a line, or draw a big prize in a lottery.—[Norristown Herald.

The Boston Herald says that apple blossoms are the correct thing for weddings in May in New-England.

It is now proposed to provide the Brooklyn Bridge with awnings. The big bridge is very like a man: puts on more style than ever after suspension.—[Indianapolis Journal.

IRVING AND BARRETT ENTERTAINED.

LONDON, June 7.—John L. Toole's "stag" supper in honor of Henry Irving was given to-night in the foyer of Toole's Theatre. Thirty-four guests sat down at midnight to an excellent repast, with an abundance of liquid refreshments. Among the company were Henry Irving, Lawrence Barrett, George Augustus Sala, Charles Wyndham, George Grossmith, Joseph Hatton, C. J. Loveday, David James, Henry Routledge, Lionel Brough, Wilson Barrett, John Hollingshead and Lord Londesborough. The host of the evening "welcomed the coming, sped the parting, guest" in the only toast of the evening in which he extended a welcome to Henry Irving, and bade God speed and good luck to Lawrence Barrett, in a genial and eloquent speech. In responding, Mr. Irving spoke of the pleasure and gratitude with which he should ever remember his American tour, and Mr. Barrett expressed his gratitude to his professional friends for the many acts of kindness which had been showered upon him.

LAWRENCE BARRETT IN LONDON.

Mr. Barrett has ended his engagement at the Lyceum Theatre in London, and he will, in July, return to the United States. He acted in London only seven weeks, and he appeared in only two characters—*Yorick* and *Richelieu*. He was received with great cordiality, and as *Yorick* he was sincerely admired and heartily praised such eminently capable and experienced critics as George Augustus Sala, Clement Scott, and Joseph Knight recognized in him sympathetic power as well as thorough command of the resources of histrionic art, and on every hand, sometimes with cautious reservation, but always in a thoughtful and liberal spirit, his merits were admitted and proclaimed.

The play of "Yorick's Love," however, was not liked. Its introduction of a woman upon the stage in Shakespeare's time was viewed as a serious blemish—because it is known that women did not perform on the English stage earlier than 1660; and this anachronism was thought to be destructive of the truthfulness of the work, considered in the historical point of view. "Ordnance" may be "shot off" in the play of "Hamlet," although no such thing existed in the time to which that play relates; but, in this matter of license, it may be necessary for learning to show that it is sometimes able to draw the line. The litany scene of "Yorick's Love"—which really is a blemish, and as such was long ago characterized in this journal—was deemed ludicrous; and the termination of the piece was thought an anti-climax.

Altogether the play got the cold shoulder, and after two weeks Mr. Barrett withdrew it and presented *Richelieu*. He had, personally, as an actor, made an excellent impression. The new effort brought him into comparison with Macready, Phelps and Irving, among English actors, and with Edwin Booth among Americans. Booth's *Richelieu* is still fresh in the memory of London playgoers, and it is regarded, by many good judges, there and in America, as the best that has graced the stage since the time of Macready. Indeed the veteran John Ryder, who acted with Macready, and almost idolized him, said that Booth's *Richelieu* is the best of the two—and therefore the best of all. Mr. Barrett's choice of *Richelieu*, for his second part, seems not to have been sagacious. He He is exceedingly eloquent in the Cardinal, and his declamation, in the fourth act, is profoundly earnest, fervid and effective. But the emotional quality of the actor—the something wherein his individuality consists—finds nothing like the scope in *Richelieu* that it finds in *Cassius*. This undoubtedly is his best performance; and this should have followed *Yorick*.

A revival of "Julius Cæsar" at the London Lyceum Theatre was, however, a task of great difficulty, and possibly not practicable within the limited term of Mr. Barrett's engagement. That piece would not be accepted unless given with great splendor of scenes and appointments. But it is to be regretted that the London public did not see Mr. Barrett as *Cassius*, for, as the case now stands, they have but a partial and limited idea of his abilities or of what he has accomplished. The characters in which, particularly, Lawrence Barrett should be seen and studied are *Cassius*, *Yorick*, *Harebell*, in "The Man of Airlie," and *James V.*, in "The King of the Commons." He has risen to a high rank and made a valuable fame in these parts; and the fact that London criticism has not cordially accepted his *Richelieu* makes no difference as to his position among the leaders of the modern stage. His influence has been that of intellect and refinement, steadily beneficial, never injurious. The stage, in his hands, has been asserted and maintained as a learned profession. He has been an honor to it, in every way; and, whether abroad or at home, in whatever fortune may happen, he carries with him the heartfelt respect and admiration of all who cherish the welfare of the drama and rightly appreciate the importance of exalted character as well as brilliant talent in its leading representatives. Mr. Barrett's engagement ended on the 30th of May.

MANY PEOPLE AT CONEY ISLAND.

THE FIRST CONCERT AT MANHATTAN BEACH—SCENES AND INCIDENTS.

Yesterday was by all odds the busiest day Coney Island has seen this season. The heat was the most potent factor in producing this result, though the announcement of the first concert at Manhattan Beach and the half-holiday, now becoming popular, had much to do with it. Every means of transit, rapid or otherwise, was made use of by perspiring New-Yorkers and Brooklynites, who crowded cars and boats until late in the evening. The iron steamboats, which now run from Twenty-third-st., carried their full complement on most of the trips. Over 10,000 people must have been carried by these boats. To Manhattan Beach thousands went to hear Gilmore's band of sixty-five, which includes fifteen soloists. Extra trains were run by this line until past 10 o'clock. By the New-York and Sea Beach many found their way down, to be enticed in most instances on their arrival at the Sea Beach Palace Hotel by the Roller-Skating Rink, which is now in full blast. "All day long the noise of rollers rolls" through this enormous place, which is said to be one of the largest in the country. Pretty little Jennie Houghton, a small child who has not yet left school, gives now and then exhibitions of her remarkable grace and agility on the gliding rollers, and other fancy skaters of mature growth are also to be seen every afternoon and evening. At West Brighton, where "all the fun of the fair" is to be found, the crowd, if not more numerous than elsewhere, was more vociferous. The blare of three horns and a trombone and an insistant drum outside one of the numerous "dime museums" were matched against the shriller sound produced by an alleged orchestra, which provided music for a score of solemn Bowery boys gyrating with equally solemn damsels out for "an airing." Hard-by a boy with lungs guaranteed to withstand a pressure of fifty-two pounds to the square inch, strove to allure other Bowery and Sixth-ave. boys to participate in the excitement of careering on a carriage improvised out of a bench and set of rollers down one inclined plane and up another. This proceeding, faintly suggestive of coasting, seemed a mockery with the thermometer toward the 80 degrees.

Toward evening the crowd increased, the island sparkled with lamps innumerable, the skating rink was oriental in its prodigality of Chinese lanterns, the crowd around Gilmore's orchestra was closely packed, while inside the Manhattan Beach Hotel genial Captain McKinnie did his best to provide not only for the ordinary guests but also for the Saturday Night Club, which, headed by Austin Corbin, had its first dinner of the season at the hotel. Before some of them got through they were a Sunday Morning Club.

A FREIGHT STEAMER ASHORE.

THE CITY OF FALL RIVER IN A DANGEROUS POSITION ON ROSE ISLAND.

PROVIDENCE, R. I., June 7.—The City of Fall River, the new freight steamer of the Fall River line, went ashore on the south end of Rose Island, near Newport, last evening, while on her way to New-York. She struck on a rock in a dense fog. The steamer is in a dangerous position, and her condition is bad. About one-half the vessel is now on the rocks. She struck after the tide had been falling about an hour and filled rapidly. Captain Thomas Shea made the first report. He was coming from Jamestown in a sailboat and found the vessel on the rocks. The steamer Albatross was speedily sent to take out part of the cargo. The steamer Newport will go out and get the remainder. A steam tug went alongside and remains by her. Captain Waters also went with the wrecking schooner Young America, and is now pumping the water from her hold.

The City of Fall River's pump is also being used. Two boats have been sent from the United States ship New-Hampshire with about sixty men to render assistance. The damage is undoubtedly serious, but it is impossible to tell the full extent.

DECEIVED IN THE VALUE OF DIAMONDS.

A prepossessing woman, richly attired, who described herself as Mary Radcliff, age twenty-seven, in the Tombs Police Court yesterday, was charged by Charles H. Schuch, a merchant at No. 149 Broadway, with obtaining from him under fraudulent representations $300. On May 28 she advertised for loans of various amounts. One advertisement stated that diamonds would be furnished as security for the payment of a loan of $300 for thirty days, with a bonus of $80. This was answered by Mr. Schuch, who made an appointment with the advertiser at No. 67 Wall-st. Mrs. Radcliff produced a pawn ticket for two diamond rings pledged with J. S. Macduff, at No. 77 Bleecker-st. for $100. They were represented to be worth $400, and Mr. Schuch paid the woman $300. He now says that the rings are not worth more than $100. Mrs. Radcliff refused to give her address, and though her lawyer entered a plea of not guilty Justice Duffy fixed bail pending trial in the General Sessions Court at $600, and Julius Metzler, a pawnbroker at No. 49 East Houston-st., was accepted as bondsman.

GEN. J. WATSON WEBB DEAD.

A LONG AND ACTIVE LIFE ENDS IN PEACE.

General James Watson Webb died at his home, No. 14 West Thirty-eighth-st., in the eighty-third year of his age just as the clock was striking half-past four yesterday afternoon. His end was peaceful and painless. During the forty-eight hours preceding his death he suffered little, and he retained his consciousness to the last. His wife, two daughters and seven sons were with him when he died. The daughters are the widow of Colonel James G. Benton, U. S. A., and Mrs. Dennison Morgan; the sons Colonel Robert S. Webb, General Alexander S. Webb, Dr. William S. Webb, H. Walter Webb, G. Creighton Webb, J. Louis Webb and F. Egerton Webb. The only other person present was ex-Tax Commissioner George H. Andrews, who first became acquainted with General Webb forty-eight years ago yesterday, and was regarded by him as a son. Mrs. Benton arrived from Springfield, Mass., only an hour and a half before her father's death. Dr. William S. and J. Louis Webb, summoned by telegraph, arrived in the city from Burlington, Vt., in the morning. General Webb was able to speak to his wife in the morning, and two hours before his death, in answer to an inquiry whether he would take the brandy and water ordered by his physician he nodded in the affirmative. The funeral will take place at the Church of the Heavenly Rest, in Fifth-ave., near Forty-fifth-st., on Tuesday at 9 a. m. The pall-bearers will be selected to-day.

GENERAL WEBB'S CAREER.

General Webb was born at Claverack, N. Y., February 8, 1802, and was educated at West Point. As second lieutenant he entered the army in 1819, became a first lieutenant in 1823, an assistant commissary of subsistence in 1824, and an adjutant of the 3d Regiment in 1826. He resigned his commission in 1827, to take charge of *The New-York Courier*, which had recently been started. Two years after *The Enquirer* was purchased and the two newspapers were united under the name of *The New Morning Courier and New-York Enquirer*. Mr. Webb became the chief editor. He said himself long afterward that "from a party point of view he did not possess a solitary qualification for the position." In 1831 he was assisted by James Gordon Bennett. Until that year *The Courier* was a Democratic organ and strong Jackson journal, but then, upon the United States Bank question it went over to the Whigs. While it was still Democratic, *The Courier and Enquirer* had suggested the nomination, in 1829 of Mr. Van Buren for the Presidency to succeed General Jackson at the expiration of his first term. This gave the General great offence, and *The Washington Telegraph*, then under the management of Duff Green, denounced Webb so violently, that the latter went to Washington for the purpose of inflicting personal chastisement upon Green. The enemies met, but as Green had a pistol and Webb nothing but a cane, only hard words came of the rencontre. Webb afterward branded Green not only as a wilful and malicious slanderer, but also as a coward.

In 1834, when the Abolition riots occurred in New-York, *The Courier* vigorously denounced the Abolitionists. It was always fierce in the expression of its opinions. It had innumerable quarrels and notably one with Wood, an English vocalist, who was driven by it from the New-York boards. In 1838 occurred the tragical duel between Mr. Graves, of Kentucky, and Jonathan Alley, of Maine, both members of the House of Representatives. With this affair the name of General Webb was intimately connected. Matthew L. Dana, "The Spy in Washington," had charged with corruption some member of Congress, in *The Courier*, of which he was the regular correspondent. The matter was brought before the House. Mr. Wise of Virginia, offered a resolution that the charge be investigated. During the debate which followed Alley was among the most severe of those who censured the press. He particularly and personally attacked General Webb who sent him a challenge through Mr. Graves. Alley declined to meet General Webb upon the ground that he did not choose to be drawn into controversies with the editors of public journals for words spoken in debate. Mr. Graves saw fit to regard this refusal to receive his friend's note as an imputation upon his own honor as the friend and second of one who was a gentleman. He wrote to Mr. Alley, asking if he declined to receive the message on the ground of personal objection to General Webb as a gentleman. Mr. Alley replied that while not intending to be drawn into personal controversies with General Webb, he neither affirmed nor denied anything in regard to his character. Mr. Graves considered this as involving him fully in the dilemma which he was seeking to avoid and he again wrote to Mr. Alley asking him if he declined to receive General Webb's communication on the ground that he was not a gentleman. This question Mr. Alley refused to answer, and Mr. Graves then challenged him. They met and Mr. Alley fell at the fourth fire. General Webb did everything in his power to prevent the duel, his purpose being to meet Mr. Alley and to force him into a fight. He also endeavored to find the men after they went out, in order to stop the duel or take Mr. Graves's place, but he was thwarted in this by a change in the place of meeting. He bore, no doubt unjustly, a great deal of the odium of the transaction.

In June, 1842, General Webb became involved in a controversy with Thomas F. Marshall, the eccentric member of Congress for Kentucky. The ground of the quarrel has become obscure, but Marshall in a speech made in a court of law in this city, uttered a disreputable allusion to General Webb. This provoked an article which led to a challenge. The men met in Delaware and General Webb was shot in the leg. When he came back to New-York, the Grand Jury indicted him for leaving the State to fight a duel; he pleaded guilty; and was sentenced to two years' imprisonment in Sing Sing. He was at once pardoned by Governor Seward.

A history of General Webb's misunderstandings and quarrels would fill several columns. It is hardly necessary at this time to revive their memory. In 1843 he was made engineer in chief of the State of New-York with the rank of Major-General. In 1849 he was appointed by President Tyler Minister to Austria, and proceeded to Vienna, leaving his newspaper in charge of Mr. Raymond. The nomination was rejected by the Senate, not from hostility to General Webb, but because it was then thought desirable by many Senators to suspend diplomatic intercourse with Austria altogether. In 1861, after refusing the mission to Constantinople, he was appointed by President Lincoln Minister to Brazil, where he negotiated the adjustment of certain long standing claims against that Government. He resigned his office, returning to New-York in 1870. His home thereafter was at No. 14 West Thirty-eighth-st.

General Webb employed the leisure hours of his declining years in writing occasional letters for publication on the questions of the day, especially advocating the protection of home industry. His communications in THE TRIBUNE from time to time have been read with interest. He was thrice married and was the father of thirteen children, of whom three died in childhood and one, James Watson, after he had grown to manhood. Nine children survive him, four by his first wife and five by the second. Of the former one is the widow of Colonel James G. Benton, U. S. Ordnance Department, another the wife of Dennison Morgan and the others are General Alexander S. Webb, president of the College of the City of New-York and Colonel Robert S. Webb. All the children by the second marriage are living. They are Dr. William Seward Webb (who married the daughter of William H. Vanderbilt) and four bachelors—H. Walter Webb, G. Creighton Webb, J. Louis Webb and F. Egerton Webb. General Webb's habits were abstemious and to this his long life is attributed. He was for many years in the habit of eating but two meals a day and meat only once a day. Until he became advanced in years he took no wine or spirits.

General Webb published in 1866 "Altowan; or Incidents of Life and Adventure in the Rocky Mountains"; in 1856, "Slavery and its Tendencies"; and a pamphlet in 1875 on "A National Currency." *The Courier and Enquirer* was united with *The World* in 1861.

CAPTAIN JOHN HENRY HILL.

PETERSBURG, Va., June 7.—Captain John Henry Hill, one of the most prominent colored men in the State, died last night. He was at one time Captain of the Petersburg Guards, a member of the City Council and School Board, and Doorkeeper of the State Senate. At the time of his death he was a clerk in the Internal Revenue Department here. "The Underground Railroad," a work on the escapes and struggles of slaves prior to the war, contains an interesting account of Hill's escape from a slave auction in Richmond in 1853.

WILLIAM G. METZEROTT.

WASHINGTON, June 7.—William G. Metzerott, president of the Washington Safe Deposit Company, and for thirty-five years a prominent business man of this city, died to-day.

A COLLISION OF STEAMERS.

STONINGTON, June 7.—The steamer Stonington of the Stonington Line was run into by the New-London steamer City of Worcester, three miles east of the Bartlett Reef Lightship last night, sustaining damage to the amount of about $15,000. The guards and bulwarks were torn away for fifty feet on the port side. The Stonington had been stopped and at the time of the collision was backing under two bells. The City of Worcester proceeded on her way without ascertaining what damage had been done.

SHOT AND STABBED IN A POLITICAL FIGHT.

MILLERSBURG, Penn., June 7.—In a political argument in a tavern near Liverpool last night three men were fatally wounded. They were Morris Boyer, who was shot and has seven stab wounds; James Wens, who was stabbed twice, and James Hogan, who was stabbed once in the abdomen and shot in the thigh. Twenty men have been arrested.

THE PEACH CROP.

FAVORABLE OUTLOOK ON THE DELAWARE PENINSULA.

[FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.]

SMYRNA, Del., June 7.—The late frosts, with which the month of May closed, extended pretty generally throughout the Delaware Peninsula, and over every portion of the Delaware peach belt. But no damage was done by them to the peach crop. At any rate, no reports of damage have been heard, now more than a week since the last frost; and a careful tour of inspection through the most important sections of the peach country has not revealed to your correspondent a single instance of injury to the crop worthy of mention. No fear is felt of any further frosts this season. Indeed, those of last week were by ten days or more the latest ever known in this State. Accordingly, peach-growers are feeling confident of their harvest, and are beginning to make estimates as to its probable amount and value. Of course, there is much mere guesswork in any estimates that can be made at this time. They are almost certain to be too high. Not before the first week of July can the crop of the Peninsula peach orchards be measured much within a million baskets of the correct figure. And although there is now no danger of frosts, or any such calamity, yet the month of June is the "dropping time"; that is, the time when peaches, sometimes to the extent of half the crop, drop from the branches, half grown, from no apparent cause. Some growers claim that the dropping is caused by insects; others lay the blame upon atmospheric conditions; and in this old-fashioned region there is so much of lingering superstition that many are as firmly convinced as they are of their own existence that trees which drop their fruit were set out or budded at the wrong time of the moon. However this may be, the doubt as to how many will drop—for some always fall—is the chief element of uncertainty in making estimates of the crop at this time.

There are now, it is reckoned, fully ten million baskets of fruit on the peach trees of Delaware, and the appearance of nearly all the orchards is most healthy and promising. Unless then the "drop," which has now begun, is unusually large, the yield will be one of the largest ever known; probably the greatest, excepting that of 1875. There ought to be at least seven million baskets of marketable fruit. That, indeed, is the estimate made by large growers in the best parts of the State. Here, from seven and a half to eight million baskets are looked for. Elsewhere, not more than six millions are expected. Railroad managers and shipping agents are preparing to handle about seven million baskets. These figures really represent a bigger yield than that of 1875, for the acreage of orchards is much smaller now than then.

During these past ten years Delaware has learned a good lesson concerning the peach crop, just such as Western States and Territories are learning, or have learned, about wheat and cattle. It will not do to depend upon a single crop. Diversity of products is essential to substantial prosperity. Ten years ago all Delaware was a peach orchard. Grain, grass, market-gardens and all other fruits were abandoned, and every available acre, almost, was given up to peaches. The mania reached its climax in 1875. The single county of New-Castle produced more peaches than the whole State did in 1882. Then things went wrong, somehow, and for five years the orchards produced small crops and poor fruit, and really didn't pay for working. Many farmers were actually ruined. In 1880 a reaction set in and farmers began rooting up the trees and planting for other crops. For two years the peach acreage decreased enormously. This year it is about the same as it was last year. Next year it will not be much, if any, larger. New-Castle County indulged most in the peach craze, suffered the most by failure of orchards, and now has the smallest acreage and is the least sanguine about this year's crop.

The "peach belt" of the Peninsula a few years ago was comprised in Kent County, Del., and Queen Anne County, Md. It has ever been shifting its position, enlarging or contracting its borders. This year it forms a strip across the Peninsula, from Delaware Bay to the Chesapeake, about thirty-five miles wide. This takes in portions of all three counties of Delaware, and of Kent, Talbot, Queen Anne and Caroline Counties, Md., and is bounded on the north by a line running east and west through Middletown, and on the south by a parallel line through Farmington. The heaviest yield is near the Delaware, and the highest on the heavier soil near the Chesapeake. But this year there is a greater uniformity in both quantity and quality of the crop than has been noticed for some years.

The outlook for other fruit, of which the acreage is now increasing largely from year to year, is generally favorable, with the exception of pears. They suffered much from the frosts, and the crop will be very small.

THE EXAMINATIONS AT WEST POINT.

INCREASING CROWDS OF VISITORS—THE SEA COAST BATTERY DRILL.

WEST POINT, June 7.—The thirty-seven members of the graduating class will soon take their leave of the school that has for years applied the screws pretty tight, and a new grist of about one hundred will take their place. These newcomers for military glory are nearly all at the present time in this neighborhood studying with all the energy they command. Some of them are boys in humble circumstances, while others live in affluence and have powerful influence at their back. One of these is John Logan, whose father has just been nominated for Vice-President. Influential friends, however, avail them naught, if the claim that is made that all are treated alike is true. The authorities of the Post say that be the boy poor or rich he is obliged to go through the preliminary mental and physical examination that is dealt out to all. Then comes a course of drill, and if by July 4 they are able to hold their own in the manual of arms, they are assigned to and become parts of companies. By this time also their bearing and appearance will have changed from the loose-jointed, swinging gait of the country lad to that of the erect, manly-looking cadet who every four years departs from the Academy with nine-tenths of his pride locked up in the satchel which carries away the sheepskin he has just received from the Government. The arrivals set in to-day early, and to-night the influx is better than any day yet. The day boats, the small excursion boats, and the trains brought large numbers. Among the number that will be present the coming week will be General Thomas F. Drayton, of the class of 1828; Colonel J. J. Austin, '28; General I. R. Trimble, '22; Professor H. S. Kendrick, '35; General W. N. Geer, '35; Colonel T. B. Arden '35; General I. Vodges, '37; General D. L. Floyd-Jones, '46; General Whipple, '57; General Craighill, '53; Major W. H. Merrill, '38; George W. Cass, '32; Colonel Gillespie, '62; General G. D. Greene, '54; Major Walker, '56; Major Gilman, '56.

The Board of Visitors spent the morning in a delightful sail up the Hudson to Newburg, to visit the Washington's Headquarters grounds there. The party consisted of General Daniel Ruggles, B. Gratz Brown, Judge L. F. Mosher, Colonel Henry Raymond, Senator Richard Coke, General W. S. Rosecrans and Representative Beach. They were accompanied by General W. S. Hancock and First Lieutenant E. W. Casey, 22d Infantry. The party left the Point at 9 o'clock on the steamer Emeline, and reached Newburg at 10, where they were met with carriages by ex-Mayor Peter Ward, J. G. Graham, J. H. H. Chapman, David Carson, J. T. Headley, Trustees of the Headquarters; the Rev. W. K. Hall, ex-Chaplain Forsyth, of the Military Academy, and others. The visitors paid ex-Senator D. B. St. John a visit. A salute was fired in honor of General Hancock.

The sea coast battery drill at 5 p. m. took place at the lower battery near the north dock, and was not dissimilar to the siege and mortar battery drill, except that much larger guns were used. The rapidity of fire and the accuracy of the guns were remarked by all the spectators. The pieces were one 15-inch smooth bore gun with centre pintle carriage, pneumatic buffer; three 8-inch converted rifles—one with centre pintle carriage, hydraulic buffer; one with front pintle carriage, hydraulic buffer; one with front pintle carriage, friction check; and one 13-inch smooth bore mortar. The targets, set in Target Hill, were 1,150 yards away.

General Rosecrans, who is a member of the Board and of the Military Committee of the House of Representatives, was deeply interested in the practice.

Before attending the sea coast battery drill the Board of Visitors set apart two or three hours to attend the examinations. The classes under fire to-day were the third, the first committee having them up in mathematics, and the fourth, who were examined by the second committee in English.

General Isaac R. Trimble, of Baltimore, who graduated in 1822, and is over eighty, said to be the oldest graduate living, arrived to-day to attend the Alumni Association meeting. General Delancy Floyd-Jones, of the class of '46, is also here for that purpose. The wife and daughter of George W. Houk, of Ohio, a member of the Visiting Board, arrived to-day, and among the other guests at the hotel are T. Hugh Boorman and wife, of New-York; T. J. Charlton and wife, of Indianapolis, and F. M. Schnidler, of Switzerland. Senator Coke, of Texas, a member of the Board of Visitors, left for Washington this evening, and will probably not return.

THE STORY OF A MIDNIGHT INTRUDER.

Charles Geddes, of No. 138 West Twenty-fifth-st., is in the New-York Hospital with several severe cuts on his body. He said that he was awakened on Friday night to find a man bending over him with a knife, and, as he moved, the intruder stabbed him in the arm. In the struggle that followed Geddes broke a glass door leading into a hall, cutting himself in several places. He alarmed the house and an officer was called. No stranger could be found and doubts of Geddes's story are expressed by the police.

THE WEEK IN SOCIETY.

BEGINNING OF THE WEDDING MONTH.

MANY WEDDINGS OF NOTE—A GAME OF BASEBALL BETWEEN SOCIAL CLUBS.

Though June has been a little tardy in bringing roses out of the green-houses, the annual crop of weddings has not failed and tidings of many to come are in the air; especially in the suburbs, where Nature herself has set the wedding scenery. The week opened with some little dinner parties, one being given by Mr. and Mrs. John H. De Mott and another by Berkeley Thompson, at Pinard's. St. Ignatius's Church, in West Fortieth-st., was the scene of a notable wedding last Tuesday evening, the bride being a daughter of the late United States Senator McDougall, of California, and the groom, John W. Boothby, of this city. Chief Justice Stephen J. Field came on from Washington to give the bride away. Elliot Williams was the best man, and Messrs. Gaylord White, Charles E. Pell, Reginald Williams and Mr. Corwine were ushers. Mrs. and Miss Guernsey, Mr. and Mrs. William Moser, Lieutenant Field, U. S. N., and Mrs. A. C. Bettner were present. The marriage of Miss Phillippe Hone Anthon to George Mills Rogers, at the Church of the Transfiguration, on the same day, was a comparatively quiet ceremony. The fame of a departed statesman was recalled by the wedding at Auburn, N. Y., of a granddaughter of W. H. Steward to Frederick Innis Allen. It was a brilliant event for Auburn.

A cluster of weddings made up the social programme of Wednesday, barring, of course, such everyday diversions as Jerome Park races and the daily drive in the Park. The wedding of Miss Annie Dawson and Dr. John N. Beekman was one of wide interest, though not a ceremony of elaborate appointments, only a few friends being entertained at the house after the ceremony in Ascension Church. The old-fashioned, commodious house of Gordon L. Ford, on Brooklyn Heights, saw a gathering of learning, legal wit, worth and beauty in the afternoon on the occasion of Miss Ford's wedding with Professor R. M. Smith, of Columbia College. A pretty ceremony and informal reception afterward gave pleasure to the many guests. Miss Anna B. Hall was married on the same day to Albert C. Hall, and Miss Annie Helen Coyle to D'Arcy P. Morgan.

A pleasant marriage ceremony was celebrated at the bride's house, No. 8 West Fifty-first-st., by the Rev. Dr. John P. Newman. The groom was Frank W. Berry. The bride, Mrs. Mary Underhill Macaulay, is a lineal descendant of Captain John Underhill, one of the most famous characters in early Colonial history, and is also connected with the Sutton family. An informal reception followed the ceremony, attended by the immediate relatives of the bride and groom, among whom were Congressman and Mrs. Benjamin A. Willis, Mrs John A. Godfrey, Miss Howell, Charles M. Berry and others.

Miss Alice Maud Osborn, a daughter of the late Dr. John Osborn, was married to Richard Noble Morton, in the evening, at the bride's home, No. 147 Sixth-ave., Brooklyn.

The principal wedding of Thursday was at Ansonia, Conn., where Miss Elizabeth Julia Wallace, daughter of Thomas Wallace, was married to James Breckenridge Waller, jr., a thousand people being bidden.

Friday was particularly a suburban day. What with the picturesque sports of the Ladies' Club at New-Brighton, S. I., and the country dance at the Town and Country Club at Pelham, city attractions of a social order were dwarfed. Mrs. Charles Graef gave a german at No. 4 West Forty-eighth-st. At Morristown, N. J., a fair in aid of a local charity was successfully held. The warm weather yesterday again drew people to their nearby refuge in Long Island or New-Jersey, the Essex County Hunt's first races at Waverly proving a strong attraction. The Heckschers, Thebauds, Munns and others were among those present.

The coming week is to bloom with weddings, every available day having been selected. Miss Garrettson is to be married in the afternoon to Rowland Russell, at Zion Church, on Tuesday. Among Wednesday's incidents will be the wedlings of Miss Viola Blodgett to James A. Renwick, at St. Mark's Church; Miss Julia Austin Lord and Charles McNamee, at the Church of the Heavenly Rest; and Miss Annie Westlake Suffern and George Carroll Lamphere, at No. 200 Carroll-st., Brooklyn, in the evening.

Miss Mary V. Spader, a daughter of Judge William Spader, will be married to William V. Clark, son of ex-Sheriff Obadiah Clark, at Judge Spader's residence, Matawan, N. J., on Tuesday afternoon. Mr. Clark is prominent in the Philadelphia and Reading Railroad Company.

A good deal of sport is being anticipated in connection with the baseball match arranged between nines of the Knickerbocker and Country clubs, which will be played at the latter's grounds a week from to-morrow. William Bleininger is to be the doughty captain of the Knickerbockers, and William Kent of the Country men. It is expected that big scores will be made by both sides.

The steamship lines continue to drain the city of its leaders in social life. The Aurania took the Rev. Dr. and Mrs. Morgan Dix, Mr. and Mrs. George De Forest Lord, Mr. and Mrs. R. E. Livingston, Mrs. T. R. Musgrave, and Mrs. Grenville Winthrop. Yesterday Mr. and Mrs. Havemeyer and family sailed on the Rhein for a two years' absence, a number of friends going to Hoboken to see them off. Madame Modjeska, who is valued socially as well as artistically, was among those borne off by the Alaska.

Americans who go to London this summer must see the new fashionable dining palace, formerly Evans's, which has been leased by private gentlemen, and where the nobility, headed by the Prince of Wales, dine and listen to the music of an orchestra. Unless people care a great deal for music and exclusiveness, such a venture here would hardly rival Delmonico's.

Mr. and Mrs. Ward McAllister and Miss McAllister will take a cottage at Long Branch in the first part of the season, afterward going to Newport. Dr. and Mrs. J. C. Peters will stay a while on Long Island before the Newport season. Colonel Bayard Clark, jr., and Miss Clark have recently returned from Florida, and will go soon to Isola Bella, Schroon Lake.

Recently announced engagements include those of the well-known journalist, William Henry Hurlbert, now at Rome, and Miss Kate Tracy, a daughter of the late William Tracy; also Miss Anna Godwin, daughter of Parke Godwin, to Mr. De Lastoro.

RAILROAD INTERESTS.

THE HOOSAC TUNNEL LINE.

TROY, June 7.—Superintendent Crandall, of the Troy and Boston Railroad, said to-day that the Troy and Boston road had withdrawn from the Hoosac Tunnel line, and the latter, for the present, would be operated in the interest of the Wabash, the Grand Trunk, West Shore, the Boston, Hoosac Tunnel and Western and the Fitchburg roads. He stated that with the exceedingly low rates on through freight his road was far better off without traffic. He was not aware that a line was to be formed in opposition to the Hoosac Tunnel road. He had heard that one of the Erie lines was contemplating sending its business over the Troy and Boston road. He said that he was not anxious to get it, for there was no money in doing business at the present rates.

MISCELLANEOUS RAILROAD INTELLIGENCE.

PHILADELPHIA, June 7.—Officers of the Pennsylvania Railroad have no knowledge of any offer of compromise in the Dinsmore suit to annul the lease of the New-Jersey Central and the officers of the Reading Railroad Company are reticent on the subject.

BOSTON, June 7.—The stockholders of the Southeastern Division of the Toledo, Cincinnati and St. Louis Railroad to-day unanimously added Mr. Corbin to their committee. The suggestion came from certain large western bondholders, and its adoption was made on the condition of their assenting to a plan of reorganization. It was subsequently discovered that the action of the meeting was not legal as its purpose was not set forth in the call, and an adjournment was had until Tuesday, when the action will be repeated. On the same day a meeting of the Iron Mountain income bondholders will be held to choose a committee to protect their interests.

BOSTON, June 7.—The State Railroad Commissioners have granted the application of the Meigs Elevated Railway Company for a certificate deciding that public exigency exists for the construction of such a road in Boston and Cambridge. Formidable opposition was expected, but there was none. It is now necessary to obtain the consent of the city authorities for a definite location and to secure the permission of the Harbor and Land Commissioners for crossing the Charles River.

CHICAGO, June 7.—The Baltimore and Ohio Telegraph Company has reduced the rates from Chicago and St. Louis to New-York, Philadelphia, Baltimore and Washington to 40 cents a message.

OMAHA, June 7.—The announcement was made here to-day by P. S. Eustis, of the Burlington and Missouri River Railroad, that the road two weeks ago gave notice of its intention to withdraw from the Transcontinental Association. The ninety days required for the notice will expire about September 25.

CHICAGO, June 7.—Contracts were executed to-day between the Illinois Central Railroad Company and the Pullman Palace Car Company under the terms of which the entire sleeping-car service of over 2,000 miles is assumed by the Pullman Company. The term of the contract is for fifteen years. The Illinois Central Railroad Company has for the past twenty years operated its own sleeping-cars.

RACES OF THE ESSEX COUNTY HUNT.

The first spring meeting of the Essex County Hunt took place at Waverly Park, near Newark, N. J., yesterday afternoon. The park was crowded with people and carriages. The first race was a sweepstakes open to qualified hunters, about one and one-half miles over six hurdles. Fleurette won in 3:14, Warpath second and Essex third. A hunters flat race, sweepstakes, open to half-bred qualified hunters, half a mile, was won by Kitty in 55½ seconds, with Nebraska second and Henry third. The Essex County Light Weight Steeple Chase, open to all members of the Hunt only, and members to ride, for qualified hunters, two miles, was won by Express, with Turgean second. A farmers's flat race for a purse of $50; catch weights, distance half a mile, was won by Mountain Boy.

The fifth race was a heavy weight steeple chase; sweepstakes, open to half-bred qualified hunters, distance two miles. A. Belmont, jr.'s, Carmelite jumped the fence among the spectators and back again into the track. In the meantime E. C. La Montagne's Dundee and F. C. O'Reilly's Huntsman both fell at the water jump, throwing their riders. Dundee kept on and won the race. Carmelite made a good leap over the water jump and came in third. A dash for thoroughbreds belonging to members of the Rockaway, Meadow Brook, Rose Tree, Elbridge, Myopia and Essex County Hunts; distance three-fourths of a mile on the flat, was won by Essex. The Essex County Steeplechase, open to all, $1,000 in money and plate, distance two and a half miles, was won by Rose, with Worcester second and Barometer third. The judges were John G. Heckscher, Henry Munn and William F. Kidder.

WIGGINS'S DARK MOON.

IS THE EARTH ACCOMPANIED BY TWO SATELLITES?

THE CANADIAN WEATHER-SEER SAYS IT IS AND TELLS THE REASON WHY.

To the Editor of The Tribune.

SIR: For many years it has been my belief that our planet is accompanied by two satellites, a visible and a dark one, the distance of the latter from the earth being probably double that of the former. The librations of the moon, the irregularity of her motions in her orbit and the fact that her perigee seldom takes place immediately on the orbit of our earth in advance of the earth's course, are strong evidence of the disturbing influence of a sister satellite. The variation in the time and height of the tides, occasional tides of excessive height without apparent cause, and the frequent occurrence of double tides, cannot be explained on the hypothesis that the earth is attended by only one secondary. Earthquakes which are caused by unusual planetary attraction frequently occur when it would appear that the force which produced them had not yet reached its climax, and could not till after the moon's conjunction with the sun. The recent earthquake in England occurred two days before the moon was in conjunction with the solar orb, and before she was in perigee, showing that her attractive power must have joined with another and very nearly equal force before she reached the line of her solar conjunction. This earthquake, I predicted, would return with increased violence on May 20. It did so, causing the destruction of many villages and the death of hundreds of people. On the same day occurred the disastrous cyclone in British Burmah. The earthquake, however did not appear in England, and I am convinced it was moved eastward by the influence of this dark planet. The recent cold wave which passed over America must have been due to this source, and as nearly the same conditions will exist on the 26th and 27th of the present month, the same cold wave would appear were it not for the changed position of this dark horse of the heavens.

All great storms should occur after certain planetary conjunctions, whereas they frequently precede them, and it is for this reason that many meteorologists—among them Sir William Thompson—have denied that the moon has any influence whatever in producing storms on the surface of our globe. Years before I published predictions I found that some of my storms would be delayed for several days, others would appear ahead of time and frequently the heaviest would be annihilated altogether. There were no known planets which could possibly produce this effect, and I was at length forced to the conclusion, as I have said, that our earth is accompanied by a dark satellite. It would further appear that the "dark days" of which frequent mention is made in history—so called because they could not be traced to an ordinary solar eclipse—were of such a character as to justify the belief that they were caused by an opaque body intervening between our globe and the sun, for the suddenness and brevity of the darkness could not be interpreted as due to smoke or vapor in the earth's atmosphere.

I am confident that the moon and this dark satellite were in conjunction with the sun, or nearly so on March 9, 1883, which produced the eruption of the great Java volcano, and caused the storm which I predicted would be—and *The London Times* says it was the greatest storm of the present century. On March 26, 1884, this plan