GREAT DAY FOR YALE.

HER OARSMEN WON TWO RACES AND DOWNED HARVARD AND COLUMBIA.

It Was a Pretty Struggle Between the Freshmen from New Haven and the Light-weight Columbias, but in the 'Varsity Contest the Cambridge Men Did Not Have the Slightest Chance and Were Beaten by Yale by Fourteen Lengths Over a Course of Four Miles—Harvard's Poor Form and Steering Were the Causes of Their Signal Defeat—The Yale Crew Took the Lead After a Few Strokes and Kept on Gaining Until the Finish—A Crowd of at Least 80,000 Persons Watched the Contest and Enthusiastically Cheered the Winners—Harvard's Work a Great Disappointment.

NEW LONDON, June 28.—Under the conditions declared by the Harvard coachers this morning most favorable for the success of their varsity crew, the Yale men left the crimson oarsmen fourteen lengths behind on the Thames four-mile course to-night. A gentle breeze, a calm sea, and a flush tide were what the Harvard Navy asked for, and their prayer was answered, yielding their representative sight the most signal and indefensible defeat since Capt. Stevenson's boys in blue established the American intercollegiate record over the same water in 1888.

The predictions that little or no interest centred in the race this year was disproved by the crowds that rolled into New London on the special trains and steamers this afternoon. Thirty thousand persons saw the contest. One change, however, was marked in the composition of the crowd which cheered on the rival crews this year. It was thoroughly cosmopolitan in character, such as usually attends a large bicycle tournament, rather than an intercollegiate athletic match. Neither of the contesting colleges seemed interested enough to send a sizable delegation. "Harvard expected to be out of the race altogether, and Yale had it served up from the start, and so both colleges stayed away," said a veteran college oarsman to-night, commenting on the scarcity of college men present.

At 5 o'clock the immense tide of humanity had set at the depot and on the adjacent wharves, and was waiting to ebb away toward Gale's Ferry, the scene of the start. The observation train with thirty-four cars stood on one side of the station, freighted and ready to steam up the track; half a dozen passenger steamers lay at the dock ready to plough up the course, and along the river rode at anchor a hundred of the costliest, speediest, and handsomest pleasure yachts in America.

Along the Groton side of the river a long line of carriages and bicycles stretched, filled with New Londoners, to whom this method of watching the race annually grows in popularity. Nature aided art to make the scene gorgeous, and the meadows, hills, and the beautiful harbor never looked more beautiful. At 5:30 o'clock the long line of vehicles by sea and land were on their way up the river, and by 6:15 o'clock all were in place for the culminating athletic event of the year.

Harvard was the first crew to reach the starting point, and less than ten seconds later the bronze-backed Yale men dotted around a cove and were soon alongside the crimson oarsmen. Yale had the east or Groton side, and Harvard the New London side. The crews received their usual preliminary instructions from the referee, and to back up to the boats moored off the cove was the work of only a minute.

It was a magnificent sight to see those powerful young men eagerly waiting for the word that would send them on the final four-mile race of the year. At this time the wind was blowing directly up stream, coming from due south, and it had the effect of disturbing the water to a considerable extent at the starting point, while out in the middle of the stream there was apparently little wind stirring.

The Cambridge men were the first to catch the water after the referee gave the word at 0:42 o'clock, but they were closely followed by their Yale brethren. On the third stroke both were rowing thirty-six to the minute. After five strokes more it looked as though that mighty spurt heard of so often in connection with the Harvard crew was a myth, for the Yale oarsmen held them in with a slight grip. Three strokes more and the bows began to seesaw. This was the critical part of the race. The test had come, and Yale's crew proved themselves to be the superior of the crimson oarsmen, for their bow was seen to gain perceptibly at every stroke.

Stroke Johnson of the Yale crew, who was expected to go wrong by the Harvard followers if pressed very hard in the race, kept his head firmly planted on his shoulders and exercised his drum of thought in the manner that would do justice to a veteran. He evidently saw he had the race well in hand, for he gauged his work by setting thirty-four strokes to the minute. The Harvard oarsmen made a bad mess in the rough water. They carried their blades very high in the air, and the alignment that the oars kept was wretched. The see-sawing was a thing of the past, for the Yale men began to show a gradual gain, and, as the crews came out into the channel, the most earnest Harvard supporters were dumfounded, for the blues walked right away from their crew just as though they were tied.

It cannot be truthfully said that the Yale crew's stroke was the oarsman's ideal, for it was far from the point of the motion. Their method of pulling the oar seemed to be jerky, and the inboard work was little better than the showing in the Harvard boat. To a casual observer one could see very little difference in the style of the boats' crews; but there was a vast difference.

Long before the half-mile mark was reached the Yale crew had opened up open water, and as they drew out in the channel and the press boat dropped in behind them a splendid opportunity was offered to those who wished to study the style and imperfections of the stroke. The men from New Haven reached well and sat almost erect, depending a great deal on their slides. When they threw their weight on their oars it was done in a manner that showed that they were out for business. Their catch was hard, and the stroke was whipped through the water with the determination that was entirely their own.

The shoot was the fine part of their strokes, for their slide would start up quickly, only to be slowed down on the full reach in an artistic manner. Their feathering was fairly good, but there was still room for vast improvement. On the other hand, the Harvard men did not drop in their oars on the full reach, and consequently the stroke was badly cut. Their recovery was very slow, the seat moving almost as far on the full reach as when it was started.

As the crews passed the half-mile mark, and the followers of the blue saw that, barring accidents, they would win, a mighty cheer went up from the observation train and the multitude on the steamers. The prow of the Yale shell fetched past the half-mile mark, the elapsed time being 2 minutes and 53¾ seconds; Harvard's time was 2 minutes 58¾ seconds. The Yale crew had a length and a quarter the best of it at this point. All eyes were centred on the Harvard men, and no compliments on dress parade were ever criticised as closely as those poor boys were.

Everybody was looking for faults and imperfections, and, as the strain began to tell on them, naturally enough their greatest faults came to the surface. They acted very clumsy in their movements, and a concise description of their stroke is best told when it is explained that they made a short jab in the middle and the oars floated through the rest of the stroke.

For the next half mile the Yale crew settled down to rowing in earnest, but never for an instant did they run their stroke above 34 to the minute. The crimsons, with all their boasting of fish and speed, very nearly kept time to the Yale stroke, for they registered 35 to the minute.

Leading crews always row prettily, and the Yales were no exception to the rule, for when they saw they had the race well in hand their chests expanded, presumably with pride, the beats went on harder, and the miniature fountains raised by the swash of the oars as they left the water conclusively proved that there was great driving power in the stroke. They were gaining on the Harvards so fast that Evart Wendell, the old Cambridge runner, who was also noted for leading the cheering at football games and boat races, sat on the pilot house of the Manhanset and convulsively clutched the huge red flag he held in his hand. There never was a time when Wendell could not find voice to arouse the Harvard boats before, and as a matter of fact not a single Harvard cheer was heard on the water during the early part of the race.

At the finish of the mile the Yale crew showed a remarkable gain and had a lead of four lengths as they passed the flags. The time at that point was: Yale, 5 minutes 50 seconds; Harvard, 6 minutes 7 seconds. The strokes of both crews at this point was: Yale, 36; Harvard, 36. The Harvard crew rowed much better in the next half mile, for their rivals had worked out into what is known as the set grass course, and the crimsons were favored slightly for the time being. The Yales did their prettiest, but only showed a gain of three-quarters of a boat length, which gave them four lengths and three-quarters the best of it at the mile and a half flag. Yale's time was 8 minutes 53 seconds, and Harvard's time 9 minutes 12 seconds.

No sooner had they passed the flag than the leaders seemed to take a new lease of life. The Harvard crew kent gamely on, however, their work getting smoother outboard and their body work more rugged. In the next half mile the Yales again cut loose, although there was no perceptible change in their stroke. This goes to prove that the course is a very unequal one, and in a race between two crews very evenly matched it would be betting on a certainty to take the one drawing the favorite side of the river.

Whatever chance the Cambridge men had of making a respectable showing was lost in the next half mile, for the prow of their shell had to be pointed off to clear the two-mile flag. They should have passed on the New London side of the flag, but came very nearly going to leeward. Three of the port oars struck the stake, and that whole side of the boat became sadly demoralized; in fact, the men stopped rowing for a couple of strokes. The poor coxey was badly minute with clock-like regularity.

Abused by the spectators, but to the knowing ones he was not so much at fault after all, for the wind, which was from due south, circled around the hills on that side of the river and formed a kind of a wind whirlpool, which came down from due north, and it was so unexpected that it drove the boat against the stake. To the credit of the coxswain it should be stated that the Yale boat also took a leeward course at this point and was carried well toward the Groton shore.

The Harvard crew picked themselves up well, and got moving together in a very short space of time. They were undaunted, and started with thirty-seven strokes to the minute, in hopes of catching the slippery bottomed Yale boat. The blues made the two miles in 11 minutes 47 seconds, and Harvard's time was 12 minutes 20 seconds. This was Yale's biggest gain, and from this point out the race was merely a procession. The New Haven men continued on rowing just the same as when they started, and the Harvards were improving in form if not speed in as they went.

In the next half mile the blues showed a nice gain, for they passed the two and a half mile mark in 14 min. 51 sec., while Harvard glided by in 15 min. 31 sec., just nine and a half boat lengths behind. The crews had to row down the rest of the course through two long rows of yachts, a lane fully 150 yards wide being kept clear for them to pass through. At this point the cheering began in real earnest, and the guns of the yachts belched forth a welcome to the leaders. In less than a minute the firing became general, and the big three-deck steamers City of Worcester, Block Island, and others looked like big banks of blue clouds, for they were laden to their water lines with men and women dressed in the bluest of blue.

Yale's time for the three miles was 17 minutes 47 seconds; Harvard's, 18 minutes 35 seconds. The Yale men now led by eleven and a half lengths. There was no perceptible change in the work of either crew in the next half mile, the Yale passing the three and a half mile mark in 20 minutes 56 seconds, and Harvard in 21 minutes 42 seconds.

It was hard to keep a close watch on the crews at this point, for the powder smoke was as thick as a London fog and the noise was very great. A quarter of a mile from the finish Johnson let her out, and with a stroke of thirty-six to the minute the blues dashed across the line, which was almost at the end of the big railroad bridge. It took by actual count just twenty-five strokes for the Harvards to cross the line after the blues had finished, and the distance they were behind was just fourteen lengths.

At the finish not a single man went down. All kept their seats, although four of the Harvard men were aware, and for a time looked as though they would go to pieces. The official time by half miles is as follows:

Distance.	Yale.	Harvard.
Half mile	2:53¾	2:58¾
One mile	5:50	6:07
One and a half miles	8:53	9:12
Two miles	11:47	12:20
Two and a half miles	14:51	15:31
Three miles	17:47	18:35
Three and a half miles	20:56	21:42
Four miles	23:47	24:40

The crews were as follows:

YALE.

		Weight.
Bow	R. Armstrong	158
2	H. C. Holcomb	177
3	W. M. Beard	170
4	A. P. Rogers	168
5	J. V. Dater	177
6	W. R. Cross	188
7	R. R. Treadway	170
Str'k	F. A. Johnson (captain)	160
Cox	F. E. Olmsted	110

HARVARD.

		Weight.
Bow	James Purdon	155
2	J. R. Bullard, Jr.	161
3	R. H. Lewis	159
4	R. M. Townsend	169
5	T. G. Stevenson	172
6	H. L. Smithwick	178
7	E. H. Fenkster	165
Str'k	A. M. Kales	165
Cox	E. B. Day	109

There was plenty of chance to tear the Harvard oarsmen to pieces, as far as individual work went, and the same might be said of some of the Yale men. The cause of Harvard's defeat can be laid to several things, but the chief reason why the Yales won was because they had better oarsmen and stronger men. The blues' work was not the result of a haphazard course of training, but the outcome of a simple, reasonable, and rigid course of preparatory work.

It looks very much as if old Harvard men are getting tired of this kind of work, and no doubt a change of some sort will be made before another season comes around. Robert Hooper, who never misses a race, said to THE SUN representative after the race: "I am growing discouraged and would feel much better if we could only have a winning crew once in a while."

When asked whom he thought would be a good man to develop the crews he said:

"Wan is the best man in the country to compete against Cook, providing he could be induced to take them in hand. When he was coaching them we had winning crews, and I firmly believe that he could do it again. I don't believe in professionals, and know that we can do better without them."

O'ne Harvard man, seen during the night talked freely on the situation, and many would like to see Charley Courtney at Cambridge next season.

It is a noticeable fact that young men come down from St. Paul's School, are put into a Yale boat, and their instructions continued on the same lines as taught by Mr. Dale. At Harvard, however, men from the same school are changed around so much that they lose all they ever did know about rowing.

Inferior men are taken from St. Paul's School and are made equal to such oars as Fennessey of the Harvard crew in one short season at Yale.

A. St. John, the well-known patron of boating, said after the race that Gaudaur and Beach, the professional sculllers, rowed nearly as fast as the winning eight when they competed in England several years ago.

YALE'S FRESHMEN IN FRONT.

But Columbia's Light Weights Gave Them a Scare—Harvard Far Behind.

NEW LONDON, June 28.—Yale, '97, won the freshmen triangular boat race this morning in as pretty a two-mile struggle as was ever rowed on the Thames. Harvard was outclassed, and was never in the contest after the oars struck the water. Columbia, on the other hand, made a game, though uphill fight, and yielded to fate only on the last few lengths.

A fresh breeze blew up the Thames, but there were no white caps, and the wind was in the oarsmen's favor. The crews were towed to the big bridge by the launches, the Yale eight showing up last about 11:15 o'clock. Then there was a short wait, due in part to the persistency of the wind in blowing the mooring boats from their blockings. At 11:32 o'clock sharp Referee Al Cowles gave the word, and with a vigorous splash two dozen oars threw up the brine.

Columbia's wiry oarsmen, bubbling over with vigor, struck the water first, while Yale and Harvard got off about even. The Yale boat rocked badly for a few strokes, but after fifty yards the oarsmen settled down to rugged, forcible work. Within 100 yards Yale's boat led, but the Columbias shot their boat along at an even gait, while the Cambridge men lagged all of ten yards in the rear. The Cook stroke showed its superiority, and the Yale youngsters proved to be apt pupils.

For half a mile the oarsmen sped up the river, Yale gradually but surely hold on a winning lead, and Harvard dropping to the rear like a certain tail-ender. As the second half mile was begun, clear water showed between the Columbia stern and the Harvard bow, and half of Yale's shell showed beyond Columbia's prow. Yale's swing stroke left Columbia and Harvard further and further astern. It was a quick half mile, and the Yale coachers looked complacent and satisfied. Yale led by a length and a half at the mile post, and Capt. Simpson let down the stroke a little.

As the boat shot past the flag he called to Coxswain Clark: "Tommy, is the stroke all right?" Tom looked the boat over, and his hurried glance came near costing Yale the race. He steered the boat several yards toward the deadly sel grass, Yale's fatal foe on several occasions. Within a couple of lengths he saw his mistake and tried to veer the shell back into the course, but it rolled badly and No. 5 began to splash. This was Columbia's only chance. Coxswain Bull yelled: "Hit up the stroke, boys," and Yale's lead dwindled every time the oars struck the water. Columbia's men seemed fresh and moved in magnificent form. It was a rough sea, though, for the light weights.

At the mile and a half post the leaders were almost abreast. Yale had a nominal lead, but Columbia held her own beautifully. The Cook stroke, however, carried the day. Clock-work strokes fell from the Yale men, while the New Yorkers, unnerved by their magnificent spurt in the beginning, fell into a rut of irregular rowing and dropped into the wake of the blue.

It was evident that only a miracle could now defeat Yale at the last quarter. The Columbia boys put forth desperate exertions to overhaul the leading shell, but vigor and regularity had left their boat, and they were nearly two lengths in the rear when the pistol shot sounded a welcome respite to the fierce struggle and the well-nigh exhausted youngsters. Little attention had been paid to the Cambridge men in the last mile. They had ceased to be a fighting factor in the struggle, and at the finish were about nine lengths in the rear.

The freshmen were not badly used up. Yale and Harvard rowed away to their quarters, but Columbia's launch took her eight aboard. The Yale 'Varsity men hugged their freshmen with ecstatic joy, and congratulated the Columbia lads over their highly creditable showing. Twenty-three out of the twenty-four oarsmen were able to walk about after a brisk rubbing down. Irving, Harvard's stroke, was the worst used up man in the race, and he was put to bed to rest.

Little money changed hands on the result. The supporters of Yale offered 2 to 1 against the field, but the offers went begging. Columbia had the west course, Harvard the centre, and Yale the east side.

The officers of the race were: Referee, Alfred Cowles of Chicago, Ya e, '88; judges, R. Appleton for Yale, Fred Watriss for Harvard, and Guy Richards for Columbia. The crews were:

YALE.

Position.	Name.	Weight.
Bow	J. S. Wheelwright	145
2	J. W. Miller	160
3	F. H. Bailey	175
4	H. T. Sutphin	177
5	H. C. Campbell, Jr.	170
6	C. S. Sturgess	180
7	J. R. Judd	173
Stroke	J. H. Simpson	154
Coxswain	L. Clarke	105

Average weight, 166¼ pounds.

COLUMBIA.

Position.	Name.	Weight.
Bow	R. W. Pressprich	150
2	L. Randolph	156
3	A. W. Putnam	141
4	F. Y. Robbins	150¾
5	T. B. Peck	157
6	W. T. Low	165
7	J. H. Prentice	168
Stroke	H. E. Pierrepont, Jr.	151
Coxswain	H. W. Bull	114

Average weight, 156 pounds.

HARVARD.

Position.	Name.	Weight.
Bow	H. C. D. Cornell	167
2	R. H. Hollister	169
3	F. K. Kernan	160
4	F. C. White	165
5	M. S. Duffield	165
6	A. A. Sprague	162
7	W. H. Phelps	161
Stroke	Dup Irving	142
Coxswain	O. F. Orton	99

Average weight, 162½ pounds.

The Yale Crew Have a Big Reception at New Haven.

NEW HAVEN, June 28.—The victorious Yale crew arrived in the city at a late hour to-night and were welcomed by 10,000 enthusiastic persons who had lined the streets for hours awaiting their arrival.

Capt. Johnson and his men were brought from the depot to Heublein's café, where a banquet was served with Bob Cook, George Adee, Josh Hartwell, and other prominent men present.

The crew carried their flags, and during the ride from the station the church bells were rung and cannon fired. Armstrong, the newly elected Captain, came in for his share of applause and was the hero of the dinner.

BELLICOSE BY A NOSE.

The Californian, a 20 to 1 Shot, Wins the Kenwood Stakes.

CHICAGO, June 28.—There was only one Eastern representative in the rich Kenwood Stakes, for two-year-old colts, at Washington Park to-day, he being Marcus Daly's Salvator—Chimera colt Salvation, who, with Midgley up, was mildly played at 7 to 1.

A strong tip on Baldwin's half brother to Verano and Santiago, the newly named colt Rey Del Caredas, made him close and equal favorite with Ed Corrigan's $10,000 son of Hanover, Handsome. Rey Del Caredas reached the stretch a length in front, but suddenly died off and Handsome assumed command only, however, to be challenged by the 20 to 1 shot, Bellicose, at the eighth pole. The pair crossed the winning line in what looked like a dead heat, but the judges decided that Bellicose had won by a nose. Time, 1:01¾. The winner is a son of Peel, out of imp. Janet N. He belongs to the Pueblo stable, and his win to-day enriched his owners $4,545.

The stewards, owing to Senator Irby's in-and-out running, have issued an order to refuse the entries of his owner, C. McCafferty, and they suspended Madison, who rode him yesterday, when he was badly beaten, until a final investigation is made.

Trainer Oakland has returned East with the Keene horses, Domino, Hornpipe, and Noundaley. The former will hardly be fit for racing for a month. Summaries of the races to-day:

First Race—Purse $1,000; selling; one mile. Elva, 97 (C. Weber), 8 to 5, won; Rosalie, 82 (Isom), 5 to 1, second; Evanatus, 106 (Irving), 6 to 1, third. Time, 1:41¾. Tom Malloy, Jr., Baron, Lucasta, Maggie Gray, Gilde, and Professor X also ran.

Second Race—Purse, $1,000 added; one and one-eighth miles. Linda, 104 (Thorpe), 2 to 1, won; Inspal, 102 (C. Weber), 2 to 1, second; Illume, 111 (Leigh), 5 to 2, third. Time, 1:54. Henry Young also ran.

Third Race—Kenwood Stakes; $1,500 added; five-eighths of a mile. Bellicose, 118 (F. Carr), 20 to 1, won; Handsome, 118 (J. Weber), 7 to 5, second; Laureate, 121 (A. Clayton), 20 to 1, third. Time, 1:01¾. Salvation, Mentre, Rey del Caradas, Sun Up, and Silver also ran.

Fourth Race—Purse $1,000; one mile. Senator Irby, 114 (Ross), 3 to 1, won; Ellen, 97 (Leigh), 7 to 1, second; J. P. R., 108 (Thorpe), 3 to 1, third. Time, 1:43. Orrinda also ran.

Fifth Race—Purse, $1,000; three-quarters of a mile. Motor, 96 (C. Weber), 6 to 5, won by a length; Promenade, 104 (Thorpe), 6 to 1, second; May Fern, 91 (Cassini), 7 to 2, third. Time, 1:14¾. Bargain, Hopeful, Sister Florence, and Normanda also ran.

Sixth Race—Purse $1,000; three-quarters of a mile. Pedestrian, 109 (Midgley), 2 to 1, won by two lengths; imp. Percy, 117 (J. Weber), 9 to 1, second; Capt. Brown, 124 (Morrissey), 3 to 1, third. Time, 1:14¾. Geraldine, Minnie Cee, Billy Bennett, and Cora Taylor also ran.

THE ARMOR PLATE FRAUDS.

Corey Ordered the Manipulation of Machines for Testing Tensile Strength.

WASHINGTON, June 28.—Mr. W. E. Corey, Superintendent of the Armor Plate Department of the Carnegie works, appeared before the Armor Plate Investigating Committee to-day. One of his routine duties was to look over the reports of the foremen of the shops and see what work had been done during the previous twenty-four hours.

He had a book in which these reports were copied for record. He assumed that they were correct. He had no reason to believe otherwise.

Mr. Corey admitted that in some cases, and by his orders, the pulling machines used for testing the tensile strength of armor plates had been so manipulated as to give a better result than the actual strength of the plate warranted. Replying to a question as to how this was done, he said that the man in charge of the machine ran it as fast as possible, and pushed the weight out so as to bring the specimen up to requirements.

Plates, the specimens of which had pulled less than 85,000 pounds (the requirement was 90,000), had been submitted to the Ordnance Department after being rejected by the inspectors, and had been accepted. When it was known that a specimen would pull the 85,000 pounds, the machine was run fast and the weight moved to bring it up to the contract requirements.

Mr. Cummings—When specimens did not come up to the requirements and the machine could not be made to pull it up, did you re-treat the plate?

Mr. Corey—No; we re-treated the plate.

He knew of no re-treatment of any Government test specimens.

Mr. Cummings—How much could the manipulation of the machine add to the apparent strength of a specimen?

Mr. Corey—Probably three or four thousand pounds to the square inch in the presence of an inspector, without his knowledge.

MARINE DISASTERS.

The Steamer Virginia Lake Breaks Her Wheel Chains and Narrowly Escapes.

ST. JOHN'S, N. F., June 28.—The mailsteamer Virginia Lake, with seventy passengers, had a narrow escape from becoming a total wreck last night while coming along the coast in a heavy gale. The vessel was coming through the tortuous passage between the group of rocks called the Biscayan Islands and the mainland, twenty miles north of here, when the wheel chains parted. The ship was going twelve knots an hour. The engines were reversed and the ship stopped within twenty feet of the rocks. Had she struck she would have gone down quickly and very few people would have escaped.

The Virginia Lake reports that she saw hundreds of icebergs, several of them over a mile long.

Where Yesterday's Fires Were.

A. M.—6:32, 194 Stanton street, Wolf Wiervith, damage slight.

P. M.—2:50, 210 East Fifth street, Beethoven Society, damage $100; 6:30, 84 Eldridge street, David Hoipman, damage $25; 8:50, 72 East 108th street, Vincenzo Fabbo, damage $5; 11:40, 557 West Forty-eighth street, Emell Schade, damage $50.

Something New at Coney Island.

Harry Sturdevant, who has the bath privileges at the noted Old Iron Pier (which is now free to all), has a novelty in seaside bathing, having put in steam, hot air, and manipulation rooms and a large plunge and shower. New a Turkish, Russian, or Roman bath at the seashore is in order, as well as hot and cold baths in fresh as well as salt water.

Any number of people may be accommodated here at a time, as there are twelve hundred bathing houses and five thousand flannel suits. Mr. Sturdevant has a model bath house, conducted under the best of management, Benjamin Murphy, Billy Pilmmer's old trainer, being in charge.—Ads.

TALK WITH CARNOT'S SON.

HIS FATHER HAD RESOLVED NOT TO STAND AGAIN FOR OFFICE.

Casimir-Perier Asks Burdeau to Form a Cabinet—Dupuy's Career Regarded as Closed—Anarchist Granier Kills Himself When the Police Knock at His Door—Proof that He and Others Were Santo's Accomplices—The Plot Hatched in London—Preparations for the Late President's Funeral Far Advanced—Draping the Walls of Notre Dame—Many Deputies Buy Wreaths to Place on the Coffin—Salvos to Be Fired on the War Ships—Mme. Carnot Receives a Few Friends—Italians Are Leaving France by the Thousand.

PARIS, June 28.—Adolphe Carnot said in an interview to-day:

"When the Dupuy Ministry retired in December my father assured M. Casimir-Périer that he was resolved not to stand again for the Presidency. He regarded M. Casimir-Périer as the best possible successor to the Presidency, and urged him to accept the Premiership for the sake of the experience. My father used his influence to secure his nomination. He kept his own intention to retire secret, lest his influence abroad should decline.

"M. Casimir-Périer received a sickening shock when he learned of the murder in Lyons, and he resolved to withdraw his candidacy. He told his resolution to M. Dupuy, who therefore believed himself sure of election and pushed his candidacy to the utmost. Casimir-Périer's relatives and friends urged him to change his mind, and eventually M. Burdeau prevailed upon him to do so."

The *Journal Officiel* this morning publishes the resignation of Premier Dupuy and his Ministers. President Casimir-Périer has accepted the resignation of Premier Dupuy and the other members of the Ministry, to go into effect after the funeral of M. Carnot on Sunday, on which occasion M. Dupuy will deliver an oration in the Pantheon on behalf of the Government.

The President has asked Deputy Auguste Burdeau, who is his particular friend, to form a Cabinet.

Among the candidates for the Presidency of the Chamber are Henri Brisson, ex-Premier Loubet, and Felix Faure. M. Dupuy's career is regarded as closed.

Thousands of persons throng the Quai d'Orsay to offer their congratulations to M. Casimir-Périer on his election. The new President will not take up his residence in the Elysées Palace until July 12. The President's message will be read to the Chambers on July 4, after the formation of a new Ministry.

In observance of Casimir-Périer's election to the Presidency, all disciplinary punishments in the army and navy have been remitted.

Gen. Fevrier, Grand Chancellor of the Legion of Honor, formally delivered to M. Casimir-Périer this afternoon the insignia, grand cross, and collar of the Grand Master.

Ex-Deputy Javal, the eminent oculist, who was one of the dead President's nearest friends, confirms all that Adolphe Carnot said. In reference to his father's estate Adolphe Carnot said:

"Under the conviction that his salary and allowance were provided to enable him to render the representation of France honorable and imposing, my father never employed any of the money for personal expenses. Consequently he left his family poorer than they were before his election."

ROME, June 28.—The Pope has wired his congratulations to M. Casimir-Périer, accompanied by prayers for the prosperity of France and an expression of his confidence in the new President.

THE MURDER WAS A PLOT.

One of Santo's Accomplices Kills Himself When About to Be Arrested.

PARIS, June 28.—The police visited the lodgings of a man named Granier in Montpellier this morning with a view of ascertaining his connection, if any, with the murder of President Carnot. It is alleged that about 4 P. M. on Sunday Granier was heard to say:

"By this time Carnot must have received his account."

When the police arrived at Granier's lodgings they ordered him to surrender. With a quick movement Granier, without uttering a word, seized a large knife which was lying upon a table and plunged it into his abdomen, falling dead at the feet of the police.

The police are now certain that the murder of President Carnot was the result of a conspiracy between Santo, Laborie, Granier, and others to avenge the executions of Vaillant and Henry.

The Anarchist Laborie, who was arrested at Montpellier on Monday, has confessed to the police that the murderer, Cesario Santo, dined with him on Saturday, when the assassin confided to him the object of his trip to Lyons.

An Anarchist named Abras has been arrested at Montpellier for expressing his approval of the murder of the President.

The police are confident that some of Santo's accomplices are in Toulouse, but decline to give their reasons.

LONDON, June 28.—It is asserted that the murder of M. Carnot was planned in London on the evening of Feb. 6, the day after the execution of the Anarchist Vaillant in Paris. It is also said that circulars counselling the assassination were found among the papers seized at the Autonomie Club by Police Inspector Melville.

In the House of Commons to-day Sir George Russell asked if, in view of the murder of President Carnot and other crimes committed by Anarchists, the Government intended to act in concert with other powers in taking means to prevent further outrages.

Sir William Harcourt said the question was much too important to be answered now.

ROME, June 28.—Paul Lega, the Anarchist who shot at Premier Crispi on June 16, has been examined repeatedly since the assassination of President Carnot, but he has denied that he even knew Santo. The magistrate and other officials who are preparing the case against Lega are convinced that Lega and Santo either are members of the same band of conspirators or had some personal understanding to the effect that they should commit the two outrages at about the same time.

LONDON, June 28.—The Rome correspondent of the *Times* says: "Italy intends proposing a system of international supervision of anarchism with a central bureau of information concerning the movements of recognized Anarchists."

PREPARING FOR THE FUNERAL.

Workmen Draping the Walls of Notre Dame—Ceremonies on the War Ships.

PARIS, June 28.—The preparations for the funeral are nearing completion. The catafalque upon which the body will lie in state is raised upon a dais supported by Corinthian columns. Drooping over the sarcophagus, which will be covered with the national colors, will be a number of green palms.

An army of workmen is busy at the Cathedral of Notre Dame getting the interior of the edifice in readiness for the funeral of M. Carnot on Sunday. The cathedral will be decorated in a manner similar to that on the occasion of the funeral of ex-President Thiers, in 1877. The lower part of the walls will be draped in antique style, with black velvet bordered with ermine. The upper galleries will be covered with black draperies, and between the pillars will be placed thirty black velvet banners, decorated in the centre with crowns of laurel.

The catafalque will be placed in the middle of the transept, displacing the small altar which usually stands there. The catafalque will be placed upon a dais nine feet high, which will be surrounded by lampadaires holding torches.

The authorities of the Pantheon met to-day, but adjourned without deciding upon the matter of funeral decorations. The cortège will proceed through the centre façade, on the front of which scaffolding has been erected, which will be hidden by black drapery.

Workmen are preparing President Carnot's tomb in the Pantheon. It will be beside that of his famous ancestor, the organizer of victory.

The Government has decided to ask the Chamber of Deputies to-morrow for a grant of 50,000 francs to defray the expenses of M. Carnot's funeral.

Subscriptions have been opened among the Deputies for the purchase of wreaths to be placed on the coffin of the dead President. All of the Royalist Deputies have subscribed.

The registration of condolences at the Elysée still continues. A line of persons ten deep is formed along the Rue du Faubourg St. Honore, the Rue de l'Elysée, and the Avenue de Malesherbes, which, as fast as it disperses at the palace, is filled up at the rear.

The Minister of Marine has wired to all naval ports directing that all French war ships shall observe appropriate ceremonies on the day of the funeral of M. Carnot. At sunrise the flags of all vessels are to be placed at half mast. Guns will be fired hourly during the day until 3 o'clock in the afternoon, when each vessel shall fire a salvo of twenty-one guns.

In defiance of precedent, President Casimir-Périer insists upon honoring the memory of M. Carnot by attending his funeral.

All the women passing the Elysée Palace make the sign of the cross, and the men remove their hats. Mme. Carnot received today a few friends and the wives of the civil engineers' delegation, who were presented by M. Challemel-Lacour.

The oak coffin in which M. Carnot's body lies had a large crack in one side this morning. As the inner lining of lead could be seen through it, the Police Commissary ordered that a new and larger coffin be made at once.

The heat is intense. The sky is clear and the florists are showing wonders of their art. Carnot wreaths are exhibited at every shop. More than 1,000,000 francs have been spent here already for flowers. Four hundred wreaths have been received at the Elysée Palace in the last forty-eight hours. A society of Paris women has ordered a funeral wreath costing 5,000 francs. Mlle. Chiris, who is betrothed to M. Carnot's son, will send to the palace to-morrow a superb wreath eight yards in circumference, composed of Countess Chambord daisies veiled with white tulle, over which black crape will be crossed.

M. Casimir-Périer called upon Mme. Carnot this evening and passed some time beside M. Carnot's coffin.

ITALIANS LEAVING FRANCE.

Counter Demonstrations in Italy Against the French.

TURIN, June 28.—The exodus of thousands of Italians from southern France, the refugees mainly passing through Turin, culminated in reprisals here last evening. The hotels in the city which are most frequented by Frenchmen were attacked by a mob last night, and the troops dispersed the rioters with the utmost difficulty. For the remainder of the night everything was quiet, but anti-French manifestations were resumed this morning. The force of military and police has been strengthened.

PARIS, June 28.—More than a thousand Italians, who have been driven from France by riotous French workingmen, have camped in the neighborhood of Metz. They have little food or clothing, and are suffering extremely.

LYONS, June 28.—Fifteen hundred persons have been arrested in Lyons since Sunday night. Most of the prisoners were roughs of the lowest type. Some 500 of them have been released. Not a few of the prisoners are Communists who had been arrested before.

COMMENTS ON THE ELECTION.

Many Newspapers Regard the Result as Fortunate for France.

PARIS, June 28.—The *Figaro* says that crafty intrigues failed to prevail against the consensus of opinion which demanded the selection of a President capable of maintaining dignified authority at home and French prestige abroad. Such an Executive will be found in M. Casimir-Périer.

The *Petite République* prints a violent protest signed by forty-five Socialist Deputies, declaring that the election was a most scandalous proceeding.

BERLIN, June 28.—The *Vossische Zeitung* approves the election of M. Casimir-Périer. In expressing its satisfaction it also expresses the hope that under his Presidency France's relations with Germany will remain unclouded. M. Casimir-Périer, it says, is a strong, energetic man. He will not be a mere shadow at the head of the republic, but will stamp out anarchism and preserve the peace.

The *Vorwaerts* says that M. Casimir-Périer was elected because he was so moderate that he might be taken for a secret Orleanist, and because he belongs to the richest group of the French bourgeoisie. He is closely allied to the Rothschild-Leon Say ring, and as such is a sure defender of capitalism. He will not shrink from any measure representing the class interests of the bourgeoisie. France greets him as a safe man to represent the sanctity of property, which is higher than all principles of republicanism.

LONDON, June 28.—The press of London, Paris, and Berlin mainly agree that the election of M. Casimir-Périer is a Conservative and Moderate Republican victory and a Socialist and Radical defeat.

The Kaiser Greatly Affected.

BERLIN, June 28.—M. Herbette, French Ambassador, has gone to Kiel to thank the Emperor for his message of condolence. The Emperor was affected greatly by the assassination, and is still much excited. The Kiel fêtes probably will be shortened and the State ball omitted.

OBITUARY.

The Rev. Henry Carrington Alexander, D. D., died in this city yesterday morning. He was born at Princeton on Sept. 27, 1835, and was the eldest son of the late Rev. Dr. James W. Alexander, for many years pastor of the Fifth Avenue Presbyterian Church of this city, and grandson of the Rev. Dr. Archibald Alexander, one of the founders of the Princeton Theological Seminary. The Rev. James Waddel, the "Blind Preacher," of Virginia, was his great-grandfather. He was a graduate of Princeton College, of the class of 1854, and of the Theological Seminary at Princeton. After entering the ministry he was made pastor of the Presbyterian Church at Charlotte Court House, Va. The first pastorate of large note of his grandfather and father was in the same church. He left Charlotte Court House to accept a professorship in the Union Theological Seminary at Hampden-Sidney, Va., which he resigned in 1862. At the time of his death he was pastor of the Presbyterian Church at Oakland, Md.

Rear Admiral William Greenville Temple, U. S. N. (retired), aged 70 years, died yesterday of apoplexy in his apartments at the Portland in Washington. His death was without warning and only a nephew was with him at the time. He served with distinction in the war with Mexico, and during the late civil war distinguished himself in the attacks on Fort Fisher and at the capture of Richmond, Va.

James Meehan died at his home, 426 Cherry street, on Tuesday, in his sixtieth year. He had resided in the Seventh ward forty years, and was for twenty-five years employed at the Driggs Warehouses. His wife and three children survive him. The funeral will be held to-day from St. Mary's Church, corner of Grand and Ridge streets.

Mart Cusick of Flatbush died yesterday of consumption at Liberty, N. Y., in his fifteenth year. He had been active in the Democratic politics of Flatbush, and was well known in sporting circles. He was brother-in-law of George Engeman, the race-track proprietor.

Prof. Benjamin B. Simpson, assistant professor of systematic theology at the University of Chicago Divinity School, died suddenly at his home in Morgan Park yesterday.

Two Minor New York Appointments.

WASHINGTON, June 28.—The President to-day sent to the Senate these