

YALE ALUMNI WEEKLY

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Errors can be avoided and promptness ensured by addressing all correspondence, referring either to editorial or business matters, simply to YALE ALUMNI WEEKLY, New Haven, Conn.

ABOUT TICKETS.

People who want tickets for the boat race or the ball game must read the instructions in regard thereto printed in the last issue of the paper, and in this issue of the paper. They must also follow those instructions. Otherwise they will probably be disappointed. Those using the application blanks must read all the conditions named thereon and follow them. Otherwise they will probably be disappointed.

In regard to the handling of the seats by the ALUMNI WEEKLY, we can only add, that the rules will be followed; that applications will be received in the order named elsewhere in this paper; that the applications will be drawn by lot in each class, under the supervision of a responsible committee.

Lastly, those desiring special personal favors in regard to seats, must not apply to the WEEKLY. We are here to handle seats for Yale graduates. We have adopted a system approved by graduates and undergraduates officially connected with the boat race arrangements, and we will follow that system.

THE NINE.

Even with thirty-two pages to use, there were a great many things we wanted to say in the last issue that we couldn't say. One thing that was hard to keep over was the complete expression of our satisfaction with the game at New Haven on June 3. To have a contest like that is very reassuring to the Yale athletic interest here. The kind of ball played was worthy of the best traditions of Yale. It was good, clean, hard work with no ragged edges. The spirit all through the game was excellent. Indeed, one could not ask for more than that Yale's athletics should appear in as good a light as they did on the diamond on June 3. Things were not quite so perfect the next Sat-

urday, but the prime desiderata of hard and generally excellent work and general good feeling seem to have been there. Now Yale must play up to her limit next Saturday, and all of Yale that is in good health and within reach must be there to see her play. The tie game is the test of a Yale Nine.

NO BOAT-RACE PROGRAM.

There will be no official program this year in connection with the Yale-Harvard boat race. This is a decided move in the right direction. We have been accused of being too harsh when we have before referred to these devices for the extraction of coin, from those who wish to be in favor with the University, so it may not be well to say all we feel on the subject. Suffice it to say that the Committee decided that the program business was a nuisance and an imposition, and was so dangerous as to often result in dealings discreditable to University men. They therefore decided that there should not be an official program. Advertisers will probably be informed by unscrupulous persons that they have the opportunity to enter "the only authorized card" concerning the races, but if they are wise, they will examine their man's credentials carefully; and if they do that, they will find that there is no official request or desire that they contribute in this way to the support of the races. The Committee have evidently decided that if they want any money, they will call on Yale's friends for it and not force it out of them in the name of advertising.

A REQUEST TO WEEKLY READERS.

The YALE ALUMNI WEEKLY reader will do the paper a service if he will let this office know of any dealings with any person, firm, or company having advertising announcements in the WEEKLY, which shows or suggests that this person, firm or company is not absolutely reliable, and is not meeting the actual business representations made to the advertisers of the WEEKLY. Please bear this in mind. We are giving just as much care to building up the advertising end of the paper on solid foundations as we are devoting to the news and editorial department. Our idea of the WEEKLY's advertising department is, that it should be run for the advantage of Yale men. We don't take any advertiser that comes—and we don't mean to. We don't mean to have any announcement in the WEEKLY columns of any concern that is not reputable and with whom it is not perfectly safe for Yale men to deal.

FAKES IN THE NAME OF YALE.

As this is a number that will reach more Yale men than usual, it may be in order to urge again the point made in the last issue of the paper about Yale fakes. The College connection is something that is easily played on and worked, and the evidence accumulates that it has been worked of late a good deal, in a very unjustifiable way and in a way that hurts Yale. If the evidence gets more definite, the WEEKLY will print it, but a word of general warning ought to be enough. If the matter is a genuine Yale enterprise and is in need of support as such, it is always susceptible of demonstration. One can find out at New Haven what it is and why it should be supported. To fail to take this precaution, and to yield to plausible reasoning while one is in doubt, is to encourage this kind of work and to help to get one's fellow alumni into the same kind of trouble. As was said last week, the WEEKLY is here to supply information

about these things whenever the alumni desire it. If it is of a confidential nature, it will be supplied in a confidential way.

The arrangements for the Yale-Harvard boat race have been refreshingly business-like and most satisfactory. The railroads, New London and the Universities all seem to have gotten together on a working basis, recognizing their mutual interests. This, we believe, has come from the fact that the right kind of men have been in charge of matters, and all have met in a spirit of frankness and a recognition of each others interests.

The New Haven correspondent of the Chicago *Inter Ocean*, whoever he may be, should confine himself to the statement of those things of which he has some remote knowledge. "Generally these meetings (the Sunday evening Dwight Hall meetings at Yale) are very poorly attended." That was in a recent New Haven dispatch to the *Inter Ocean*. One could not possibly be more successful in getting a thing exactly wrong than was the writer of that sentence.

At a meeting of the members of the Princeton track team on June 1, John F. Creegan was re-elected Captain. Mr. Creegan won the mile and half-mile runs in the intercollegiate games last Spring and the mile run this year.

Educating the Citizen.

[Louis T. Golding, in Education.]

The individual shall save the whole.
—Herbert Spencer.

How shall we train up citizens? Citizens in the old sense; men who value the opportunities of citizenship and welcome its responsibilities. The patriot has learned how to die for his country, how shall the citizen learn to live for her? Our standard of citizenship has fallen. Every community has its group of men known as "good citizens" who in all their lives never made a honest effort towards rendering this a better government to live under. Yet in the fields of social, religious and philanthropic activity they are potent factors for good. Such men are misnamed, they should be called good men, but bad citizens. The good citizen recognizes his responsibilities. He is vigilant in guarding the public faith, in insisting upon official probity, and in striving to destroy that popular dogma which teaches that public men may have two standards of veracity and honor, one fair and of full height for private business; the other shrunken and distorted for public action.

The need of this country to-day is citizens who know why this a great and prosperous nation and how to keep it so. To-day we are a nation without leaders. We have public men in plenty; distinguished, patriotic, learned; but lacking that which alone makes leaders—a following. Public opinion, operating through manhood suffrage, is the controller and director of American destiny.

The whole creed of good citizenship is in the understanding of the questions "Why is this nation prosperous and happy," and "how shall we keep it so." The answer to the first question is to be found in an examination of the nature, scope, prerogatives and precedents of our governmental institutions; the answer to the second is found in the light of the answer to the first. The search for this knowledge is much easier that at first glance it would seem. It is not necessary to study Madison's "Debates in the Constitutional Convention" nor the letters of Jay, Hamilton and Madison in "The Federalist," or the other great sources of light upon the formation and scope of the constitution. What the citizen should study is the actual government as administered by the executive and other officials. The best light on this subject,—in fact it is practically the only original information at hand, has been shed by

the presidents themselves. The constitution imposes upon the president the duty to "give to the Congress information of the state of the Union, and recommend to its consideration such measures as he shall judge necessary and expedient." The result of this requirement has been the preparation of an annual report or analysis of the condition and requirements of the government. These annual and other messages are a part of history, and more than history, for they have sometimes made history. Those of the earlier presidents were in breadth, dignity, logic and learning, models of political literature. Writing of them in 1863, Sir William Vernon Harcourt said, "The American State papers during the early years of the French revolutionary war present a noble monument of dignity, moderation and good faith. They are repertoires of statesmanlike principles and judicial knowledge." In these messages and papers of the presidents the citizen will find set forth, in the light of their time, the great problems that one after another have been solved, and whose solutions, like great stones, were laid one upon another to form the enduring foundations of our national life.

The youth of to-day is the citizen of to-morrow. Let us then teach him to know the duties of citizenship that he may do well his part, and that there may be more men such as President Garfield described:

"Men who, standing on a mountain height, see all the achievements of our past history and carry in their hearts the memory of its glorious deeds, and who looking forward, prepared to meet the dangers that come."

Suum Cuique.

To the Editor of YALE ALUMNI WEEKLY:

Sir:—The book "Yale: her Campus," etc., which has recently been published, contains so much information based on official records that its statements may be quoted carelessly as official. For this reason I call attention to the slip on page 419, in the annals of the Graduate School, which states that the degree of Doctor of Philosophy was conferred by Yale first in 1871. The date should have been 1861, ten years earlier. The matter deserves special notice only because the early services of Yale in the field of graduate work have often been overlooked. Our university was far the first in this country to offer definite courses of graduate instruction apart from professional schools, and conferred advanced degrees on examination earlier than any other American institution. Harvard conferred the degree of Ph.D. first in 1873; Princeton and Columbia, apparently first in 1880.

A Correction.

To the Editor of YALE ALUMNI WEEKLY:

Sir:—Since the book of Messrs. Camp and Welch, *Yale, Her Campus, Class Rooms and Athletics*, is one that Yale men will wish to use for reference, it seems worth while to note an error in the data given on pp. 492, 501, concerning the first of the University races, viz. the race at Lake Winnepesaukee in 1852. The *Halcyon*, there credited to Yale, was a four-oared boat that was ruled out of the race. The Yale boats were the *Undine* and the *Shawmut*, eight oars each. The late Julius Catlin, '53, of New York City, was coxswain of the *Undine*.

I am, etc.,

THE BOW OAR OF THE UNDINE.

New York, May 27.

Yale Law School.

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