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THE JOURNAL

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QUEEN OF THE FLEET IS NOW THE ST. PAUL.

Fastest Voyage Ever Made Between Southampton and This Port.

Her Sister Ship, the New York, Built Abroad, Had Before Held the Record.

Now the American Made Vessel Takes the Lead and Ends Her Bad Luck.

ACROSS THE OCEAN IN 6D. 5H. 32M.

More Than Five Hundred Miles a Day and Only the Lucania and Campania Has Beaten Her Hourly Average.

The American built steamship St. Paul, of the American Line, yesterday broke all previous records between Southampton and New York, making the voyage in six days five hours and thirty-two minutes. The best previous time was made by the steamship New York, of the same line, which was built abroad, and which arrived here on September 14, 1894, after a trip of six days seven hours and fourteen minutes. The ill-fated unlucky St. Paul is therefore champion of the American ocean greyhounds, with a margin of one hour and forty-two minutes to her credit.

The famous performance of the New York, however, was over a course eighty miles shorter, which gave her a full four hours' advantage, so that the St. Paul yesterday practically accomplished the task of out-speeding all her sister ships by nearly a quarter of a day.

Throughout the voyage the vessel maintained an average of 20.82 knots an hour, which exceeds the speed of any twin-screw steamer afloat, with the exceptions of the Lucania and the Campania, each of which has exceeded 21 knots on an eastern trip.

Another extraordinary accomplishment of the big American ship was the even pace she sustained. On each of the full five days at sea she never made less than 500 miles, and the record of her daily log never varied more than thirteen miles.

SIGHTED AT 12:22.
The St. Paul left Southampton docks at noon on Saturday last, passing through the Needles at 1:35 p. m., Greenwich mean time. There were 128 passengers in the cabin about two hundred in the second cabin and 350 in the steerage. On the first short day 487.8 knots were compassed. The record of the remaining days was: June 1, 521.9 knots; June 2, 521.7; June 3, 513; June 4, 508.6; June 5, 518.9. Yesterday the ship ran 41.8 after midday, being abreast of Sandy Hook Lightship at seven minutes past 2 o'clock, the total distance travelled being 3,113.7 nautical miles.

It was just 12:22 when her massive hull was sighted from Fire Island, and when the news was telegraphed to New York it was known that, bar most improbable accidents, the records from Southampton must be broken.

Soon after 3:30 the company's pier at the foot of Barclay street was thronged with an expectant crowd to meet their friends from over the water. Among the crowd was a large contingent of Salvation Army officers, eager to welcome Commissioner Eva Booth, who, with Adjutant Caroline Pease, was a saloon passenger aboard the ship.

At 3:52 the St. Paul was abreast her dock. After gracefully swinging around, with little or no delay, the huge peripatetic palace entered her home quarters. Captain John C. Jamison stood smiling upon the bridge. To the shout, "You've done the trick this time, Cap!" he merely looked sadly toward the Jersey coast. Then said: "Luck will change," with a happy chuckle.

PRaise FROM GERMANS.
The first passenger landed exactly at 4:30.

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TWO FISTS WIN A WIFE.

Pretty Mary Seevin Watches the Battle and Walks Away with the Victor.

Mary Seevin is good looking, but of late much worry has left traces on her pretty face. Her trouble is not one that bothers a Summer girl a bit. She had just one too many beaux.

Her many friends in Franklin, N. J., saw how things were going and wondered how it would all come out.

"Carl Lessing is a fine lad," they said, "and how happy Mary could be were 'for her dear charmer away.'"

The other was Martin Tangle, and the rivalry between the two for Miss Seevin's hand grew bitter, indeed.

"See her," said Martin the other day to Carl: "Mary won't tell either of us to go. Let's fight it out."

"Humph! maybe she'd take the loser, just like all women," said Carl. "If she'll take the winner, I'm with you."

So Mary was consulted, and she thought that after all that was a good way to settle a bad question. She wept a little, but said: "All right. Go ahead."

"Will you marry me if I win?" asked Carl.

"Ye-e-e-s."

"Or me?" chimed in Martin.

"Yes," with more decision.

So Thursday night it came off. Mary was there, and so were many of their friends.

"I'm going to see it settled; why shouldn't I? It's more to me than to any one else."

The battle was in a secluded spot near the village, and was a short, hard blow to Lessing's hopes. Goode started in savagely and settled it all in one round, in less than three minutes leaving Lessing bloody and prostrate.

"Come on Martin," said Mary, grasping the victor's arm, while the spectators cheered her, and away they went. They are to be married June 14.

MORTON'S NIAGARA DEAL.

His Company Said to Have Bought Out the Gigantic Power Company.

Niagara Falls, N. Y., June 5.—A prominent real estate dealer and promoter of this city, it is said, has just closed the sale of the plant and water privileges of the Niagara Falls Hydraulic Power and Manufacturing Company to the firm of Morton, Bliss & Company, bankers, of New York, for \$4,000,000.

While the bill conferring the right of this company was pending, the Governor was visited by many interested parties. Immediately after the bill was signed, two days ago, negotiations with Morton, Bliss & Co. were begun.

The head of the firm of Morton, Bliss & Co. is Governor Morton, and it is said to be their intention to continue its development until the limit allowed by the bill just signed is reached.

EDUCATION FOR POOR BOYS.

Competition for the College Scholarships Founded by Joseph Pulitzer.

In the Teachers' College yesterday one hundred and ninety boys, graduates of the public schools of this city, met to compete for the ten scholarships in various colleges founded by Mr. Joseph Pulitzer. None of the boys was younger than thirteen nor older than seventeen years.

Mr. Virgil Prettyman, principal of the college, examined the youths in history, geography, arithmetic and English.

When the final examinations are concluded, next Tuesday, the twenty boys who have made the highest average will have to submit to a special examination. From these twenty the ten successful youths will be chosen. They will be entitled to a four years' course in a preparatory training school, and after that to a full course in whatever college or university they may select.

Mr. Joseph Pulitzer founded these scholarships some years ago, and at the present time there are some sixty boys of this city who would not, without this beneficent opportunity, be now studying in Yale, Harvard, Columbia and Cornell.

BEWARE, BRITONS, OF YALE'S GIANT CREW!

Fifteen Crack American Oarsmen Sail To-day to Win Laurels Abroad.

Will Meet English Champions at Henley and Show What "Old Eli" Can Do.

"Bob" Cook, the Famous Coach, Goes Along and Says His Men Are in Fine Trim.

RALPH D. PAINE FOR THE JOURNAL.

He Rowed in the Eights of '91, '92 and '93, and Will Assist Mr. Cook Besides Keeping Journal Readers Posted.

The Grand Challenge Cup, which has been contended for annually over the Henley course, in England, was, of course, not included in the baggage that was loaded on the American liner Berlin last night, but the good ship will start for England this morning at 10 o'clock with a full cargo of hopes that the British aquatic prize will be brought here.

Opposite fifteen names on the purser's register is inscribed "Yale," and the men who represent those names are the stalwart crew and substitutes who will represent "Old Eli," and if good wishes for success have any weight, these young giants will cross the winning line in the contest by a wide margin.

The two shells that will be used by the crew in England, one of which is the new racing boat built by Waters, of Troy, arrived in this city yesterday morning on board the New Haven steamer, Richard Peck. The boats were stripped and the

Continued on Second Page.

SEEKS VENGEANCE FOR A DEAD SON.

Mad with Grief, Caparo Tries to Kill a Motorman and Attempts Suicide.

The Mother Faints with Her Boy in Her Arms and Is Taken to a Hospital.

The Man's Mind Totters and He Calls Upon Heaven to Punish Those Who Caused His Sorrow.

BROOKLYN'S 150TH TROLLEY VICTIM.

A Bright Schoolboy, Ten Years Old, Jumps in Front of a Gates Avenue Car and Is Almost Instantly Killed.

Tony Caparo, ten years old, is the one hundred and fiftieth victim of the trolley in Brooklyn. He was almost instantly killed at Gates and Patchen avenues yesterday afternoon. His parents were driven temporarily insane by the awful fate which befell their boy, and the father first tried to kill the motorman whose car struck Tony and then attempted suicide. The mother was taken to St. Mary's Hospital.

Tony's father is a cobbler, and lives at No. 903 Gates avenue. The boy was the youngest of two children, was very bright, and was loved by all in the neighborhood. The other child is Rosa, eleven years old.

When Tony returned home from school yesterday he kissed his mother and father and went out to play. He had been on the street only a short time when he boarded a trolley car of the Gates avenue line to steal a ride. When he jumped from the platform he landed in front of a car going



Frederick W. Lay
The Journal's correspondent, recently summoned furnished Senator Morgan with what were the best facts about the course of "P"

in the opposite direction. The fender struck him, throwing him to the centre of the track. Before Motorman Isaac H. Cox, of No. 1493 Gates avenue, could bring the car to a stop Tony was under it. He was unconscious and bleeding from a wound in the left side of the forehead when picked up, and life was almost extinct. Death resulted from concussion of the brain.

The parents of the boy were soon on the scene. Some children had run to the station and told them that Tony had been struck. Seizing the dead boy in her arms, the frantic mother kissed the son again and again and then with a heartrending cry fell in a faint. Ambulance Surgeon Keegan, of St. Mary's Hospital, restored the woman to consciousness and took her to hospital.

Caparo had followed his wife elsewhere he looked upon the lifeless body of his mind seemed to leave him. At the motorman, threatening and it required the combined several men to restrain him. Grief he cried to heaven for those who took his son's life. Cox shivered with fright as words and was hastily taken to Avenue Station where he was

The body of the boy was taken to the undertaking establishment at No. 916 1/2 Gates avenue awaits the action of Coroner.

After the motorman was taken to the station house, Caparo, a little shop, wringing his hands for his dead boy. Little knife from his work, he cut his own throat. He was seized and disarmed.

Last night the father was looking about and crying at the other corner of the street. The mother turned from the father and down the street. Neighbors, trying to comfort her, may lose his reason.

FOUR HUNDRED.

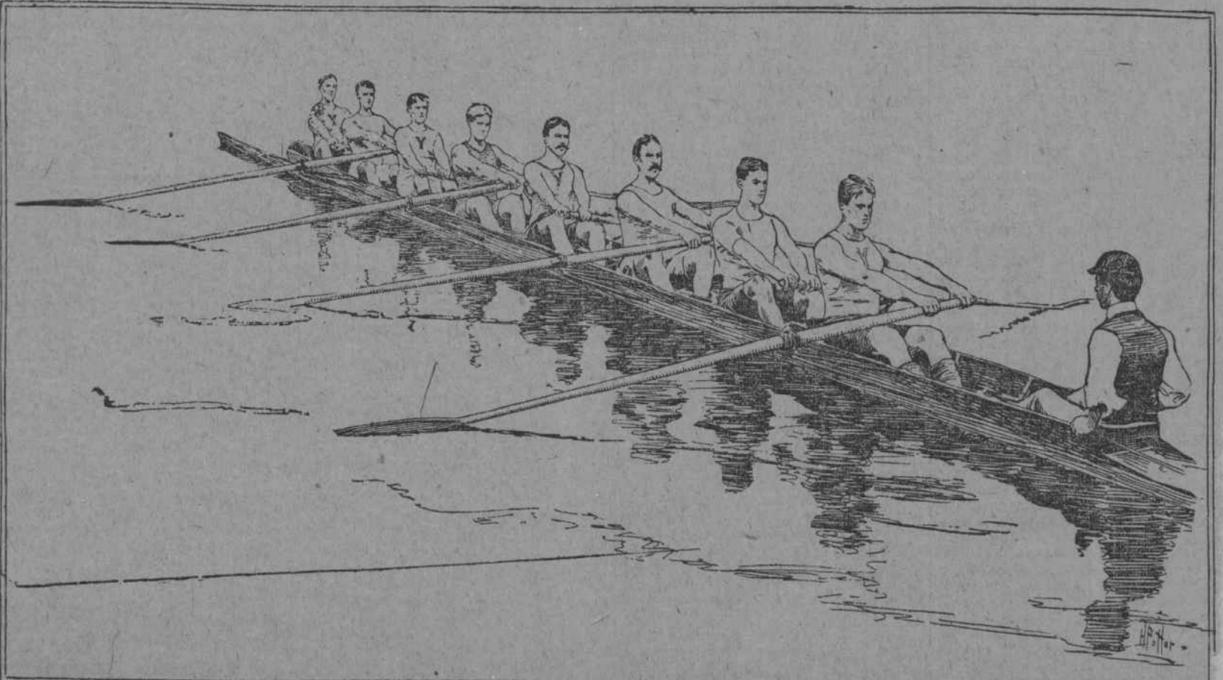
Conductor J. J. Ran...
The...
Trolley cars Nos. 1493 and 1494 of the Nassau Electric Rail yesterday afternoon were injured.

Both cars were damaged. The cars were bound for the cars came to a stop. These are the names of the injured:

- PETER RUDD, North Second street, body, cut about John's Hospital.
- G. GOTT, 366 East 7th street, body, hand cut.
- MRS. E. Dooley, street, cuts on face.
- The...
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Ralph D. Paine.
The Journal's special correspondent who accompanies the Yale crew to Henley. Mr. Paine was a member of the Yale 'Varsity crews of '91, '92 and '93.



YALE'S HENLEY CREW AS THEY APPEARED ON LAKE WHITNEY.

Fifteen muscular giants from "Old Eli" will sail to-day on the American Line steamship Berlin for England, where they will row the crack 'Varsity crews on the Thames. "Bob" Cook accompanies them as coach, and Ralph D. Paine will assist him, in addition to keeping the Journal's readers posted upon all details of training and the coming regatta. The men are all in fine trim, and are sure to give a good account of themselves.