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VOL. LVI.—NO. 3 2. NEW YORK, SATURDAY, JUNE 29, 1889. PRICE TWO CENTS.

THE BLUE COLORS IN FRONT.

YALE WINS IN THE VARSITY RACE BY MORE THAN FIVE LENGTHS.

The Winner's Time 21:20 and Harvard's 21:55—The Start Made at 7:20—Hardly a Ripple on the Water and Hardly Enough of a Breeze to Float a Pennant—A Pretty Even Race for the First Mile—Then Yale Made a Spurt and Took the Lead, Holding It with Ease, and Increasing It to More than Five Lengths.

NEW LONDON, June 28.—Yale beat Harvard without a spurt. It took three special trains to carry away the enthusiastic visitors and their friends. The town of New London was too small to celebrate in, so the triumphal procession went from here to New Haven, with cannon, crackers, tin horns, blue banners, and blue fire marking the way. The water could not have been better. There was not a ripple. Darkness postponed its coming a few minutes, and the finish was seen in the clear twilight. The time was fast, and might have been faster, but the Yale crew was not pressed after the second mile. The winning oarsmen are prouder than if each of them were a double valedictorian. Their success was witnessed by over 2,000 people on an observation train, 2,500 more in yachts and boats, and thousands more on the grand stand and hills. Their fathers, mothers, sisters, and classmates' sisters saw them win. It was an inter-college family gathering—Cornell, University of Pennsylvania, Columbia, Harvard, and Yale together witnessing the last and biggest race of the series.

All the other remaining races were rowed yesterday. The men, women, and daughters who had come to New London to see them stayed over a day for the biggest race of all. The hotels were crowded. Every room had two occupants. In many rooms there were four and five men fighting flies and trying to sleep through the enthusiastic sounds on the streets. Cots were put in the halls and reception rooms. The privilege of a pillow and a space on a clean carpet was prized. The yachts in the harbor helped relieve the crush. Their cabins were packed like an outward-bound Italian emigrant steamer. The summer hotels for miles around were filled with the overflow. There are five colleges represented with crews. Each college has hundreds of students and thousands of friends. It seemed as though they were all here, and that Ithaca, New Haven, and Cambridge were deserted. Few of the college boys slept. They have the summer in which to sleep. The Cornell men hired a band and bought up red fire. They paraded during the night until the lungs of the band were exhausted and the red fire was all burned. The Cornell men yelled, "Cornell—I yell like hell—Cornell," during their triumphal march. The Captain, Lieutenants, and policeman who make up the New London force of four enjoyed the fun and noise. The other college boys cheered, too, after they were tired of cheering they sang. One song went:

Give me a rat trap bigger'n a cat trap.
Boum—bam—boum.

This was one of the favorites, as it gave an opportunity for lung exercise. Another song expressed a wish to have barrels of rum and tons of sugar, so that a number of sons of gamboliers could properly celebrate. Then there were requests for a home in the wild wood, and numerous calls in song for

Eli, Eli, Eli Gale,
Fo de rol, de rol, rol, rol,

and frequent "Whoop her up" for various colleges and classes. The pretty girls, who have been in New London by hundreds, enjoyed all this. They sat by their windows and listened to the singing. Many of them took it as a *serenade*. The Harvard Glee Club had sung and strummed banjos in the early part of the evening, but they were surpassed by the universal singing by the choir of hundreds of college boys.

The race had been set down for this morning, but it was not rowed then. The New London people wanted it postponed as long as possible for one thing, and Col. Bob Cook did not want it rowed in the morning either. If the race had been rowed in the morning everybody would have left town on the afternoon trains, and the New London hotels and tradespeople would have made thousands of dollars less. Besides that there are superstitions about boat racing. Harvard thinks it is luckier to row in the morning. Yale believes that morning races are hoodoed. Then the Harvard crew was thought to be the better crew in rough water, although, as it turned out, Yale won so easily that it is doubtful if the roughness or smoothness of the water could have made any difference. Col. Bob Cook did not want to have the race rowed until evening, and he usually has his way. It was decided that if the race was rowed in the morning it would be rowed down the stream, and if it was rowed in the evening it would be rowed up the stream.

Excursion trains came in the morning bringing the rest of the college population of New Haven. Extra trains also came from Providence. Four-fifths of the people who came on the morning trains wore the blue. Boat racing has not been as popular at Harvard in recent years as at Yale. An observation train of thirty-four cars and three engines took over two thousand of these people to see the race. There were twenty yachts that held hundreds more. All the steamboats of the neighborhood were filled. The hundreds of people on each of them tilted them over, their decks at the angle of the roof of a house. There was a breeze that enabled the sloops and schooners to go around the course, but it was not strong enough to do more than ripple the water.

At 10 o'clock the fleet of boats moved up the river to Gale's Ferry to see the start. Below the ferry is the navy yard, now in charge of a watchman. The buildings are faded and the only sign of recent use is the black paint on the old-fashioned anchors ranged in rows on the grass. Further down the harbor could be seen the walls of Fort Trumbull, the gray stone structure with the green of moss, grass, and vine growing in the crevices. On the west bank were the red-roofed quarters of the Harvard crew, the long one-storied boat house and their float. Further up, across a little bay, where the river widened out a few hundred yards, on a bluff facing the new railroad bridge, at the other end of the course, more than four miles away, was the white house, where the Yale oarsmen stayed before the race. On the west bank is the track of the New London Northern road, where the freight cars, built up like a grand stand, stood in a long row, their occupants waving flags and cheering to pass the time until the race should start. The breeze quickened and died away, freshened and died again, sent little gusts of wind between the low hills that made the flags and streamers in the yachts straighten out and snap and lie water to roll in foot-high waves, and then suffered until the leaves on the trees hardly rustled. The water was still enough to race over. The people waited. The passengers on the observation train got out and gathered flowers along the track. The young men with the peppermint candy blazers, and the girls with gowns and ribbons to match the blazers, strolled in groups of two to the rocks along the shore. The young men who had no girls sat on the rocks beside shot of cannon crackers, blew in horns, and cheered. This lasted for an hour and more. Farmers from the country round about drove to the hills to see the picture.

Neither of the crews appeared. They were kept secluded in their boat houses and quarters while the referee and judge went over the course. There were consultations and diplomatic conferences. Col. Bob Cook is an expert rowing diplomat, and he had his way. The referee's boat went round to the boats, yachts, and the observation train, telling them that the race was postponed to 6:45. This meant that many of the people could not get away tonight, and so most of them didn't stay, but went on the afternoon trains.

In the evening the hills assembled again. The observation train came from the other side of the river, waited by the new railroad bridge, where the hills are steep. The slower boats and the light stragglers went up the river to be there at the finish. The fastest boats and the steam yachts cruised beside the course, ready to start up after the boats. What little breeze there had been in the morning had died away, and there was not a ripple on the water. The surface was as level as a polished silver plate. The course was laid out, the fleet was lined within the course, waiting for the race to start. There was no wind. The air was heavy, as if it were going to rain. The sky was black with clouds, the last of which, hanging over the water, and the shining water, and the thousands of people waiting in quiet, seemed to be a new Yale or Harvard men to be rowed by cheering. Everybody except the Yale oarsmen and the two little fox-terriers was ready for the race at 6:30. The observation train had pulled up from the station to the start. The people on the train were mostly Yale sympathizers. The cars were decorated with blue, and the girls waved blue handkerchiefs and parasols from time to time. It took the engineer half an hour to pull the twenty-four cars of blue people to the rendezvous. The Harvard girls and men were divided on the boats on the east side of the river. The Yale cheers would start from the train on the west shore, and then the Harvard cheers that came back from the boats like an echo. The tide was coming into the flood. The wind that hardly touched the water was barely enough to move the pennants at the mastheads of the yachts.

The Yale crew came down from their quarters on the Ivernia, their shell dragging in the water behind. Ten minutes later the Harvard crew came in a launch. The men sat inside the boats wrapped with jackets and sweaters. They did not look at the crowds and the course. They were nervous and expectant. They were in no hurry to begin. A few minutes before 7 o'clock the Yale men took off their sweaters and sat bare-backed in their boat. They laced their feet firmly in the shoes that were screwed to the footboards. Their slides and rowlocks were oiled. Their oars had already been tested. The straps were examined. The outriggers were looked over again. The coxswain adjusted his rudder strings. No. 5 and No. 6 pulled a few strokes to keep the boat from drifting. They waited for Harvard. The Yale men and Yale girls on the observation train cheered. Harvard took its time. It was after 7 o'clock before the red-shirted oarsmen began taking their shell out of the boat house. They could not have handled a baby more tenderly. They turned it over and placed it in the water as in its cradle. They took their seats and paddled to the starting line.

THE GREAT RACE.

A few seconds after 7 o'clock the crews started. The girls and men on the train were too excited to give the regular cheers, and only yelled and shot off cannon crackers. Yale got the quicker start, with 35 strokes to Harvard's 34. By the first quarter mile Yale had pulled ahead fifteen or twenty feet. Harvard's bow was even with Yale's No. 3. By the half mile Harvard pulled up, and the boats passed the half-mile flag almost even: Yale, perhaps, five feet ahead, not enough to show in seconds, for an eight-oared crew goes five feet too fast to be timed with a quarter-second stop watch. Beyond the half Harvard's bow seemed to go a few feet ahead. It was the only time they had a lead. Yale dropped its stroke to 33 and Harvard to 32. The swing was long and even. There was not a splash, not a wave to meet the returning oars. The only ripples were made by the swish of the oars, the motion of the boat, the water hurrying under the bow, and the dripping from oar blades. The shells went faster than the tugs, faster than the steamers. It was hard for the fast launches to keep up.

At the mile and a half the strokes of both crews continued at the same rate. Yale began to pull ahead at the two-mile flags. No. 5 of Harvard did not pull with ease. He labored. Yale quickened the stroke to 34. No. 6 of Harvard stopped with exertion. Yale gained a length. Then the clear water showed between the boats, the swirls showing where a second before Yale's shell had been. Before the 2¾-mile flags were reached the race was won for Yale. Caldwell let down the stroke two pegs. Harvard quickened to 33. There were three lengths of clear water between the boats. The Yale girls and men saw it from the train and cheered with exultation. The Harvard girls and men saw it from the boats and cheered for encouragement. The Harvard crew spurted. That showed the race was lost. Yale pulled easily and steadily. Harvard No. 5 and No. 7 were tired and bent their arms to ease the strain on their backs.

Half a mile before the finish the race was over. The Yale crew did not need to spurt. Four lengths of clear water was between the boats. The course lay over by the west bank, near the observation train. The Yale crew rowed near the foot of its sympathisers, and near enough to read the "Yale" on the blue flags. The finish was nearer the shore. It was too dusky to see the individual oarsmen plainly, but the water dropping from their oars gleamed in the rhythm of the strokes. The Yale crew crossed the line with more than five lengths of clear water between the drops flying from their rudder and the brass tip of the Harvard boat. The Harvard crew was under the lee of the bank. They went in the dusk to their quarters, and a fog descended over the course.

The following is a list of the crews:

HARVARD.

Position.	Name.	Age.	Height.	Weight.
Bow	Gardiner Perry, '89	22	5.11	163
2	T. W. Atkins, '91	19	6.00	184
3	E. C. Sterrew, '89	21	5.08	147
4	J. S. Cranston, '92	23	5.11	184
5	J. R. Binny, '91	19	5.11	158
6	B. T. Tilton, '90	20	6.03	185
7	J. P. Hutchinson, '90	22	5.10	157
Stroke	R. F. Herrick, '90	23	5.08	156
Average of crew		21	5.11	166
Coxswain	J. Whitney, '89	—	5.04	100

YALE.

Bow	C. P. Rogers, '90	19	5.10	160
2	C. O. Gill, '89	20	5.07	176
3	G. S. Brewster, '91	20	6.00	171
4	A. Hartwell, '90	24	6.01	177
5	W. H. Corwin, '90	24	6.01	178
6	G. W. Woodruff, '89	25	5.10	178
7	Philip Stevens, '89	20	5.09	161
Stroke	E. L. Caldwell, '89	20	5.09	153
Average of crew		22¼	5.10¼	169
Coxswain	R. R. Thompson, '90	20	5.02	113

RACE OFFICIALS.

Referee—C. Cornell, Columbia.

For Harvard—Judge on boat, Larry E. Sexton; judge at finish, N. Longworth, Jr.; timekeeper, M. A. Brooks.

For Yale—Judge on boat, R. J. Cook; judge at finish, Fairfax Harrison; timekeeper, G. Adee.

OFFICIAL TIME.

	½	1	1½	2	2½	3	3½	4
	Miles							
Yale	2:28	4:47	7:15	10:08	13:0½	15:37	18:35	21:20
Harvard	2:28	4:49	7:19	10:20	13:20	15:57	18:57	21:55

Betting—Four to one on Yale in the afternoon; 100 to 90 and 100 to 75 in the morning.

This is the fourteenth annual eight-oared, four-mile race between Yale and Harvard. Yale has won eight and Harvard six. Here is a summary:

Year.	Winners.	Where Rowed.	Time.
1876	June 30	Yale	Springfield	22:02
1877	June 30	Harvard	Springfield	24:30
1878	June 28	Harvard	New London	20:44¾
1879	June 27	Harvard	New London	22:14
1880	July 1	Yale	New London	24:27
1881	July 1	Yale	New London	22:13
1882	June 30	Harvard	New London	20:47¾
1883	June 28	Harvard	New London	25:46¾
1884	June 26	Yale	New London	20:31
1885	June 26	Harvard	New London	25:15¼
1886	July 2	Yale	New London	20:41¾
1887	July 1	Yale	New London	25:56
1888	June 29	Yale	New London	20:19
1889	June 28	Yale	New London	20:10

Yale may now go to Philadelphia to compete for the amateur eight-oared championship of the United States. They may meet the Cornell crew there. Cornell won yesterday's three-mile eight-oared race over the University of Pennsylvania and Columbia. It is possible that Yale may now renew the conference with Oxford and Cambridge with a view to the Yale crew going to England this fall if they win at Philadelphia.

The men who fainted in the Columbia boat at the finish of yesterday's race are recovering rapidly. Melkisham was the sickest. The men were disheart-ned over their defeat. Columbia is the only college that has not won a race.

THE YALE CREW'S RECEPTION IN NEW HAVEN.

NEW HAVEN, June 28.—Probably 10,000 people waited at the station and along the principal streets to-night to give a welcome to Yale's victorious crew on its return from New London. The crew was expected on the train that came in at 11 o'clock, but was detained at New London.

However, the students and towners were escorted up to the colleges with bands of music, red fire, Roman candles, and plenty of cheering, accompanied by hundreds of tin horns that were blown incessantly all the fore part of the night after it was known that Yale was victorious.

TO ANNUL THE CHARTER.

Leave Granted by the Court to Attack Deacon Richardson's Franchise.

The action of Justice Edwards at Kingston in granting the motion of the Attorney-General for leave to begin a suit to annul the charter of the Atlantic Avenue Railroad Company in Brooklyn was a surprise to President William Richardson and the other officers of the road. The trouble grew out of the big strike on the road last winter, which resulted in a victory for the company. A large number of the property holders along the Fifth avenue line held meetings while the strike was in progress, and protested against the failure of the company to run cars. They said the company had made no attempt to resume traffic on the road for several days, and that the excuse that it had been overawed by the riotous demonstrations of the strikers was unworthy of consideration.

As soon as the strike ended the war of the property holders on the company was continued, and a voluminous complaint reciting their grievances and the alleged repeated failures of the company to live up to its charter obligations was presented to the Attorney-General, who, after hearing both sides, decided that the complaint was of sufficient importance to be judicially considered. The trial of the suit which the Attorney-General has been authorized to begin will not come on probably for several months.

Indiana May Still Have Chicago Beef.

VALPARAISO, Ind., June 28.—James B. Harvey, an agent of Swift & Co. of Chicago, was fined $50 at Hammond last week for selling dressed beef slaughtered in Chicago. The fine was imposed under the new law passed last winter which prohibits the sale of fresh meat in Indiana unless the animals have been first inspected alive within the county in which the meat is offered for sale. Harvey refused to pay the fine and was locked up. Judge Johnson of the Porter county Circuit Court before whom Harvey was brought in habeas corpus proceed his bail him go on the ground that the law was unconstitutional because it was akin to the exercise of power by a State over inter-State commerce.

Tries Suicide Again.

John Lahrsen, who cut his throat on April 29, and got out of Bellevue on June 15, jumped into the East River at the foot of Fifty-fifth street on Thursday night. He was got out, and is in Bellevue again.

HARRISON IN HIGH SPIRITS.

DR. DEPEW REPORTS ON HIS VISIT FOR THE SUN.

But Won't Tell What's Going to Happen—A Million Applicants for Office—Remarkable Harmony—Three New Jokes.

Chauncey M. Depew sat in his library last evening the picture of placidity. That he had been pulled from Newport to New Haven to make a speech to the Yale law students, that he had been drawn to Washington on the invitation of the President, that he was about to be packed off to Europe by his wife, and that it was hot and humid disturbed him not.

A SUN reporter, who sought to learn the purpose of his visit to Washington and discovered that he was going to Europe, found him thus, and found him very communicative on an interesting variety of topics selected by Mr. Depew. Inquiries as to Elliott F. Shepard's chances for the Russian mission were unheeded, and those concerning the chances of George W. Lyon and others for places in the Federal service were as though unheard, and as the questions the reporter asked were of no consequence in shaping the interview, they may as well be left out. This is what Mr. Depew said:

"I don't see how you found out that I went. I found a telegram from President Harrison here on my return from New Haven. I did not telegraph for rooms, and I did not tell anybody that I was going. I suppose President Harrison wanted to see me, because there is scarcely any one of any prominence in the party who has not been down there with his opinions and his demands. The demands, by the way, are sometimes made with the significant display of the handle of a dirk; but the President does not care anything for dirks. I told him some stories that seemed to fit, and also to alleviate the situation. I had a very pleasant time, and found the President in perfect health and buoyant spirits. He has not been worn out and reduced to a state of nervous irritability by the pressure of office seekers and contests with the members of his Cabinet.

"I found that the President has the idea very firmly fixed in his mind that he is the man whom the people elected President. He feels that however strong the pressure may be on the part of the leaders in the party or representatives, or what demands may be made even with the show of a dirk, or talk of dire consequences if they are ignored, he must, after all is said, make up his own mind. He sees that if the appointments should prove bad, if the men should be incompetent or dishonest, the people will not go back to the leader or representative or source of the influence which dictated the appointment, but criticism and responsibility will fall on him. So he will have no kitchen cabinet. Any two, three, or more men who attempt to assume to be in control of any line of the President's action in this Administration will get hurt. He will not leave them a spot of ground to stand on in wet or dry weather.

"But he is far from having anything like the big head. He is open to suggestions and information from everybody. He seeks to keep nothing in the way between himself and the people. He has no differences with his Cabinet officers. I found that he is perfect accord with every member of it. He told me himself of Mr. Blaine, about whose relations with the President so much has been said, that Mr. Blaine was especially appreciative of the difficulties of his chief's position and very considerate about pressing the claims of his friends or his own opinions.

"The situation there is a terrible commentary on the spoils system. I nearly got into trouble among the third-story men there on offices latent. It is very pleasant there. June has been unusually cool, and I ventured to say that perhaps their chilly prospects had affected the weather. It was a risky remark.

"There never was such a situation in the history of the whole world. There are 4,000 applicants for 150 consulates, and I believe that this proportion will be maintained, if not increased, through all the departments. The President, the members of the Cabinet, the heads of bureaus, and the Representatives are overrun, and the public business is almost at a standstill. The figure I gave you of 1,000,000 applicants for office was not too high. The whole country seems to think that Cleveland removed and replaced all the officeholders, and that vacancies can be made everywhere. The fact is that he removed only about one-third of the officeholders. I told the President that rosy expectations and egotistical anticipations are seldom fully realized, and it would be well if that could be thoroughly under-stood now in Washington, for it fits in a good many places. I told him that when I was traveling to New Haven on an accommodation I thought that the whole State of Connecticut had its attention fixed on the fact that I was to make a speech to the law school graduates at Yale. When a farmer got on at a way station, and after looking at me five minutes asked me if I wasn't Chauncey Depew, I said to myself, 'Here is an intelligent son of an intelligent State. He is going on to hear my speech.' He confirmed my impression by asking: 'Are you going up to New Haven?' But when I answered 'Yes,' he simply said: 'Base ball game, I suppose?'

"The President laughed so loudly at this that he could have been heard down at the Potomac," said Mr. Depew, and added reflectively, "There *was* a game there that day. It is marvellous what interest the people do seem to take in base ball."

Mr. Depew returned to the subject of the scramble for office by saying, "If a Cabinet officer has an office seeker so big and influential that he cannot be frankly told that he has no chance, he usually takes him out for a drive through the big National Cemetery at Arlington. On his return the visitor is likely to reflect that he has seen the only spot where there are more vacancies than there are applicants."

Mr. Depew did not indicate whether or not there was any significance in the fact that the President drove him out to Arlington, and did not even tell whether Col. Shepard had ever enjoyed that drive.

Mr. Depew is going to Europe on Wednesday in the Adriatic, with his wife and family. The trip, he says, is entirely for rest and recreation, and no time has been fixed for his return.

"I did not expect to go across," said he, "though I always take a vacation. I had planned to go to California and perhaps to Alaska. But the Western people are so hospitable that dinners, receptions, and speeches would be the rule. Mrs. Depew made up her mind that this would not be rest for me, and while I was away she engaged passage on the steamer. I did not know anything about it, but I suppose I will have to go."

GRACIE WADE SUES.

She Does Not Want Her Face Copied to Grace an Immodest Picture.

Gracie Wade, who is said to be an actress, is suing W. Duke & Sons in the Supreme Court, Brooklyn, for $10,000 damages for distributing, as she alleges, with cigarettes, a picture of her head and face, attached to an immodest representation of a woman in tights. Yesterday counsel for the defendant appeared before Justice Cullen and moved for a bill of particulars, and also asked that the plaintiff be made to deposit a copy of the picture with the court. The officers of the company professed complete ignorance of the existence of such a picture.

Lawyer Morrison, for the plaintiff, said there could be no doubt as to the identity of the picture, as the name of the plaintiff was placed under it. Justice Cullen denied the motion, holding that the picture had been sufficiently described in the complaint. Who Gracie Wade is her lawyer would not disclose. She is said to be well known in theatrical circles, but not under this name.

CHICAGO HOPES TO BOAST A MILLION.

900,000 Already—The Suburbs Relied On to Add the Other 100,000 To-day.

CHICAGO, June 28.—The publishers of the new directory of Chicago claim that it shows that the city has a population of over 900,000. To-morrow all the suburbs will vote on the question of annexation to Chicago. If the proposition is carried this city will to-morrow night boast a population of over 1,000,000. There is great interest in the election, and a tremendous vote will be polled. The anti-annexationists are making a stubborn fight, but it is probable that they will be defeated by an overwhelming majority. Should Hyde Park vote to join the city, the southern limits of Chicago will be the Indiana State line.

Nearly 500,000 in St. Paul and Minneapolis.

ST. PAUL, June 28.—According to the figures of the directories just completed the population of St. Paul and Minneapolis is now nearly half a million.

Out To-day. All Newsdealers.

Forty eight pages. 10 cents.

The greatest novel of the period, "Cleopatra," by H. Rider Haggard, complete in the current number of *Once a Week*.

Out to day. All newsdealers. 10 cents.—4ds.

DEATH OF CARLOTTA PATTI.

Career of the Talented Sister of the More Famous Adelina.

A cable despatch announced yesterday the death of Carlotta Patti, sister of Adelina Patti, at her home in Paris. Max Strakosch, whose brother, the late Maurice Strakosch, married Carlotta Patti's sister, lives at 135 East Twenty-first street in this city. He said to the reporter yesterday that Mme. Carlotta had been ill but a short time, but of what she died he had received no tidings.

CARLOTTA PATTI

"Carlotta," said M. Strakosch, "sent her agent over to see me a year ago to arrange for a series of concerts in this country, but my illness prevented. I presume heart failure or apoplexy was the cause of death, as she was a very large woman." Carlotta Patti was born in Florence, Italy, in 1840. Adelina Patti was born two years afterward in Madrid, Spain. Their father was Salvatore Patti, a Sicilian tenor singer, and their mother was Caterina Barili, long a formidable rival of Grisi, and always popular in Italy.

In 1848 Signor Patti brought his family to New York. He was a member and afterward manager of the Palmo opera company, of which his wife was the prima donna. Carlotta studied to become a pianist under Henri Herz, and was proficient on the instrument before she was 15 years old. It was Carlotta who gave Adelina her first piano lessons. The family, at the time they were living in New York city, had lodgings first in Bleecker street and afterward at 343 West Twenty-second street.

"It was shortly after Adelina Patti's first appearance in opera," said Max Strakosch yesterday, "which was in the old Academy of Music on Nov. 24, 1855, in 'Lucia' that I inserted in a programme which I wrote for the opera a little 'ad' calling attention to the fact that Carlotta Patti would accept pupils for the piano. One of her pupils was Emma Thursby, the singer. She gave a concert in old Dodworth's Hall in Broadway near Fourteenth street, and received a grand success, so much so that Nixon, afterward the circus manager, and who then conducted a kind of summer garden in Fourteenth street, engaged Carlotta to sing for him. She had studied vocal music while teaching pupils to play the piano. Nixon brought her out in the Academy of Music in August, 1862, in 'Lucia,' 'Il Puritani,' and 'La Sonnambula.' Afterward I became her manager, and produced the 'Magic Flute.'"

Carlotta's greatest success was when she went to Europe in 1863, opening on April 16 in the Italian Opera House, London, in concert. For two months her popularity steadily grew, and finally Queen Victoria invited her to court, and is said to have addressed her in these words:

"Never in my life has any singer so charmed and pleased me."

This was a fortune for Carlotta. Under the management of Gerrard Tillman a series of concerts were held in France, Holland, Belgium, and Germany, which were very popular. Returning to New York, Carlotta appeared in Steinway Hall on Sept. 9, 1869, under Max Strakosch's direction, and a trip was undertaken which extended to South America. She was frequently heard in concerts afterward on both sides of the Atlantic.

In 1879 Carlotta married Ernest de Munck of Weimer, Germany. She has given vocal lessons in Paris and appeared occasionally in concerts until two years ago.

"There are many musicians who have said that Carlotta's voice was equal to or even superior to that of her more famous sister, and that had it not been for Carlotta's lameness she would have been the more famous singer. Carlotta's voice was of great compass, reaching over two octaves, from C below the staff to E flat above the staff. Both are undoubtedly more musicians who admire Adelina Patti's round, full, sweet tones to Carlotta's strength and brilliancy of tone. Carlotta was dramatic in style and her manner of execution was florid and tuneless.

"Since Adelina Patti secured a divorce from the Marquis de Caux and married Nicolini the sisters have not spoken to or had any communication with each other. There are those who say that the coldness was the result of Carlotta's resenting the manner in which Adelina offered to help her peculiarly and otherwise, while others assert that Carlotta was indignant at the Marquise's course with the Marquis de Caux. There is no doubt, however, that in the last year Carlotta grew somewhat soured over her failure in her professional life on account of her lameness. She had many warm friends in this city.

EX-ALDERMAN BRUCKS CANED.

An Explanation Follows Which Is Nice For the Man Who Looks Like Campbell.

William A. Campbell, a North Carolina merchant, was standing in the café of the Gedney House at Broadway and Fortieth street talking with some friends at 8 o'clock last night, when Edward Brucks, who lives at 422 West Thirty-ninth street and keeps an oyster saloon on Third avenue, stepped up to him and interrupting his conversation demanded an interview. Brucks is a politician, who used to be an Alderman, and is now one of Sheriff Finck's deputies. Campbell told Brucks he didn't know him and pushed him aside. They are both stout men of athletic build. Brucks pressed close to Campbell and said in an angry whisper that he had letters in his possession that Campbell had written to Mrs. Brucks.

"Your name is Morrison," he said, "and I want to see you about this."

Campbell replied that Brucks was mistaken in his man, and, when Brucks still persisted in talking to him, raised his light malacca walking stick and laid it across Brucks's shoulders with considerable energy.

There was a commotion in the café at once, and Brucks told Campbell that he would have him arrested on the spot. Brucks ran out into Broadway, as if to hunt up a policeman. Campbell waited until the patrolman on post came along, and then directed him to take Brucks into custody. The policeman obliged him promptly, and brought Brucks before Sergeant Time at the Thirtieth street station.

There Campbell preferred a charge of attempted blackmail against Brucks, and Brucks made a counter charge of assault against Campbell. The two had a lively debate before the desk, and then Campbell withdrew his complaint.

"It is quite possible," he said to the Sergeant, "that this gentleman has made an innocent mistake and confounded me with another man. I have a friend named Morrison who is a member of the Caledonian club in this city, and who bears such a striking resemblance to me that we have been mistaken for each other before this." With this Brucks admitted that he might have made a mistake, and said he would withdraw his charge of assault, too.

DIED LIKE A HERO.

Charles Thompson Suffocated While Trying to Save Life at a Fire.

There was a cry of fire in the five-story brick tenement at 140 Jefferson street at 8¼ o'clock last night, and the family of Abraham Israel rushed from their rooms on the second floor. The wife of Charles Thompson, who kept a candy store on the first floor, called:

"Charles, go up and help them."

Thompson bounded up stairs, opened the door of the Israel rooms, and pushed in through dense smoke. The door swung shut behind him. Smoke drove back others who tried to follow, but at last James Hoey of 56 Rutgers street, leaping for Thompson's life, groped his way in. He found Thompson lying face downward on the floor, and dragged him out. An ambulance was sent for, but the Doctor pronounced him dead. He had been strangled by smoke. He was 40 years old. Israel's loss was $200.

Seven Hundred Candidates for Admission to Harvard.

BOSTON, June 28.—Examinations for admission to Harvard college were in progress to-day in Cambridge, Andover and Quincy, Mass.; Exeter and Concord, N. H.; New York and Albany, Philadelphia, Cincinnati, Chicago, St. Louis, San Francisco, and Bonn, Germany. The number of candidates is larger than in any previous year, the total being about 700, of whom over 500 are hoping to enter college this year and the remainder in 1890. Candidates for the Scientific School are not included in this count.

A Japanese First Among 488 Graduates.

ANN ARBOR, June 28.—Yesterday was commencement day at the Michigan University. There were 488 graduates, 115 of whom took degrees in the literary department. Yellow, Ono, a Japanese, took the highest honors of the class. There were 60 graduates in medicine and 147 in law.

ALL SIX MAY HANG AT ONCE.

A HARVEST DAY FOR THE TOMBS GALLOWS COMING.

Five Woman Murderers Already Doomed by the Court of Last Resort, and Harry Carlton's Fate Yet to be Decided.

The Court of Appeals has decided adversely on the appeals of Carolin, Giblin, Lewis, and Nolan. As it had decided against Packenham on Tuesday, five of the six convicted murderers now in the Tombs have nothing but Executive clemency between them and the rope. A decision in the case of Carlton, the sixth, was expected, but the Court took a recess to Oct. 7. The date or dates for hanging those whose convictions have been affirmed will probably be set next week.

All five are woman murderers. Ferdinand Carolin's victim was his wife, whom he chopped and hacked to death with an axe in a drunken fury in April of last year. He was sentenced on Dec. 21 to be hanged on Feb. 13. His appeal was based on alleged errors in impanelling the jury.

Charles Giblin tried to pass a counterfeit five-dollar bill on Valentine Goetz, a German baker, in West Houston street. Goetz refused to return the bill, and Giblin, in a struggle to regain possession of it, shot Goetz and his wife, killing the latter. On June 25 of last year Judge Barrett sentenced him to be hanged on Aug. 17. Giblin has had a child born to him since his imprisonment.

John Lewis, a young colored man of 22, shot Alice Jackson at 84 West Third street last July because she would not support him any longer. He went to the house where she was cook and begged to be taken back, and, on her refusal, pulled out a revolver and killed her. He then shot himself, taking care not to hurt himself much. On Dec. 13 he was sentenced in General Sessions to be hanged on April 1. His counsel appealed on general principles.

James Nolan killed Emma Buck by firing five shots into her at 9 Second street last November, because she would no longer share with him the wages of her prostitution. The ground of appeal in his case was that the murder having been committed previous to Jan. 1 last, while the trial did not take place until after Jan. 1, Nolan could neither be hanged under the old law, which ceased to operate on Jan. 1, or killed by electricity under the new law, which was not in effect when he committed the murder. The Court of Appeals didn't see it.

Patrick Packenham killed the mother of his five children because she did not give him money to get not drunk, but drunker on. The appeal was based on the ground that two lay witnesses had been allowed to testify as to Packenham's mental condition, and that the people had not finished challenging for cause when the defence began.

Henry Carlton is the tough who killed Policeman J. S. Brennan in the thirty-fifth street station. He and two companions were assaulting Julius Roessler in Tucker's saloon in Third avenue because Roessler would not treat them, and when Brennan came to the rescue Carlton killed him with a pistol. For some reason not now visible Carlton is known as "Handsome." He is not.

Four of the men whom the Court of Appeals has deprived of hope did not hear the news until they got yesterday's evening papers. None of them was visibly affected, and when a SUN reporter saw them not long afterward all, with the exception of Lewis, talked volubly if not cheerily about their approaching fate.

Carolin, who has cell 3 in Murderers' Row, spoke more in anger than in sorrow. He declared that when he was hanged an innocent man would be done to death, and that his wife had killed herself by falling on the axe.

Packenham, who is in cell 5, knew of the decision in his case three days ago. He said that he would not be hanged if he were not poor. Although he spoke of his fate in a melancholy manner, he seemed grateful that he was not going to be killed by electricity, a process which he denounced with eloquence. Packenham's conversation and manner now adopted has made a very respectable looking old fellow out of him, and mildness and not murder beams from his glasses. He looks the incarnation of benevolence.

Lewis was lying on his bed in cell 6, and saw nobody. When the keeper conducted the reporter to cell 7, Carlton, who was lying on his bed reading an evening paper, looked up, and said, "It's nothing to do with me, John." Nolan, who is in cell 8, said he didn't know what he was doing when he killed his mistress, and that it was therefore a shame to hang him.

Giblin, who is in cell 9, said that some newly discovered evidence on which he declared he could get a new trial. He has been reading law during his imprisonment, and he used legal terms in his voluble statement of his case.

The Tombs never before contained so many men who were to die in so short a time. It is likely, too, that they will all remain a few hundred days in the same day. All their crimes antedate the operation of the Electricity law.

SHAREHOLDERS PROTEST.

Asking the English Government to Intervene to Save the Delagoa Bay Railway.

LONDON, June 28.—The shareholders of the company whose concession to build the Delagoa Bay Railway has been cancelled by Portugal held a meeting in London to-day. It was resolved to resist any attempt on the company's bonds, as such action would result in a grave crisis.

It was further determined, in the event of Portugal's persisting in carrying out her threatened action, to call upon the British Government to demand from Portugal the payment of her debt to England of £3,000,000, incurred in 1884, and to ask that such sum be applied to the purchase of the railway.

It was decided that the company should claim damages from Portugal and request the British Government to enforce the claim.

A special Cabinet council will be held to-morrow to consider the Delagoa Bay Railroad question. It is expected that a portion of the Cape of Good Hope Squadron will participate in a naval demonstration at Lisbon.

Queen Christina Goes Up in a Balloon.

MADRID, June 28.—Queen Christina ascended 1,000 feet in an army balloon to-day. It was her first ascent. The balloon was christened "Maria Christina."

Prince Albert Victor Betrothed to His Cousin.

LONDON, June 28.—*Murray's Magazine* announces that Prince Albert Victor, eldest son of the Prince of Wales, has been affianced to Princess Victoria of Prussia, a sister of the Emperor of Germany. With the announcement the information is given that the queen will give the Prince a marriage settlement, and that Parliament will not be asked to make provision for him.

Italy's Conflict with the Vatican.

ROME, June 28.—In a speech in the Senate today Premier Crispi declared that Cardinal Lavigerie was a political agent trying to suppress Italian influence in the East. It was deplorable, he said, that Italians should be lured into giving him money destined to injure Italy.

Referring to the failure of his endeavors to reconcile the Vatican, Signor Crispi said that the Vatican now placed its hopes in a revival of temporal power through the intervention of a foreign power and a European conflict.

It would, therefore, be dangerous and inpolitic to subsidize missionary schools. That was the plan of Italy's enemies.

The Steamers Will Go to Southampton.

BREMEN, June 28.—The difficulty between the Southampton Dock Board and the North German Lloyd Steamship Company has been settled. The North German Lloyd steamers will proceed up Southampton water to within a mile of the city of Southampton, instead of anchoring in Cowes Roads and transferring their passengers, as it was reported they