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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 crew 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.
Langford	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

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-Winnipeg 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.

Continued on Third Page.

The Daily Cardinal.
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Address,

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Madison, Wis.
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F. E. BUMP, '96. G. F. DOWNER, '97.
F. V. CORNISH, '96, Business Manager.
J. F. DOHERTY, '95, Asst. Business Manager.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 boating
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.
Freinds outside will provide a new
shell by spring and let this year give
the greatest impetus yet given to boating
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 conclusively
the absolute necessity of continuous
coaching in developing a winning
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 exper-
ience, has won scores of 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.

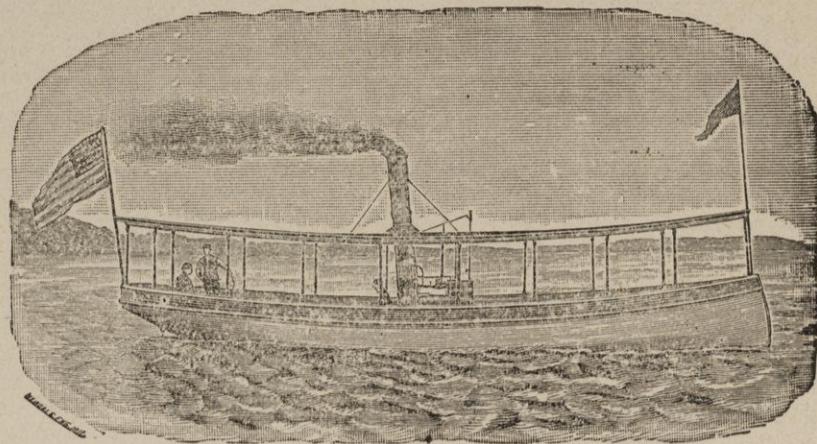
CRABS AND SPLASHES.

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. PaulWith 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' LITERARY 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
fair at Milwaukee.**M. S. KLAUBER & Co.,**
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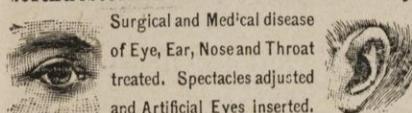
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NO LACK OF GLORY.

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 move-
ments 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 accus-
tomed 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 be-
tween 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
Minnesotans 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 advan-
tages in favor of the Minnesota crew.

And this was experience—racing
experience. A number of years of rac-
ing 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
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 oars-
men 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 Pennsyl-
vania 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 excep-
tional 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 ex-
pert on boats east to examine it. Con-
sequently 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 de-
livery so that in a year's use it became
somewhat heavier for being water-
logged. Taking all in all it was pro-
nounced 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 sec-
onds 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 in-
ferior 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 de-
feat.

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, inter-
spersed 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. Sten-
hjem, Walter Sutherland, Gray Mont-
gomery, Ralph Royce, E. I. Ohnsted,
Harvey Clark, S. T. Walker, George
Kingsley, Sidney R. Kennedy, John
Donovan, Carl Jefferson, E. J. Hen-
ning, Andrew Sexton, Portel Peck,
Charles Riley, Frank Nash, Percy La-
moreaux, 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 Chi-
cago, 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, base-
ball manager. A committee consisting
of John Gregg, James Austin and Edward
Kelley, was appointed to select the
baseball team. The following tem-
porary yell was adopted: Whoop la,
Whoop la, zip, ra, ra, U. W. '93, Biff,
boom, ba. The meeting was quite
peaceful, the presence of Pres. Adams
restraining the sophomores.

Wm. Smieding, law '93, has re-
ceived the democratic nomination for
district attorney of Walworth county.

Will McCord, who graduated from
the university with the class of '93,
has entered the law school of North-
western University.

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

A subscription list is being circu-
lated 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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THE DAILY CARDINAL.

HISTORY OF BOATING AT WISCONSIN.

In the year '89-'90 the first steps were taking 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 eight-oared 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, '93, 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. Haagensen, Baritone; A. Mills, Trombone; F. Clausen, Tenor; K. J. Urquhart, Tenor; J. A. Jackson, Clarinet; F. Bölsendahl, 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."

ATTENTION, STUDENTS.

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. Sire, 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 oposite Lewis' drug store.

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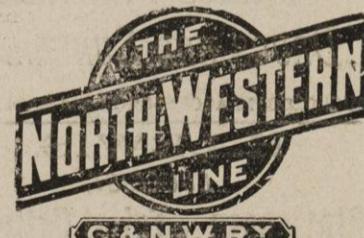
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