

AGAINST THREE MILES.

Opinions do not Favor a Change in Rowing Distance.

The question of the substitution of a three-mile course for the four-mile course in intercollegiate championship races has been considerably discussed this Spring and many opinions for and against the change have been published. It has been contended by some that a race of four miles is too severe for men who are quite frequently under 20 years of age and that the last mile serves no good purpose, because the race has been lost or won at the end of the third mile. President Eliot of Harvard, in a communication to the *Harvard Bulletin* on the subject, says: "I can imagine no possible pleasure or advantage derivable from a four-mile race which a three-mile race would not yield as well, or better."

The general expert opinion, however, seems to be that the three-mile course would not lessen the strain on the oarsmen, but would rather tend to increase it, the argument being that the shorter course would be rowed at a sprinting speed, rather than at the slower and less exhausting stroke of the greater distance. Mr. R. C. Lehmann, who coached Harvard in 1897 and 1898, and whose long experience as an oarsman and a coach of Oxford and Cambridge eights, gives his words much value, says in a letter to the *Harvard Bulletin*:

"I do not know what arguments may have been used in support of the proposal to decrease the distance. Probably, however, the chief arguments would be: (1) that the exhaustion entailed by a four-mile race—especially on the losers—is too great; (2) that this exhaustion would be sensibly diminished if the distance to be rowed was curtailed by a mile; and (3) that four-mile races are always won and lost in the first three miles; the fourth mile, therefore, making no difference to the result, while increasing the distress of the competitors. With regard to No. 1, I would admit that I have seen many men exhausted and distressed at the end of a four-mile race, but I cannot recall a single instance of an Oxford or a Cambridge man who did not recover completely in a very short time.

"I may be told that I have spoken merely of Englishmen and of English races, that there is something in the American climate and in the constitution of the young American which differentiates him from the young Englishman, and renders him incapable of supporting the strain involved in a four-mile contest.

"I have for my own part, no doubt whatever that the young American, provided that he is carefully trained and prepared, is in every way as capable of supporting the exertion and of resisting the fatigue involved in a four-mile race (or, indeed, in any contest of strength and endurance) as his British cousin. The details of training and preparatory work must, of course, vary according to differences of climate and local conditions, but this admission in no way affects my main contention. The Harvard crew of 1897 certainly collapsed badly towards the end of the race, but I have always attributed this collapse chiefly to my own inexperience of conditions in America. I had no knowledge, beyond what I got by hearsay of the rowing history of the men with whom I dealt, nor of the conditions existing at Poughkeepsie. A fortnight before the race the men were fit and strong, and had the race been rowed then I am confident that, though they might have been beaten, they would have made a bold bid for victory and would not, in any event, have collapsed.

"This brings me to the second argument, which I have hypothetically attributed to those who advocate the change from four miles to three, viz: that the exhaustion would be sensibly diminished if the distance were curtailed. I do not believe that you would find that in practice this would be so. Prima facie, of course, to any one not experienced in boat-racing, it would seem reasonable to expect that exhaustion would decrease in proportion to the decrease of this distance traversed. The practical oarsman, however, knows that this result by no means generally follows, for his experience convinces him that a race over the Henley course

is often more distressing than a race from Putney to Mortlake.

"The third argument amounts to this: that a crew which is ahead at the end of three miles will always be ahead and win the race at the end of the fourth mile. I admit that in England we have generally found this to be true, but there are at least three instances that prove the contrary, and those three are in themselves sufficient to prevent us from ever entertaining the idea of cutting down our university boat race from four to three miles."

Football Team Changes.

Yale interest in athletics, after the London games in July, centers largely in the football team of next Fall. At present writing, owing to the number of vacancies caused by graduation, there is nothing to be said about the probable strength of the Eleven. Marshall at right guard, Cutten at center, Chamberlin at right tackle, deSaulles at quarter back, and Benjamin, Corwin and Durston at half-back are all graduates. Brown will greatly strengthen the center of the line at left guard; Stillman left tackle and Coy right end are the only other regular line men of last year's team. Hubbell and Schweppe, who played, as end substitutes in the Harvard game, are still eligible. McConnell, substitute center, and Cunha, 1902, for center; Richardson, 1901, guard; Francis, 1900, Cook, 1901 S., and Richards, 1900 S., for tackle; Abbott, 1900, and Sharpe, M.S., are a few of the more prominent line candidates. Behind the line Yale is stronger. Ely quarter back, Dudlev, 1900 S., and Townshend, 1900 S., half-back, and McBride, 1900 (Captain), full-back, are all veterans. Dupee, 1900; Wear, 1901; Rumsey, 1902, and Fincke, 1901 S., are substitute backs. W. T. Bull will have charge of this part of the team the coming season.

Law School Front.

The front of the Yale Law School on Elm street, which has been delayed in the building by lack of funds, will now be pushed rapidly to completion. Corbey Court, the old wooden building, has been removed and ground was broken last month for the addition to the School. Cady, Berg & See are the architects.

The new building will be three stories in height and will be finished in Indiana limestone. The first story will include a lecture-room with a seating capacity of about two or three hundred, the large main entrance and two offices for Dean Wayland. A part of the space on this floor will also be taken up by a covered passageway leading to the side and rear of the building. The second story, occupying the whole front, about ninety-three feet, will be devoted to a room for lectures and for all purposes connected with the department of the Law School requiring a large audience hall. This room will seat between five and six hundred people. A reading room will be located in the third story and it is possible that the remaining space will be devoted to some smaller rooms with study rooms attached, to be used as dormitories. The building will have a ninety-three-foot frontage on Elm street and will be about fifty feet deep.

Col. Pettit's Regiment.

Colonel James Sumner Pettit, formerly military instructor at Yale, was appointed, July 6, to the command of the Twenty-eighth Regiment of Infantry, now recruiting at Camp Meade, Pa., for service in the Philippines. Col. Pettit served as Colonel of the Fourth United States Volunteer Infantry during the period of the late war with Spain. He was quartered most of the time, during his eight months stay in Cuba, at Manzanillo, being military governor of that place, where his work of cleaning the city, establishing a government, starting the schools and doing other such things was of a most thorough and satisfactory kind. Col. Pettit's regiment was brought to a high state of efficiency, and on its return to this country to be mustered out he was given strong official commendation for its condition.

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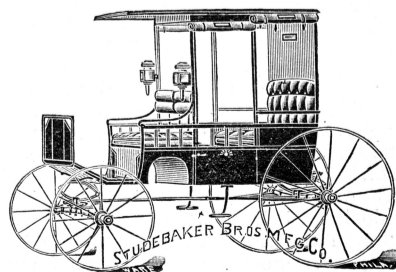
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