Texas if he is chosen by the Democratic Convention. This is the district in which ex-Governor Davis has announced himself as an Independent candidate, and the Democrats are so fearful of his success that they have been compelled to bring out their most popular man to run against him.

If Congressman Jones decides not to run as an anti-Bourbon candidate for Governor of Texas General Jerome Robertson will doubtless receive the support of all the liberal elements. The latter has already announced himself as an Independent candidate for the Governorship. Mr. Jones is in sympathy with the anti-Bourbon movement but his health is said to forbid his becoming a candidate.

It is the intention of Frank Hurd, who was recently nominated to Congress by the Democrats in the Toledo district, to make a red hot free trade canvass. He will receive assistance from the Free Trade clubs throughout the country, and should he succeed in getting elected it will be hailed as an evidence of the growth of his peculiar tariff principles. The Republicans believe they can defeat him by renominating Congressman Rice.

Congressman Farwell, of Chicago, was not present to vote for the River and Harbor bill, but he told a reporter of *The Inter-Ocean* of his city that he was "in favor of liberal appropriations that will improve the country. Anything that will help the country and make it great I am in favor of, and I will vote for liberal sums of money to improve it. I am not one of those who believe the country is finished, and there is no further need of expenditure of public money."

The disposition among the Regular Republican papers in Pennsylvania at first was to ridicule Stewart's challenge to Beaver for a joint discussion. A little reflection has shown them, however that this will not be a safe course to pursue and some of them are now counselling Beaver to accept. The chief difficulty in the way of a joint discussion is said to be the unwillingness of the Regulars to "dignify" the canvass of the Independents by "recognizing" the party's candidate.

Congressman Ladd, of Maine, who has been renominated on the Fusion ticket, is opposed by some members of his own party on account of his votes on the Naval Appropriation bill. The loose statement he made about Senator Frye is also injuring him. Concerning this *The Boston Herald* says: "Mr. Ladd made a mistake in a recent speech in attributing to Senator Frye a remark about the contemplated use of money which he did not make. The inference that a certain thing was to be done may have been natural enough from the statements he cites in his long-delayed explanation, but it was a great blunder to say what he did with no authority back of him."

Governor Long, of Massachusetts, in reply to a letter requesting his views on Civil Service Reform says that he is in favor of the Pendleton or Eaton bill, as based on the right principle of throwing "the clerical and mechanical work of our great public departments open to general competition." He continues: "Tenure of office will practically rest on merit and competency if the original entry into the service is founded on merit and competency. The reform is one which is not only in the line of the Republican doctrine of equal rights, but it has become through the immense increase of the business of the Government, just as necessary as that which is about to transfer from Congress to the courts the swarms of claims which accumulate against the United States, or the Congressional election cases which, as all agree, should go to another tribunal."

## *PUBLIC OPINION.*

DRAWING THE LINE FINE.

*From The Syracuse Journal (Rep.)*

Even the commissioners to locate the sites of public buildings are unconditional stalwarts. The line is being drawn very fine.

ABUSING THE CONFIDENCE OF A TOO TRUSTFUL CONGRESSMAN.

*From The Cleveland Herald (Rep.)*

They are telling a good story in Mansfield about Congressman Geddes, who unconsciously has been supplying the barbers of that place in shaving paper for a long time past. It appears that upon the pretence of being anxious to read and digest some of the Judge's speeches, a tonsorial artist has been receiving at stated intervals liberal supplies of documents from Washington under Geddes's frank and utilizing the same for practical ness in his business. Rival barbers soon heard of the scheme and likewise made application to the worthy M. C. somewhat mystified perhaps at the sudden and unusual interest taken in his remarks the kind-hearted old gentleman complied only too gladly, and it is stated that every barber-shop in Mansfield to-day has sufficient shaving paper on hand to last for a couple of years to come.

UNWARRANTED ABUSE.

*From The Boston Advertiser (Rep.)*

It is not easy to see what good can result from the use of strong language in regard to the record made by Congress. That there were acts and omissions much to be regretted is beyond dispute. The Senator or member who thought otherwise would be a curiosity. But to say that the record of Congress was a bad one on the whole, either comparatively or absolutely, is an exaggeration. The facts do not warrant it.

COLD COMFORT FOR BUTLER.

*From The Boston Herald (Ind.)*

We should be sorry to discourage General Butler from running for Governor. Our political campaigns in this state are usually very dull affairs, and he makes them interesting. His style of stump-speaking is fresh and original. He is a humorist of no mean qualities. He lacks pathos, but the whole bent of his mind is droll. We hope he will run. His speeches amuse, and his money frustrates in the pockets of the poor when he is a candidate. But we must frankly confess that we cannot see much ground to hope for his election. He is capable, and would make a good Governor. His state papers would be interesting. He might do something to vary the monotony of life in this staid old commonwealth. He might turn over some old stones under which the worms have gathered. He could not steal much if he had the disposition. It would be safe enough to have him Governor for a while. But we do not see how he can be elected. The dissatisfaction with the Republican party is not of the kind which equitats toward Butler. It looks the other way. We do not share the confidence of those wise politicians, the Democratic leaders of Massachusetts. We cannot give Uncle Ben much encouragement, though we would gladly if we could.

A MOVEMENT THAT DEMANDS RECOGNITION.

*From The Philadelphia Press (Rep.)*

If anybody imagines that this canvass can be run by ignoring the Independent movement he might as well disabuse himself of that mistaken idea at once. The foremost work and duty of the campaign are to face the Independent sentiment, reason with it and win it. There is no use in wasting time and reason on the Democrats. Most of them cannot be touched, and those who can be secured will be secured by other means than argument. More than that, if we can hold the Republicans, we don't need any Democratic help. But there are enough Republicans in sympathy with the Independent Republican cause to defeat the Regular Republican ticket if they vote unitedly against it; and the problem before the Regular Republicans is so address the reason and the Republicanism of these Independent Republicans and dissuade them from going outside and striking down the party to cure its evils. It is arrant folly to suppose that we can go on blindly through the campaign shutting our eyes to the division, and refusing to recognize that, if leaders insist upon perpetuating it, we must appeal directly to the voters behind them. And if this question could be met why not meet it face to face with Mr. Stewart as well as on a separate platform?

## *MUSICAL AND DRAMATIC NOTES.*

"The Snake Charmer" will succeed "Olivette" at the Bijou Opera House to-night.

"Patience," performed by children, will continue the attraction this week at Wallack's Theatre.

Madame Geistinger will make her reappearance in New-York at the Germania Theatre on October 9.

Mlle. Rhea arrived from Europe by the steamship Arizona yesterday. She is stopping at the Fifth Avenue Hotel.

Manager Herrmann, of the Thalia Theatre, has leased the Germania Theatre in Philadelphia, and will play all his New-York successes there.

Theodore Thomas and his orchestra were in Cleveland last week, and to-day they begin a two weeks' season of concerts in Cincinnati.

The Windsor Theatre will enter upon its fourth season to-night, the play being "The Danites," and the principal players Mr. and Mrs. McKee Rankin.

Miss Agnes R. Huntington, of whose success as a singer in London mention has been made, is a native of this city and a pupil of Errani here, and Lamperti in Dresden.

Daly's Theatre was opened last Wednesday with "The Passing Regiment," a play which exacts a sufficiently small tribute of attention to be acceptable as a summer night's entertainment.

Miss Emma Thursby will return from Europe about the middle of September, and will give concerts here, and elsewhere in the United States, under the management of Maurice Strakosch.

The Union Square Theatre will be opened on August 21 in "The Black Flag," a new melodrama, in which "Nat" Goodwin, E. F. Thorne, and Eliza Wetherby will take part.

The prospectus of the Emma Abbott Opera Company for the coming season embraces a list of singers of mediocre talent, and the announcement that there are to be some novelties in the repertory, namely, such fresh and unfamiliar pieces as Adolphe Adam's "Si J'etais Roi," sir Julius Benedict's "Lily of Killarney," "Rigoletto," "La Sonnambula," and "The Elixir of Love."

The dramatic season in Boston will be opened to-night by the production of a drama by Pettitt and Conquest, entitled "A Free Pardon," at the Boston Theatre. Next Monday Mr. Pinero's comedy, "Imprudence," will be brought out at the Museum; Strauss's operetta, "The Merry War," by the Norcross Company at the Globe, and Sardou's "Divorcons" at the Park by Alice Dunning Lingard and her company. The Gaity, which has been remodelled, will be opened early in October as Voltz's Bijou, and will be the home of merry farces and operettas.

A German merchant of this city, going to his summer residence at Nantasket, was accosted by a chance acquaintance with, "Ah, Mr. ——, how are you? Going down the harbor?" The gentleman nodded, and, after the quarter passed on, remarked to a friend: "That man's a tam fool; does he think I'm going to Europe in da post?"—(Boston Herald.

# TWO WEEKS OF FRESH AIR.

## A PARTY IN THE FARMINGTON VALLEY.

### TWENTY-SIX CHILDREN AT COLLINSVILLE, CONN.

COLLINSVILLE, Conn., Aug. 11.—Collinsville, situated upon a charmingly beautiful portion of the Farmington River, takes its name from the Collins Edge Tool Company, to which the village owes its existence. Twenty-six Fresh Air children arrived here last Tuesday from New-York, and are enjoying themselves to the full. The children appear to be delighted with the place, and the people, as a rule, are well pleased with the children. With A. L. Thayer, who made the arrangements for the reception of the party here, THE TRIBUNE correspondent called upon some of the little folks, and they seemed sorry that three days of their visit had gone already.

"When the children arrived we had a great time," said Mr. Thayer. "A great many of the Collinsville people were down at the station to see them come in beside those who were to entertain children. Among those attracted to the station by curiosity were a number of Collinsville children not particularly creditable to the place, and they made some remarks about the city visitors that were not reassuring to the latter. The distributing of the children was rather interesting. Some of them had decided preferences as to whom they should go with, and to satisfy these was sometimes rather difficult. One of the larger girls who came looked around at the shops, after she got out of the cars, and said: 'Well, I thought I was going to the country, but instead of that I am in a nasty town!' The same girl the next morning asked the lady with whom she was staying where were the pigs, and was answered that there were no pigs belonging to the people she was with.

"'No pigs? Well, I didn't suppose there were any pigs here. I have been deceived! I am not in the country, and I'm going right back to the city,' and off she started toward the railroad. She was asked how she expected to go to the city without any money, or ticket. 'Oh, I'll get there,' she said. 'I'll follow the track and I'll get there if I just walk long enough.' The girl is German, and just then, as a German woman was walking past, she was called to come and talk to the girl. In two or three minutes the latter had taken such a fancy to the German woman that she asked if she might go home with her, and after some little arrangements were made, she went off with her new friend, as happy as could be, and now, I believe, is beginning to think that Collinsville is a pretty good place, after all. I must tell you another incident, also. Yesterday a Collinsville boy got into a dispute with one of the city boys and the latter made the remark that Collinsville wasn't much of a place anyhow. 'It isn't *half* as big as New-York,' said he, by way of emphasizing his assertion. 'Yes it is,' responded the Collinsvillian, 'and if it wasn't a quarter as big I could lick you all the same, and I'm goin' to do it.' There undoubtedly would have been a 'sparring match without gloves' if the person who overheard the talk had not interfered.

"Many of the ladies here have taken a great fancy to the little folks and are making them dresses and clothing of various kinds. I assure you that all the children will go home with considerably more than they brought with them."

Mrs. Walter Soudant and others who have city children with them were asked how they were getting along with their young charges, and they answered that the children were good and polite beyond all expectation, and that they were delighted with them. Next year Collinsville will probably be anxious to receive even more of the little folk. The following persons are entertaining children in Collinsville: H. Wilkinson, William H. Hawley, Dr. Roberts, Dr. J. M. Tabor, Walter Soudant, Charles Hugins, R. Van Bram and A. W. Champlin. Collinsville village is in the "town" of Canton. At Canton Centre, three miles north of Collinsville—a farming district situated on high hilly ground—children are located with Mrs. George Richardson, Mrs. Bentley, Howard Rogers, W. C. Humphrey, Frederick Brown, O. H. Bidwell, George Pratt, William G. Hallock. In all, twenty-six children were left in Collinsville and distributed in Canton "town"—or township.

BLESSED IN GIVING AS IN RECEIVING.

*To the Editor of The Tribune.*

SIR: The story of the Fresh Air children in Milford, Conn., yet awaits a chronicler. Mr. Parsons, the apostle of this enterprise, appeared on the ground some time in June to arrange preliminaries. By appointment then made he addressed the people of our churches on Sunday, July 9. His appeals, which touched many hearts, were seconded by further arguments and persuasions. One by one the offers of hospitality came in until Saturday, August 5, when the children, to the number of fifty-two, arrived.

A large company was present and received them at the beautiful new passenger station of the Consolidated Road. The pastors—the Rev. Messrs. Pilkington (Methodist), Griffin and Keeler (Congregationalist), gave direction to the proceedings in the assignment of the children to their several places of entertainment.

The little ones looked tired and dusty—curiosity and a shade of anxiety marked their faces. A few were in tears lest they should be separated from brother or sister. One boy was so homesick that he returned to the city by the next train; but soon the distribution was accomplished, and all were happy.

On the next day many of the children were at church and Sunday-school, showing by their behavior there that they knew the proprieties. One superintendent says: "As soon as the bell was tapped I noticed those little folks straighten up, put their hands together and prepare to listen. You could tell in a minute they understood the rules of a well-drilled Sunday-school."

The children are seen around our streets and in the fields romping, berrying, riding, fishing, clamming, crabbing and so on. It is difficult to tell which are the happier, the guests or their hosts. Many of the children have expressed regret that the time of their sojourn here is to be so short. They wish the two weeks might be two years or forever.

One man, who is entertaining two girls—a person of stolid and imperturbable disposition he is, too—has had his heart wonderfully opened to the little strangers. He almost neglects his farming to look after them. He says he "would like about twenty-five of them another year." The writer's guest is a little boy from Brooklyn, E. D., whose pleasant manners and good behavior would make him welcome in any home. At the table it is "Thank you" for everything passed to him, and "Please excuse me" when he leaves. He reads Scripture in turn at family devotions and reads the Lord's Prayer, the 23d Psalm and Apostles' Creed with much facility. In fine, though but seven years old, he is a little Christian gentleman.

Please make a note of this, oh, all ye good people who are afraid to take these waifs to your country homes lest your own children be contaminated by their influence.

And may God bless all the friends and promoters of this Christ-like charity. G. H. G.

*Milford, Conn.*, Saturday, Aug. 12, 1882.

[Superintendents of missions, missionaries, physicians or any responsible person knowing of poor city children who need a fortnight's vacation in the country will please communicate with Mr. Parsons at THE TRIBUNE.]

## *OBITUARY.*

GEORGE R. DENNIS.

BALTIMORE, Aug. 13.—Dr. George R. Dennis died to-day at his home in Somerset County, Maryland, age sixty-one.

George R. Dennis was born at White Haven, Somerset County, Md., April 8, 1822. He was graduated at the Polytechnic Institute of Troy, N. Y., and then entered the University of Virginia. In 1843 he received his degree as a physician from the University of Pennsylvania, and for some time practised his profession, but recently he devoted his attention to agricultural pursuits. In 1856 he was a delegate to the convention which nominated Fillmore, and also to the Democratic National Convention at New-York in 1868. He was elected to the State Senate of Maryland in 1854 and 1871, and to the House of Delegates in 1867. He was elected United States Senator from Maryland as a Democrat, to succeed George Vickers, serving from March 4, 1873, to 1879.

CAPTAIN A. SMITH FRENCH.

Captain A. Smith French, brother of Police Commissioner French, died at Sag Harbor, L. I., on Thursday night, of hemorrhage of the brain. The deceased was well known in Sag Harbor, among those who were prominent in the whaling business. He first sailed as a cabin boy in the Delta, of Greenport, in 1834, and after rising to the rank of captain, commanded fine ships Highland Mary, Montauk, Pacific, and Concordia. At the time of his death he was an Inspector in the New-York Custom House.

BARON MAGNUS.

BERLIN, Aug. 13.—The death is announced of Baron Magnus, late German Minister at Copenhagen

DANGERS FROM METALLIC DUST.—The question has long been discussed as to whether the particles of iron, silica, etc., merely lodge within the air cells of the lungs, or penetrate through their walls into the tissues between them. It appears that a German chemist, on recently examining the lung of a woman who had been exposed to the dust of iron oxide, used in preparing books of gold leaf, found the powder in the tissues between the air-cells and in their walls, as well as in their cavities. From less than two ounces of this lung, over twelve grains of iron oxide were obtained by chemical means, so that, if equally distributed through both lungs, there must have been at least three-quarters of an ounce inhaled. In another case, that of a workman exposed to the dust of a mixture used in preparing ultra-marine substances, a quantity estimated at fully an ounce was found.

## *IN COLLISION IN THE BAY.*

### THE SYLVAN DELL STRIKES THE SIRIUS.

THE DELL WITHDRAWS FOR REPAIRS—NO LIVES LOST—CHARGES AGAINST CAPTAIN LONG.

A collision occurred yesterday afternoon between the Sirius, belonging to the Iron Steamboat Company, and the Sylvan Dell, which connects with the New-York and Sea Beach Railroad at Bay Ridge. It was at an hour when the Coney Island boats were crowded on the trips from the city, and more than a thousand lives were endangered by the collision. The boats started from the Battery together, at 2 o'clock, and ran side by side, the Sylvan Dell being to the west side, until off Robbin's Reef, when she stopped in order to turn into her landing at Bay Ridge. Just how the boats came in collision could not be learned with any degree of accuracy, not even from the captain of one of them, who was standing in the wheelhouse when they struck. The Sylvan Dell had nearly headed across the stream, when her bow was struck by the guard of the iron boat. The shock was so great that the stem of the Sylvan Dell was broken and a large hole knocked in her bow. The Sirius sustained no injury, and after stopping a moment to offer assistance, if necessary, she proceeded on her way to the Iron Pier.

The passengers on the Sylvan Dell were greatly frightened and many of them ran for the life-preservers. It was said that three or four of them, fearing that the boat was sinking, jumped to the Sirius and went to the beach on her. The Bay Ridge boat was near her dock, and she soon landed her passengers. The captain refused to carry any more until the damages were repaired, and he returned to Pier No. 6 North River without a load. There he was asked to nail a piece of white canvas over the broken bow and keep on making the regular trips through the day, but he refused to do so and the vessel was sent to Allison's Dry Dock, at the foot of Morgan-st., in Jersey City.

Captain Long, of the Sylvan Dell, was found pacing alongside his vessel last night at the dry dock, where several workmen were tearing off the broken boards and preparing to get the boat in shape for her morning trip to-day. Pausing in his walk a moment, Captain Long told a reporter of THE TRIBUNE his story: "It is very seldom," he said, "that we run down with an iron steamboat, but this afternoon we were about five minutes late, and so got to Pier 6 just as she was pulling out. We ran together nearly all the way down."

"How far were you apart?" asked the reporter.

"About 100 feet, I should say. I was in the wheel-house all the time. At night, I never let loose of the wheel, but in the daytime I trust to my pilot. As I was saying, we were running about 100 feet from each other from the Battery to the Reef. We were not racing, as I can show you by the amount of steam we were using. The law allows us to carry 37 pounds, and we only had 24. Well, as the boats got just below the Ridge my pilot slowed up to go in-shore. Instead of steering through the shallow water near the Ridge, we go below and then turn around and head in, in deep water. All the way down we were on the west side, and not being far enough ahead of the Sirius to cross her bow, we had to wait for her to go ahead. I told my pilot that he was heading the boat too near the other, but he said that he was going all right."

"Then do you blame him for the collision?"

"I blame him as much as I do the other pilot. Both are alike to blame. The rest all occurred in a moment. The two boats seemed to drift toward each other. We had our engines stopped, and so could not help ourselves. Had they been going we could have backed away and avoided being hit. As it was, the guard of the wheel on the iron boat struck our stem and injured it about $100."

"What did the Captain of the Sirius do?"

"He acted very honorably, by stopping his boat and offering to assist in landing our passengers. When I had found that the injuries were not sufficient to cause a leakage, I told him so, and he went on with his load. The passengers on the Sylvan Dell were somewhat frightened, of course, but as soon as I could I ran down and ordered them to go aft, as I thought that the injuries might be serious. We have a water-tight compartment, fifteen feet square, back of the bow, so that the whole stem could have been knocked off without any danger of the boat sinking."

"Did you consider the injuries too great to warrant you in continuing your regular trips?"

"Well, I would not run a boat patched with canvas, because of the way it would look. And then I did not care to take any risk with a disabled vessel. The owners of the boat wanted me to patch it up and run it till night, but I would not even carry a load back to the city."

"How many passengers had you on board at the time of the collision?"

"Between four and five hundred, but we are allowed to carry 670."

"How long will the repairs delay you?"

"They will be completed to-night, so that we can go on duty again in the morning."

J. M. Kenny, the assistant superintendent of the Iron Steamboat Company, said in regard to the collision: "Our boat was not injured in the slightest. I am afraid the Sylvan Dell was badly battered. The passengers were only frightened, that was all—none of them was hurt. The collision occurred while the Sirius was on her trip to Coney Island at 2 p. m. Both boats steamed down the bay together and remained side by side, with only about fifteen feet of water between them, until they reached a point opposite Robbin's Reef. Then the Sylvan Dell without any warning turned her bow toward Bay Ridge, her destination, and without giving our boat any opportunity of getting clear, ran into the Sirius about amidships. The bow of the Sylvan Dell struck the iron boat a little abaft of the wheel-box, and, although not injuring the upper works of our steamer, stove in her own bow and entirely demolished her rail. There was immediately a rush for life-preservers among the passengers on our boat, and at least 500 persons secured them. The officers being aware that there was no danger, quickly quieted the passengers, and after clearing herself from the Sylvan Dell the Sirius continued her trip to the Iron Pier. The excitement on board the Dell was very great. At the shock occasioned by the collision several passengers jumped from her deck to the Sirius, and the officers had apparently much difficulty in reassuring those who remained on her.

"The trouble was all occasioned by the carelessness of Jacob Long, the captain of the Sylvan Dell. Long has been dogging our boats for a considerable time, and the rivalry between the captains on excursion steamers is very great. It is my opinion that the collision was within on the part of Long, and although no damage was sustained by our boat, I think the safety of the passengers should be considered. Captain Moses Longstreet, the commander of the Sirius, is an old river pilot, and knows his business thoroughly. I do not hold him in fault. The damage to the Sylvan Dell is serious, but the amount which will cover it I cannot determine. The Sirius has continued her trips to Coney Island since the accident, on the regular time. The Sirius carried about 800 passengers; the Sylvan Dell about the same number."

## *MIDNIGHT WEATHER REPORT.*

GOVERNMENT INDICATIONS.

*Synopsis for the past twenty-four hours.*

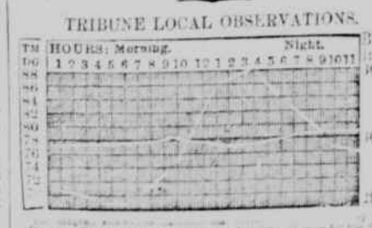
WASHINGTON, August 14, 1 a. m.—The barometer is highest in the South Atlantic States and lowest in the extreme Northwest. Clear weather prevails in New-England and the Middle States and thence westward to the Missouri Valley with light variable winds on the Atlantic Coast and slightly warmer southerly winds in the interior. Local rains are reported from the South Atlantic and Gulf States with northerly winds on the South Atlantic Coast, light variable winds in the Gulf States. The temperature has fallen slightly in New-England, New-York, and remained about stationary in the South Atlantic States and Virginia.

*Indications for to-day.*

For New-England, fair weather, northerly winds, shifting to east and south, slight changes in temperature, followed by falling barometer.

For the Middle Atlantic states fair weather, easterly to southerly winds, stationary or slight rise in temperature, lower barometer

TRIBUNE LOCAL OBSERVATIONS.




TRIBUNE OFFICE, August 14, 1 a. m.—There was little variation in the barometer yesterday. It was cloudy in the morning and clear after the third quarter. The temperature ranged between 69° and 88°, the average (77¾°) being 2¼° lower than on the corresponding day last year and 4° higher than on Saturday.

Fair and clear weather and increasing temperature may be expected to-day in this city and vicinity.

# SUMMER LEISURE.

## ON THE BORDER OF THE WILDERNESS.

SOME OF THE GUESTS AT THE HOTELS AND COTTAGES OF LUZERNE.

LUZERNE, N. Y., Aug. 11.—The copious and refreshing showers of Tuesday have gladdened the heart of every living thing, and this beautiful summer home is now in its glory. Despite the long continued dry weather, vegetation of all kinds is more flourishing than a year ago, and farmers are rejoicing over more abundant crops.

The hotels here are all doing well, although the travel over the Adirondack Railroad has been less than usual. Luzerne is just far enough into the wilderness to make it popular with men with families who do not care to go to the more distant points.

The Wilcox House is full and the new proprietors are already reaping the fruits of their thorough renovation. With such a start the first year of their proprietorship, they will have no difficulty hereafter in filling their house.

At H. McMaster's cottage, on Main-st., are the families of Mr. Betts, of New-York, Mr. Watson, of Brooklyn, and Mr. Wall, of Albany. Dr. Del Risco's people were at this cottage for several weeks and left on Monday for Raquette Lake.

Thomas Garnar, of the Garnar Leather Works, whose New-York office is on William-st., has been at E. M. Garnar's, for some days. The company owns the large tannery here, which handles salted skins only. The process of oil-tanning has been introduced this season with decided success.

At Scovil's "Riverview Cottage," further up town, are the families of Mr. Eickwort, of New-York, and Dr. Wheeler, of Albany. Across the way, Moore's cottage is filled with Albany people.

Rockwell's Hotel has been more than full for weeks, and several families have been lodged out during all that time. Among many other visitors to this house are Thomas Madden and wife, of Cincinnati; A. L. Shipman and family, H. L. Purdy and family, Mrs. William A. Beecher and daughter, Mr. and Mrs. John A. Stewart, jr., Mr. and Mrs. Anthony J. Thomas, of New-York; A. B. Ladlow and sister, F. E. Dodge and family, Mr. and Mrs. J. C. Hutchinson, of Brooklyn; the Rev. Dr. Reese, J. W. Tillinghast and family, Mr. and Mrs. William Easton, Mr. J. C. T. Paige, of Albany; George D. Boardman and family, the Rev. Dr. Suul, of Philadelphia. The Culver cottage, just below the hotel, has been occupied the whole season.

The Wayside Hotel, near the lake, is now well filled. Among its guests may be mentioned Mrs. General McKeever, of Washington; Mrs. Van Rensselaer, of Albany; Mr. and Mrs. C. Otto Muller and family, of New-York; F. G. Gray and family, of Boston; A. W. Benson and family, of Brooklyn.

Scattered about its ample grounds are half a score of cottages, in various styles of architecture. These are now occupied by H. E. Pierrepont, of Brooklyn; Matthew Clarkson and family, of New-York; R. S. Emmett and family, of New-York; General J. Watson Webb and family, of New-York; Judge Platt Potter, of Schenectady; E. H. Litchfield and family, of Brooklyn; E. Anthon and family, of New-York; H. E. Pierrepont, jr., of Brooklyn; G. S. Schermerhorn and family, of New-York; ex-Governor Ingersoll and family, of New-Haven, and F. M. Rice, of New-York.

Various amusements occupy the attention of the younger visitors. Just now lawn-tennis is the favorite pastime. Some more adventurous ones have organized a ball club and are seeking to revive an interest in the National game. Rowing, fishing, climbing, "cobble" or "constitution," gathering ferns or driving over some of the beautiful roads when lead out in all directions, fill up the leisure moments of those who seek rest and pleasure in this region.

Named in honor of the Chevalier de Luzerne, a French Ambassador to this country during the Revolution, Luzerne will long continue to be the favorite resort of those who seek a quiet and beautiful summer home.

## SUNDAY AT NEWPORT.

NEWPORT, R. I., Aug. 12.—Nearly $3,000 was raised in the churches to-day for the Newport Hospital.

The Rev. Dr. McKenzie, of Canada, officiated at Trinity Church to-day.

General Hancock was entertained by C. C. Baldwin, of New-York, this evening, who gave a dinner-party in honor of his guest.

W. W. Astor, the Minister to Rome, has returned from Washington.

James Platt, of Gloucester, England, and Arthur F. Charrin, of Surrey, England, have arrived at the Ocean House. Other late comers at this hotel include the following: W. A Stetson and wife, Charles B. Wheelock, Thomas Strahan, L. P. Roberts, D. K. Parker and wife, W. V. Titus and wife, F. W. Gleeson, Boston; Mrs. D. H. Miller and family, F. May and wife, Miss Bowker, Irving C. Miller, C. O. Manning, Joseph Whyte and wife, Baltimore; Edward Kerneys, P. G. Swan, A. E. Wemple, H. R. Winter, L. D. Howard, W. C. Burkingshaw, D. Martin and family, D. K. Baker and wife, Mrs. E. L. Vail, New-York; Arthur Burr, Philadelphia; Samuel Darling, Providence; F. R. Gallagher, Brooklyn.

## THE CHAUTAUQUA MEETINGS.

CHAUTAUQUA, N. Y., Aug. 13.—The Rev. W. C. Wilkins, D. D., of Tarrytown, preached in the Amphitheatre this morning to about 7,000 persons, and Bishop H. W. Warren, of Atlanta, Ga., preached to a still larger number this afternoon. W. A. Duncan, of Syracuse, had charge of the Sunday-school, which was attended by about 3,000 persons. The Rev. J. G. Townsend, of Jamestown, lectured to-night on "The Higher Life."

## VARIOUS VISITORS AT ROCKAWAY.

Rockaway Beach had not as many visitors yesterday as on last Sunday, yet a stranger would have been loath to believe it; there were such crowds everywhere. The trains and steamers took full loads of passengers from the city until late in the afternoon. In the morning there was a close, muggy air. The sun poured its hot rays upon the beach through thin, fleecy clouds, and the white sand reflected them back into the faces of the promenaders. The glare was distressing to the eyes, and the venders of smoked glasses reaped a rich harvest. Later in the day a fresh breeze sprang up and the temperature became all that could be desired. The gray line that marked the horizon gave place to a delicate pink haze, which lasted for some time, and finally the sky became one great arch of blue. In the distance white sails held the sunlight and shone like the wings of birds as they flitted on their way. Anon an ocean steamer appeared, at first a small black speck, scarcely discernible, but gradually growing clearer and more distinct, and ploughing through the water at a great rate of speed.

The surf was excellent, and the bathers revelled in it. Old and young, women and men, good looking and plain people, arrayed themselves in grotesque bathing-suits and gambolled about in the water and on the sand to their hearts' content. Their antics were watched by long lines of people, who stood at the water line or stretched themselves out upon the dry sand, preferring to laugh at the oddities of others rather than to display there own peculiarities of person and manners in the water. Each set found equal enjoyment in its own way. Numbers of children were in the water and out of it. Those on shore delighted to built sand castles and to dig deep trenches, which those in the water found equal pleasure in demolishing. All were good-natured, and their childish prattle caused many a sound man to pause and lis ten. Back of the sands the side-shows came in for a large patronage. The museums containing "the greatest curiosities on earth," the photograph galleries where pictures were guaranteed with quickness and dispatch, as well as of excellent finish; the comical minstrels; each and all found patrons in abundance. A large crowd could always be found to laugh at the eccentricities of Mr. Punch, and to applaud his marvellous efforts to annoy and revenge himself upon his enemies. Waiting for the mermaid, who could resist the pleading of her manager to pay her a visit?

Many of the visitors to Rockaway, however, had come down for rest, and they took it in a sensible manner. They sauntered quietly about in the shade, or sat on the verandas of the hotels, or lolled on benches on the iron pier, and contented themselves with observing the doings of other people whose temperament was more inclined to activity. Many had brought their fly-fishing rods and lines, and under the shade of umbrellas lazily played for fish. Others were to be found in couples, tender and sympathetic, forming delightful symphonies in black and blue, or gray and pink. Young men with canes and eye-glasses and tight trousers eyed these "spooney" ones with only half concealed contempt; but that mattered not. Soft nothings were whispered into not unwilling ears, and the little comedy-tragedy of love-making continued undisturbed. As the sun went down, the little towers on the great, new and unopened hotel were flooded with crimson light, and from the pier the huge pile looked like some old castle.

## A QUIET DAY AT GLEN ISLAND.

A light breeze, which rippled the waters of the Sound and belied the white sails of the vessels therein, made the trip to Glen Island yesterday a pleasant one. Too comparatively still water of the sound around Glen Island is to those who love the tumbling billows of the ocean a poor substitute for the sea, but there is a restfulness about the resort that is not ungrateful after the turmoil of the city. The air is laden with the breath of the woods, and is pure and invigorating. Yesterday nearly 12,000 people visited the Island and enjoyed themselves in all the varied manners for which the place affords opportunity. Some went on the steam launch to New-Germany, and partook in a frugal manner of the refreshments to be obtained there. Others went out in row or sail boats, and still others, and they were the majority, stayed on shore. The water was remarkably cold for the season of the year, and a plunge in it was doubly refreshing on that account. All day long on the sandy beaches there were bathers, who floated or swam about or sat on the edge of the water, while in the pavilion, on the rocks above, a chime of bells attempted impossible combinations of sound. In front of the club house, the band from David's Island played. All at the island enjoyed themselves in a quiet way, and there was a pleasing absence of disorder and drunkenness.

## THOUSANDS AT CONEY ISLAND.

The would-be seers who have for some time been predicting that the star of Coney Island's popularity was about to set, needed only to visit that resort yesterday to find a most palpable refutation of their false prophecies. The whole place, with all its varied kinds of amusement and recreation, from Norton's to the Oriental, fairly swarmed with pleasure seekers from the city. The morning boats and trains carried large loads, and all the afternoon the different transportation lines kept pouring upon the Island. At the West End motley crowds of people flowed in and out of the doors of cheap museums, cheap eating-houses and cheap dancing pavilions. They admired the wonderful proportions of the fat woman and satiated their curiosity with the sight of elastic-skinned men and fishy mermaids. They tested the quality of the milk of papier mache cows, rode in the musical merry-go-rounds and swarmed along the beach and the boulevard to Brighton Beach. About the music stand there was a sea of heads, from which rose many a column of tobacco-smoke, while at the pavilion bathers splashed and rolled about in the surf like so many porpoises. In the hotel verandas there were great throngs of men and women listening to the music, eating costly viands and walking about in leisurely moving lines. There were knots of women whose costumes represented all the colors of the rainbow and many more beside. There were other women who showed simplicity and good taste in their dresses, and others who exhibited simplicity and a decided lack of taste.

Considerable excitement was caused in the afternoon by the news of the collision off Bay Ridge between the iron steamboat Sirius and the Sylvan Dell. Wild rumors of great loss of life filled the air and much uncertainty as to the exact nature of the accident existed for some time. Even the passengers who were on the two boats were unable to give concreat accounts of the collision when they reached the island, and no two people could be found who could be persuaded to tell similar stories about the occurrence. Among the members of the Thirteen Club, many of whom were on one or the other of the steamers, it was stoutly asserted when they sat down to their dinner at the Sea Beach Palace Hotel that their presence had alone saved the boats from total wreck. The dinner was the eighth one the club has given since its foundation. Three tables were set and thirteen iconoclasts sat at each. At the head of the first table stood the club's new banner of blue silk, with a picture in the centre of it representing a member of the club defying Death. Daniel Wolff, Chief Ruler, presided at the first table; A. Fritz at the second and George P. Powell at the third. The bill of fare was printed on a coffin-shaped card and there were thirteen courses set down. At the end of the dinner thirteen toasts were responded to beginning with one to the President of the United States, "whose veto of superstition is attested by his membership in this club."

The following persons were among the guests at the hotels: John J. Kiernan, of Brooklyn; Henry Arthur, S. C. James and wife, Nathaniel Strauss, of New-York, and Henry Eastern, of Buffalo, at the Hotel Brighton. Simon Cameron, L. Hazeltine, G. R. Blanchard and wife, of New-York; H. B. Claflin, of Brooklyn, and F. S. Darley, of Philadelphia, at the Oriental.

## *LETTERS FROM THE PEOPLE.*

HISTORY OF DECORATION DAY.

*To The Editor of The Tribune.*

SIR: In a recent number of your journal you say that "Decoration Day grew at first, naturally enough, out of the pathetic custom of a few Southern women, who had lost husbands and sons in the war, and who found comfort, as did Mary of old, in going to the grave to weep there." This is a touching idea, but allow me to say that it is not true. National cemeteries were inaugurated and finally established under the auspices of Major-General George H. Thomas, commanding the Army of the Cumberland. Tennessee and Kentucky were frequently fought over during the civil war, scarcely a mile of the railway running north and south from the Tennessee to the Cumberland rivers, and thence to the Ohio, but what was marked by the graves of our fallen heroes. Toward the close of the struggle these graves, scattered about everywhere, became offensive to more senses than one, especially where a battle had been fought, as at Shiloh, neither contestant having time or opportunity to care for its dead. The first National Cemetery was established at Stone River, after the battle of that name. Then followed those at Shiloh, Pittsburg Landing, Fort Donelson, Chattanooga, etc. General Thomas took a special interest in these cemeteries, approving of every expenditure that was deemed necessary to forward their proper establishment, and it is to him alone we are indebted for the system out of which has grown the humanizing custom of Decoration Day.

I could tell of some interesting facts in connection with the custom of caring for the dead. In 1864 I think it was, Governor Cox, of Ohio, knowing that I was engaged in the task of gathering up the remains of our fallen heroes in the Military Division of the Tennessee, wrote me at Nashville, requesting me to recover the bodies of three young volunteer soldiers belonging to an Ohio regiment taken prisoners and executed under pathetic circumstances. The story was that these boys—for they were mere boys—conceived the Quixotic idea of creeping into the Confederate lines at Atlanta before the city was taken by the Union forces, and, watching their opportunity, jumping upon a train of loaded cars and taking it to Chattanooga. The idea was apparently feasible and these boys accomplished their purpose of seizing a train in the temporary absence of the engineer, but unfortunately they forgot that the telegraph was faster than steam and the train was intercepted and thrown off the track, and its daring conductors captured. They were carried back to Atlanta tried by drum-head court-martial, and condemned to death, their sentence being that the offenders should be shot, and their bodies buried where they could not be found again. The sentence was carried out. It was under these circumstances that Governor Cox wrote me, and as I chanced to have under my orders an officer, a former comrade of John Brown in his celebrated Kansas raid, who had a fancy like "