

THE EIGHT IS GOOD.

[Continued from 1st page.]

Most of the work on the river so far has been done in the Clasper boat and it is not unlikely that the race may be rowed in it. It is light, but stiff, and since the men have learned to keep it well on its bottom, shows good speed. The new shell from Davy in Cambridge was tried last week and will be tried again to-day when the oars for it arrive. It is a trifle wider than the Clasper shell and sits very steadily upon the water.

HISTORY OF THE CREW.

Twenty-four candidates answered Captain Whitney's call for University oarsmen on January 26th, including five of last year's boat now in College and, with one exception, the entire victorious Freshman Eight. Immediately after the Junior Prom. training was begun in the Gymnasium tanks, the men being divided into three squads. Fixed seats were used at first instead of sliding seats, to better ground the beginners in the principles of the stroke, and proved to be a very good plan. Mirrors were also adjusted in such a position that the oarsman could note his own faults in style after being told what his faults were.

Unusually mild weather in the early part of February made the harbor available for practice and on the 11th of that month the Crew went to the harbor. At this time the men rowed in the following order: Stroke, R. P. Flint, '99 S.; 7, J. C. Greenleaf, '99 S.; 6, F. W. Allen, 1900; 5, R. A. McGee, '99 S.; 4, J. H. Niedecken, 1900; 3, J. P. Brock, 1900; 2, J. C. Greenway, 1900; bow, P. Whitney, '98.

After a week's coaching the order was changed. Williams, 1900, who had been absent from illness, went in at 2, Niedecken went to 3 to replace Brock, who was sick, and Cross, 1900, occupied 5. At this time it was noticed that the Crew was much further along than Yale Crews usually were at this time, a feature which was encouraging to everyone. These men were shifted somewhat from time to time, but no important change was made till Wickes was substituted for Williams at No. 2, on April 18th, Williams going to stroke the second boat. The latter part of the month of March and the whole of April was almost unprecedented in the amount of rain and cold weather. During this time the four-mile course was fit to row over but twice. The work was therefore largely confined to short stretches and a great amount of pair-oar rowing under the personal direction of Mr. Cook.

About the last of April, Greenleaf was forced to leave the boat on account of an old knee trouble and Niedecken was moved up from No. 4 to take his place. Flint went in at No. 4, and Williams was brought from the second boat and put in at stroke, the position in which he began the tank rowing. Greenleaf's trouble did not prove so serious as was feared and in two weeks he resumed his place at 7. Niedecken was moved back from 7 to 5, supplanting Cross, 1900, whose weight and consequent slowness was disturbing the boat. From this time on no further changes were made except for the temporary absence of Wickes and Williams due to a slight illness before leaving the harbor. Thus it will be seen that the Crew with one exception, Captain Whitney, is made

up from the Record Freshman Crew of last year. Coxswain J. McL. Walton, 1900, has recently replaced Louis Green, '98, the latter having fallen below the required stand.

The statistics of the men follow:

No.	Name	Age.	Ht.	Wt.
No. 1.	Payne Whitney	22	5-10½	164
No. 2.	H. P. Wickes	19	5-11	168
No. 3.	J. P. Brock	18	5-10½	138
No. 4.	R. P. Flint	22	5-11	165
No. 5.	J. H. Niedecken	21	6¼	170
No. 6.	F. W. Allen	21	6	181
No. 7.	J. Greenleaf	20	6	169
No. 8.	W. B. Williams	18	5-10	157
Coxswain.	J. McL. Walton	18	5-9	114
Subs.—	R. A. McGee	18	6-1	189
	J. C. Greenway	22	6	172
	J. W. Cross	20	6	174

HARVARD'S EIGHT.

Crew is Light and Was Chosen Late—Only One of Last Year's Eight Retained—Individual Records.

[Correspondence of YALE ALUMNI WEEKLY.]

Cambridge, June 11.—Amid the cheers of enthusiastic undergraduates, the Harvard Crew and substitutes left Harvard Square for New London last Wednesday morning. Contrary to the custom of recent years, four substitutes accompanied the regular Eight and will train with the regulars until the big race. On Tuesday afternoon, a body of several hundred students, headed by the college band, marched down to the boat house to witness the last work of the oarsmen on the Charles. As the Eight rowed back and forth upon the river, they were the recipients of continual round of cheers, and Coach Lehmann as well as his pupils has the assurance that the University is back of him to a man, and, whether his English methods win or lose in the coming race, he will have the gratitude and esteem of Harvard men. He has stated that, whatever the outcome of the race he will not return to coach next year. Two years of disinterested devotion to the cause of Harvard aquatics and American amateur rowing cannot fail of appreciation, and Mr. Lehmann will return to England with the sincere thanks of a large circle of friends on this side of the water for his generous term of service.

Although especial effort has been made at Harvard this year to secure a Crew capable of rowing the stroke through to the last mile flag, yet there is some doubt whether the effort has been successful, and it is thought that Mr. Lehmann himself is not sanguine of the outcome. The crew is a light one—lighter than most University Eights. It is a striking fact that, although most of the men who rowed a

year ago are still at college and eligible for the boat, only one has held his place. The other seven members of that year's crew have come up from the class and Weld crews after a long contest for places. It would seem, at first glance, that the men must be superior to those who pulled the Harvard oars last June, and it is certain that they are better grounded in the essential principles of the English stroke. But the lack of weight in the shell would seem to be against them in a hard race.

THE PRESENT ORDER.

The present order of the crew will doubtless be maintained until the race. It is as follows: F. Dobyms, '98, stroke; Biddle, 1900, No. 7; J. H. Perkins, '98, (Capt.) No. 6; C. L. Harding, 1900, No. 5; F. L. Higginson, 1900, No. 4; E. Wadsworth, '98, No. 3; F. Blake, '99, No. 2; G. Derby, M. S., bow. The substitutes are J. F. Perkins, '99; G. D. Marvin, '99; J. D. Kernan, 1900, and H. Adams, '98.

The work of the rowing squad began last Fall, when two crews were organized. Mr. Lehmann came from England and coached them until the latter part of November when a race between the two crews concluded the Fall training. After the Christmas recess an awkward squad was organized and trained until the river work began. The class crews began work shortly before the outdoor rowing commenced and continued until the class race on April 15th. Mr. Lehmann returned with Mr. Willis, the latter part of March.

The Weld Boat Club races which were set for the day preceding the class race, were spoiled by rough water, but the class race proved a good contest, Nineteen Hundred winning, with Ninety-Eight second, Ninety-Nine third, and the Freshmen last. Mr. Lehmann then selected sixteen candidates from the various crews to continue training for the University eight and two eights were kept on the river for three weeks. Four of the candidates were then dropped and the first crew selected. Since that time there have been few changes. The only addition to the ranks has been Derby, who was given the bow oar two weeks ago, replacing Harding, who moved into the waist of the boat when Heath was dropped from No. 5.

Soon after the class race, Captain Goodrich resigned and later joined Roosevelt's Rough Riders, J. H. Perkins being chosen to succeed him at the head of the crew. Mr. Willis, who had been assisting Mr. Lehmann in the coaching, sailed for England a month ago.

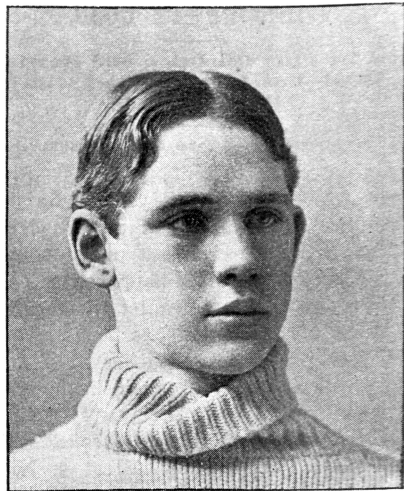
A larger number of crews has been

upon the river this year and it is believed more general interest in rowing has been aroused than at any previous time in Harvard's history.

It will be seen that the final selection of the men was not made until late in the year. All the Spring work was in the class crews until the recess. Whether this delay in selecting the University Eight is a wise step may be questioned.

RECORDS OF THE INDIVIDUAL OARSMEN.

Dobyms, who will pull the stroke oar, prepared for college at Oberlin, and has had his previous rowing experience upon crews of the Weld Boat Club. He stroked the Weld Crew which won in the Metropolitan Regatta in New



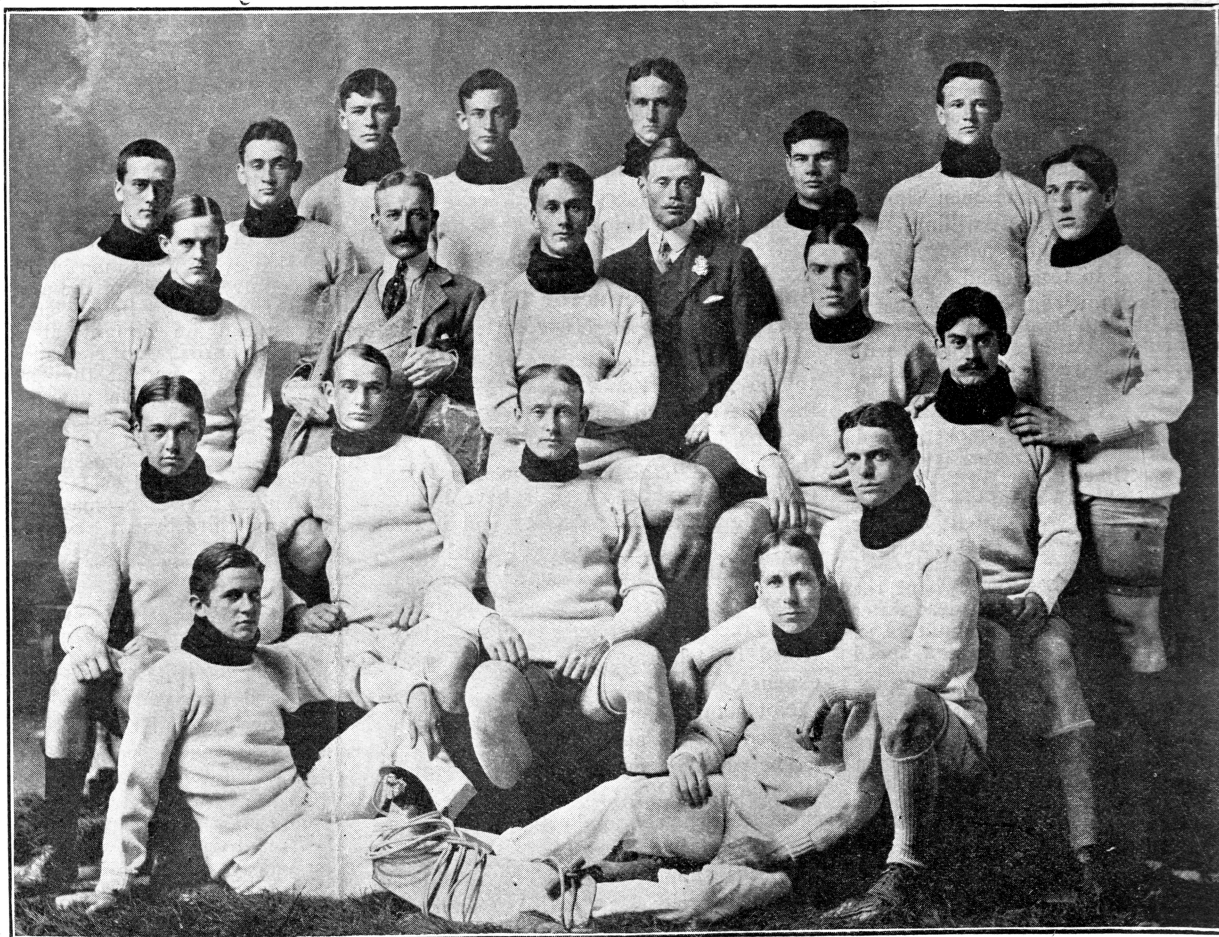
PAYNE WHITNEY, CAPTAIN YALE CREW.

York last Summer. He is under size for an ideal stroke, but shows excellent judgment in a race and is considered thoroughly reliable. He drives his crew hard, but, although he keeps excellent time, he is sometimes difficult for the men to follow. He is 25 years old, 5 feet 9½ inches tall and weighs 150 pounds.

Biddle, who carries the stroke to starboard is a second-year special. He prepared for college at St. Pauls School, where he rowed on one of the school eights. He is regarded by some as the best oar in the Harvard boat. He, too, is a light weight, but gets a hard catch and uses all his strength. He has not always been with Dobyms in practice, but it is thought the two men will be perfectly together by the time of the race. He is 19 years old, 6 feet tall, and weighs 157 pounds.

Captain Perkins has been out of the boat more or less since the crew was selected, on account of poor condition,

THE HARVARD EIGHT AND SUBSTITUES.



YOUMANS
STRAW HATS
ARE CORRECT FOR
COLLEGE MEN.