COLLEGE OARSMEN LIVELY

INTEREST GROWING IN THE RACES NEXT MONTH AT NEW-LONDON AND POUGHKEEPSIE—AN EXCITING SEASON IN PROSPECT.

There is going to be good, rousing sport in the college boat races this year. It is less than two months from now until the time when all eyes will be turned toward Poughkeepsie and New-London to witness the struggles of the university oarsmen.

Last season furnished the most interesting and exciting college races on record. Who does not remember that heart thrilling, nerve rending, neck to neck struggle along the shadowy stretches of the Hudson River and under the towering Highlands, when the doughty sons of Pennsylvania wrested a victory from the superb Wisconsin oarsmen in the last eighth of a mile? Who does not recall—Harvard men with glee, Yale men with sadness—those long awaited Harvard victories on the Thames, when three Crimson crews ran away in succession from their New-Haven rivals?

THE LONG PREPARATIONS.

It was a great year for college sports all around, the greatest, perhaps, for rowing, and for this reason can well be imagined the interest that is being excited at the coming races, when every prospect points to a series more stirring even than last year. There is nothing in America that corresponds to the Henley Regatta, yet the managers of the college boat races at Poughkeepsie have arranged a series of races that will test many sorts of crews in many different ways. Not only will the four universities that competed last year—Pennsylvania, Wisconsin, Cornell and Columbia—send each a university eight oared crew and a freshman eight oared crew, but three at least of the universities will also send four oared crews, pair oars and single sculllers, and the days that will be given up to racing under the shadow of the big bridge that crosses the flowing river will be brimful of exciting races. Harvard and Yale will not attempt quite so elaborate a regatta at New-London, yet there will be three distinct races, as last year, on the Thames, and plenty of excitement to fill an ordinary June day. Preparations for all these contests have been making ever since the colleges opened last fall, when the first call for candidates was given forth. The public knows little and sees less of all this preliminary work; the practice rowing in the tanks through the long winter afternoons; the five mile runs (to build up the wind) taken in the autumn and winter; the constant work at the pulleys and weights; the careful training and restraint from indulgence of any kind—all of these are factors that contribute far toward the final results. Yet about all that the public sees is the work of the crews from this time perhaps until the days of the races. Athletics at the colleges are becoming more systematized every year, and for that reason the teams are yearly becoming stronger and more scientific in their work, and new records are being made in every branch of college sport.

NEW SYSTEMS AT YALE AND HARVARD.

What, then, have Yale and Harvard, the Nestors—though not necessarily the most accomplished—of college oarsmen, been doing in the last eight months, and what are the chances for the races at New-London? At both New-Haven and Cambridge new and elaborate systems for the development of raw material and for the perfection of old candidates have been evolved. At both universities the great drawback to the old system was that while exciting races were furnished the number of students that really took an active interest in rowing and in good exercise with the oars was very small. All this has been changed now. Harvard was the first to show the effects of the change in the partial system of preliminary races which she adopted last year, and which were doubtless the secret of her victories over Yale. Yale, shrewd to profit by the good points even of a rival whom she had generally overcome, adopted this year about the same system, namely, the development of a large number of subsidiary class crews which should race each other from time to time during the spring—the winners in turn trying their skill with each other, until the candidates should be finally reduced to a minimum from which the university crew and substitutes should be chosen.

Harvard's system has been even more elaborate than this. There are two flourishing rowing clubs at Harvard, the Weld and Newell, both beautifully equipped through the generosity of Harvard graduates, and both admitting to membership several hundred of the students. The system has been to have all the oarsmen in the college, old 'varsity crew men as well as the others, included in one or the other of these clubs; then to have class crews formed in each of the clubs, the 1901 crew from Newell, for instance, racing against the 1901 crew from Weld. Not only have the winners of these separate clubs raced against each other, but the losers have again raced against each other. The result has been that in the course of the spring no less than eight or ten eight-oared crews have had a chance each for two or more races, and when the four winners rowed against one another last week it was stated positively by old oarsmen who watched the form of the men that each one of the four crews that cut the waters of the Charles showed a form equal to what the single Harvard 'varsity crew has usually shown at the corresponding period in former years. Anyway, of so high an order was the work done that the coaches were unable to cut down the final squad of men for the university boat to twelve or sixteen, but were compelled to include twenty-two men who will be further tried out.

REAL RACING MEN DEVELOPED.

It is easy for any one to see what the natural result is of systems so thorough as these in vogue at Yale and Harvard. Instead of the two universities sending to New-London each a set of eight men who have rowed together almost all the year and who rowed like machines, yet whose abilities as racing men have never been tried, both Yale and Harvard now send eight men who have been tried out again and again, and whose stamina in a heart breaking race has been tested and can be relied upon. A man may exhibit perfect form on the machines, may follow the men in front of him like clockwork, and yet be no racer. The present system does away with such a state of affairs, and, what is far more important, gives an opportunity to hundreds of hard working students at Harvard and Yale to get out on the water and secure good exercise.

It is altogether idle at this stage to attempt to pick out a winner of the Yale-Harvard struggles. Both of the captains are back in the boats this year, and Yale has five of her last year's men in college. Probably only four of them will have a seat in the boat, Gorden Brown being too heavy and giving up his time to the football captaincy. At Harvard at least seven out of last year's eight are still in the university, but it is confidently expected that not all of them will be able to hold a seat in the boat, though probably there will not be more than three new men. The material for both freshman crews is considered excellent, and a careful system of developing the raw material has been adopted. As for the four-oared crews, made up of the leading substitutes for the 'varsities, Harvard is likely, just as she did last year, to have a slight superiority in this regard. The dates for which the two crews will start for New-London is not yet fixed, but Yale always gets to her quarters a week or ten days before Harvard.

The date of the New London races will be Thursday, June 28, and the public generally will be pleased to learn that plans are already afoot for keeping the crews absolutely clear from encroaching river craft. Last year Harvard's winning 'varsity came within an ace of disaster in the last quarter mile of the course, and any danger of this will be avoided this year. Harvard has a new launch, the John Harvard, presented by the family of Frank Thomson, the former president of the Pennsylvania Railroad. Yale, also, has a small new launch.

THE COURSE ON THE HUDSON.

In regard to the Poughkeepsie races the enlarged scope of these has already been touched upon, and the Committee on Arrangements is already perfecting its plans. It is expected that Wisconsin, who almost won the prize last year, will come on from the West early in June, and that all the crews will reach the banks of the Hudson about the same time. Pennsylvania feels confident of repeating her last year's highly creditable victory, and Ward has been driving his pets on the Schuylkill with never ceasing energy. Cornell's prestige was somewhat dimmed by the fact of her coming in third at Poughkeepsie last year, and there has also been considerable apprehension because her coach, Charles Courtney, has been ill and laid up a considerable part of the present season. There have been a great many shake ups in the Cornell boat all season, the men having been shifted about from one seat to another. The final order has not, of course, been fixed upon. Robbins has been rowing stroke for a good part of the time, and Francis, who stroked last year's freshman boat in splendid style, has also been tried at this important place in the 'varsity crew.

COLUMBIA'S PLANS WISELY LAID.

Columbia has adopted the wise course of arranging several preliminary races this season, which ought to try out the skill of her oarsmen well. Mr. Peet, the coach of the crew, has made a distinct change in the stroke, which was clipped so short last year that during the race it was evident how much good power was going to waste. Among the races that the Columbia oarsmen will take part in will be that of the university eight against Annapolis, at Annapolis, on May 19; the regatta on the Harlem River on Memorial Day, at which both the university and freshman crews will take part, and the struggle between the Columbia second university crew on the same day against the second universities of Cornell and Pennsylvania at Philadelphia.

Little news has come out of the West as to the preparations of the Wisconsin oarsmen, but those young Lochinvars came so close last year to bearing away the prize in triumph that their work this season will be watched with the most eager interest by Eastern college men, and it is safe to say that a Wisconsin victory would be by no means unpopular.

SILVER FOR RACING PRIZES.

HANDSOME PIECES TO BE GIVEN TO WINNERS OF BELMONT STAKES AND AMATEUR CUP.

The $1,000 plate to be given by August Belmont to the winner of the Belmont Stakes for three-year-olds, over one and three-eighths miles, to be decided at Morris Park on May 24, will be a sterling silver salver. It was specially designed and made by Tiffany & Co. It is 26 inches long, and weighs 227 ounces. It has a border of a succession of horses' heads, encircled in laurel wreaths. The horses' heads are chased in relief.

PRIZES FOR THE WINNER OF THE AMATEUR CUP, MAY 22.

On May 22, at the same course, the Amateur Cup, a high weight selling race, at forty pounds above the scale, for three-year-olds and upward, over the Withers mile, will be run. The horses will be ridden by gentlemen riders qualified under the rules of the National Steeplechase and Hunt Association, and the winner will receive a pitcher and waiter valued at $250 and $750 in cash. The pitcher and waiter are offered by the Westchester Racing Association, and were specially designed and made by Tiffany & Co.

PLATE FOR THE WINNER OF THE BELMONT STAKES, MAY 24.

BOXING NOTES.

Oscar Gardner, the "Omaha Kid," and "Kid" Broad will be the principals in a twenty-five round bout at 122 pounds, at the Broadway Athletic Club on Thursday night.

"Terry" McGovern and "Tommy" White will meet for a second time on May 25 at the Coney Island Sporting Club. The match was made by "Tom" O'Rourke. They will box twenty-five rounds at 126 pounds. At the same club on May 18 "Tommy" Ryan will fight "Jack" Root for 50 per cent of the gross receipts, of which the winner will receive 75 per cent. It will be for twenty-five rounds.

THREE MEMORIAL TABLETS.

SONS OF THE REVOLUTION TO CONTINUE THEIR PATRIOTIC LABORS.

The work done by the Sons of the Revolution in the State of New-York in erecting memorials of the men and events of the Revolution have been so generally commended that it is proposed to erect three more, which will make a total of twenty-eight. One of the new tablets will be placed on the ruins of old Fort Ticonderoga. Another will be erected in St. Paul's Chapel, in this city, in commemoration of the centennial anniversary services of the death of Washington, observed on December 14, 1899. This tablet will be erected conjointly with the General Society of the Cincinnati, which took part with the Sons of the Revolution in that service.

The third tablet will be dedicated to the memory of Alexander Hamilton, and may be put on the site of the original office of the Treasury Department, in Wall-st., where Hamilton, as the first Secretary of the Treasury, made provision for the payment of the Revolutionary debt.

Every member of the society is urged to take part in this work, which it is estimated will cost about $2,000. Subscriptions may be sent to Arthur M. Hatch, treasurer, No. 96 Broadway. Here is the committee which has the work in charge: Frederick Samuel Tallmadge, James Mortimer Montgomery, Arthur Melvin Hatch, Dallas Bache Pratt, Henry Phelps Johnston, General Charles Francis Roe, the Rev. Elmer Severance Forbes and Morris Patterson Ferris.

PITCHES HEADLONG THIRTY FEET.

Harry Morgan, nineteen years old, of No. 730 East One-hundred-and-thirty-eighth-st., a painter, while engaged in painting the fire escape on the third story of No. 67 West One-hundred-and-thirty-fourth-st. yesterday morning, was precipitated to the ground, a distance of thirty feet, fracturing his skull. He was taken to the Harlem Hospital, where he died soon after his arrival. Morgan, while painting, had one hand pressed against some scrollwork on the fire escape for support. The scrollwork broke and he went down headlong.

IN THE CYCLING WORLD.

TENDENCY TO RIDE UP TREES—PLACE WHERE VETERANS COME TO GRIEF.

NEW TIRE COMPOSITION—LONG ISLAND AND WHEELING—NOTES AND COMMENTS FROM EVERYWHERE.

The increased interest in cycling this year has astonished many persons, and none more than those who predicted a lessening interest in the wheel with the increased popularity of the automobile. The reverse has been the case, as the thousands of wheelmen seen on the roads during the last few weeks will testify. While it has been said that fewer beginners are to be found in the various cycling schools and academies, it may be said just as truthfully that more inexperienced novices are on the roads than ever before. The increased number of asphalted streets and the growing tendency to allow some experienced friend to give the "first aid" are responsible for the conditions as they exist. In consequence many persons are seen wabbling all over the roads, endangering the safety of other riders, who ought to be in the hands of competent instructors in some cycling academy or school. The beginner wabbles and takes those spasmodic jerks and darts about the road simply because he is uncertain of his balance, as well as for the reason that he is bringing new muscles into play over which he has little control. In speaking of wabbling yesterday, one of the oldest riders hereabouts, who knows every foot of good road within fifty miles of New-York, said:

There is something pathetic in the wabbling of the beginner, and I never lose patience with him. Go out on a country road and see one of them trying to climb a tree on his wheel, and, while you cannot help laughing, you feel sorry for the fellow at the same time. There is a loadstone or magnet of some sort which attracts the beginner to that tree, and if there should be a little slant to the tree he can't get his wheel away from it to save his life. I have noticed the trait even among veteran riders at times. Now, there is a place on Long Island that some of my friends have visited frequently which seems to be almost haunted, for the reason that even the experts do the most peculiar things there. There is a little rustic bridge between Bridgehampton and Easthampton. There is a rustic rail on each side about four feet from the ground, and the prettiest brook imaginable runs underneath. The shrubbery is fine, and as the wheelman comes to the pretty rustic structure his eye will take in the beauty of the general scene. Then the chances are about even that he will ride up to the side of the rustic bridge and topple over into that brook beneath. That rustic guard rail is just the right height to help him over easily. Many wheelmen have taken this plunge, and none of them has ever been able to explain why he did it.

H. B. Fullerton, chairman of the Highway Improvement Committee of the League of American Wheelmen, has arranged for the Long Island Railroad a little book of pictures which should be in the hands of every wheelman as well as all lovers of scenic beauty. The book is called "Unique Long Island." It presents bits of beauty and characteristic sketches of the island. It shows that there is near New-York an island unique in many respects, where rest and recreation, sport and pleasure and agricultural pursuits can be followed amid pleasant surroundings. It is a book of illustrations produced from photographs, most of which have been secured by Mr. Fullerton himself. The book contains also a map showing the good roads all over the island and a scale of miles.

A chemical compound of india rubber has been made by a Philadelphia man to be used as a filler for pneumatic tires, but not for use on the exterior tire, as it has not the wearing properties of vegetable rubber. The inventor thinks he has solved the problem of solid tires, and says that by the use of his composition all rubber tires may be made as resilient and elastic as the best pneumatic tire, and more durable than the solid rubber tire. It can be manufactured for one-tenth of the cost of ordinary rubber, and the weight is much less. The compound, which has been called "pneumastic," has been in use since January on the wheels of one of the largest motor vehicles in New-York, to reinforce the worn out pneumatic tires, and it is said that there has been no flattening or sagging, while greater speed has been obtained. The new product will not melt under any degree of heat, it is said, and is of great value, therefore, for insulating purposes. The composition is patented in this country and in Europe, and negotiations are under way for its manufacture.

It will be a source of satisfaction to many to know that the work of reasphalting Bedford-ave. is actually going on. This is the thoroughfare between the Broadway ferries and the Eastern District and the Cycle Path, and its bad condition has been the source of much displeasure among wheelmen. The present pavement was laid thirty years ago, and although fortunes have been expended in trying to keep it in repair, that has proved impossible. This, it is said, was due to the foundation and not to the asphalt, which was the best quality of Trinidad. The foundation was smooth, but not stable. The heat, penetrating through the asphalt, caused the tar on the cobblestones to soften, and the asphalt would be depressed wherever the tar gave way. This occurred constantly, and almost generally over the entire surface of the street, so that the pavement resembled the billowy surface of the ocean. The present work is being done in two sections—from Heyward-st. to DeKalb-ave. and from Quincy-st. to Atlantic-ave. A big steam hammer with a large knife goes over the pavement, and, after cutting it up, hammers it into small pieces. Wagons carry away the pieces, and a force of men follow at once, laying the foundation for the new pavement. This consists of a 6-inch base of concrete. No pains are to be spared to construct a pavement that will be stable and durable.

There will be a large attendance of members of the Century Road Club of America at the League of American Wheelmen meet at Milwaukee, and among the plans is a century run over the Chicago-Milwaukee course, one of the most beautiful in the country, and ordinarily undertaken in connection with a boat ride back to Chicago. In connection with the meet there will be a moonlight excursion upon the lake. P. Van Valkenburg, of Milwaukee, chairman of the National Transportation Committee of the League of American Wheelmen, is at work arranging for rates to the meet. He has every assurance that the best rates possible will be made, and is sanguine that a material extension of time on the excursion tickets will be allowed, thus enabling visitors from the East to spend some time in Chicago, Minneapolis, St. Paul, the delis of the Wisconsin and other places.

The medals to be awarded to every rider who completes the journey over the prescribed course on the century run of next Sunday, under the auspices of the New-York State Division of the Century Road Club of America, are finished in colors. Every rider on May 13 will receive his trophy at the finish. The entry list for this run, which is open to all riders, whether members of clubs or not, and which forms the first of the series of runs to be conducted by the Century Road Club this year, has filled rapidly, although room has been provided in both the regular and fast divisions for many more. The Century Road Club will have a double century run in July, a moonlight century in August, and a record ride without pacemakers in September, and it is the intention of a great majority of road riders to take part in all of these, beginning with the run of next Sunday, for which entry blanks and full particulars may be obtained by writing to or calling on the Century Road Club Century Committee, No. 310 West Fifty-third-st.

The Citizens' Bicycle Club, one of the oldest in the country, an organization which in the early days did a great deal of pioneer work to introduce the sport, to open parks, improve roads, etc., will hold its dinner at the New-York Athletic Club house on Friday. A lot of old timers will sit down, and they are sure to have a good time. Several years ago the club was incorporated as a body with the New-York Athletic Club, but it still maintains a separate identity as a bicycle club.

Sunday bicycle racing will be resumed at the Vailsburg board track, Newark, to-day, when a good programme of amateur and professional contests will be run. In all, 103 individual riders are listed to start, including such men as Eaton, Walthour, Fisher, Kramer, Mertens, Sims, MacEachern, Thompson, Hadfield, Downing and Freeman. The amateurs are a good lot, and have filled the three races in numbers. Over sixty are carded for the half-mile handicap, and forty-nine for the five-mile. There will be racing at Vailsburg every Sunday for the rest of the season.

The Kings County Wheelmen will take advantage of the opening of the Manhattan Beach track for training to-day. Some of the men have shown good form for so early in the year, when it is considered that they have had little chance for training on the road. Among those who have shown the best form to date are Schofield, Relyea, Brown, Fuller, Benyon, Barling, Offerman, Leddard, Visel, Vanderwall and Smith.

It is related that an English inventor has perfected a puncture locator, whereby an ammoniac solution is forced into the tire. The result is a blue spot on the surface of the tire around the puncture which can be seen, and also a powerful smell, so that the proper place for the patch can be found by both eye and nose.

The League of American Wheelmen has been successful in persuading agriculturists of the economy of improved highways, and some of the strongest farmers' organizations in the country are working in sympathy with the wheelmen.

A new half-mile unpaced Australasian record was recently established by W. Martin, the American racer, at the Melbourne Exhibition. He rode the distance in 1 minute 2 seconds. R. Janson, of the Polytechnic, however, holds the British amateur record for the half-mile—59 4-5 seconds.

Hale, the 100 miles a day rider, completed 22,800 miles of his all-the-year task in England recently. Now that all the bad weather appears to have been left in the rear, the completion of his ride should be an easy matter. He is still keeping to the south coast.

YACHTING.

SKIPPERS DISCUSS QUESTION OF COMMANDER FOR NEXT CUP DEFENDER.

Some notable yacht skippers gather at the Hawkins yards these days, and last week one of them asked: "Who is going to sail the next Cup defender?" A Tribune reporter looked at "Charlie" Barr and said possibly he could name the man.

"No, no!" said Captain Barr; "they will never come down to take a man out of a steamer for that work!"

"You don't forget how to swim when you stay out of the water for a year!"

"That's true," said the captain, "but you don't swim as well as if you stayed at it all the time. No, no, I'm out of it. Once is enough for me. Let somebody else go in now and take the blame for everything and have the newspapers jump on him for this, that and the other."

"It's quite a nice question as to who they'll get," said Captain John Barr, who is fitting out the flagship Corona, close by, for Commodore Ledyard. And then followed a discussion of the whole American list of available skippers. There were those who could sail a boat, but talked too much, those who talked too much on board, those who talked too much while on shore, those who thought they owned the boat and the owner too, and those who didn't have an opinion on any subject till they found out what the owner thought.

"There is no system here by which a man's value is known by the boat he sails on," said Charles Barr. "In the old country men begin young on small boats, and then get bigger and better ones as their successes increase. Finally they reach the largest and most important racers, and there is no other way to come to be in command of an important yacht. For such a craft there is no such thing as taking a man out of an oyster boat simply because he is a good hand on the oyster boat. In this way he becomes accustomed to handling and drilling large crews, and when you want a man for a crack race you simply take the skipper of the best yacht, because he couldn't be on the best boat unless he won his place there by first proving his ability for it."

"It stands this way," said another well known yacht captain. "Here are a few, a very few, men who sail well enough to handle a defender, but as to whom the clubmen think there are objections. Now, what are you going to do? Will you choose one of these, objections and all, or will you take a big chance and try to pick a winner from the oyster boat fleet? I'll bet you this is a question the clubmen are considering, and I'll bet you more that it's a question they haven't solved."

W. C. WHITNEY CHARTERS THE NADA.

William C. Whitney has chartered for the season Edwin Gould's steam yacht Nada. The yacht, which is 98 feet over all, is one of the fastest boats in the harbor. She was used last year by Mr. Gould on the Sound and for trips up the Hudson. Mr. Whitney will use the boat for trips on the Sound, coming to the city in the morning and returning in the evening.

ATLANTIC FLEET CLUB OFFICERS.

Charles J. Pierce has been chosen fleet captain of the Atlantic Yacht Club. Dr. Robert Millbank has been appointed fleet surgeon.

THE CRAFT AND THOSE WHO SAIL THEM.

The name of Ellida was given yesterday to the new keel yawl designed by Clinton Crane for A. F. Riggs. The owner and some friends attended the launching of the shapely cruiser at the Piepgras yards, City Island. Over a 28-foot waterline she has a deck length of 42 feet 9 inches, her beam is 11 feet, and her draught of water something over 6 feet. The outside lead casting contains 9,000 pounds of lead, and is secured by ten Tobin bronze bolts. There is full headroom in the cabin, in which there are accommodations for four. The vessel is copper fastened throughout, with outside planking of 1½-inch yellow pine and decks of white pine. She has water tanks, refrigerator, filter and a good galley, while the cabin fittings are of mahogany. Although the Ellida is a much smaller craft than the cruising schooners Endymion and Latona, she bears a marked likeness to these other vessels lately designed by Mr. Crane. Under her yawl rig she will make an easy and fast cruiser.

The name Virginia has been given to the one-design 70-foot waterline cutter being finished at the Herreshoff yards for W. K. Vanderbilt, jr., and the name Rainbow to the second of the same fleet which was ordered by E. D. Morgan and taken off his hands by Cornelius Vanderbilt. The third vessel is Vice-Commodore August Belmont's Mineola, and the fourth, to be taken by Harry Payne Whitney, is yet unnamed.

Captain "Bob" Wringe has arrived at Bristol from England to take command of the 70-footer Mineola for Mr. Belmont. He brought with him English sailors to make half the crew, and intended to have the other half American, but it seems that the Deer Island boys object to so many foreigners among the officers and men of the new seventies and have refused to take the offered places. This, it is said, will force Captain Wringe to bring over enough English sailors to make up the whole crew, which on each boat of the one-design fleet is to number fifteen.

The steam yacht Marjorie will next cruise to Nova Scotia and northern coasts, and she is now being fitted out at Manning's Basin, South Brooklyn, for the voyage. The owner, Mrs. A. S. Van Wickle, of Newport, lately returned from a West Indian cruise in the Marjorie, which she bought some months ago from A. J. Cassatt, the yacht at that time being named the Eugenia.

At Larchmont it is expected that W. Gould Brokaw, the owner of the racing seventy-foot schooner Amorita, will return from Europe by August 1 to put the vessel through her races in the New-York Yacht Club cruise, and to try again for the Astor Cup for schooners, which she won last summer at Newport. The work of alteration is going on briskly, so that the oldtime winner may be in better shape than ever this year. A twelve inch bulwark has been removed, which will lighten her upper works about one ton. She will also be lightened in her rigging.

Joseph M. Macdonough, of the New-York Yacht Club, is about to bring out again the Fife designed Jessica, a 46-foot waterline keel cutter that sailed against the Gloriana in 1891. She has not been in commission for two years, and Frank Wood, of City Island, is fitting her out. She will be launched in a few days.

Captain Sycamore, who was second in command of the Valkyrie III at New-York, will bring over an entire English crew when he comes to take command of Cornelius Vanderbilt's seventy-foot Rainbow. After being hauled out last week for repainting, the Rainbow is having her spars put in place at Bristol.

The sloop yacht Ziguener, which was lately sold by Max Agassiz, of the New-York Yacht Club, is being fitted out by her new owner, Mr. Lovering, to be taken to New-Bedford.

At the Nixon yards, Elizabethport, N. J., the steel auxiliary schooner being built for James Sibley Watson, of the New-York Yacht Club, is being hastened toward completion. Cary Smith, who has turned out the designs of so many cruisers for American yachtsmen, says that this vessel will be better than the Yampa, the Lasca, the Iroquois and others of his "good ships and true." The sail plan will be a good deal like the Yampa's, and she will be essentially a sailing vessel, as her auxiliary power is small and merely sufficient to bring her through calms or light head winds. When under sail her propeller blades fold back, so as not to impede her speed. She has a little more fore foot than same of the modern racers, which will probably be appreciated in off shore heavy weather. The deck fittings will be of teak, and so will the interior ornamentation of the owner's room and the main saloon. This vessel will measure 147 feet over all, 110 feet on the water line, 27 feet beam, and 13 feet 6 inches draught.

Mrs. Robert Goelet's big steam yacht Nahma is to go to Gibraltar to take on board a finkeel mahogany half-rater which has just been built for Mrs. Goelet's son, Robert Goelet, by the Herreshoffs. This craft was launched last week at Bristol, and is coming to New-York to be shipped to Gibraltar by steamer, the intention being to race the small craft in English waters, where the half-rater has still a vogue. She is named the Mishe-Nahma.

The Gardiner & Cox design that was built by Frank Wood in 1898 for John D. Parker, of Boston, and named the Saunterer is now at Marblehead being prepared for her passage to New-York, and she will soon appear in the fleets of the New-York and Larchmont Yacht clubs, having been purchased by J. Berre King. The Saunterer was built as a cruiser by Frank Wood in his City Island yards at the same time that the epoch-marking Cartoon was being put together for J. D. Parker's brother, Howard.

Members of the St. Regis Yacht Club, which is now entering its third year of existence, have ordered a one design class of yachts that are built for racing, but under rules that prohibit the "machine." They have been ordered by Archibald Rogers, J. Roosevelt Roosevelt, Commodore Anson Phelps Stokes, H. L. Hotchkiss, L. S. Thompson and R. W. Stuart. Clinton Crane has designed the boats, which are 32 feet over all, 19 feet on the waterline and 8 feet beam.

Allen E. Whitman, secretary of the Seawanhaka Corinthian Yacht Club, gives notice that the fourth regular meeting of the club for the year will be held at Sherry's on Tuesday, May 8, at 8:30 p. m., in pursuance of Chapter XIV of the club's bylaws.

SQUADRON A POLO.

THE MEN TO PRACTISE AT WESTCHESTER—NOTES OF THE GAME.

Major Oliver B. Bridgman, of Squadron A, has just issued an encouraging notice to the polo enthusiasts, saying that arrangements have been made whereby the squadron will secure the use of the polo field of the Country Club of Westchester for the coming season. A final meeting of the polo men in the squadron will be held within a few days to complete the organization, and the advisability of entering a team in any of the future contests will be discussed.

The Squadron A Polo Club became a member of the Polo Association at the last annual meeting, and it has the honor of being the first National Guard organization to take up polo in a practical manner. The game is played at several of the Western cavalry posts, while in the British Army polo is virtually a necessity for the cavalry officers.

Major Bridgman believes heartily in the game as affording excellent practice for the troops, and he is anxious that as many as possible shall attempt to play it.

"We are not going to try to get up a star team," he said, "nor bend our chief efforts in rolling up comfortable victories over rival clubs. Polo is to be made a part of the squadron life, just as much as any branch of athletics, and is to be conducted entirely for the benefit of the members. I believe it is a good thing for the horsemanship training it will give. We shall probably play several competitors during the season, but if beaten we shall lose no sleep over it, for practice and experience are the chief requisites we are looking for just now."

To Major Bridgman's earnestness is due much of the present polo interest in the squadron, and it is a cause of mortification to him that his recent accident will keep him off from the polo field for some time to come. The club is going right along with its plans, and about May 15 is fixed as the date when the squadron will begin playing on the Westchester Country Club field. The squadron has also secured the use of a part of the stables for its horses, and the presence of the troopers on the Country Club field this season will give the game a decided boom in that locality.

Some of the prospective polo men in the squadron are Henry M. Earle, a former player at the Chevy Chase Club, Washington, who took third prize in the polo pony exhibit in the Brooklyn Horse Show; Captain W. C. Cammann, of Troop 1; Captain Howard G. Badgley, of Troop 2; Captain Herbert Barry, of Troop 3; Robert Lawrence, Seymour L. Cromwell, J. O. Nichols, George O. Redington, John N. Stearns, jr., L. S. Horner, James G. Clark, jr., Arthur I. Slade, Frank D. Vellier, Franklin D. Morse, Albert Tilt, jr., Andrew J. Dickinson, jr., Herbert H. Childs, J. W. Hall, W. A. Putnam and G. M. Maynard.

The majority of these were members of the mounted football teams which formed one of the new and interesting features of the indoor athletic meeting last winter.

The Rockaway polo team, even with the absence of some of its oldtime cracks, as John E. Cowdin, Foxhall Keene, F. S. Conover, jr., and F. D. Savage, has made a most creditable showing in the recent Lakewood games. The men have already started in to practise on the field at Cedarhurst and the team will be entered in the coming games at Westchester and Meadow Brook. Conover and Savage will undoubtedly be seen in some of the games. They are now in Texas, selecting a new stock of ponies, and are expected to arrive here with their mounts within two weeks. P. F. Collier and Robert J. Collier will play for Rockaway this year, while other eligibles for the big games will be Rene La Montagne, jr., Lawrence Rand, Albert Francke, William A. Hazard and probably John E. Cowdin, although the last named may be seen on the Meadow Brook team. The absence of Foxhall Keene, who will remain abroad all summer, and the death last fall of Columbus C. Baldwin have made severe inroads into the strength of the team, and W. C. Eustis may not be an active in the sport this summer as he has been in the past. Perhaps the opportunity thus given to bring new men to the front may prove advantageous to the game in the near future.

The juveniles at Rockaway are planning for their second tournament, and W. A. Hazard has offered to repeat his gift of cups. The tournament for these prizes will probably be held in September, but the boys are planning several informal competitions for the summer months.

A TOURNAMENT AT ONWENTSIA.

Chicago, May 5.—Onwentsia polo players are arranging for a tournament at Lake Forest about the middle of June. All the prominent teams from the East are expected to compete, as well as a team from St. Louis. An innovation in the play will be the presence of a team of cowboys from Minco, Ind. T. Invitations have been issued to the Meadow Brook Hunt Club, Philadelphia Country Club, Myopia Hunt Club, Country Club of Westchester, Rockaway Hunt Club, Buffalo Country Club, St. Louis Country Club, as well as the teams from Indian Territory and the Lakewood Country Club.

It is the intention of the Onwentsia directors to devote an entire week to entertaining the visitors, the programme embracing a two or three day tournament at Lake Forest, a regatta at the Saddle and Cycle Club of Edgewater and a golf tournament on the links of the Chicago Golf Club at Wheaton. Foxhall P. Keene and John E. Cowdin, of the Rockaway Hunt Club, and Walter and J. M. Waterbury, jr., of the Country Club of Westchester, are expected to take part in the tournament.

LAWN TENNIS.

INTERNATIONAL NEGOTIATIONS STILL IN PROGRESS—NO FORMAL CHALLENGE FOR DAVIS CUP.

The date originally set for the receipt of challenges for the new Davis International Cup in lawn tennis, May 1, has come and gone, and it is officially announced that no challenge has as yet been formally received. The English committee appointed to confer with the Americans in charge of the competition proposed has asked for a number of alterations in the conditions governing the contests, and one of them is that the date set for the receipt of challenges be moved on to the first Monday in June. It is thought that this will be willingly agreed to, and a challenge is confidently expected, unless there should be a split between the two conferring committees on other questions.

The English committee has formulated an entire set of rules to govern the cup contests, and these have been submitted to the American donors of the trophy. They differ in many respects from the rules prescribed when Davis first offered the trophy, and it is known that not all of the changes asked for are acceptable to him or to the other members of the American committee. The negotiations are still in progress, and it is hoped that a satisfactory agreement will be reached soon. Arrangements for the reception of the English representatives and for the international matches will be made as soon as a formal challenge is issued. The place and date chosen for the matches, over which there is not likely to be any difference, is the St. George Cricket Club courts, in Hoboken, during the week of July 31.

The most important of the changes asked for by the British committee is that governing the composition of the teams. The Englishmen suggest three players on each side, all three to take part in both singles and doubles, whereas the original plan contemplated two men in singles and one team in doubles, not necessarily the same men. Instead of four matches in singles and one in doubles, as originally proposed, the visitors want to have three matches in each contest, and it is proposed by them to decide the competition, in case the matches should result evenly, by the majority of sets, or the majority of games, if both matches and sets are evenly divided at the end of the competition. If this plan were carried out there would be three rounds played on three successive days, each consisting of one match each in singles and doubles, and all six players would play each day, four in doubles and the other two in singles. Each of the three combinations of the three men would be used as a different team in the doubles.

It has already been persistently rumored over here that the two famous Doherty brothers, who hold nearly all the foreign championships in doubles, and many of the singles championships as well, including those of All-England, and H. S. Mahony, who has been here twice on visiting British teams, will come over this season to play for the new cup. If the English changes in the conditions should be adopted, however, it is doubtful if the younger Doherty would come, since he has retired from playing single matches on account of his health. It is also rumored that the American team will be composed of M. D. Whitman, the champion; D. F. Davis and Holcombe Ward, all of Harvard. Davis, the donor of the cup, and Ward hold the National championship in doubles together, but Ward is hardly good enough to represent America in the singles, and he would probably be substituted by Larned or Wrenn should the English plan be adopted.

It is expected that the Exposition tournament that was to be held in Paris, beginning July 8, in connection with the big fair, will be a failure. The courts have not even been built yet, and the committee in charge of the meeting, including two Frenchmen, an Englishman and a German-American, has resigned in disgust.

ATHLETICS AT COLUMBIA.

CREWS GETTING INTO SHAPE FOR THE RACE WITH ANNAPOLIS.

The Columbia 'varsity crews are getting into final shape for their first race of the season with Annapolis on May 19. Dr. Peet has been shifting the men considerably. Changes have been made daily, and the coach is getting a good idea of the respective merits of the twenty candidates. It has almost certainly been decided that the stern four will be Vulte, Falconer, Mackay and Nash. Of the bow four Dr. Peet is not yet certain, but he thinks they will be chosen from Mount, Jackson, Irvine, Boyesen, Burt, Huffaker and O'Loughlin.

The usual practice last week consisted of daily brushes between the crews, to accustom the men to actual competition. The eights this year keep better time than last, and the blade work is cleaner. Last spring there was a marked tendency to feather under water, but so far that fault has not been noticed. The boat does not hang so much between strokes. This is a marked improvement, as stopping was the worst fault this time last season. The time of the boat is fair and the stroke is often raised to thirty-four.

The statistics of the twenty candidates for the 'varsity crew are as follows:

	Height.	Weight.	Age.
Boyesen, '00, College	5.09½	164	20
Bradley, '02, College	5.08½	145	19
Burt, '01, Science	5.09½	161	20
Coerr, '00, College	6.00	160	24
Falconer, '01, College	5.11	164	20
Gilkey, '01, College	5.09½	140	22
Henry, '02, College	5.11	166	18
Huffaker, '01, Law	5.10½	165	21
Irvine, '02, Science	6.00	168	20
Jackson, '02, College	5.11½	145	19
Mackay, '00, College	5.11	168	22
Maclay, P. and S.	5.09¾	160	21
Morley, '02, Science	5.08	165	23
Mount, '02, Science	5.09	153	20
Nash, '01, College	5.10½	170	20
Oddie, '00, Science	6.00	174	22
Southack, '01, College	5.09¾	151	22
Vulte, '02, Science	6.00	177	19
Weekes, '02, College	5.09	150	21
Average	5.10.3	160.6	20.7

The track team is taking its final training for the dual meet with Princeton at Manhattan Field on May 19. H. S. Johnson and M. W. Long in the sprints and middle distances are relied upon to do most of the scoring.

The Strollers have offered the proceeds of one of their performances at the Waldorf this week to the 'varsity crew. Louis Fitzgerald, '95; G. M. D. Kelley, '00; S. M. Ross, '02, and S. S. K. Smith, '99, are among the Columbia men who have parts in the opera.

Columbia has hope of winning the intercollegiate strength test, as her total number of points has increased 9,000 over last year, and leads Harvard's winning score of last season by about 4,000 points.

The freshman baseball team will play its first big game on Wednesday, when it meets the Princeton freshmen at Manhattan Field. The freshmen have been playing a good game. As a preliminary the freshmen will play the sophomores on Tuesday.

At the meeting of the Columbia Automobile Club last week, Frederic Remsen Hutton, dean of the School of Applied Science, was elected an honorary director. It was agreed that hereafter only men who