

THE COLLEGE REGATTA.

Preparing for the Great Race at Saratoga.

THE CREWS IN TRAINING.

Measurements, Figures and Facts of Interest.

YALE'S FRESHMAN SIX DISBANDED.

The Students Treating Boating as a Science.

HOW THEY ROW.

Excellent Arrangements Made for the Coming Contest.

AN EXCITING STRUGGLE ANTICIPATED.

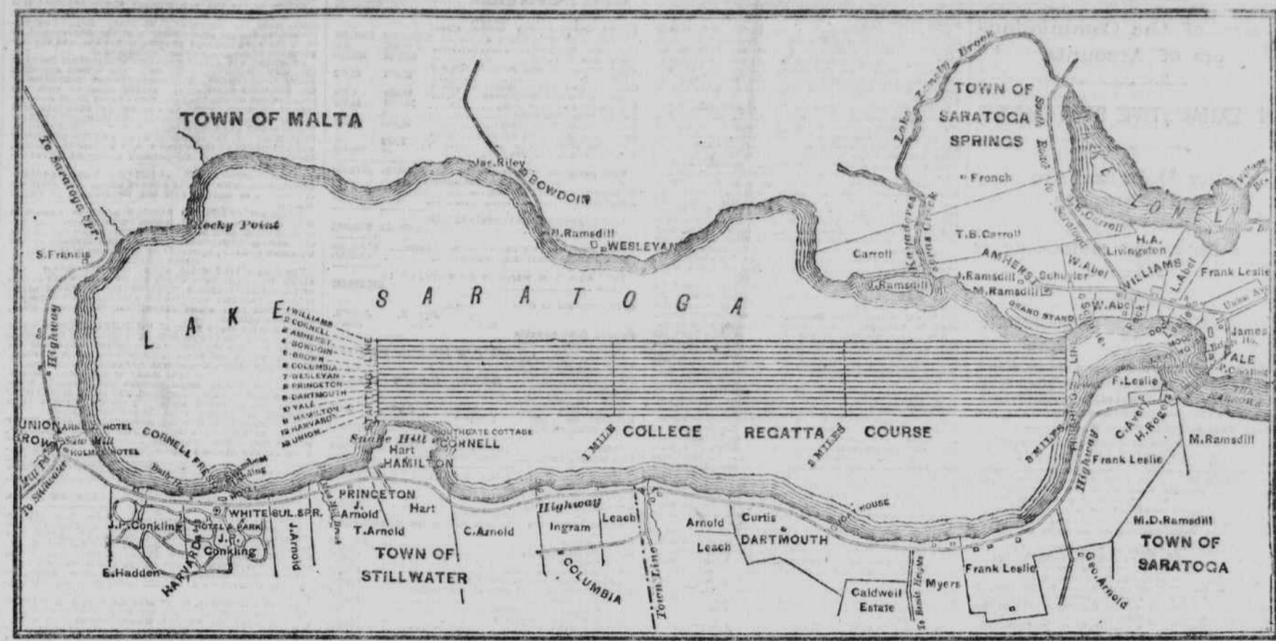
On the 15th inst., thirteen days hence, the columns of the Herald will contain the records of the intercollegiate boat race of 1875. Whether the blue and white of Columbia will repeat its victory of last year, or the blue of Yale, the crimson of Harvard or some other color come to the front and carry off the great honors attached to the contest, these things, in the old Homeric phrase, are in "the laps of the gods." Speculation is rife enough at present upon this point, and as the oarsmen have gathered in force at Saratoga it is just as well to succinctly give, so far as practicable, a résumé of the work done up to this time in the several universities in fitting their representative men to come to the post fully prepared for the terrible struggle before them. Never in the history of boat racing by the undergraduates of American colleges has their annual reunion been fraught with such significance as marks the present; never were there so many stout hearted crews to contend for the mastery, and never has there been such toiling, tugging, conscientious oarsmen working like leavers to be the six that on the eventful day will slip the oar of their shell first over the "finishing line." Happy hour it will be for the victor, and not because he will be the tens of thousands from all sections of the country who will see the long line of thirteen racing boats stretching across the lake, with their seventy-eight hardened muscles moving like machinery their seventy-eight flashing blades, each contributing what skill and strength it possesses to attain the end in view. The sight may never be repeated, as the contest night at hand is expected to be the closest and grandest ever witnessed on any water.

The rapidly increasing number of contestants since the year 1871, up to which time Harvard and Yale were the only rival crews, has essentially changed, if not completely revolutionized, the character of the struggle. Up to that period, perhaps, in the years preceding it, the participants in these contests for aquatic prowess did not represent the best oarsmen of their respective colleges; but now what a change! For almost a year previous the grand work of preparation is religiously adhered to, and the known rivalry existing between men "good and true" to become university oars tells the story without addenda of the honor attached to the position, whether victory be their luck or defeat their shame. This spirit of emulation has produced the best of results. With the death to become greater adepts in the art of rowing, other important questions have been raised, among them the class of men that make the best experts of the pastime, how to select the fittest and strongest of these, and, when selected, the better way to train them for the event. The experience of all three of four years has accumulated wonders in all of these matters. Since Cook, of Yale, "waded across the sea," and with eyes wide open visited the banks of the Thames, the Yale and the Cam for the purpose of learning the style of the English oarsmen who defeated the Harvard champions and attained crew, rowing among our college students has taken a long leap. And as Yale in this way is making an improvement in this respect so have other universities done much in determining that it is excessively rare for a young man to be able in any way by boating if he only exercises a reasonable amount of self-control and of common sense, if he does not train unless he is constitutionally capable of standing the test, and if, when he has commenced the regimen of training, he follows it conscientiously out.

The addition of five to the nine colleges represented last year, making fourteen as the original number in training (thirteen with Trinity rowing), all of whom commenced the preparation of crews, shows conclusively the great strides made in this pastime exercise. And it proves that the complaint of certain gross and vulgar associations, which, it is said, have already commenced to do much to degrade the dignity and to soil the purity of the aquatic struggle between the universities, rests only upon monstrous exaggerations. Americans have a traditional fondness for what is known as backing their opinion. The undergraduates, fresh from Saltstall, the Charles, the Harlem, or what not, feel it a part of honor to demonstrate the confidence he has in his representatives and champions on the river or lake by staking a few greenbacks on the issue of the contest. Years afterwards the same old traditions may cling to him, and the Yale or Harvard man of the Columbia man "backs" the Yale or Harvard or Columbia crew in the loyal spirit of "Aud Lang Syne." The speculation which takes place on the subject is the speculation for the most part of a gambler. Scientific authorities on the subject of the giving and taking of odds, it may be just as well now to say, declare that the uncertainties of the boat race and the multitude of accidents—any one which may by its interpretation convert what had seemed like a certain victory into a defeat—remove it from the proper province of wagering, and it is quite sure that we shall not hear just yet of any one being ruined by the fact that either blue or crimson or some other color shot ahead of its rival in the last moment and came in winner by half a length.

With the increase in the number of crews there are increased facilities and more liberal arrangements made by the Racing Association of Saratoga for the satisfactory decision of the contest. The Regatta Committee of graduates, comprising J. E. Busch, C. B. Barry and J. Coleman Drayton, have been working zealously for some weeks to have everything in readiness on the days set down for the events. The new course has been buoyed, so that each crew will be confined to its own water, which innovation will no doubt prove of great value in preventing a repetition of last year's fouling, while at the same time it will do away with all kinds of jockeying, which can never elevate the pastime in the eyes of those who wish a "fair race and no favor." Late advices from Saratoga lead one to believe that every detail in the matter of providing greater facilities for reaching the lake have received that attention demanded, and that, so far as human judgment can form conclusions, there is every reason to believe that many annoyances of last year will be done away with and spectators enabled to witness the race and get to and return from the scene of the struggle with much comfort. The crews will receive the care they desire. New houses and pleasant quarters have been constructed since last summer, and when they leave lovely Lake Saratoga for the second time there are hopes that but one sentiment will be advanced by all the oarsmen:

Map Showing the New Course for the Intercollegiate Regatta of 1875, Pointing out the Lanes Buoyed and Marked for Each Boat, the Location of the Crews During Their Training and the Position Each Boat Will Occupy at the Start on the Day of the Race.



"Everything has been satisfactory and we are content."

As to the condition and skill of the several competing crews, a view of determining the probable winners, but little can at present be said. Each and every one—crews from institutions rich with boating traditions, and the new aspirants for aquatic fame—are eagerly working for the honors of the occasion. And when the contest is over it is the opinion of the writer that it will have eclipsed all previous reunions, both in the matter of the science and the endurance displayed, while it is not improbable that the 16m. 32-4s. of Amherst in 1872 will no longer be the best of records.

The success of the regatta last summer was marred by two or three unfortunate occurrences, some of which could have been avoided, while the balance, perhaps, were purely beyond the region of foresight. The most unfortunate of all these regretted events was the collision which practically excluded Yale and Harvard from a fair competition and prevented the settlement of the mooted question as to which are the better oarsmen. But the strife and bitterness of that "hour," be the fault where it may, has very properly passed away and again these colleges, advanced beyond all others in athletic and boating traditions, are about to come together to row another race which must be decided upon its merits alone. Yale's boating men have much confidence in their ability to make a hot contest this year. The past efforts and the experience of its best man, R. J. Cook, give them the right to this feeling. An immense amount of work has been done since last fall to put the present crew upon a proper basis. Had not Mr. Wood, of Yale's six, been lost to them by a serious accident, Cook's organization would have been an extraordinary one, as with him there would have been five tried oars in the shell. As it is there are four, the other two being of merit and promise. The theory and stroke of Yale remains the same as that of last year. Harvard has come to Cook, and Dartmouth has recognized him in the matter of diet and stroke, but the veteran boat continues as he began three years ago. The diet of the crew is a generous one. Since the advent of warmer weather there has been at times a short walk in the early morning, pair-oared practice, a short pull in the harbor and a longer pull on Lake Saltstall in the evening. This before it reached Saratoga. So far as veterans are concerned, Yale has the best of this year's send-off in the matter of her oarsmen. Brownell, as of old, will sit in the bow; Chandler, for a while was stroke and captain of the Freshman crew (now disbanded), occupies No. 2 and is steadily improving; Kellogg, also of last year, is well in trim and four; Fowler, who trained in '74, but did not pull, is at No. 4, while Kennedy and Cook are at their old places—together a good showing for the friends of the blue.

Table listing names, ages, heights, and weights for the Yale University six rowers.

Yale University Six. Row-George Loomis Brownell, 21, 5'11, 158; No. 2-William A. Chandler, 21, 5'11, 152; No. 3-William A. Chandler, 21, 5'11, 152; No. 4-Charles Lewis Fowler, 22, 5'11, 160; No. 5-John Kennedy, 23, 5'8, 165; No. 6-Robert J. Cook, 23, 5'8, 165.

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Of last year's six this old university has retained but three for this season's champion crew. The vacant seats have been filled with very creditable men, fully equal to the average class crew. Early in the beginning of November they went to the gymnasium, and up to the time of going on the water did that amount of preliminary training necessary to fit them for the struggle at hand. Ois, Taylor and Bacon were the old oarsmen, and the latter being elected captain, he in good time picked from the several candidates the three to take the places of Goodwin, Dana and Morse, retired by graduation. After trials of endurance sufficient to test them under Harvard's system of qualification, R. D. Thayer (since replaced by F. R. Appleton), Montgomery James and C. W. Wetmore were selected. The crew has made up stepped into the practicing boat about the middle of April last, under the management of Richard R. Dana, Jr., stroke of last year's boat, who remains at college to take a post-graduate course, in securing the services of Mr. Dana as coach the crew met with a brilliant stroke of fortune, and no doubt, by his attention and experience, his judicious and consistent management the six have made the improvement noticeable at this juncture. One point of interest about Harvard is worth repeating here. The "style" of her stroke is changed. She has gone over to Yale's heretics, and though the chief character of English oarsmen is to oppress to American

amateur rowing, was the comparative slow recovery of the body after the stroke, it hardly follows that every stroke which entails a slow recovery is English, or that every oarsman who "buckles" is necessarily an American. Yet Harvard has endeavored to catch the "English" touch, and so has consciously changed her style, getting as near the "winkles" of Cook as possible. Thus an innovation once hooted by the men of Cambridge has been adopted by them after observation for themselves on the "other side of the water." The crew this year, after trying them all round in various combinations, was finally made up as follows:

Table listing names, ages, heights, and weights for the University six rowers.

Rowing shell—Thomas Fearon, Yonkers, N. Y., builder; material, Spanish cedar; length, 40 ft. 6 in.; beam, 21 in.; depth amidships, 25 in.; bow, 6 1/2 in.; stern, 5 in.; weight, 130 lbs. Donaghu's oars, 12 ft. 4 in.; weight, 42 lbs.

Rowing dress—Crimson handkerchiefs, white trunks and stripped to the waist.

Harvard counts much this year on her freshman crew, and there is good reason to pin faith upon it. They are all big, strong men, much older than freshman crews generally, and in their work have pretty well fallen together. Augustus P. Loring, of Beverly Farms, Mass., the stroke and captain, comes from a rowing family, his brother having won the Harvard shells in years gone by. With Yale's freshmen out of the way, Harvard stands an excellent chance for the race.

Table listing names, ages, heights, and weights for the Harvard University six rowers.

Rowing shell—John Blakey, of Cambridge, Mass., builder; material, Spanish cedar; length, 40 feet; beam, 20 1/2 inches; depth bow, 4 inches; amidships, 8 1/2 inches; stern, 3 inches; weight, 120 lbs.; English oars, 12 feet 4 inches; weight 65 lbs. each.

Rowing dress—Stripped to the waist and lavender handkerchiefs.

Williams lost John Williams last year, and many college thesauruses concluded that without Ginstler there would be no Williams shell in '75's regatta. The vacancy was immediately filled by the student's possess, nor are the majority of boating men aware of the trials and tribulations they underwent every day, that the college may be repaid for the "sundry" aquatic recreation which will be the fourth time Williams sends out a crew, and there is just as much enthusiasm, just as much zeal and know among the members as ever characterized any six in leaving their college community. The mantle of captain fell upon Charles Ginstler, who was graduated in '74, and who has been a member of the crew in previous years. The physical irregularities of the crew were sought to be avoided in the selection of the three required oars. Last year's crew was a rough lot, but they did good work, and their grit gave them fourth place at the finish. After the regatta, the graduating class, in the gymnasium and practice in a pair-oar, five men were picked from the candidates, out of which captain Ginstler selected R. H. Halsey, W. K. Jewett and Ois. H. Southe as the men, with W. L. Rice as the substitute.

Rowing dress—Stripped to the waist and lavender handkerchiefs.

Table listing names, ages, heights, and weights for the Williams University six rowers.

Rowing shell—Thomas Fearon, Yonkers, N. Y., builder; material, Spanish cedar; length, 40 ft. 6 in.; beam, 21 in.; depth amidships, 25 in.; bow, 6 1/2 in.; stern, 5 in.; weight, 130 lbs. Donaghu's oars, 12 ft. 4 in.; weight, 42 lbs.

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