DOCTOR RUPPANER'S WILL.

MANY BEQUESTS FOR EDUCATIONAL AND CHARITABLE PURPOSES.

The Former Physician at the Fifth Avenue Hotel Left a Fortune of a Quarter of a Million—Harvard University Gets Some.

The will of the late Dr. Antoine Ruppaner was yesterday filed for probate in the Court of Common Pleas by Smith & Perkins, attorneys for John S. Keyes of Concord, and Theodore E. Smith of this city, who are named as executors. The will was executed at Concord on July 26 of this year, and disposes of $250,000 in bonds and securities, besides oil paintings, water colors, and bric-à-brac, of which the Doctor was an enthusiastic collector. The Farmers' Loan and Trust Company is appointed fiduciary agent to guard and sell the securities under the direction of the executors.

The will provides a trust fund of $25,000 to be invested in the United States, the income of which is to be semi-annually turned over to the overseers of the poor in the Doctor's native town of Alstetten, in the canton of St. Gall, Switzerland, to be invested in the purchase of bread for the poor of the town who are on the poor lists. Fifty thousand francs are bequeathed to Carl Haselbach of the canton of Appenzell, Switzerland, for the education of his children, the principal on Carl's death to go to his eldest son for life, the income to be devoted to the education of his family. Ida Haselbach, Clara Senk Haselbach, and Anansia Haselbach receive annual life incomes of 25,000 francs each, and Barbetta Ellensohn of Comoran, near Vienna, a life interest in 50,000 francs, after which Kathi Ellensohn will receive a life interest in the sum, with remainder to her children.

Dr. Ruppaner's extensive library is left to the University of Berne, Switzerland, or if declined by that university to the University of St. Gall, a building to be provided for its care and maintenance, to which the will contributes 20,000 francs. Special bequests are made of an oil painting not specified to each of the following named legatees: Mrs. Martha J. Keyes and Miss Alicia M. Keyes of Concord, J. McCaster of New York, and Mrs. Junot Callerey of Pittsburgh. The rest of the Doctor's paintings, water colors, and bric-à-brac he leaves to his executors to be distributed among the decedent's friends at the executors' discretion. To Executor Keyes $5,000 is given, and to Executor Smith, $2,500.

By a codicil executed at Concord two days after the making of the will $10,000 was left to Harvard University for the benefit of the Harvard Medical School, to be known as the "Dr. Ruppaner Fund." In this codicil provision is made for a special legacy of $5,000 to Miss Alicia M. Keyes, and Carl Haselbach is made residuary legatee.

Dr. Ruppaner was a national character. For many years, and until about eight years ago, he was physician at the Fifth Avenue Hotel, and later displayed his professional sign at the Hoffman House for a short time. He came to America a poor Swiss boy, and was a protégé of the late Prof. Agassiz. He made money in his profession, and increased it by stock speculation, until it was rumored that he was a multi-millionaire. Those most intimate with him, however, say that his wealth never exceeded half a million, which, through unfortunate speculations, dwindled to half that amount at the time of his death. Though his art collection was large, connoisseurs say that it contained little of exceptional worth.

MILKMEN TAKE AN OUTING.

Five Hundred of Them the Guests of the New York Condensed Milk Company.

A special train of five cars carried over 500 milkmen and a brass band to Wassaic yesterday morning, where they made merry for the remainder of the day. They were the guests of the New York Condensed Milk Company upon the occasion of its fifth annual excursion given to its employees. Before 7 o'clock in the morning the residents in the neighborhood of the Grand Central depot were awakened by the sounds of martial music and the tramp of the 500 milkmen. The "boys" had come in from Newark, Orange, Jersey City, and Brooklyn, and carried banners done up the districts they hailed from. The special train reached Wassaic shortly before 11 o'clock. The company has a large factory there and all the workmen and their families had turned out to meet the New Yorkers. The column was again formed, and with the band at the front, the visitors marched down town and brought up in the factory grounds to have their pictures taken.

After this a game of baseball was begun, but at the end of the sixth inning, with the score 6 to 3 in favor of the home team, the sport was stopped and all adjourned to the banquet hall. A sumptuous and substantial feast was served there, after which speeches were made by General Superintendent Rogers, Lawyer De W. Niles, counsel for the company, Mr. Isaac Millbank, and Mr. Knight. The baseball game was then resumed, and the New Yorkers were defeated to the tune of 8 to 6. The special train left on the homeward journey at 5 o'clock.

While the men were at the Wassaic factory they were taken through the buildings, and the whole process of manufacturing condensed milk was explained to them. The excursion was a sort of educational affair, and the men seemed to get just about as much fun out of the education as they did out of the rest of the day's programme. They said it made them feel good to see the other fellows working. The company gives a similar outing to its employees every year, and the men have grown to look forward to the excursion as an affair of great moment.

LAST BATCH OFF TO PRISON.

Sheriff McPhillips Takes Ten Ballot Box Stuffers to Trenton.

The Jersey City ballot box stuffers, who have been in the county jail since they were sentenced two weeks ago to-day by Judge Lippincott, were taken to State Prison yesterday morning. Sheriff McPhillips kept the time for their departure a secret in order to avoid having a crowd around the jail. He ordered four coaches to be at the jail at 7 o'clock, and directed seven constables to be on hand to help take the prisoners down the road. The coaches were in front of the jail at the appointed time and were ordered to drive around to the rear of the building in order to avoid attracting attention. There was some delay, and it was an hour later when the procession was ready to start.

The ten ballot box stuffers, Thomas Nelson, Michael Cassidy, John Farrant, George Heller, Michael Hughes, James Scanlon, Charles Carr, Lawrence Costigan, William Sweetingham, and Richard deHaybetter, were taken out by the rear of the jail and driven rapidly to the Pennsylvania Station. They took the 9:15 train for Trenton. The time of their departure was kept so secret that there was no one either at the jail or the station to see them off or to say good-by. They are sentenced to fifteen months' imprisonment, but will have seventy-five days' good behavior commutation, so that their actual term of imprisonment will be about a year.

When court opened Lawyer Wills made an application to Judge Werts for a writ of error in the case of George Heller. The Judge referred him to Judge Lippincott. The writ was filed with Judge Lippincott, but the Judge refused to grant a stay of execution, and Heller will have to remain in prison until the question is decided.

THREE VERY SMALL BURGLARS.

They Got More Plunder Than They Could Carry and a Policeman Relieved Them.

William Tie, aged 7, of 351 Seventh street; William Flynn, 12, of 438 Third street, and Edward Kiernan, 13, of 201 Wayne street, are the youngest and smallest burglars ever arraigned in a police court in Jersey City. Policeman Kelit met them at 5 o'clock yesterday morning on Grand street, near Mill Creek. They were loaded down with boxes of cigars and cigarettes, pies, soda water, and other stuff. They had been making an extensive raid, and had secured more plunder than they were able to carry. Policeman Kelit summoned a patrol wagon and took the boys and their plunder to the First precinct police station.

It was learned afterward that the smallest of the prisoners had entered Gustave Hohlrenken's grocery store, 320 Montgomery street, through the fanlight. It was dark, and the young burglar fell into a box of eggs and smashed them. Nothing discouraged, he searched around until he secured six pies and eight bottles of soda water and sarsaparilla. He passed that out to his confederates, and it was divided when he joined them. The next place entered was a store kept by John Nicholson, a blind man, at 53 Brunswick street. The cigars and cigarettes were secured there. The boy who went through the fanlight lost his hat while getting out again, and it is held as evidence against him.

An attempt was made to break into A. M. O'Connor's store, 385 Montgomery street, but the boys were frightened away. When the prisoners were arraigned before Justice O'Donnell they carried themselves with an air of unconcern and bravado that would do credit to professionals. They were committed to await the action of the Grand Jury.

The Pennsylvania Railroad

is the only line that maintains a strictly first-class limited train between New York and Chicago. All other "Limited" express trains are merely imitations of the celebrated Pennsylvania Limited.—*Adv.*

DEPEW OPERA HOUSE OPENED.

Peekskill Turns Out in Full Force to Honor Her Silver-tongued Son.

PEEKSKILL, Sept. 15.—The people of this town turned out in full force last night to help Dr. Chauncey M. Depew dedicate the new opera house, which has just been completed, and which is named after the famous son of Peekskill. The building was packed with representative people of this place and the surrounding towns, who divided their attention equally between Dr. Depew and the place which the actors performed with credit on the new stage.

When Dr. Depew appeared in the theatre with Mrs. Depew, Mrs. Strong, his sister, and Mr. W. H. Paulding, his brother-in-law, the cheering of the crowd was loud and prolonged. He ascended the stage and made a speech of dedication, which was followed by "Jim the Penman," by Mr. A. M. Palmer's company.

The Depew Opera House was projected six years ago by a syndicate which encountered much opposition. Finally Dr. Depew came to the rescue by purchasing $20,000 worth of stock, and the theatre was completed. The building is three stories high, of brick, with sandstone trimmings, and granite foundation. The seating capacity is 1,200, and the stage is the largest in the State outside of New York and Brooklyn. The present officers of the association which have charge of the theatre are: President, William Mable; Secretary, Stephen Lent; trustees, the Hon. James W. Husted, William Mable, Stephen Lent, Edwin B. Lent, Edward B. Young, and Paul Wessels.

THE BARK CAPSIZED.

Rescue of Three of a Crew of Nine After Four Days' Suffering.

HALIFAX, Sept. 15.—After floating for four days without food or drink three seamen were picked up at sea by the schooner Amelia C., and landed at this port to-day. They were the survivors of the crew of the British bark Hoyre, which was wrecked in the gale of Aug. 22. The vessel was deal laden and encountered the gale south of Cape Race, during which she was hove down on her beam ends. While the crew were cutting adrift the deck load to try and right her she turned completely over. The crew all managed to get on her bottom, but had only been there a short time when a heavy sea dashed over the vessel, washing them all off. They managed, however, to get on the loose deals which were floating about, but gradually one by one they succumbed, and finally only three were left. They managed to secure enough deals to make a raft, and, after floating about for four days, were picked up by the Amelia C.

The sufferings of the men while on the raft were intense. The only nourishment was pieces of a sea boot which they cut up and chewed to keep their tongues moist. The saved were Seaman William Rees and Able Seamen Arthur F. Jolliffe and John Nicholas. The lost are Capt. David Jenkins, Cook Richard Edwards, Mate David Griffiths, Cabin Boy James E. James, Seamen Humphrey, Hughes, and Jones.

THE MURDERER CAUGHT AT LAST.

Henshaw Admits that He Killed Mr. Drake Ten Years Ago.

HARRISONVILLE, Mich., Sept. 15.—Alfred Henshaw, a wealthy and prominent citizen, confessed last night to a murder committed by him ten years ago at Strathroy, Ont. Two detectives, who had been searching for him for a number of months, went to his residence, and, when accused of the murder, he broke down and acknowledged that he was the man they wanted.

Ten years ago Henshaw was a dealer in lumber at Strathroy and became financially involved. Richard Drake, his partner, chided him for his conduct, and they had a quarrel one night in their office. Henshaw stabbed Drake to death, locked the body in a large safe and fled. Ten days later the body was discovered, but no clue could be obtained to the whereabouts of Henshaw. About six months ago a son of the murdered man offered through local detectives $1,000 reward for Henshaw's capture. The detectives traced the murderer to New York, then to Mexico, then to California, and finally located him in this place.

The confession has created a great sensation here, as Henshaw has been prominent in local affairs and was generally respected.

STILL SEIZING SCHOONERS.

The Russian Cruiser Zadiaka Gobbling Up All the Sealers It Can Find.

VICTORIA, B. C., Sept. 15.—The sealing schooner Triumph, which has arrived here from Copper Island, brings news that further confirms the reports of the additional seizures that have been made by the Russians. The Captain of the Triumph reports that while at Copper Island he sighted the Russian cruiser Zadiaka. A short distance from her were four schooners off their guard. The cruiser steamed in among the schooners and it is likely captured some of them.

On her journey here the Triumph passed the American bark Majestic on Aug. 19. She passed close to her, and saw a bottle thrown overboard, which was afterward secured. It gave notice to schooners that they were in danger of the Russian cruiser, and said that there were now aboard four crews of schooners captured by the Kadiaka. The notice also said that the cruiser captures all schooners within a line drawn from the Behring Sea division to Carroll Strait.

WHAT WAS THE POISON?

The Police Asked to Inquire About the Death of Max Vitkaft.

Max Vitkaft, the laborer who died in Bellevue Hospital on Wednesday from some irritant poison, is believed to have taken the drug accidentally, although the fact that he was ignorant that his malady was due to anything but natural causes is considered somewhat suspicious. On the other hand, if he didn't poison himself, who did?

The lodging house at 262 Bowery where Vitkaft said he had lived, was visited by the health officers during the time Vitkaft was supposed to have cholera morbus. It was denied by the clerk yesterday that Vitkaft had lived there. In view of the queer features of the case, the police have been asked to investigate it.

In the mean time the dead man's viscera are to be examined to discover the nature of the poison.

TWO STORIES FROM HOMESTEAD.

Strikers Say the Mill is Embarrassed for Lack of Workmen—A Denial.

HOMESTEAD, Sept. 15.—The Advisory Board of the Amalgamated Association issued a statement this morning in which it is claimed that the developments of the past week have proved exceedingly favorable to the association, and that the Carnegie Company is almost blocked, so far as the operation of the plant is concerned. The statement says:

"Yesterday fifty-five of the best workmen quit, and we have evidence from three of them that since last Saturday the desertions have aggregated 600. As a result of the falling off in number of workingmen, the only plants operating yesterday and to-day are the new Bessemer and ten-inch mill."

It was said at the mill to-day that the plant was being operated as usual.

Mrs. Kent Sues Her Father-in-Law for $100,000 for Slander.

Mrs. C. H. Kent has begun a suit in the Supreme Court in Brooklyn against her father-in-law, Henry A. Kent, for $100,000 damages for alleged slander. Mrs. Kent and her husband, after several years of marital unhappiness, parted, and she soon began a suit for separation on the ground of ill-treatment. Mr. Kent brought a counter suit for absolute divorce, naming as co-respondent a doctor in Freeport, L. I. Mrs. Kent was successful in each suit, but failed for one reason or another to obtain the alimony which the Court allowed her. Her father-in-law, as alleged in her complaint, has persecuted her in various ways and spread the report that she had never been legally married to his son, and also cast discredit on the parentage of his two grandchildren. Mr. Kent denies all his daughter-in-law's allegations.

BROOKLYN.

The deaths last week numbered 402, being 72 more than the preceding week.

President Michael J. Coffey of the Board of Aldermen has returned from Europe.

Postmaster Collins professes entire ignorance of the rumored movement among some of the Republican statesmen to have him ousted from his office for his alleged corrupt political activity.

The Rev. Father Mathias Yodyszus, who has had a stormy pastorate in the Polish church in Williamsburgh, has formally renounced his allegiance to the Emperor of Russia and become an American citizen.

Eighteen-year-old Mary Findt took a dose of arsenic on Wednesday night at her home, 57 Clifton street, and died yesterday in the Cumberland Street Hospital. She was in trouble over an unfortunate love affair. She gave birth to a dead infant while suffering from the effects of the poison.

A NEW WORLD'S BICYCLE RECORD.

Taylor Rides a Mile in Competition in 2 Minutes 15 2-5 Seconds.

SPRINGFIELD, Sept. 15.—Seven thousand persons attended the Springfield Bicycle Club's annual fall races, held at the famous Hampden Park trotting track this afternoon. The storm of yesterday left the track in perfect condition, and a world's record for one mile in competition was established by George Taylor of the Manhattan Athletic Club in the one-mile handicap race. Messrs. Taylor, Zimmerman, and Lumsden started from scratch and cut a very fast pace in their efforts to pass the handicap men. Taylor at the half mile got away from Zimmerman and Lumsden, and finished the mile in fourth place in 2 minutes 15 2-5 seconds.

While the racing throughout the entire afternoon was of a high order, a light wind interfered with the racing men and was a deterrent to record breaking. Zimmerman, the New York Athletic Club crack, suffered his first defeat in a scratch race to-day since his return from England. Both Harry Tyler and Willie Windle defeated him in the one-mile invitation race. Messrs. W. F. Murphy, A. C. Banker, and C. A. Murphy rode a trial mile upon the tripler wheel. They covered the half mile in 1 minute 1 2-5 seconds and the mile in 2 minutes 13 seconds. With three fast men upon the triplet it is thought the mile can be ridden under two minutes.

Arthur Lumsden is the only man among the Western contingent who is riding well. L. D. Munges of Chicago is in poor form, and Peter Berlin, the Manhattan A. C. racer, has not fully recovered from his fall at the Columbia races. The actions of some of the racing men in several of to-day's races were regarded as being very peculiar. In several instances the men were pocketed very suspiciously. To-morrow a close look-out will be kept, and a repetition of to-day's work by some of the men will likely result in their suspension from the track.

In the half-mile race, which Zimmerman won, the riding of Sanger and H. Wheeler was pronounced severely criticised. To-morrow Harry Tyler will try to lower the one-mile record. The one-mile world's record race will be run this afternoon.

The races in detail will be run to-morrow afternoon. A summary of the races is as follows:

One-mile Novice—Won by W. A. Dyer, Holyoke; F. Hubbard, Springfield, second; H. Wheeler, Springfield, third. Time, 2 minutes 38 1-5 seconds.

One-mile Invitation—Won by Harry Tyler, Springfield; W. W. Windle, New York, second; Arthur Zimmerman, New York, third. Time, 2 minutes 21 4-5 seconds.

One Mile, 2:30 Class—Won by W. S. Campbell, New York; L. Dorntage, Buffalo, second; F. Herman, Hartford, third. Time, 2 minutes 30 1-5 seconds.

One Mile, 2:30 Class—Won by C. S. Thompson, New Haven; A. W. Gimstead, Springfield, second; C. T. Nelson, Springfield, third. Time, 2 minutes 31 1-5 seconds.

Half-mile open—Won by A. A. Zimmerman, New York; A. A. Saunders, Chicago, second; Harry Tyler, Springfield, third. Time, 1 minute 8 seconds.

Half Mile, 1:25 class—Won by A. H. Davis, Greenfield; H. T. Wendler, Columbia, second; H. S. Martin, Asbury Park, third. Time, 1 minute 12 3-5 seconds.

One-mile Boys' Race—Won by W. J. Longmeadow, Springfield; A. Griffith, Springfield, second. Time, 3 minutes 6 3-5 seconds.

Half-mile Handicap—Won by William Windle, New York, scratch; A. A. Saunders, Springfield 40 yards, second; R. S. Williamson, Springfield, 35 yards, third. Time, 1 minute 5 2-5 seconds.

Two-mile Handicap—Won by Hugh Robson, Salem; J. A. Mordt, Hartford, second; F. F. Dunn, Springfield, third. Time, 5 minutes 31 2-5 seconds.

One-mile Handicap—Won by E. A. Nelson, Springfield, 25 yards; H. E. Arnold, New York, 25 yards, second; J. P. Bliss, Chicago, 25 yards, third. Time, 2 minutes 12 seconds.

One-mile Boys' Race—Won by C. T. Nelson, Springfield; J. D. Cronin, Chicopee, second. Time, 2 minutes 42 seconds.

LAWN TENNIS.

Opening of the Knickerbocker Tournament.

The first annual open handicap lawn tennis tournament of the Knickerbocker Tennis Club was began yesterday afternoon on the courts of the club at 140th street and Brook avenue. Representatives were entered from almost all of the local clubs, and no less than seven men are on scratch in the gentlemen's singles. This was the only event begun yesterday, and play in this and the first matches in the ladies' singles and gentlemen's doubles will take place this afternoon. Yesterday's scores follow:

Gentlemen's Singles, Preliminary Round—J. Parmly Paret, Lenox T. C., scratch, beat Dr. W. H. Bates, Central Park, fifteen, 6-4, 6-1; W. A. Boyd, Knickerbocker T. C., fifteen, beat J. C. Tolk, Knickerbocker T. C., thirty, 6-4, 6-1; J. J. Talmadge, Jr., Crescent A. C., scratch, beat T. E. Debevoise, Fifth Avenue T. C., half-thirty, 6-2, 6-2; H. L. Hall, Knickerbocker T. C., scratch, beat H. W. Hopton, Knickerbocker T. C., thirty, 6-2, 6-2; H. L. Hall, Knickerbocker T. C., half-thirty, beat J. C. Tolk, Knickerbocker T. C., thirty, by default; W. K. Gillett, New York A. C., scratch, beat A. C. Clark, thirty, 6-4, 5-7, 6-0.

First Round, Doubles—Paret, Englewood F. C., scratch, beat R. Hamilton, Knickerbocker T. C., thirty, 6-0, 6-2, 6-4; J. Parmly Paret, Lenox T. C., scratch, vs. C. S. Dickinson, Hall, 30-40, 6-2, 6-2; J. Huntington, J. E. Talmadge, Jr., Crescent A. C., scratch, vs. W. Boyd, Knickerbocker T. C., fifteen, 6-3, 6-8 (unfinished); E. H. Sanders, Crescent Athletic Club, scratch, vs. Simpson, Mount Vernon T. C., fifteen, 6-3, 6-4; A. E. Taylor, Chester Hill T. C., fifteen, beat H. Friedman, Knickerbocker T. C., thirty, 1-6, 6-0, 6-2.

Tennis on the Crescent A. C. Courts.

The tennis tournament of the Crescent Athletic Club was continued yesterday afternoon at Bay Ridge. The final rounds were played in classes B and C in singles, and also one of the matches between the winners of the class tournaments. Bigelow won in class B and Stevens in class C. Post, winner in class A, then defeated Bigelow in a well-played match, conceding him fifteen. The winner of the Post-Bigelow match was asked to play the loser for second. The scores were:

Singles, Class B—Final round. F. W. Bigelow, scratch, beat C. P. Notman, scratch, 6-4, 6-2.

Class C—Final round. J. P. Stevens, scratch, beat W. A. Erhardt, scratch, 6-4, 6-2.

Singles, Class A—Match between class winners, Carroll J. Post, Jr., class A, scratch, beat F. W. Bigelow, class B, fifteen, 2-6, 6-4, 6-3.

Doubles, Class B—Semi-final round. Hall and Powell, half-fifteen, beat Bown and Kentgen, scratch, 6-2, 3-6, 6-2.

New York German Gun Club.

The members of the New York German Gun Club, one of the oldest New York shooting organizations, had a fine day's outing yesterday at Dexter Park. The principal event was the competition for the two club medals at eight birds each, in which twenty-one competed. The scores: F. Sauter, 30 yards, 6; P. Garms, Sr., 21 yards, 4; A. Busch, 21 yards, 6; J. Schlicht, 30 yards, 7; H. Bosenecker, 25 yards, 5; P. Garms, Jr., 30 yards, 4; J. Fraser, 21 yards, 6; J. Wellbrock, 25 yards, 5; E. Hallmann, 25 yards, 7; H. Thomford, 30 yards, 7; G. Strauwein, 30 yards, 4; H. Thomford, 30 yards, 7; G. Strauman, 21 yards, 2; M. Bonden, 21 yards, 4; J. Klein, 30 yards, 4; A. Lucas, 25 yards, 5; H. Wiedemann, 25 yards, 4; J. Dannefelser, 25 yards, 5; J. Goerlitz, 25 yards, 6; A. Lucas, 25 yards, 5; J. Schreiner, 21 yards, 2.

Ties—H. Medai-J. Schlicht, 3; E. Widman, 2; H. Thomford, 1.

Match Shoot, 5 birds, $10 a side—J. Schlicht, 30 yards, 4; J. Fraser, 21 yards, 3.

Team Shoot, 25 Yards—J. Schlicht's Side: J. Schlicht, 3; J. Goerlitz, 3; P. Garms, Jr., 4; F. Sauter, 2; E. Huff, 4; H. Thomford, 3; J. Carwein, 2; A. Lucas, 1. Total, 22.

E. Widman's Side—E. Widman, 3; A. Busch, 4; J. Messner, 3; J. Dannefelser, 1; J. Fraser, 3; H. Lenone, 2; J. Wellbrock, 1; H. Hassinger, 1. Total, 18.

At the close of the club shoot the members partook of a dinner, at which the health of H. Nobel, Schroeder, and H. Liebinger, the three oldest members of the club now in Europe, were proposed by H. Thomford. All present joined in wishing them a safe and speedy return, so as to be present at the next shoot.

Yachting Notes of Interest.

There will be a special race for open sloops on Sunday at the Pavonia Yacht Club, Jersey City. The boats will be divided into two classes and the winners will take some handsome prizes, which are offered by one of the resident members. The course will be a triangular one to Buoy 14, southwest spit, where the race will be in full view from the club's summer home at the Atlantic Highlands.

The Herreshoffs, it is said, have received an order for an 84-foot sloop from a prominent member of the New York Yacht Club. She will be built for the cup defender, and in case no challenge is sent she can readily be changed into a schooner. It is said that her owner intends to have her ready for racing next year at 84 feet as he can by building up to the 90-foot limit.

A. Cary Smith, the designer of the Zaimpa, Iroquois, Lasca and various other fast schooners, has received an order for a 70-foot sloop from J. R. King. She is to be built of wood and will be a centreboarder. She will be built at Nyack.

Gl Interest to Oarsmen.

The next meeting of the Executive Committee of the National Association of Amateur Oarsmen, which will be held at the Gilsey House on Oct. 8, promises to be an interesting one. Besides Chicago and Saratoga, Detroit has entered the lists as an applicant for the national regatta of 1893. The Wolverines claim that the new course on the Detroit River near Belle Isle is well sheltered and of ample dimensions, and that it is unsurpassed by any course in the country.

The Union Boat Club of the Harlem River will hold their annual dinner on Sunday at Donnelly's Hotel, College Point. A steamer has been chartered to convey the members to the point. It will leave the boat house at 10 o'clock in the morning.

The Manhattan Boating Club will hold their annual regatta and ladies' day reception on the Harlem River to-morrow afternoon.

Courtney, the English Runner, Here.

Joe Courtney, the English one and two mile professional champion and one of the fastest middle-distance runners in the world, is in the city now, and would like to make a match with any of the American professional runners for $1,000 a side and the championship at either one or two miles. Peter Priddy or Everett McLeelan preferred. Courtney comes from Portsmouth, England, where he has won innumerable victories on the path.

Last July he won the professional championship at one mile from the noted Lancashire Bell of Scotland, in 4 minutes 24 2-5 seconds, and the $2,500 stake money as well. Courtney has defeated such cracks as Cummings, Snooks, Perkins, and others. He has repeatedly challenged W. G. George, but the latter has always refused.

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Trotting at the Somerset Fair.

SOMERVILLE, Sept. 15.—Fifteen thousand persons crowded into the grounds of the Somerset Agricultural Society to-day. Local as well as State politicians were present, among them being Gov. Abbett, George Gray, the State Treasurer, Col. A. R. Kruser, and Oliver Kelly of the State Committee. Some trouble was had as to who could drive Conway, lately owned by H. N. Heft of Easton, but who was sold on Sept. 5 to Andrew Rudel, William Grant, Heft's driver, attempted to take forcible possession of Conway, but was prevented from doing so, and Conway won in the 2.19 class in three heats. Summary:

Three-year-old class; purse $300.

Mahlasky, br. s., H. Clothier Stock Farm 6 3 1 1 3 2 1
Somerset, ch. g., Round Top Farm 3 2 3 2 1 1 2
Thornless, br. s., R. G. Smith, Wawarsing 1 1 2 4 2 3 3
Russell H., br. s., N. H. Heft, Easton 1 1 9 5 4 4 4
Time—2:39¾, 2:40¾, 2:43¾, 2:38¾, 2:39¾, 2:42¾, 2:47¾.

2:19 class; purse $500.

Conway, b. g., N. H. Heft, Easton, Pa. 2 1 1 1
Rachel, b. m., Elwood Smith, Wilkesbarre, Pa. 1 2 2 3
Lapidary, b. s., Clothier Stock Farm 3 3 3 2
Lackawanna, br. s., I. Whitebend, South River, N. J. 4 4 4 4
Time—2:25¾, 2:23, 2:23, 2:24¾.

Three-minute class; purse $300.

Gayle, b. m., H. H. Longstreet, Matawan, N. J. 1 1 1
Prince Eugene, b. s., Clothier Stock Farm 2 2 2
Sam Wallace, b. s., W. Payne 3 3 3
Minnie K., b. m., D. S. Quinton 6 4 4
Time—2:32¾, 2:31¾, 2:31¾.

Running race; purse $150.

Big Six, b. g., J. Whelan, Glendola, N. J. 1 1 1
Fassett, s. g., Jas. McKeever, Warwick, N. Y. 2 2 2
Ida Howell, b. m., P. F. Wagner, Sergeantsville, N. J. 3 3 3
Time—1:51, 1:52.

Public Notices.

PUBLIC NOTICE.—OFFICE OF THE CLERK OF THE COMMON COUNCIL, NO. 8 CITY HALL, NEW YORK, Sept. 13, 1892.

Pursuant to directions given me in the following resolution, which was adopted by the Common Council September 13, 1892, and approved by the Mayor Sept. 13, 1892, viz.:

Resolved, That Wednesday, the twenty-eighth day of September, at 11 o'clock A. M., be and the chamber of the Board of Aldermen and hereby are designated as the time and place when and where the application of the Metropolitan Cross-town Railway Company to the Common Council of the city of New York for the consent and permission for the construction and operation by the said petitioner of the union, extension, and connection between its and the Houston, West Street and Pavonia Ferry Railroad Company's Desbrosses Street Ferry, the said petitioner desiring to build, construct, and operate a single track branch of its road in manner and form as set forth in said petition as a new and continuous route of public travel, as provided in section 90, as amended, of the Railroad Law, that the said petition, and that public notice be given by the Clerk of this Board by publishing the same daily for fourteen days in two daily newspapers published in city, to be designated therefor by the Mayor, according to the provisions of section 92, as amended, of the Railroad Law, such advertising to be at the expense of the petitioner.

Public notice is hereby given that at the time and place named in the resolution the following application of the Metropolitan Cross-town Railway Company will be considered as required by the provisions of the Railroad Law.

To the Honorable the Common Council of the City of New York.

The petition of the Metropolitan Cross-town Railway Company respectfully shows:

First—That your petitioner is and for many years has been a street surface railroad corporation owning, operating and maintaining a street surface railroad through, upon, and along certain streets and avenues in the city of New York, and among other streets and avenues from Ninety-second street through, upon, and along Fifth street with a single track to Houston street; thence from Houston street through, upon, and along Avenue B with a single track; thence through, upon, and along a double track through, upon, and along Avenue C to Seventeenth street; thence through, upon, and along Seventh street to Avenue C; thence through, upon, and along Avenue C to the Grand Central Depot in the city of New York.

Second—That the Chambers Street and Grand Street Ferry Railroad Company, formerly owned and operated a street surface railroad through, upon, and along certain streets and avenues in the city of New York and across the North River, from the foot of Chambers street to the East River through, upon, and along Grand street; thence through, upon, and along Cherry street; thence through, upon, and along Market street to Madison street; thence through, upon, and along Madison street with a double track to New Chambers street; thence through, upon, and along New Chambers street to Park row; thence through, upon, and along various other streets and avenues to Pavonia Ferry on the North River, and also from Pavonia Ferry along various other streets and avenues to Roosevelt street Ferry on the East River.

Third—That heretofore, pursuant to statute, the said the Chambers Street and Grand Street Ferry Railroad Company was merged with your petitioner, and your petitioner now owns, operates and uses the said ferries and railroad routes formerly owned by the said the Chambers Street and Grand Street Ferry Railroad Company.

Fourth—That your petitioner desires to unite the said two street surface railroad routes at the intersection of Pitt street and Delancey street, said point of union being not over one-half mile from each respective lines or routes; the connection to be made by the construction, maintenance, and operation of an extension or branch of your petitioner's said road, and operation of an extension of the Chambers Street and Grand Street Ferry Railroad Company at the intersection of Third street and Avenue C, connecting there by suitable curves and appliances with the said Pitt street, to connect, by suitable curves and appliances with the existing single track of your petitioner's said road, and running thence through, upon and along Pitt street over the said single track in manner subject to station, thence to the existing single track in Stanton street, thence through, upon and across Stanton street with a single track; thence through, upon and along Pitt street to said point of union, and to the construction and maintenance and operation of an extension or branch of the said railroad formerly of the Chambers Street and Grand Street Ferry Railroad Company, at the intersection of Rivington street and Avenue C, connecting there by suitable curves and appliances with the said road of the Chambers Street and Grand Street Ferry Railroad Company, running thence with a single track through, upon and along Rivington street, thence through, upon and along Grand Street Ferry Railroad Company, running thence with a single track through, upon and along Grand street to said point of union, said connection to be operated by any motive power which is now used or may hereafter be lawfully used on either of the routes connected thereby.

Fifth—And by the construction of such connection your petitioner will be able, and hereby offers, consent and agrees to the requisite consents of property owners or the lawful substitute therefor having been first obtained, to establish and maintain a new continuous route for public travel for one fare.

IV.—That such connection cannot be operated as an independent railroad conveniently to the public, but it is manifestly to the public advantage that the same should be operated as a continuous line or route with the existing railroads of your petitioners respectively.

Wherefore your petitioners pray for the consent of the local authorities of the City of New York to the construction and operation of said connection, and to the establishment, maintenance, and operation of said new continuous route for public travel.

Dated NEW YORK, July 5, 1892.

THE WEST STREET AND PAVONIA FERRY RAILROAD COMPANY.

By JOHN D. CRIMMINS, President.

All persons interested in the foregoing application are hereby notified to be present at the time and place mentioned in the resolution.

MICHAEL F. BLAKE, Clerk Common Council.

PUBLIC NOTICE.—OFFICE OF THE CLERK OF THE COMMON COUNCIL, NO. 8 CITY HALL, NEW YORK, Sept. 8, 1892.

Pursuant to directions given me in the following resolution, which was adopted by the Common Council September 6, 1892, and approved by the Mayor September 8, 1892, viz.:

Resolved, That Wednesday, the 28th day of September, 1892, at 11 o'clock A. M., and the chamber of the Board of Aldermen be and they hereby designated as the time and place when and where the application of the Houston, West Street and Pavonia Ferry Railroad Company to the Common Council of the city of New York, for its consent and permission for the construction and operation by said petitioner of the union, extension, and connection between its and the Brooklyn and Newtown Railroad Company's Newtown Creek Ferry, the said petitioner desiring to build, construct, and operate a single track branch of its road in manner and form as set forth in said petition as a new and continuous route of public travel, as provided in section 90, as amended, of the Railroad Law, that the said petition, and that public notice be given by the Clerk of this Board by publishing the same daily for fourteen days in two daily papers published in city, to be designated therefor by the Mayor, according to the provisions of section 92, as amended, of the Railroad Law, such advertising to be at the expense of the petitioner.

Public notice is hereby given that at the time and place named in the resolution the following application of the Houston, West Street and Pavonia Ferry Railroad Company will be considered as required by the provisions of the Railroad Law.

To the Honorable the Common Council of the City of New York.

The petition of the Houston, West Street and Pavonia Ferry Railroad Company respectfully shows:

First—That your petitioner is and for many years has been a street surface railroad corporation owning, operating and maintaining a street surface railroad through, upon, and along certain streets and avenues in the city of New York, and among other streets and avenues from Houston street through, upon, and along Avenue C with a single track to Third street, thence with a double track through, upon, and along Avenue C to Seventeenth street, thence through, upon, and along various other streets and avenues to the Grand Central Depot in the city of New York.

Second—That the Houston, West Street and Pavonia Ferry Railroad Company formerly owned and operated a street surface railroad through, upon, and along certain streets and avenues, from Grand street ferry on the East River, through, upon, and along East street; thence through, upon, and along Avenue C; thence through, upon, and along Jackson street to Madison street; thence through, upon, and along Madison street with a double track to New Chambers street; thence through, upon, and along New Chambers street to Park row; thence through, upon and along various other streets and avenues to Pavonia Ferry on the North River, and also from Pavonia Ferry along various other streets and avenues to Roosevelt street Ferry on the East River.

Third—That heretofore, pursuant to statute, the said the Chambers Street and Grand Street Ferry Railroad Company was merged with your petitioner, and your petitioner now owns, operates and uses the said ferries and railroad routes formerly owned by the said the Chambers Street and Grand Street Ferry Railroad Company.

Fourth—That your petitioner desires to unite the said two street surface railroad routes at the intersection of Pitt street and Delancey street, said point of union being not over one-half mile from each respective lines or routes; the connection to be made by the construction, maintenance, and operation of an extension or branch of your petitioner's said road, and running thence with an additional single track through, upon, and along Delancey street to Pitt street, thence to connect, by suitable curves and appliances with the existing single track of your petitioner's said road, and running thence through, upon and along Pitt street over the said single track in manner subject to station, thence to the existing single track in Stanton street, thence through, upon and across Stanton street with a single track; thence through, upon and along Pitt street to said point of union, and to the construction and maintenance and operation of an extension or branch of the said railroad formerly of the Chambers Street and Grand Street Ferry Railroad Company, at the int