

Symphony Campaign Announced

Members Will Be Sought by State Society in October.

BY BEATRICE BURGEN

MRS. HERBERT WOOLLEN is approaching the fall membership drive of the Indiana State Symphony Society with the enthusiasm which prevails after a vacation of rest and entertainment. She returned last week from Les Cheneaux Islands, Michigan. Her telephone has been busy as she contacted the team captains, whom she will lead for another year.

This year's season should be unusually successful she promised. Ferdinand Schaefer, director, returned last week-end from a summer vacation in Germany. He led the orchestra practice yesterday at the Athenaeum with new vigor, born of the joy in visiting famous foreign music centers and festivals.

The society will offer the only orchestral symphonies this winter, for no out-of-town orchestras have been booked and there will be no civic music series," Mrs. Woollen explained. As usual several out-of-town concerts will be given; already engagements have been booked at Muncie and Purdue university.

Teams to Meet

Mrs. Woollen still is forming teams, which will meet on Sunday, Sept. 23, before the campaign opening Oct. 1. Mrs. Woollen will be hostess at her home in Golden Hill. The following night the captains and their workers will gather in the auditorium of the American Central Life Insurance Company.

In addition to selecting membership leaders, Mrs. Woollen has been choosing speakers for pep luncheons to be held during the campaign week.

Assistants Chosen

Among the assistants named to date by Mrs. Woollen are Mrs. Paul V. McNutt, Mrs. Carl Lieber Jr., Mrs. Noble Dean, Mrs. George M. Bailey, Miss Mary Adelaide Rhodes, Mrs. Henley Holliday and Mrs. Donald Mattison.

Others are John Schmacher, Mrs. Louis Thomas, Miss Gladys Alwes, Miss Grace Hutchings, Mrs. H. H. Arnholter, Miss Dorothy Merrill, Dr. Paul Leding, Miss Lorle Krull, Miss Elizabeth Ohr, Mrs. Frank Edenthaler, Mrs. Jack Goodman, William Stafford Jr., Mrs. Wendell Color and Mrs. A. D. Smith.

The fall social season officially is begun now that the Little Lambs Club has announced its first frolic Saturday night, Sept. 22, at the Columbia Club. Mr. and Mrs. Kurt Pantzer will present floor show by Lambs artists and bridge and games will begin at 9.

MUSEUM GROUP TO DISCUSS PROGRAMS

Programs for the coming year will be discussed at a meeting of the educational committee of the children's museum at 3 tomorrow afternoon at the home of Mrs. Edgar S. Gorrell, 1630 North Delaware street. Other members of her committee include Mesdames Tristram Coffin, George M. Bailey, Hubert Hickam, Harold H. Arnholter, Grace Golden and Miss Eva Y. Wiles.

DONALD M'GIBENY WEDS IN CHICAGO

Mrs. John R. Thompson, Lake Forest, Ill., announces the marriage of her daughter, Mrs. Ruth Thompson Owen, and Donald H. McGibeny, son of Mr. and Mrs. Hugh McGibeny, Golden Hill. The ceremony took place Saturday in Lake Forest in the presence of immediate families. Mr. and Mrs. McGibeny will make their home in Chicago.

CHEER GUILD TO GIVE CARD PARTY

Riley Hospital Cheer Guild will entertain with a birthday benefit card party Tuesday, Oct. 9, in Ayres' tearoom with Mrs. Gordon Mess, arrangements chairman, and Mrs. Burton A. Knight, publicity chairman. The guild held a special meeting recently to arrange the event.

Alumnae to Meet

Alpha Chi chapter, Kappa Alpha Theta alumnae, will hold a 6 o'clock supper tomorrow at the home of Mrs. T. A. McMahan, 3560 Guilford avenue. Assistant hostesses will be Miss Ann Stalcup and Mrs. Carl Lauenstein.

Mrs. Koons to Speak

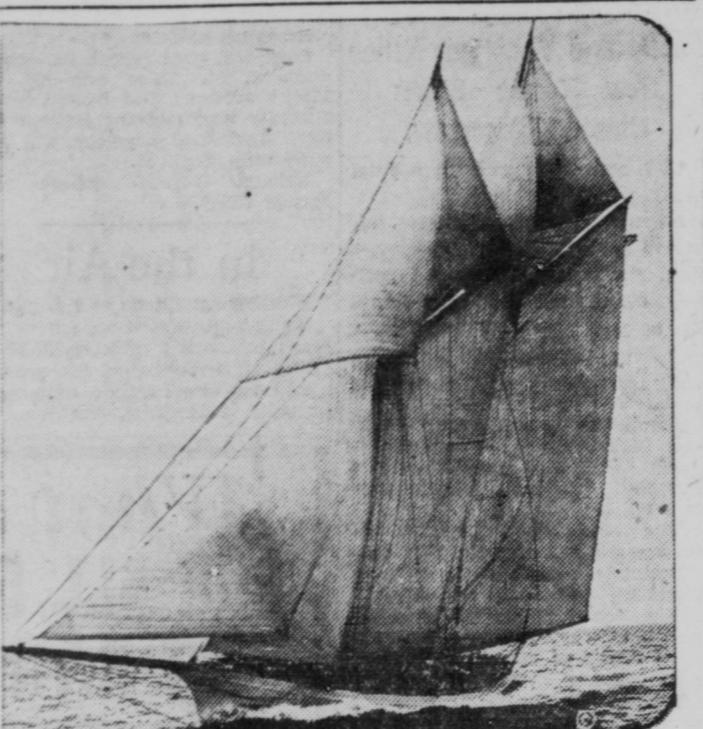
Martha M. Society of the United Lutheran church will meet tomorrow with Mrs. James R. Law, 4416 Carrollton avenue with Mrs. Karl Koons, speaker.



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CENTURY BISCUIT CO. INDIANAPOLIS

Have a Hobby Yacht Race Is Reminder of Most Expensive Hobby



BY MRS. C. O. ROBINSON

Times Hobby Editor

FOR those who map the boats, Yacht racing is the most exciting of all sports, but unfortunately only a favored few can indulge in it as an active hobby. As spectators, however, every one may enjoy it. The spreading clouds of sail on lofty spars against a background of sky and water make an exceedingly beautiful panorama of action, thrilling and picturesque.

When a race represents a traditional contest between English and American yachtsmen, it becomes of intense interest to the entire nation as well as the world of sportsmen. Such a race will begin on Saturday of this week, weather permitting, when two tall masted Class J sloops spread their sails over a thirty-mile course off Newport, R. I., in the first heat of the sixteenth contest for the America's Cup. The yacht winning four of seven races will be the victor.

This is the most expensive single sporting event in the world as the cost of the yachts and their upkeep runs into millions of dollars.

It is also the greatest of all yachting events and is the culmination of a summer of exciting elimination races, involving some of the fastest and largest yachts afloat, to prove the ones worthy of being the British challenger and the American defender.

The Endeavour, owned by Thomas Octave Murdoch Sopwith, a British airplane manufacturer, is the challenger this year and the defender is Rainbow, built for a New York Yacht Club syndicate by Harold S. Vanderbilt, who in 1930, commanded the last defender, Enterprise.

The America's Cup is only the ornate silver cup, here shown, which originally cost but 100 guineas, but it is the oldest and most famous trophy in the world.

Although it has no great intrinsic value, it stands for international sportsmanship and sailing supremacy, and never has left the New York Yacht Club since it was won eighty-three years ago in a race off Cowes, England, by the schooner America which was owned by a group of New York Yacht Club members.

Miss Helen Norris, Indiana Harbor, has returned home after spending a month with her parents, Mr. and Mrs. Will C. Norris. Miss Norris is a graduate of the Baptist missionary training school, Chicago, and does social welfare work at Katherine House, Indiana Harbor.

Miss Kathryn Wood has returned from vacationing in western Canada.

Miss Jeanette White has returned to her home, 3028 Washington boulevard, after a visit in Kendallville.

Mrs. Garvin M. Brown and daughter, Miss Nina Brown, have returned to their home after a visit in Harbor Springs, Mich., as guests of Mr. and Mrs. Sylvester Johnson.

Mrs. Douglas G. Moskins is visiting in New York with Mrs. W. A. Saltford, Poughkeepsie.

Mrs. Francis Clark and son Tommy, Frankfort, spent the week-end with Mrs. Clark's parents, Mr. and Mrs. Frank Jones.

Mr. and Mrs. J. Douglas Perry have returned from a vacation at Medina, N. Y.

Mrs. William Terrell has returned to her home at the Spink-Arms after a visit in Michigan.

Mrs. S. K. Ruick will return this month from Michigan.

Mr. and Mrs. R. K. Brown have returned to the Spink-Arms after spending the summer in California.

Mrs. Thelma Paulman and son Charles, 4615 Winthrop avenue, have returned from Chicago where they were guests of Mr. and Mrs. Edward F. Maiden.

Mr. and Mrs. D. S. Meditch and daughter Janet and son Boris have returned from a summer vacation at their country home near Brownsburg.

Mrs. Kurt Pantzer and children, Kitzy and Zephyr, have returned from a visit at A Century of Progress exposition in Chicago.

Mrs. Benjamin D. Hitz is home after a visit at Burke Lake, Mich.

Mr. and Mrs. Harry Stewart and children, Harry Jr. and Eleonore, have returned from a visit in Pennsylvania and Delaware. Another daughter, Dorothy, will remain in the east for several weeks.

Mrs. Theodore B. Griffith and daughters Sylvia and Helen have returned after spending the summer in the east.

The elder Burgess designed the next two winners, the Mayflower in 1886, and the Volunteer in 1887.

In 1883 the Earl of Dunraven's Valkyrie II was defeated by the Vigilant, the first of the great line of Herreshoff sloops.

Lord Dunraven returned with Valkyrie III in 1885, but went home in a pique, causing the Royal Yacht Squadron to cease competing. In 1899, the Royal Ulster Yacht Squadron challenger was Shamrock I, owned by Sir Thomas Lipton. Incidentally Shamrock I was wrecked only last

year.

They tried again in 1870 and the Canadians took up the challenge in 1873 and 1881. In 1885 the British re-entered the contest with the Goliath, which was defeated by the Parasite, designed by Edward Burgess, father of W. Starling Burgess who designed the present defender, Rainbow, and the last defender, Enterprise.

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