

INDOOR TRAINING FOR OPEN AIR GAMES.
Columbia students practicing baseball in their gymnasium.
(Photograph by Byron.)

INDOOR ATHLETIC WORK.

Practice for Baseball Teams and Rowing Crews at Columbia.

In most of the colleges interest now centres about the indoor practice preliminary to the actual opening of the coming season's programme of sports.

Baseball practice holds, of course, chief place, but the boating enthusiasts are just as hard at work developing the best material for the crews, and the average college "gym" is just now a busy place. This is true especially of Columbia, where many students are putting in practically all their spare time training either for the ball teams, track team or crews.

The manner in which indoor training for field sports has been developed within the last few years would surprise those lovers of baseball and rowing who years ago spent many anxious weeks waiting each season for the snow to disappear and the ice to leave the rivers before they went out for practice. Now it makes not the least difference what the weather is, practice goes on just the same. Outside the gymnasium window the snow may be several feet deep; inside young men, clad in lightest summer field togs, are pitching and catching, batting "hot liners" and sliding for bases as eagerly as if actually afield. Of course, practice space is limited. A regular game of baseball cannot well be played within the walls of a gymnasium. Therefore the game must be split up into its component parts for practice. Pitching, catching, batting, fielding, base running, each must be practised separately, except in the case of pitching, catching and batting, which may be combined to advantage. Behind stout nets the boys go at their work with a will, and, though some professional trainers say a man cannot be satisfactorily "developed" as a ball player through indoor practice, it is generally agreed that as a time saver, in conjunction with the "weeding out" process, indoor training for baseball is a success.

It is held that the same is true as regards rowing. Every college gymnasium is equipped with the ordinary rowing machines, bolted to the floor, but at Columbia there are boxlike boats, so constructed that they can be used along the sides of the big swimming tank. These queer looking little boats are equipped with the regulation oarlocks, and in them a man can use a regulation crew oar. This arrangement possesses, of course, a distinct advantage over the rowing machine, and comes about as near to actual conditions attending outdoor practice as it would seem possible to get indoors.

Swimming and work on the running track are both receiving attention in all the leading colleges now, and basket ball and gymnastics are kept up in connection with the training for field work. The merits of indoor work on the running track have probably been more thoroughly discussed than any other phase of indoor training, and professional trainers cannot yet agree as to its degree of value.

Whatever the professors may think, the men themselves are not backward about expressing their views on indoor training as a whole.

"Outdoors for mine," was the verdict of one Columbia man the other afternoon. "This indoor work is probably all right as far as it goes, but a man can't do his best work in this atmosphere. It's too much exertion; tires you out too quickly. I want to get out in the open, where a man can bang a ball without being afraid of getting snarled up in a netting, or take a turn around a real cinder track. This padded stuff! Bah! A man can't get a foothold on it. No, sir; the open for mine. Well, it won't be long now."

THE SLOCUM DISASTER.

Monument for the Grave of the Unidentified Dead.

Under the direction of the Organization of the General Slocum Survivors popular subscriptions are now being received for a granite monument, which is to mark the one grave in which sixty-one unidentified victims of the Slocum disaster were buried in the Lutheran Cemetery at Middle Village, Long Island. The contract for the monument, which is to cost \$10,000, has been placed with Joseph Berwel, of Middle Village, and it is expected that the monument will be in place in time for the unveiling on June 15, the first anniversary of the disaster.

Though marking the burial place of the unidentified dead, the monument is intended to stand as a general memorial of the disaster. It will be of granite, bearing on one side a bronze plate with the burning steamer in bas relief. Four life-size female figures will ornament the monument. One on the right of the central shaft will represent Memory, that on the left Grief, while the other two figures at the top of the shaft are to represent Faith and Hope. Mounted on a base eight and one-half feet square, the monument will rise to a height of twenty feet.

An effort is to be made to have every survivor of the Slocum disaster present on the occasion of the unveiling.

Charles Dersch, of No. 76 1st-ave., is president of the association in charge of the monument fund, and Frederick W. Holtz, of No. 319 5th-ave., is secretary.

The catastrophe which the monument will commemorate is still fresh in the public mind. About 10 a. m., on June 15, last year, the steamer General Slocum, crowded with men, women and children, on their way to Locust Grove, Long Island, where the annual picnic of the Sunday school of St. Mark's Lutheran Church, Manhattan, was to be held, caught fire in mid-stream when near North Brother Island, and before she could be beached had been reduced to a total wreck and hundreds of lives were lost through burning and drowning.

The official police report on the catastrophe showed the total number of persons who perished was 1,031; the dead recovered, 938; the missing, 93; the injured, 179, and the uninjured, 236.

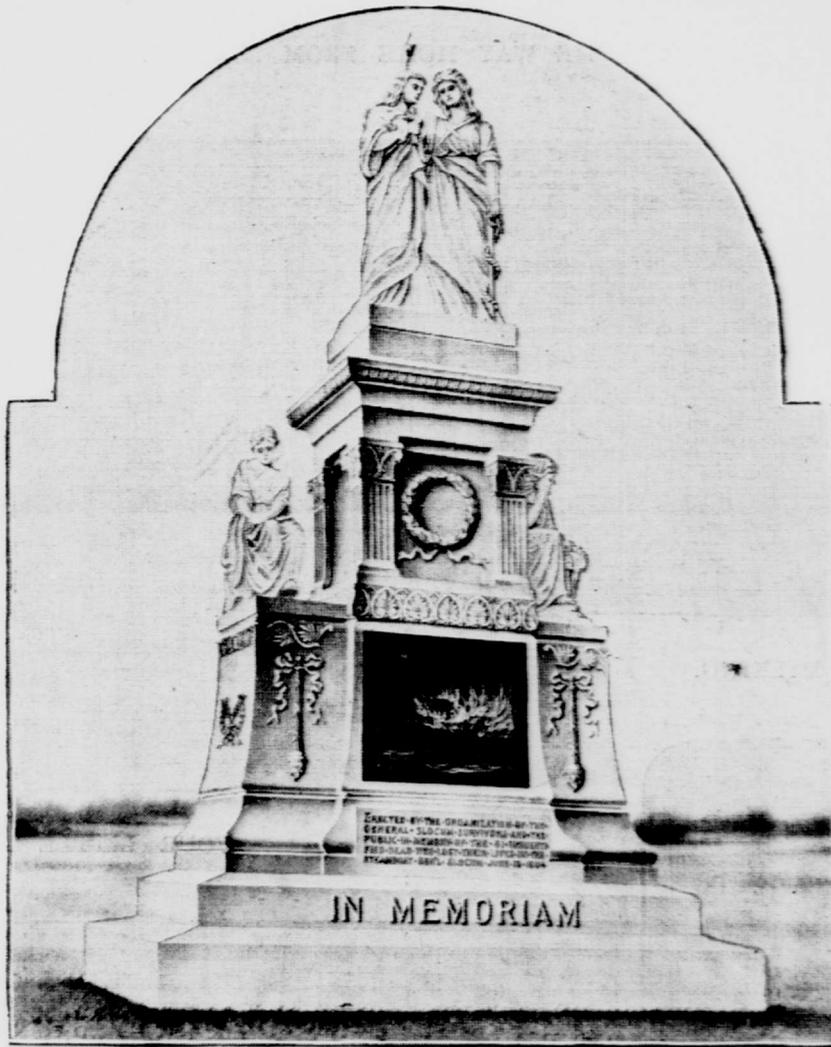
BIG OCEAN BREAKWATER.

Government Is Building One 8,500 Feet Long.

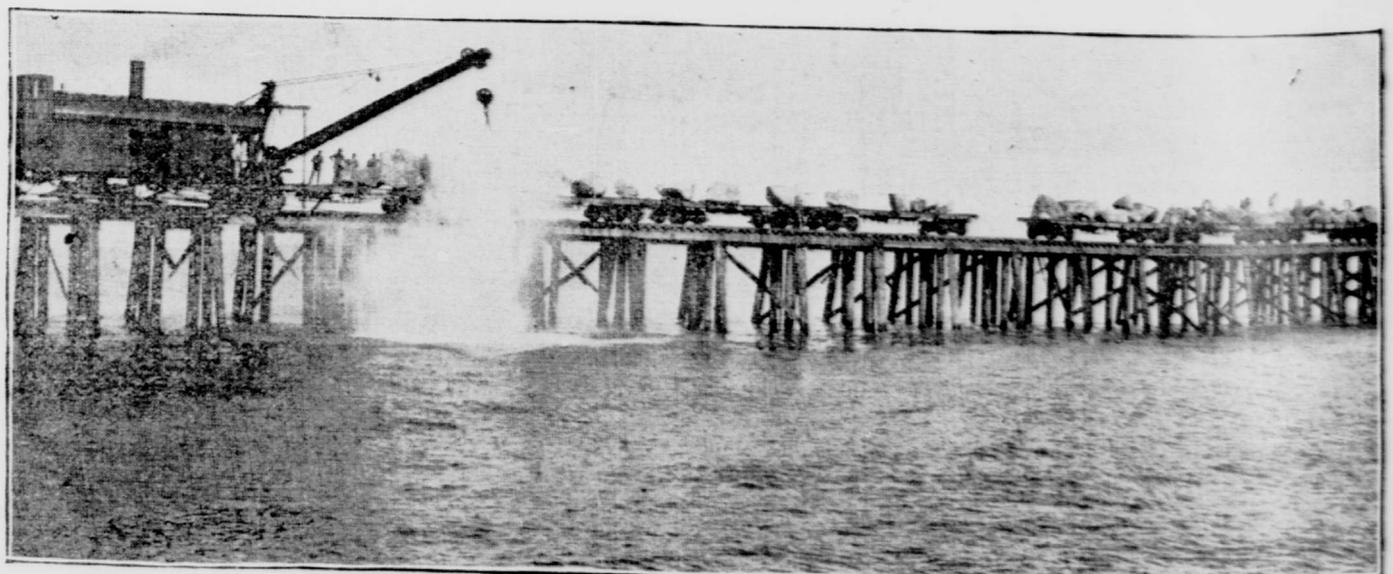
San Pedro, Cal., is about one hundred miles north of the Mexican boundary, and a few miles south of Los Angeles. When California had to have a new harbor somewhere, a board of government engineers, in 1897, decided that San Pedro had the best natural advantages for constructing one. The result of their work shows that a harbor can be built almost anywhere, if enough money is expended. Congress appropriated \$2,900,000 for the San Pedro breakwater, extending 8,500 feet in length in the ocean, and for dredging behind it.

The breakwater is a sort of continuation of Point Fermin, to the eastward. It was planned to comprise two straight arms, connected by a curve, 1,800 feet long of 1,910 feet radius, the westerly arm to be 3,000 feet long and the easterly arm 3,700 feet long. A gap of 2,000 feet was left between it and the shore, but this gap was crossed by a railway of tremendous strength, to enable the contractors to dump rocks for the breakwater.

The total amount of rock required, according to the government specifications, is 2,200,000 tons, of which it is estimated 770,000 are yet to be put in place. For some time the contractors have been dropping the rock at the rate of 45,000 tons a month, or four tons a minute, at a cost of \$0.844 a ton. At the beginning the dumping took place in twenty-five feet of water; today the contractors are making bigger splashes in fifty-two feet of water. The rocks are often so large that only two of them can be put on one car. There is a year and a half of dumping ahead, but already a harbor of refuge is formed, where vessels can lie in safety in all sorts of weather, behind a rock line above high water.



MONUMENT TO BE ERECTED TO THE MEMORY OF THE SLOCUM UNIDENTIFIED DEAD.



THROWING ROCK INTO THE OCEAN AT THE RATE OF FOUR TONS A MINUTE.
Work on the great ocean breakwater at San Pedro, Cal., which will be 8,500 feet long when completed.