

## PHENOMENAL STRIDES

Were made by The Prudential in 1899 in each department of its business. Its \$33,900,000 of assets guarantee its present policy contracts, while its \$42,700,000 of claims paid to date show how well its policy-holders have been cared for in the past. ❀ ❀ ❀ ❀ ❀ ❀

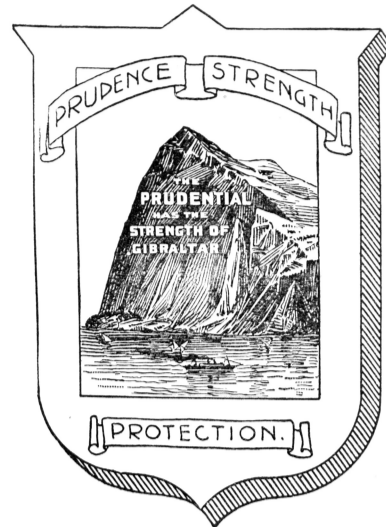
WRITE FOR PARTICULARS.

## THE PRUDENTIAL INSURANCE COMPANY

JOHN F. DRYDEN, President.

OF AMERICA

Home Office: NEWARK, N. J.



### HOCKEY SERIES WON BY YALE.

[Continued from page 241.]

Inman is undoubtedly the best. He overcame his early tendency to do more than his own share and now uses his great speed both on offense and defense with advantage to his team rather than to himself. His goal-shooting is accurate and timely. Smith has been called by critics the best goal-tender now playing in this country. His steadiness and care have saved many points. Brock, who began the season at cover-point but was later moved back to point, is a reliable man though a trifle slow. He uses his weight in body-checking to great advantage. At cover-point Coxe has played a splendid game, though he should learn to use his body more and depend less on his speed. He is very powerful on the defensive. Walworth at right end plays a very fast game but has poor control of the puck. Bronson, who, with Inman, shares the honor of scoring most of Yale's points, is well developed on all lines of play, his greatest weakness being in following his man. Campbell, the Captain of the team, who has done a great deal towards the success of the season by constantly urging and working for team play, developed to a high degree the use of the sides of the rink for carrom plays. His passing is accurate, many of the goals which were shot by Inman and Bronson coming from his stick. The substitutes were Snow and Sturgis, both good men, who have had little chance to get into the games. E. A. Strong, 1000 S., is manager of the team.

### CREWS ON THE WATER.

**Yale's New Rowing Plan Working Well—Increased Equipment.**

Yale's broadened plan of preliminary training for the University Crew has, so far as it has gone, given much satisfaction to Dr. Gallaudet and Captain Allen. It has—just as was intended,—brought out and interested a larger number of men than ever before, who have had consistent and careful coaching on the fundamentals of the stroke. These two men have done for rowing what Captain McBride and J. O. Rodgers did for football last Fall. The work in the tank since the middle of January, which was arranged by Captain Allen with great nicety of detail in order that the big squad of eighty men from the three upper classes could be handled without friction and delay, moved along smoothly under the eyes of coaches from last year's University boat, with frequent supervision by the head coach and captain. Although a great deal of the new material thus brought out is unfit for University Crew this year, at least, the importance of the training, for even a short period of time, can hardly be estimated. And notwithstanding the divi-

sion of attention, the crew, as far as it can be called a crew, is as well along in development as last year.

Careful pruning from time to time has reduced the squad to a little more than fifty men, or two working boats from each of the three upper classes. Harbor work has been begun and it is expected, at this writing, that by the end of the present week the six crews will be sent out from the boathouse daily, where every preparation has been made to handle the usual number of candidates. Experiments are already being tried for the University boat, and it is believed that in the course of a month or so, should the weather permit continuous rowing on the harbor, the eight will be picked, subject of course to change. Every day so far, has seen a different seating in the boat, and no idea can be had as to even a single position. When the first boat is more definitely settled upon, the second boat will be chosen, and as the new scheme of training has brought out so many possibilities the task will not be an easy one to select the best men.

#### THE NEW EQUIPMENT.

Sufficient equipment has been provided for the crews by the Navy management. It includes three barges in first class condition, two of them new this Spring and the other the University barge of last season. The new boats are built of cedar and are in reality semi-shells, having a shell bottom, though strongly braced throughout for the rough water of the harbor. There are also three shells in first rate condition, those of 1897, 1898 and 1899, and two more are ordered, one from Ruddock, the Harlem boat builder, who produced such a satisfactory four-oared shell last year, and one from Davy of Cambridge. The University Crew will use the one which suits it best and turn the other one over to the Freshmen. A new four-oared shell is now in the boathouse and the four used last June is in splendid shape. Besides these there are three pair-oars, all of them new. The oars, of which a number of sets have been ordered, are seven-inch blade, 12 feet 1 in length and 43 inches inboard. A new float makes the situation at the boathouse as satisfactory as it can be with such a structure.

On Monday, March 12, General W. W. Skiddy's steam launch, which he kindly loaned the management while the launch "Yale" is undergoing repairs, was put in commission and will be used by the coaches for a week or two.

F. A. Stevenson, '88, was in town Saturday and spent several hours with the crews. He said he thought the work was being carried on in the right lines. Other graduate coaches are expected soon.

The Literary Review of Boston offers three prizes of \$25 each to college undergraduates for the best story, essay or poem.

### Professional Schools.

#### YALE MEDICAL SCHOOL.

88th Annual Session, Oct. 4, 1900.

The course leading to the degree of Doctor of Medicine in Yale University is graded, covers four years, and consists of systematic, personal instruction in laboratory, class-room and clinic.

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