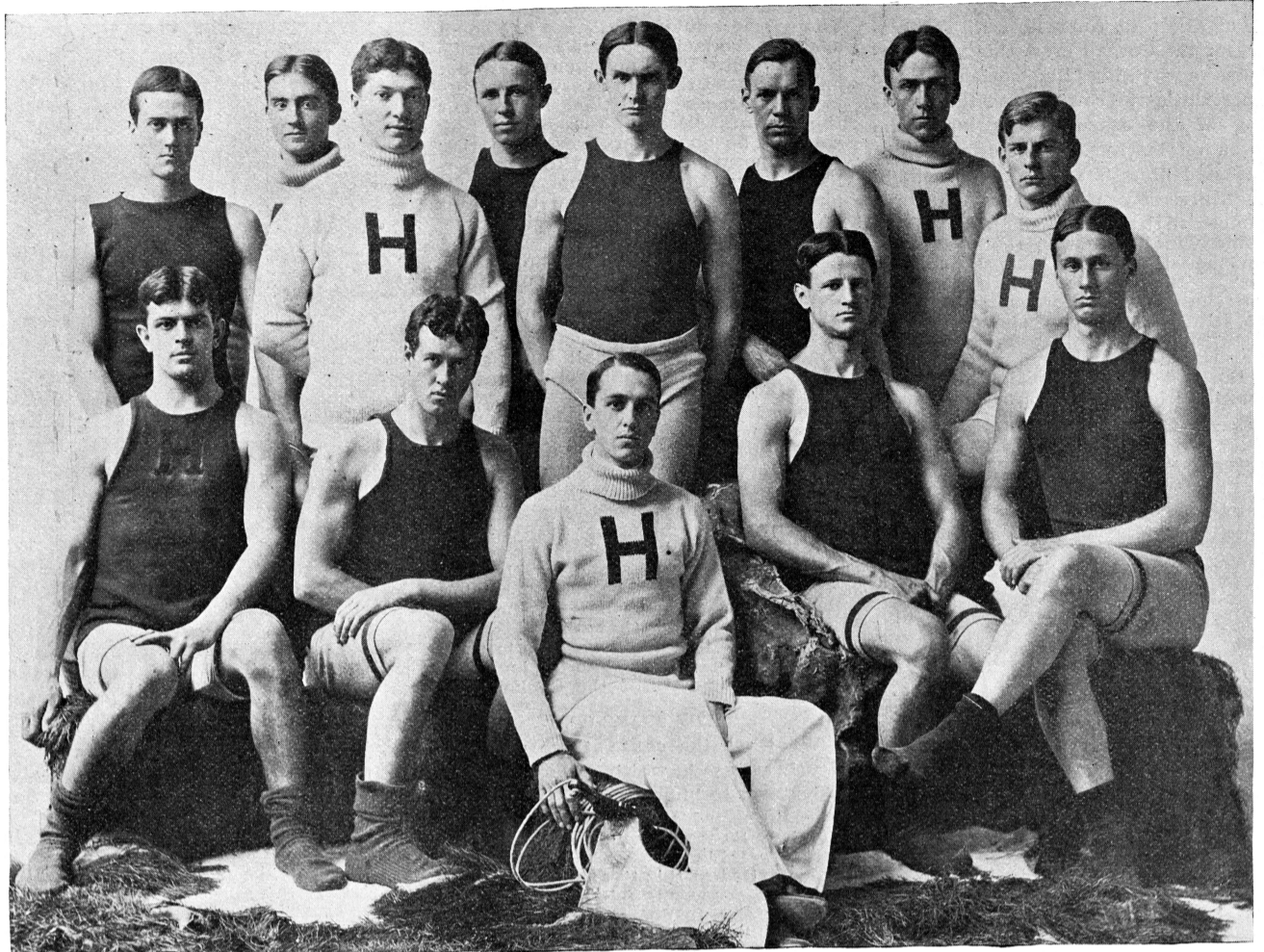


HARVARD UNIVERSITY CREW.

J. F. Perkins. W. H. Whitbeck. C. Thomason. D. M. Goodrich. A. A. Sprague. G. H. McDuffie. S. Hollister. C. C. Bull.



E. N. Wrightington. E. A. Boardman. R. D. Huidekoper. G. D. Marvin. J. H. Perkins. (Photograph by Pach.)

Payne Whitney, '97, is slightly below the average of the crew in height, but is very stocky and quick. He has been pronounced the quickest man in the boat at learning any new point and making improvement after coaching. He rows No. 2 on the University. He rowed on his school crew at Groton, was No. 6 in his class crew, and a substitute in the Yale crew which went to Henley last year. He pulls a very powerful oar. His home is New York City.

David F. Rogers, '98, of New Canaan, Conn., is bow of the Yale crew. He is one of the lightest men on the crew, and is apt to be easily overtrained. He, however, can always be relied upon to pull as powerful and steady stroke. He comes of a family which has already furnished three University oarsmen to the Yale Navy, and ability to row seems to have been born in him. He rowed on his Freshman crew, and came very near to making the University last year. He prepared at Day's School.

George T. Marsh, '98, substitute, of Lansingburg, N. Y., prepared at Williston Academy. He rowed in the boat club at his home before entering Yale, and was No. 3 and captain of his Freshman crew.

Paul Mills, '97S., of West Point, N. Y., prepared at St. Paul's, where he rowed on the Shattuck crew. He rowed No. 7 on his class crew, and was a substitute on the University last year. He is an extremely strong and powerful man, and has played half-back on the University football eleven.

Louis Greene, '99, coxswain, is from Albion, N. Y. He was formerly in '98, and coxed in class crew, but illness compelled him to drop back a year, in '98, and he also "coxed" the '98 crew. This is his first year as coxswain of the University, and he has proved a most efficient and capable coxswain, and is the possessor of a fine, clear and powerful voice, which does much to inspire the crew.

W. W.

Yale's Three Shells.

Yale has taken three shells to Poughkeepsie. Two of them are the cedar shells built by Davy of Cambridge for the University and Freshman crews. The University boat was received in New Haven three weeks ago, in time to be used in the race with the University of Wisconsin on Lake Saltonstall. It has been found very satisfactory in every item but its weight, which exceeds by over 50 pounds the maximum prophecied by its maker. The Freshman boat, built later and received at Gales Ferry a week ago, is the exact duplicate of the shell built for the University in every respect save that the seats are rigged somewhat higher. The third shell is a paper one just received from Waters of Troy. Its chief merit is its lightness, and if after a hard trial it proves sufficiently firm and rigid, this saving in weight will doubtless commend it to the use of the University crew for the

race. It has so far been tried but once, and did not then prove entirely satisfactory, but the rigging at the time of the trial was not quite correct, and a second trial may prove more favorable.

The length of the two cedar shells is 63 feet. The paper shell is three feet shorter. Stripped of their outriggers the boats weighed as follows: Cedar shells, 240; paper, 209. The outriggers add about 40 pounds to the weight of the boat.

A matter of 40 pounds in weight might prove an important factor in the success of the crew in the four-mile race. It is not, however, of such great importance as the rigidity of the boat.

The Next Weekly.

The next issue of the WEEKLY will be on July 3. This will be the last number of Vol. VI.

HARVARD'S EIGHT.

One or Two Points About the Stroke - Statistics of the Men.

Poughkeepsie, June 19.—Harvard's experiment this year is too well known to bear repeating. Defeat after defeat had convinced the defenders of the Crimson that there was something wrong. The material was all right last year, indeed, many considered it the best crew Harvard ever sent out, but defeat still made the Crimson banners droop. With the boat right, the men right and the water right, it must have been the stroke that was wrong. Yale had found a better crew than she could send out at Henley. What can beat Yale at Henley can beat Yale at Poughkeepsie. So reasoned the sons of Harvard.

On Friday the test will be made. But it will not be between two altogether different strokes. Back from Henley Mr. Cook brought still another impulse toward the English stroke, and the two crews will look in many points alike when they get under way off Crum Elbow on the great day.

I have watched the Harvard Crew row for several days; indeed Mr. Lehmann and the Harvard men were good enough to take the Weekly representative with them in the John Harvard one day when they were to send the crew over a three-mile time trial. The men rowed well. It is not the English stroke in its completeness, however. The reach forward is not so extreme, the back is not bent so much as was to be expected from Mr. Lehmann's pupils, and the hands are not so high on the breast at the finish as they might be. It is a good, clean, hard stroke. Mr. Lehmann had much to say to the men about getting the hands out quickly at the finish and about straightening up, two things that one does not so much expect to hear an English coach insist on, but things that to an American seem natural. The time was good, if the writer's instinct is to be trusted. The men rowed steadily at 32 and the stroke was hard at work all the time.

The coxswain wears a small megaphone before his mouth, and if he has anything to say it is heard. The course was down stream, from Crum Elbow to the bridge and the men went back against the tide, after a few minutes' rest, in good form.

The Harvard boats are all cedar; not a paper shell in the house. They are

fitted with high washboards, for the race is to start at three o'clock and the wind will, in all probability, not have dropped by that time. At any rate the Harvard men evidently mean to be prepared for rough water.

Usually the University Crew and the Freshmen have two chances each at the oars a day. They do not go out together for Mr. Lehmann is not coaching the Freshmen.

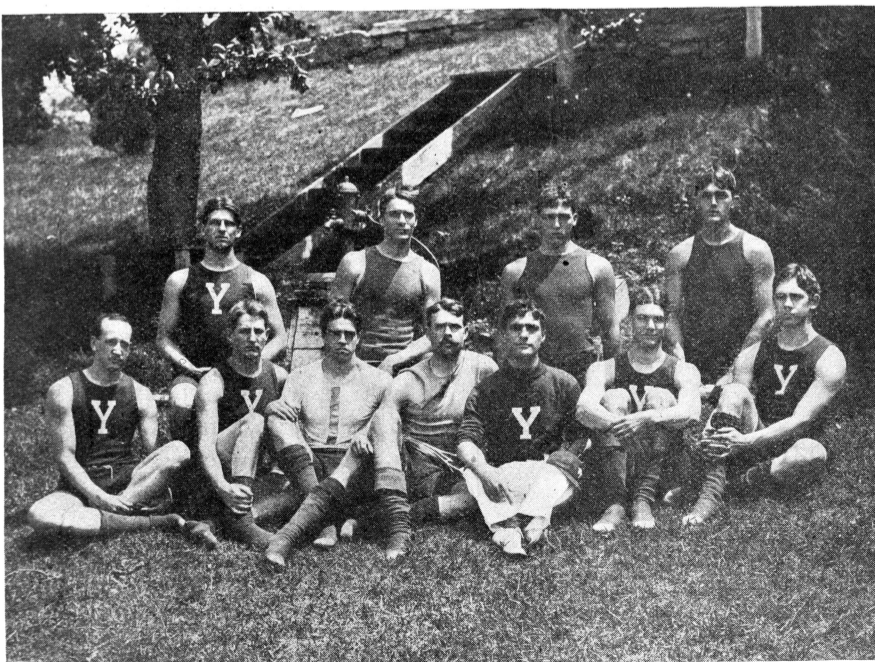
Captain Goodrich seems a little worried and a trifle fine. In other respects the men are in good condition.



R. C. LEHMANN. Coach of Harvard.

YALE CREW.

At Quarters at Gale's Ferry.



P. D. Mills. W. E. S. Griswold. F. W. Allen. J. C. Greenway. D. F. Rogers. P. H. Bailey. H. G. Campbell. P. Whitney. G. T. Marsh. G. Langford. L. F. Greene.

(Photograph by Corbin & Konold.)

The University Crew is rowing as follows:

	Age.	Ht.	Wt.
Bow—G. D. Marvin, '99, New Rochelle	23	5 11	154
2. C. C. Bull, '98, Belmont, Cal.	20	5 9	167
3. E. N. Wrightington, '97, Brookline, Mass.	22	5 9½	170
4. A. A. Sprague, '97, Chicago	22	6 ¼	176
5. J. H. Perkins, '98, Milton, Mass.	21	6 1¼	177
7. D. M. Goodrich (Capt.), '98, Akron, Ohio.	20	6 1¼	170
Stroke. E. A. Boardman, '99, Boston	21	5 10½	157
Coxswain. R. S. Huidekoper, '98, Washington	21	5 10½	113
Substitutes:			
S. Hollister, '97, Santa Barbara, Cal.	22	5 10½	178
C. Thompson, '99, Philadelphia	21	6 1	174
C. H. McDuffie, '99, Manchester, N. H.	21	5 11	165
B. H. Whitbeck, '99, Rochester, N. Y.	20	5 10	164
E. P. A.			