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The Daily Cardinal.

UNIVERSITY OF WISCONSIN.

VOL. IV.—No. 9.]

MADISON, WIS., FRIDAY, SEPTEMBER 21, 1894.

[PRICE THREE CENTS.]

WITH NO LACK OF GLORY

MINNESOTA BOAT CLUB WON
THE GREAT SHELL RACE.

BUT THE 'VARSITY'S SHOWING
WAS VERY CREDITABLE.

Comparative Merits of the Two Crews—
The 'Varsity Shell.

"Are you satisfied with the condition of the water?" said Col. West, the referee.

"We are," was the reply.

"Are you ready, Wisconsin?" "Yes."
"Are you, Minnesota?" "All ready," said Coxwain Getty.

This is quoted from the St. Paul Globe of Sunday morning, June 24th in its account of the eight oared shell race between the Minnesota Boat club and the 'Varsity crew of the University of Wisconsin. One of the critical and most exciting moments in the athletic experience of oarsmen had arrived. The wait for the word "go" while the preliminaries of the start are being gone through with are moments of the most intense strain ever undergone by any on who has sat on the sliding seat in a race.

It was 6:38 o'clock in the afternoon. The surface of Lake Minnetonka inside the bay in front of Hotel Lafayette was like glass except where the swell of two score of steamers broke its quiet. Three thousand people were on land and water round the bay to see the race. The big side wheel steamer, St. Louis, with six hundred passengers aboard was lying in waiting behind the sterns of the shells. The Lotus with the Minnesota Boat club members and friends aboard was on the south side of the course near the start. A dozen smaller steamers were grouped behind the line and the Wisconsin alumni boat was farther up the course waiting on the north side to cheer its crew as it came along. The last instructions of the Wisconsin coach to his men had been, "If you win the race you will win it in the last half." The 'Varsity were therefore ready to make a long hard race of it—a struggle to the finish.

The referee's gun sounded and the shells were off. As was expected, with the first stroke the Minnesota fared ahead and gained half a length. Older oarsmen are always more skillful at spurring than those who are entering their first race. Minnesota gained steadily the first half mile. A slight wind began blowing down the course at this point and made the time slow as the result showed later. It was the first race for many of the U. W. crew and only the second for the rest. Some of the men showed by their movements that they were unnerved by the tooting whistles and exciting yells that rose on all sides. One of the men said after the race that he had worked himself into such a frenzy that the big, black, side-wheel steamer, puffing and roaring along behind seemed ready to fall over on top of them at any moment. Minnesota's stroke was long and strong, showing thirty-six to the minute rising occa-

sionally to thirty-eight or forty. Wisconsin had been given faster time in coaching and kept up to about forty and forty-three right through the race. At the mile the Minnesotas lead by four lengths making it in 5:10. But here the cardinal began to gain and made up two lengths in short order. The Minnesotas increased their stroke and increased their lead again. Near the finish another brave spurt was made by the 'Varsity and all but two lengths was made up. The Minnesotas crossed the line winning in 10:34 3-4; Wisconsin, 10:40 1-2.

THE CREWS COMPARED.

The University of Wisconsin crew had gone to Minnesota and had got into their shell for the race with every expectation of winning. Their coach, Mr. A. W. Mauston, believed they would win and so did their friends. Minneapolis people wished to see the St. Paul crew beaten and, having seen the university boys practice, were generally quite confident that they were winners. Naturally an explanation is looked for.

The two crews were made up as follows:

| Minnesota Boat Club Crew. | |
|---------------------------|----------|
| Armstrong (captain) | Bow. |
| Wann | 2. |
| Nettleson | 3. |
| Largford | 4. |
| Mabon | 5. |
| Houghton | 6. |
| Halbert | 7. |
| Wright | Stroke. |
| Getty | Coxwain. |

UNIVERSITY OF WISCONSIN CREW.

| | |
|--------------------------|----------|
| Ap. Roberts, '97, | Bow. |
| Major, '97, | 2. |
| Jacobs (capt), graduate, | 3. |
| Sedgwick, '95, law, | 4. |
| Richards, '96, | 5. |
| Webber, '97, | 6. |
| Rohn, '95, | 7. |
| Pyre, graduate, | Stroke. |
| Worden, | Coxwain. |

The facts as to the comparative rowing of the two crews are as follows:

The race was as regards time well in the first class. The two miles was covered in just five seconds less than Harvard's best time with tide water to help. 10:34 3-4 was made on dead water against a light wind. The best time made by the winning crew last June in the Yale-Columbia-Harvard freshman eight oared shell race was 11:15-35 seconds, slower than U. W. at Minnesota.

The University of Wisconsin crew were in far better rowing form than the Minnesota. Without taking into account the relative advantages of their stroke time, it was plain to the eyes of good oarsmen that the Wisconsin crew sat better in their boat, swung and slid more perfectly over the center of the boat and had fewer individual peculiarities than the Minnesota crew. Their coaching had been more constant. Their training hours took them out morning and afternoon for the last few weeks of their practice. They averaged three hours in the boat a day during this time, rowing long and short distances. They had been in practice since February—during the winter months on the machines. Their coaching had been by a Cornell captain and after the Courtney stroke which has never been beaten when the Cornell crew rowed it.

The Minnesota crew while they were Continued on Third Page.

WON THE HEARTS OF ALL

WHAT THE RACE DID FOR THE
UNIVERSITY.

KENNEDY'S ESTIMATE OF THE
CREW—GENERAL NOTES.

The Reception by the Minnesota People Extremely Hospitable.

The university received more favorable notice from newspapers on account of the race at Minnetonka than ever it did from any other athletic event. The actual number of inches of solid newspaper matter in the twin city papers alone in regard to the race and descriptive of the crew has been found to equal three hundred and ten—or nearly ten yards. The St. Paul Globe and the Minneapolis Tribune each ran cuts of 11 by 4 inches at the top of the first page of their Sunday papers, the day after the race; and pictures of the crew, the university boathouse and of the Schlitz cup abounded in all of the prominent papers.

So intense was the interest in the race that nearly 2,000 people from St. Paul and Minneapolis came all the way out to Minnetonka beach merely to see the race. At least 6,000 people had been expected and would have been present if the early part of the day had not been stormy and discouraging. There is almost no limit to the attendance at the Minnesota-Winnepeg regatta when it is held at Minnetonka. There is no use talking, the twin city people are aquatic enthusiasts. The Minnesota Boat club is not only the finest athletic organization of the twin cities, it is also strong in a social way. Its members are young men and old men from some of the best families of St. Paul. The Lurline club has an equally strong hold in Minneapolis in this respect.

Kennedy, the Minnesota coach, said, "I can take your crew and in six weeks make a crew out of it that would beat Harvard this year. You have an athletic lot of men. I don't ask for better proportions."

Hon. D. W. Lawler was orator of the day and in presenting the Schlitz cup to the Minnesotas in the evening addressed the Wisconsin crew thus, "Gentlemen of the Wisconsin University, you are members of a noble state, and also of a noble university. The bravery and fortitude shown by you in a defeat have won for you a place in the hearts of all Minnesotans. Knowing the reputation of the men that you had to meet, you may well feel with the Saracen youth that it is a privilege to have crossed swords with a Richard the lion-hearted."

One of the truest things said by any of the Minnesota papers was the following: "These university boys have won the hearts of all during their stay at the Lake." It must have been so, else how could the lavish hospitality with which they were received and

entertained at Minnetonka be explained? The members of the Minnesota Boat club were especially courteous and left no opportunity neglected by which they might increase the comfort and enjoyment of the 'Varsity crew while at the lake.

The crew deserves great credit for the pains taken in making a good appearance as a crew of a great university. A uniform lounging suit had been adopted before leaving and was worn daytimes about the hotel during their five days' stay at the Lafayette, previous to the race. The uniform cap consisted of a navy blue, full hook-down cap such as was worn by the naval board in the spring. This was ornamented by a monogram, U. W. B. C., worked in cardinal silk in front. The uniform lounging coat was a double-breasted navy blue serge coat with a large monogram, U. W. B. C., worked on the front upper pocket. Uniform trousers were of white duck. The men spent most enjoyable hours between practice time in the various amusements offered at a great summer resort. The hospitality extended to them was not confined to the people met about the hotel grounds but came from many of the cottagers about the lake.

Had there been any doubt in the minds of the 'Varsity crew as to whether the Minnesotas had really respected them as a team of superior mettle should be respected, such doubts were forever dispelled by their reception as they entered the great dining hall of Hotel Lafayette the evening after the race. Two tables had been reserved for the crews and were richly decorated with the colors of the two crews in flowers. Five hundred people of the best of the twin cities were guests of the hotel and a large part of them were in the dining room to receive the U. W. crew. As the boys entered the applause was of course simply deafening; and that it was hearty and sincere was expressed in every voice and gesture.

It is not necessary to add that at the ball after the race the crew men were the lions of the evening. Every one seemed glad to make their acquaintance, and the boys could say that during their stay they had made the acquaintance of St. Paul and Minneapolis society without having stayed in either of the cities for more than thirty minutes.

THE NEW CAPTAIN.

The following is an extract from the Navy Log Book of last June:

"June 24th. The crew met at the boat-house on Minnetonka beach and unanimously elected Oscar Rohn as captain for the year 1894-1895. The prospects for the coming year were discussed and it was decided that a coach must be secured for duty the year round at Madison."

Mr. Rohn rowed number seven on the crew in the Minnetonka race and was a member of the "eight" that won a victory over the Chicago Navy crew in '92. The last season's team are quite confident that Mr. Rohn is just the man for the place. A commodore and vice-commodore of the navy will be elected by the board of directors of the Athletic association during this term. At present Mr. C. C. Case and Mr. C. D. Cleveland respectively hold over in these offices.

The Daily Cardinal.

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It is hoped all "old oars" as friends
of boating will turn out tomorrow
to help in the selection and coaching
of the freshman crew.

And now comes Minnesota and pro-
poses a shell race between Cornell,
Wisconsin and their club. They are
to stand all expenses and make all
inducements. What next?

By all means, freshmen, be on hand
at the boathouse tomorrow. This will
be the first year the navy has allowed
the freshman class a shell crew to
themselves. There will be races for
you next year if not this fall.

Where would Wisconsin be today in
aquatics without the Pabst shell?

We must have a new shell by spring
so that all candidates may have equal
chances for the crew. Here is an op-
portunity for some generous patron of
sport to match the liberality of Capt.
Pabst and help raise the name of our
fair state to the proud place we all
desire for old Wisconsin.

If aquatics are to continue to grow
here we must have a regular coach
who shall engage in business in Mad-
ison and incidentally coach the crew.
Courtney is a fixture at Cornell, so is
Babcock at Yale. Cornell, Yale, and
the English 'Varsity crews are so suc-
cessful because they have built up a
system of rowing and stick to it.
Harvard changes her style of rowing
from year to year and has suffered de-
feat as she will continue to do until
she adapts some system of rowing and
sticks to it and develops it. A winning
crew is not made in a single season.

The next step for Wisconsin in boat-
ing is evident. Induce some such man
as "Bob" Kennedy to establish himself
in business in Madison, to build up a
system of rowing here. Kennedy
could develop a "Kennedy" stroke here
that would in time become as famous
as the "Courtney" or "Bob Cook"
strokes. Four or five hundred dollars
would probably induce him to set up in
business here. In fact Capt. Rohn has
intimated as much to the Cardinal.
Get the freshman crew out in the fall.
Friends outside will provide a new
shell by spring and let this year give
the greatest impetus yet given to boat-
ing in Wisconsin.

The race at Minnetonka Beach goes
far towards giving Wisconsin a place

nationally in college rowing. The fact
that in a single season we have passed
completely out of the class of such
crews as the Delawares who defeated
us a year ago is significant. It shows
what continuous and regular training
can do. Great credit is due Mr.
Marston, the coach. He was with the
crew less than four weeks and was
interrupted often by the roughness of
the water, yet the results of his work
were so manifest as to prove conclu-
sively the absolute necessity of con-
tinuous coaching in developing a win-
ning crew. Our friends, the Minne-
sotas, also demonstrate the great ad-
vantage of continuous coaching. Their
coach, "Bob" Kennedy, is a profes-
sional oarsman of many years expe-
rience, has won scores or races himself,
and is thoroughly conversant with
eastern, English, and Canadian strokes.
He has coached the Minnesotas for
seven years with results known to all
oarsmen. Last year they won in east-
ern, Canadian, and national regattas
every race entered,—including singles,
doubles, fours and eights.

CRABS AND SPLASHES.

What did "Appie" do to "the gover-
nor's only son"?

Where was "Speck" when the crew
went out?

Alas for the natty lounging suits
that decorate the walls of Minnesota's
trophy room!

The coach follows his first crew.
The start—Marston rich and hopeful—
One mile flag—Financial crisis. Finish
—Collapse—Coach busted.

Ask Ward how to circumvent the
laws of chance and win on a losing
crew.

The long even sweep of the Minne-
sota stroke was not more rhythmic than
the oscillations of "Speck" and "Big
John" between the boat house and the
Minnetonka maidens.

Let us hope that the Minnesotas are
observing Sawler's admonition in
"cherishing the Schlitz cup for their
annual picnic."

Who can tell why Sedgwick who went
to St. Paul

With a trunkful of jaunty apparel,
When the race was won, had no taste
for the ball

But found his way home in a barrel.

CORNELL-MINNESOTA-WISCONSIN

A Triangular Race Proposed for Next
Year on Minnetonka.

The navy received a letter from the
Minnesota Boat club this morning, pro-
posing a race between Wisconsin, Cor-
nell and their club crew. They pro-
pose to make inducements and ar-
range transportation and expenses for
all. The captain announces that they
have a lot of juniors at work and ex-
pect to row faster than ever. They
have lost their stroke of last spring,
however. Mr. Wright has returned to
his former home in Pennsylvania.

RECEPTION BY THE GIRLS' LIT- ERARY SOCIETIES.

The members of Castalia and Laurea
will give a reception to the young
ladies of the university this evening
at Ladies' Hall. A cordial invitation
is extended to all of the university
young ladies who are not members of
the societies.

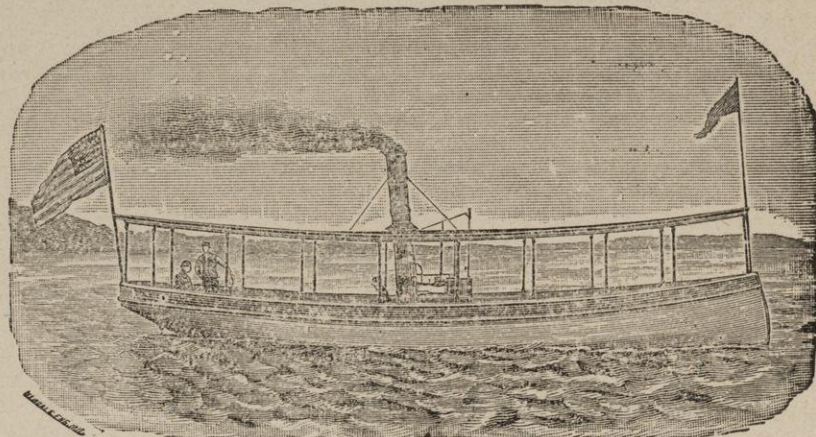
—Prof. Henry is attending the state
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NO LACK OF GLORY.

Continued from First Page.
not absolutely ragged, showed poorer crew work. The oarsmen swung across the boat in following their oars. There were at least two different styles of body and leg movement among the several individuals in the boat. The proper co-ordination of these movements had not been learned by all in the boat. The oars were pretty sure to clip in and out of the water together and their blade work was excellent, but their bodies and slides did not move all together. Their coaching had been intermittent. They were accustomed to go on the water but once a day in the evening and then they rowed over the course but twice. Their club possesses no machines so that practice is confined to the time after the Mississippi river opens in the spring. Their stroke is a medium between the English and Cook stroke as regards time and length; but was not executed by them with the neatness which is taught to Yale oarsmen. Their advantage over the Wisconsin crew was not on points of form.

The average weight of the Wisconsin crew was 163 pounds. That of the Minnesotas was 157. Wisconsin had what is considered an advantage in weight of the crew. No good critic could say they were naturally inferior in their physical proportion. But there was one point of difference which out balanced all Wisconsin's advantages in favor of the Minnesota crew.

And this was experience—racing experience. A number of years of racing experience has two advantages. First it develops larger and stronger rowing muscles. Secondly, it secures cooler heads and consequently smoother work in a race. One year of rowing barely starts rowing muscles on the back calves and thighs. A period of rest followed by another season of practice brings these muscles out wonderfully and with each season they are improved. Such elastic, wiry muscles as lay on the small of the back and legs of the Minnesota oarsmen are not given their full quota of endurance in a single year. If a new man in a race does not jump off his seat in his first race he is generally said to have pretty good mettle. It is only after many races, after many of those strains at the start have been endured when an oarsman can be said to be sure of his self command in a race.

The Minnesota crew was made up of individually superior oarsmen. In it were two of the finest senior four-oared crews in the country. One of these fours was the champion four of America last year. And all but one of the others were winners of many scull and rowing races. Their stroke was A. W. Wright who for several years stroked and captained the Pennsylvania crew. Nearly every man in the boat had rowed for from three to five years.

The university crew expected to meet an experienced crew. All city crews are apt to have veteran racers. But the Minnesota crew was an exceptional city crew. It was a minute faster than the Delaware eight of the year before which would practically throw the latter out of the Minnesota and Wisconsin class.

A FURTHER HANDICAP.
The University of Wisconsin boat was the shell presented nearly two years ago by Captain Pabst. It was selected by the navy authorities when there was no means of sending an expert on boats east to examine it. Consequently the boat pawned off by the boat builder was not of the best make. It was rigged in an old fashioned style which added at least fifty unnecessary pounds to it. The boat builder put it in sections which still further took away from its speed. It was badly handled by the express company in delivery so that in a year's use it became somewhat heavier for being water-logged. Taking all in all it was pronounced by experts while at Minne-

tonka to be at least one hundred and fifty pounds heavier and in its lines inferior to the Minnesota boat. The rival oarsmen themselves conceded that it was at least eight or ten seconds slower than their boat. Mr. J. A. Pyre while east during the summer visited the boat builder, Waters & Sons, at Troy, New York, and the head of the firm himself acknowledged that he had given the university navy an inferior boat although two years ago he had guaranteed perfect satisfaction. But the weight of the boat while it was a decided handicap was not all that lost the race. The principal stress is to be laid upon the matter of racing experience. The race was a well fought race. The Wisconsin crew showed wonderful pluck and struggled desperately for victory. In a contest like it there is no humiliations in defeat.

DELTA TAU DELTA PARTY.

A very enjoyable party was given last evening by Sidney R. Kennedy to the local chapter of Delta Tau Delta at their chapter house on Mendota Court. The rooms were tastily decorated with the purple, gold and white of the fraternity. Part of the second floor was turned into a banquet hall, where supper was served by the Bon Ton. Nitschke's full orchestra furnished the music. Dancing was indulged in up to a late hour, interspersed with musical selections and readings. The chaperones were Mrs. Charles Kendall Adams, Mrs. S. W. Lamoreaux, Mrs. Marie Sexton, Prof. and Mrs. Van Cleef. Among those present were Mary Freeman, Mae Pendleton, Francis Wells, Blanche Sherer, Ino Proctor, Madge Sexton, Grace Nicodemus, Grace Merrill, Katherine Noyes, Martie Pound, Genevieve Pendleton, Jennie Davis, Maude Thorpe and Mollie Burtels; and Geo. Chittenden, George Riley, N. P. Stenhjem, Walter Sutherland, Gray Montgomery, Ralph Royce, E. I. Ohnsted, Harvey Clark, S. T. Walker, George Kingsley, Sidney R. Kennedy, John Donovan, Carl Jefferson, E. J. Henning, Andrew Sexton, Portel Peck, Charles Riley, Frank Nash, Percy Lamoreaux, Spencer Rumsey, George Buchholz, C. C. Montgomery, and A. T. Rogers. Those from abroad were Miss Annetta King, of Washington, D. C., Miss Annie Scribner, of Chicago, Miss Belle Husting, of Mayville, Miss Susie Kennedy, of New York, and M. C. Christianson, of Whitewater.

FRESHMAN CLASS MEETING.

The freshman class completed its organization yesterday by the election of the following officers: Miss Newell, of Baraboo, second vice president; D. Swaty, of Milwaukee, secretary; J. C. Smitman, of Manitowoc, treasurer, Shepard, of Beaver Dam, sergeant at arms; Glen Fabrick, of Rockford, baseball manager. A committee consisting of John Gregg, James Austin and Edward Kelley, was appointed to select the baseball team. The following temporary yell was adopted: Whoop la, Whoop la, zip, ra, ra, U. W. '98, Biff, boom, ba. The meeting was quite peaceful, the presence of Pres. Adams restraining the sophomores.

—Wm. Smieding, law '93, has received the democratic nomination for district attorney of Walworth county.

—Will McCard, who graduated from the university with the class of '93, has entered the law school of Northwestern University.


—E. Ray Stevens, law '95, returns to the university tomorrow, after a several months' trip through Europe.

—A subscription list is being circulated for the purpose of getting some good daily papers for the university library.

—Freshman and sophomore baseball games tomorrow at Randall Field at 2 p. m. Everybody attend.

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HISTORY OF BOATING AT WISCONSIN.

In the year '89-'90 the first steps were taken toward utilizing the great advantages which Wisconsin possesses for aquatic sports. In that year a boat club was organized and regattas were held, but they were nothing more than individual contests in single and double shells. It was evident that some sort of class or university feeling must be aroused in order to make boating a success. With this end in view, two oar-gigs were purchased and the spring of 1892 saw the first-class races. These were well contested and aroused considerable enthusiasm but the need of a suitable boathouse was evident to all. Before the erection of the boathouse, however, the first university crew achieved a signal victory over a picked crew of the Chicago navy. The crew was made up as follows: R. Gelchrist, '95, bow; C. C. Case, '93, (2) captain; Ohmstead, '94, (3); Oscar Rohn, '94, (4); J. F. A. Pyre, '92 (5); H. H. Jacobs, '93, (6); J. D. Freeman, '94, (7); H. B. Boardman, '93, stroke, and H. H. Morgan, '92, coxswain.

The next year a shell was presented to the Athletic association by Fred Pabst, of Milwaukee. A crew consisting of C. H. Howell, '95, bow; C. C. Case, '93, (2) captain; G. P. Barth, '96, (3); J. F. A. Pyre, P. G. (4); H. H. Jacobs, '93, (5); A. D. Daggett, '96, (6); S. H. Cady, '95, (7); H. B. Boardman, '93, stroke, and Lucien Worden, coxswain, rowed the Delaware Boat club and were defeated by about two feet on the two mile race. The story of boating since that time is told elsewhere in these columns.

UNIVERSITY BAND.

The university band was organized last evening and there is every prospect that it will be one of the finest ever organized. There were over twenty musicians present at the meeting last night. J. C. Karel, '95, was elected manager, and A. Mills, librarian. The band will probably meet quite regularly hereafter. The members at present are as follows:

Theo. Brazeau, Tuba; H. A. Haagen-sen, Baritone; A. Mills, Trombone; F. Clausen, Tenor; K. J. Urquhart, Tenor; J. A. Jackson, Clarinet; F. Bolsendahl, Clarinet; R. Walker, Solo Alto; F. Compton, Alto; C. I. Brand, 2nd Alto; A. A. Radtke, Piccolo; C. M. Kurtz, Piccolo; E. C. May, Cornet; A. J. Burr, Cornet; F. W. Lucas, Cornet; A. H. Van Vleet, Cornet; C. M. Newton, Cornet; F. J. Laube, Cornet; Leon Clausen, Drum; J. C. Carroll, Drum; Geo. Wilder, Cornet.

—P. Rowan, '94, is reading law in an office at Beaver Dam.

—Percy Ap. Roberts, '97, returned to the university today.

BRENK BROS., THE IMPORTING TAILORS.

"Mr. Joseph Brenk of the firm of Brenk Bros. Importing Tailors, Milwaukee, will be at the Park hotel Thursday and Friday, Sept. 20th and 21st, with a complete line of samples representing their stock for the coming season."

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The new clothing store at 228 State street with an entire new stock of clothing and gent's furnishing goods, is the headquarters for the students. Special rates will be given to all of them. Call and convince yourself. Chas. J. Speth.

UNIVERSITY BULLETIN.

GEOLOGY: The general course in geology will not begin until Wednesday, Oct. 1. Dr. Hobbs will give any information that may be desired concerning the course.

SENIOR MEETING: There will be a meeting of the senior class at 10 p. m. Saturday, for the election of officers and other important business.

JUNIOR CLASS: There will be a meeting of the class of '96 at room 4, University hall, 10 a. m., Saturday.

FRESHMAN CREW: All freshmen who are at all interested in the freshman crew which is to be put on the lake this fall will please meet at the University Boat house at 2:30 p. m. Saturday, Sept. 22d.

Varsity Crew: Members of the Varsity crew of last year will please meet at the boathouse Saturday afternoon at 2:30, to help coach new men. By Order of the Captain.

SINGERS, ATTENTION!!

There are vacancies to be filled in every part of the U. W. Glee club.

Applicants are requested to apply to Prof. Parker, room 15, or to Prof. Sired, room, 5 Ladies' hall.

G. H. Greenbank,

A NEW BOARDING CLUB.

A first-class Boarding club will be started at 714 State street—2 doors east of the campus. Club will be run first-class in every respect. Will run from \$2.75 to \$3 per week. For particulars inquire of Geo. P. Hambrecht, 703 State street.

—University students wishing to take preparatory work in Latin would do well to call at the Wisconsin academy on State street opposite Lewis' drug store.

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