comfiture of Lord Robert Montague, pew-opener and bouquet-bearer. When all was over a capital supper was served in the foyer, at which *Peg Woffington* received the congratulations of her friends.

LADY ROSEBERY AT WHITECHAPEL.

On Tuesday Lady Rosebery once more visited Whitechapel to open the East Enderies in a robe of maroon brocaded silk and straw bonnet adorned with red roses. Lord Lorne was pleased to assist her Ladyship with his presence and eloquence. It was doubtless a surprise to both of them to learn that the Pope and King of Siam obtain their finest capes and costliest state robes from Spitalfields. Lady Goldsmid in invisible green and lace, Lady Hayter in scarlet and black and Lady Mary Hope in blue with a gold and steel jacket, were present at this inauguration of the East London industries exhibition.

PATTI'S NEVER-FAILING POPULARITY.

The People's Palace Whitsuntide exodus doubtless told against Kuhe's venture at Albert Hall on Thursday, but the daring impresario may be safely congratulated on the wonderfully artistic costumes worn by his principal artists. Madame Patti never looked better than she did in a train of pale gray satin, pink embossed flowers, with the front of her skirt a mass of pearls on a background of lace, the bodice trimmed to match her dress. It must have cost a fortune. What can be said about Patti? It is quite immaterial whether she sings new songs or old. If the concert-giver were the most miserable pianist, Patti's name on the bill would suffice to fill the hall to suffocation. All her solos would be encored as they invariably are here and in every other country.

"LOHENGRIN."

"Lohengrin" by the Carl Rosa Company I call a magnificent performance, although I fully admit you could have had a vocally better *Elsa* and *Ortrud*, and the orchestra—clever, precise, correct in ensemble—was neither perfect nor distinguished and refined in the strings. If the brass was coarse it is a question whether that is a reproach in Wagner, where power verging on brutality is often desired. Mr. McGuckin was in appearance, acting and singing by far the best *Lohengrin* we have seen for a long time, and the only one in the company who satisfied every requirement. Madame Marie Roze looked, acted and sang her part in a most sweet and intelligent manner. EMMUND YATES.

PAN-ELECTRIC STATESMANSHIP.

A FEW POST-MORTEM OBSERVATIONS FROM PARTHENON HEIGHTS.

To the Editor of The Tribune.

SIR: Although the Pan-Electric Company and Pan-Electric statesmen are, on account of their government "job," tolerably dead subjects, yet a post-mortem sometimes develops poison; and finding the enclosed letter among my old papers, I thought it might be worthy attention, especially as the Pan-Electric books must soon be brought into court in the case of Rogers vs. Garland, Harris et al. We will then find if the cards are not stocked on the bench by recent appointments (which I do not believe); that a flimsy demurrer, even by men in power, can never gag an American citizen, nor conceal transactions which he insisted on exposing to defend his reputation and rights. I must add, however, that my letter (just turning up) was unheeded and that General Wright had nothing to do with doctoring the books for the Congressional investigation. It is worthy of observation, however, that when the St. Louis lawyers arrived, and our trade for $10,000 cash and one-fourth their local stock was trembling in the balance, Senator Harris telegraphed my son to the Continental Hotel, Philadelphia, to come to Washington and fix all the papers referred to in my letter; then I telegraphed him in reply that he would find all the necessary papers in Casey Young's spittoon. For being conscious of right, I never allowed any of these fellows to dictate terms, nor browbeat my client, and hence the efforts to destroy us both. *Nous verrons.* The letter referred to is the following. J. W. ROGERS.

Parthenon Heights Laboratory, May 27, 1887.

To the Pan-Electric Telephone Company's President and Vice-President.

GENTLEMEN: General Boyle is on his way to examine our Pan-Electric Telephone records, having been informed that your company as a contracting party with St. Louis "is all a myth," and I say "it is all a myth." Months ago I wrote up and submitted to Senator Garland what was necessary to take the company out of the "mythical." Garland approved, but your secretary tore up the papers and threw them in his spittoon. Now in order to save the St. Louis trade, I am trying again, and have secured General Wright's services to write up the books, and have some properties transferred to the company before General Boyle inspects. Do call a meeting and save us the disgrace which would inevitably follow if he should report exactly what the books now show. Respectfully, J. W. ROGERS.

Washington, 315 *Fourth-st., N. W.*, May 11, 1884.

GOOD PREACHING IN HOT WEATHER.

To the Editor of The Tribune.

SIR: Now that the city clergy are about to take their vacations, I would like to suggest that a little more care be taken by the pastors or church officers in securing good and interesting preachers as summer "supplies." I have nothing whatever to say against the clergymen who usually fill the city pulpits in the summer. They are doubtless sincere and devoted Christian men; but with a few conspicuous exceptions they are not strong preachers. Indeed, some of them are acting as supplies for the very reason that their lack of ability as preachers operates against their having a permanent charge of their own. Now I ask with all respect, is it just the right thing to put such men in a metropolitan pulpit, even in the summer? Of course it may be replied that as "everybody" is out of town it doesn't make so very much difference who preaches in the churches. But as a matter of fact, "everybody" isn't out of town; not even are all the "nice" people—in the society sense of the word—out of town. On the contrary, notwithstanding the great drain upon its population, the manifold busy life of the city goes on much the same. There are many thousands of us, fairly intelligent men and women, who belong to the great can't-get-away club, but who, nevertheless, don't like to be deprived of all the higher pleasures of life. During the rest of the year we have been listening to the weighty words of men of genius, and then for three months we are asked to brave the hot weather to hear men who, as I have said, are doubtless devoted and good men, but who are certainly not preachers. We hear a great deal about the slim congregations in the city churches in summer. Perhaps after all the congregations are slim not so much because there are few people left in the city who want to go to church, as because, speaking generally, the preachers are not men who can overcome the inertia of the hot weather, and draw the people to church. W.

New-York, May 29, 1887.

COVERED ASH CARTS.

To the Editor of The Tribune.

SIR: This letter is "dictated." My wife is the dictator. She wants me to ask you if you will not allow your widely circulated and most influential journal to lift up its voice in behalf of a much-needed reform in ash carts. The carts that remove ashes from our streets are without covers, and consequently when the wind is at all brisk a generous portion of the ashes that is emptied into the carts is returned to the neighborhood by being blown back. My wife says she would not so greatly mind this if the ashes that were blown out of the carts were deposited in the nickel-plated cans provided for their reception by every thoughtful householder. But alas, they are not thus deposited. On the contrary a part goes in the front door, another part in the basement windows, another part in the parlor windows, another part in the sitting-room windows. If one is passing at the time he or she is unpleasantly powdered, and if he is a profane man he is likely to use language unfit for publication. Why cannot the ash carts be covered, so that when ashes are put into them they would stay put, wind or no wind? ANXIOUS INQUIRER.

New-York, May 30, 1887.

DANGEROUS CARS TO ENTER.

To the Editor of The Tribune.

SIR: Mayor Hewitt deserves public thanks for his energetic denunciation of the company which blockades West Twenty-third st. with its horse cars. There is another outrage which I wish to lay at the doors of that company, though its drivers are the direct offenders. The cars are "bob-tails" and of course it follows that passengers have no rights except those which they are able to seize for themselves. One of these rights is the right to get aboard, if they can. But the driver doesn't look to see if a would-be passenger coming from the ferry has actually entered the car, but starts his horse regardless of danger to the man or woman who is just stepping upon the platform. I have seen a woman, with one foot on the step, thrown violently to the ground by the sudden starting of the car, the driver neither seeing nor caring to know the probable result of his heedlessness. L.

New-York, May 30, 1887.

WHAT RUSSIA GAINS BY PROTECTION.

To the Editor of The Tribune.

SIR: I observe from some of the London newspapers that the English exporters are much disturbed over the policy of protection to its iron industry adopted by the Russian Government. With characteristic unselfishness (?) they fear that the recent increase in the import duties on iron and steel manufactures will be disastrous to Russia because "foreign competition in this branch of trade will now be entirely crushed out." By the policy of a protective tariff Russia has made great progress in the manufacture of certain goods, such as woollen, cotton and linen fabrics, and there has been some progress in the manufacture of ironware, and especially wrought iron tubes for petroleum boring, and at 20 per cent less than the English prices. ANTI-FREE TRADER.

New-York, May 30, 1887.

A RIGHTEOUS PROTEST.

To the Editor of The Tribune.

SIR: I want space to say a word against the man who is always making himself a nuisance to those about him by his careless indifference to their rights: the man who goes through life stepping on other people's toes, opening his umbrella in their faces, lurching against them in the street, blocking their way to boat or train while he hunts for change, etc., etc., etc. He is often a well-meaning man, without malice or intent to be rude, but all the same he is a dreadful obstacle to happiness and I am sure "he never would be missed." Yours truly, EYE-GOUGED-OUT.

New York, May 30, 1887.

MEMORIAL SERVICES OF SONG.

DR. TALMAGE'S TRIBUTE TO THE DEAD.

EXERCISES IN THE ACADEMY—GENERAL SHERMAN'S SUSCEPTIBILITY.

The memorial exercises at the Academy of Music last night were attended by a large audience. The stage was set to a forest scene, and the National colors hung from all the galleries. In the ceiling above the orchestra thirteen red, white and blue streamers were drawn together, being attached to the upper gallery. The German and Irish colors were also conspicuous. The flags of other nations were also intermingled with that of the United States among the decorations.

At 8 o'clock the United States Army band, under the direction of Fred Ter Linten, began the performance of a medley consisting of the "Drummer's Call," "Morning Gun," "Reveille," "Star Spangled Banner," "Marching through Georgia," and other National airs. Just as "Marching through Georgia" was changing into "Tramp, Tramp, Tramp," General Sherman entered from the left, and the audience broke out in long-continued applause.

Mayor Hewitt presided, and General Sherman took his seat at the left of the Mayor. He wore the badge of the Grand Army, and his manner was unusually grave and his countenance throughout the exercises was serious. General Doubleday dressed in the uniform of a Brigadier-General, and also wearing the Grand Army badge, sat on the left of General Horace Porter, who likewise wore the modest decoration of the order.

Department Commander George H. Treadwell introduced the Mayor with an apology for the inability of the latter to deliver an address, owing to the condition of his throat. Prayer was offered by Dr. Abbot E. Kittredge, and a solo "Absent yet Present," was sung by Miss Fannie Dickson, who gave as an encore "The Star Spangled Banner." The effect of the latter upon the audience was marked. The tender mood of General Sherman manifested itself at this point. He evidently could not keep the tears back and yet he did not want to betray his weakness. So he quietly doubled his handkerchief up in his hand, and upon a feeble pretext, stuffed his fist in his eyes, in regular school-boy fashion; but a white corner of the linen revealed itself over his thumb, in spite of his heroic efforts. "The Minstrel Boy" was sung by Edward O'Mahony, and a violin solo of a "Fantasie de Faust" by Miss Maude Powell followed. Then the Beethoven Maennerchor, of 125 voices, with Max Spicker as leader, gave "Hymn to the Night," which was enthusiastically applauded. Mrs. Harriett G. Webb then recited the "Scene on the Rappahannock," illustrative of an incident in which the refrain of "Home, Sweet Home" was taken up by the Confederates from the bands playing in the Union lines. This was accompanied by little snatches played by the band in the orchestra, closing with the familiar melody. The effect was striking.

Dr. T. De Witt Talmage then delivered the oration of the evening. It was a dramatic reminiscence of the war. He spoke with much earnestness, in the direction of forgetfulness of the past and hopefulness for the future. He alluded in his address to General Grant, Sherman, Thomas, Sheridan, and Lee, characterizing the last as one of the noblest of American soldiers. A reference to Sheridan as the soldier who rode from Winchester, started a ripple of applause, which swelled into a flood that seemed as though it would not end; and when at last he found an opportunity to mention the name of the famous cavalry hero, there was a grand outburst only exceeded by that which followed the mention of the name of Abraham Lincoln. This name he linked in immortal union with that of Ellsworth, characterizing them as the first and last martyrs of the war.

General Daniel E. Sickles entered just as Miss Powell was retiring after her violin solo, and his presence created great enthusiasm.

The Beethoven Maennerchor followed Dr. Talmage and sang in a sweet, subdued tone, "The Evening Calm." As the members of the society were retiring, Governor Hill entered from the right of the stage and was heartily received. General Sherman vacated his seat at the left of the Mayor for the Governor. After another solo by Miss Powell, Edward O'Mahony sang "Memorial Day." Then Mrs. Webb returned to the stage and recited "Scott and the Veteran," by Bayard Taylor. Mayor Hewitt had informed the audience that, inasmuch as the programme was long and those participating in the exercises volunteered their services, no encores would be in order, but the audience was so well pleased with the recitation that Mrs. Webb was recalled and recited "Little Jerry," being the story of a New-York newsboy.

"Ave Maria" was then sung by Miss Dutton, when the band took up a medley, introducing "Tattoo," "John Brown's Body" and other well-known airs. Then there were cries for Governor Hill, who, stepping forward, made a short address, complimenting the speakers and those who had taken part in the exercises and declining to presume to add to that which had already been so well put forth. At 10:30 o'clock the exercises were brought to a close.

A BROOKLYN COMPANY OFFENDED.

THE MOLINE GUARDS REFUSE TO MARCH IN THEIR PROPER PLACE IN THE PARADE AT WASHINGTON.

WASHINGTON, May 30 (*Special*).—In the Decoration Day parade this morning there was another hitch caused by the Moline Guards of Brooklyn refusing to accept the place assigned them by General Drowar, General Carnahan and the committee from the Grand Army. It appears that the Moline Guards was the first organization to tender its services as a special escort to the Grand Army last night. It was decided by the committee to form the troops in battalions, and the Moline Guards were naturally assigned the place in Battalion No. 3, where they have been since the formation of the camp. But they made the point that having first tendered their services as a special escort they were entitled to the head of the column. This request was not made until the troops were ready to march. The Moline Guards, however, could not be placed there without disturbing the Southern Battalion and separating the Vicksburg Southrons from their band. General Carnahan, to whom the matter was referred, promptly settled it by assigning the Moline Guards to the right of the line of the Grand Army of the Republic as a special escort. This, however, did not satisfy the lieutenant of the Brooklyn company, who wheeled his men out of line and marched them to camp. General Carnahan, speaking of the matter, said that the Moline Guards did not know what the post of honor was. If they had accepted the designation given them, he said, they would have had the Marine Band in front of them and would have been the special escort of the Grand Army of the Republic.

The day was observed as a general holiday in this city, and all the Government departments, district offices, banks and many business houses were closed. The day was bright and cool, and large numbers of people attended the ceremonies at the various cemeteries, while many others went on picnics. The Grand Army posts having charge of the ceremonies at Arlington were escorted to West Washington by the militia companies in camp under command of General James B. Carnahan, of Indiana, with Colonel Charles King, of Wisconsin, as his chief of staff. The colored posts were saluted by the Southern companies when the escort came to a halt in the same manner as the militia posts were. At Arlington orations were delivered by Congressman Matson, of Indiana, and ex-Congressman C. M. Anderson, of Ohio.

At the Soldiers' Home the ceremonies were conducted by Kit Carson Post No. 2, and the veterans of the Home were present. The programme included music, prayer by the Rev. Byron Sunderland, and an oration by General Wager Swayne, of New-York.

The services at the tomb of General Logan in Rock Creek Cemetery were picturesque and interesting. The Logan Guard of Honor had charge of the services and were assisted by suggestions from Mrs. Logan.

Such a profusion of floral tributes as decorated the last resting-place of the dead General has rarely been seen. Mrs. Logan was given a seat on the left of the tomb. She was accompanied by Mrs. Tucker, John A. Logan, jr., Manning Logan and wife and Mrs. Brady. The Rev. Dr. J. P. Newman offered an invocation which was followed by a poem delivered by Professor Edward Townsend. Six colored men stepped forward, and taking their places in front of the tomb, sang "Farewell" with great feeling. The orator of the occasion was Thomas H. McKee.

CLOSING OAK HILL CEMETERY TO VETERANS.

Decoration Day was marked by an occurrence in Nyack, N. J., which caused a great deal of indignation. When Waldron and Hancock Posts, G. A. R., and Louis Ross Post, Sons of Veterans, reached Oak Hill Cemetery they were refused admittance. Superintendent Banta said that it would be a violation of rules passed two years ago by the board of trustees, if the soldiers with their music and firing detachments were admitted. Not until after a long and animated discussion did Superintendent Banta assume the responsibility of allowing the veterans to enter and pay their tribute to their fallen comrades. The cemetery officials claim that their action is justifiable because in previous years some depredations have been committed by people who have come to witness the ceremonies. They also think that firing is a desecration of the cemetery. Few people support the board, and their action is openly condemned by scores of plot owners.

AN INTERESTING RELIC OF THE CONFLICT.

PITTSBURG, May 30 (*Special*).—An interesting relic of the war was carried at the head of the parade to-day. It was the guidon of Battery B, 1st Pennsylvania Artillery. This was the first flag in the Army of the Potomac draped in honor of President Lincoln on the news of his death. The bit of crape tied over the colors then remains there to-day.

A SOLDIERS' MONUMENT IN SING SING.

The unveiling of the new Soldiers' Monument in Merchants' Square, Sing Sing, called together many of the Grand Army posts of the county. The Old Guard of this city and the 71st Regiment also attended the ceremonies, upon invitation of Colonel E. A. McAlpin, who lives in Sing Sing. The monument was designed by M. J. Power and was paid for by subscriptions made up in the village. The Powell and Morell Grand Army posts took charge of the ceremonies. Upon a platform in front of the monument were John V. Cockroft, Francis Larkin, jr., Franklin Brandreth, C. C. Moore, Senator Henry E. Nelson, Valentine Deilrich, Jacob King, and the clergymen of the village churches, the president and the Board of trustees, Waldo Hutchins, the Rev. Dr. G. S. Hare, of Poughkeepsie, and Judge Alvin E. Pratt, of Brooklyn. Fully 5,000 villagers surrounded the platform. Waldo Hutchins delivered an oration. The monument was formally presented to the president of the village by the Rev. Dr. Edgerton.

(*For Other Decoration Day Observances see Second Page.*)

CHILDREN TAKE PART IN THE SERVICES.

A FEATURE OF THE DAY AT PHILADELPHIA, KINGSTON AND GETTYSBURG.

PHILADELPHIA, May 30 (*Special*).—The attendance at the Decoration Day services was greater than was ever before known. The school children, each carrying an armful of flowers, were a conspicuous feature of the processions. The colored Grand Army post in this city was accompanied by the Grey Invincibles, who were preceded by a platoon of women, each of whom carried bouquets. In the afternoon delegations of old soldiers not attached to the posts visited Norristown and decorated the grave of General Hancock.

KINGSTON, May 30 (*Special*).—Members of the Grand Army posts to-day escorted detachments of pupils from the public schools to the various cemeteries where the soldiers' graves were covered with flowers.

GETTYSBURG, Penn., May 30.—The procession formed at 2 p. m., marching to the National Cemetery where the children of the public schools formed a semi-circle along the avenue at the base of the monument, the Grand Army Republic and Sons of Veterans filling the avenue at inner edge of the circling graves, while on the outside of the circle the avenues were packed with spectators. First came the impressive decoration services of the Grand Army Republic, then the veterans and Sons of Veterans filed away to the right and left, opening way for the children to move forward, scattering flowers as they went until they reached the outer rim of the graves.

NOTES FROM HARVARD.

THE HARVARD UNION—SUMMER EMPLOYMENT FOR STUDENTS—BASEBALL.

CAMBRIDGE, May 30.—The election of officers for the ensuing year, held on Thursday evening by the Harvard Union Debating Club, still excites the most intense feeling, and it looks now as if the fight is but just begun. It is the universal sentiment of the college that such scenes were never witnessed at Harvard as were viewed by an alternately amused and excited audience on Thursday evening at this election.

The hopeful prospects of the Harvard 'Varsity nine are just now deeply clouded. Henshaw's hand is still in a dangerous condition, Campbell ought not to try to catch, so his doctor tells him; and Willard has again raised water on his knees, and may not play for some time. Thus the nine has lost its three great batsmen, and whether it can now win even second place is extremely doubtful. Had not this series of accidents occurred, Harvard would have had a fair show against Yale, although there is no comparison between Stagg and Boyden as pitchers. Boyden is confessedly not a great pitcher and Stagg is. Harvard would have depended on her fielding, her base running and especially on her batting.

The secretary of the university has resolved himself into a sort of "intelligence office" for the benefit of such students as are in need of employment during the summer vacation, and the indigent Harvard student, who has been wondering how he can possibly get enough gold to maintain himself at college for another year, is beginning to look very cheerful at his prospects. The secretary, Mr. Frank Bolles, on the suggestion of President Eliot, has the scheme in hand of acting as broker, so to speak, between the merchants or corporations who desire additional or substitute employes during the summer months, and the students who are in need of vacation employment. There are already over a hundred applications from students, who will do anything from conducting horse-cars and Pullman cars up to paying money over a cashier's desk in a bank or acting as tutors in numberless branches of knowledge. The applications from the demand side, from the merchants, bankers and inculgent fathers are not so numerous as might be desired. But there is no doubt, it seems, that, considering the novelty of the experiment, there will be enough good done to the needy students of the college to gratify if not fully to satisfy the wishes of Harvard's president. The difficulty comes in the matter of advertising to the business world that there is such a scheme afoot. It is easy enough to let the students know of the plan, but it will be some years probably before this institution becomes widely known outside the college.

ONE MOMENT A HOUSE, THE NEXT A HEAP OF RUINS.

ST. LOUIS, May 30 (*Special*).—The occupants of the buildings in the neighborhood of Third and Locust-sts., about 1 p. m. to-day heard a low, rumbling noise. A moment later there was a crash that could have been heard ten blocks away and a huge cloud of dust rolled up from a spot just north of Locust-st., filling the street and rising high above the tops of the buildings. As the dust slowly settled, it was seen that the spot that had a few moments before been covered by the two three-story buildings, occupied by Flesh & Mook and Bailey, Sage & Co., Nos. 414 and 416 North Third-st. was a heap of broken bricks, mortar, splintered timber and glass. The three buildings, Nos. 414, 416 and 418 Third-st. were practically one. They were plain, old-fashioned structures. Only one man was caught in the ruins, Hermann Steffen, a glazier. He was dragged out dangerously injured. The narrow escapes were many. Flesh & Mook are dealers in painters' supplies and Bailey, Sage & Co., printers. The total loss is about $100,000.

HE KICKED HIS WIFE INTO INSENSIBILITY.

On Sunday evening John Kelly, a laborer, living at No. 349 East Sixtieth-st., beat his wife, Ellen Kelly, almost into insensibility, and yesterday morning he went away, leaving her helpless. Toward noon his daughter came in and found her mother in this condition. The young woman reported the matter at the Twenty-fifth Precinct Police Station and Mrs. Kelly was removed to the Presbyterian Hospital, where it is feared she may die. Kelly was taken before his wife at the hospital, but she could not recognize him, because he had kicked her in the face so that she could not see.

OBITUARY.

JULIUS WADSWORTH.

Julius Wadsworth, a well-known railroad man, died on Saturday at Middletown, Conn. He had practically retired from business about a year ago when his health began to fail. His trouble was a liver complaint, and though it was thought that he could not live long yet his death was sudden. He left this city a few weeks ago to see if he could obtain any benefit at his country-place in Middletown. But the change did him little good.

Railroad men of this city will recollect Mr. Wadsworth as a stanch friend of Alexander Mitchell, and as one of the promoters of the Chicago, Milwaukee and St. Paul Railroad, of which he was vice-president at the time of his death. He was also known in several other business capacities, and was a strong Republican and an enthusiastic supporter of James G. Blaine in the last Presidential campaign. Mr. Wadsworth was the second of four sons. He was born about seventy-two years ago in New-Hartford, Conn. His father was Tertius Wadsworth. At an early age Julius went to Illinois, where he studied law. He was soon admitted to the bar, but mercantile business proved too strong a temptation for him, and he soon engaged in business, giving up the law altogether. He soon acquired Southern and Western business connections, and was one of the first to go into the business of packing beef and pork in Chicago. The cotton business in New-Orleans also engaged his attention. By 1840 his business interests had become largely diversified and he had already accumulated a large fortune. In 1845 Mr. Wadsworth's health gave out and he was obliged to take a trip to Europe. After his return he became interested in the sugar refining business, establishing in this city the firm of Wadsworth & Sheldon, which went out of existence some time ago.

About twenty years ago Mr. Wadsworth turned his attention to railroad matters, and in company with Alexander Mitchell and others became interested in a railroad scheme out of which grew the system known as the Chicago, Milwaukee and St. Paul Railroad. Some time before his connection with the St. Paul Railroad he became president of the Second Avenue Surface Railroad, remaining with the company until about 1870. In 1870 Mr. Wadsworth ran for Congress as a Democrat, but was defeated. He became a Republican later and was an enthusiastic and ardent supporter of Mr. Blaine.

Mr. Wadsworth lived at No. 17 East Forty-first-st. He was married in 1856 to Miss Cornelia De Kobren, who with one son, Clarence S. Wadsworth, survives. The funeral will take place to-morrow at 10:30 a. m. at Holy Trinity Church.

OBITUARY NOTES.

PHILADELPHIA, May 30 (*Special*).—The Rev. Dr. Charles O'Connor, pastor of St. Michael's Roman Catholic Church, died yesterday of Bright's disease, in his forty-eighth year. He was educated at Wilmington, Del., Glen Riddle, Delaware County, and Rome. He was successively stationed at Louisville, Overbrook and Philadelphia.

PHILADELPHIA, May 30 (*Special*).—Harry L. Slape, ex-Mayor of Atlantic City, died last evening from an acute attack of Bright's disease. He was the acknowledged leader of the Atlantic County bar, and had been City Solicitor for Atlantic City for several years.

CLEVELAND TO VISIT CHICAGO AFTER ALL.

From The Chicago News.

"President Cleveland is going to St. Louis," said Passenger Agent Ruggles, of the Michigan Central, last night, "by way of Chicago. I am to provide a special train out of New-York."

"How long will he be in Chicago?"

"On his way to St. Louis he will remain over but one day, leaving for St. Louis at night. His plan is to be in St. Louis but ten hours, arriving from Chicago in the morning and returning in the evening. When he gets back here he will remain four or five days, and the St. Louis military will be invited to participate in the parade which will be given in Chicago."

"And Mrs. Cleveland?"

"She will not go to St. Louis; it is her choice to remain in Chicago. Special arrangements for her entertainment are being made by certain prominent Chicago society ladies."

A very amusing bit of news cropped out yesterday. It appears that the handsome invitation souvenir presented by the St. Louis committee to President Cleveland was designed and made by Chicago artists.

SOME CONNECTICUT CANDIDATES.

From The Hartford Times.

The Windham County Transcript says many Republicans in that part of the State would be glad to see the name of Hugh H. Osgood, of Norwich, at the head of their state ticket next year. There will probably be several candidates for the honor of a nomination. Mayor Bulkeley, of Hartford, seems to have the call; but there are other gentlemen spoken of, among whom is ex-Speaker Tibbits, of New-London, whose friends, it is said, propose to organize a preliminary campaign in his behalf.

SHERIDAN WAS RATHER BUSY.

From The Chicago Herald.

Rosser now particularizes by saying that Sheridan was ungallant to old ladies in the Shenandoah Valley. This may be true. When a soldier is chasing another soldier up hill and down dale he cannot always stop to be polite. Rosser didn't do any stopping when Phil was after him, and he ought to know how it is himself.

GAY FLEETS OF YACHTS OUT.

THE SEASON BRILLIANTLY OPENED.

THE SHAMROCK DISTANCES THE TITANIA AND THE GALATEA THE PRISCILLA.

Never probably was a yachting season in the vicinity of New-York opened so auspiciously as yesterday. The waters of the Harbor, Bay, East and North Rivers and Sound were almost entirely given up for the time to the immense pleasure fleet, and such a sight was presented as is only equalled during the contests for the America's Cup. Every yacht which could by any possibility be got into condition for sailing was out with the squadron of the club to which it belongs. The Atlantic, Seawanhaka, Brooklyn, Corinthian and Pavonia clubs took a spin down the bay, and the Knickerbocker, Larchmont, New-Rochelle and East River clubs turned out in the New-York end of the Sound. All the big boats, of course, went down the bay, and thousands of people who were not fortunate enough to be boat-owners or in possession of invitations to sail watched the great naval parade from favorable points of observation near Forts Wadsworth and Hamilton at the Narrows.

There was little prospect early in the morning that any but the boats propelled by steam would leave their anchorage. There was absolutely no wind at 9 o'clock, the heat was intense and oppressive, and the haze which hung over the water argued well for a fog. An hour later all these conditions were changed. A light breeze came from south by west, quickly clearing the atmosphere and carrying away the lowering clouds which were gathering in the east. Yachtsmen were happy in consequence, and went to work with a will to prepare for the day's sport.

The large-t fleet was anchored off the club-house of the Atlantic club in South Brooklyn, and the greatest interest was taken in its movements because of the many famous boats of which it was composed. Especially was there a desire to see the performances of the new second-class sloop Shamrock, which was designed and is owned by J. Rogers Maxwell, and of the Atlantic, which has been slightly altered with the hope of making her a fit defender of the America's Cup. The club's boats were anchored in two lines parallel with the shore, with the flagship Rover at the head of one and the vice-commodore's boat at the head of the other. In the lines were the steam yachts Radha, Fedalina, Lagonda and Electra; the schooners Norna, Southern Cross, Geralia, Leona, Princess Grayling, Fleetwing, Vidette, Wyvern, Estelle, Nervana and Montauk, and the sloops Arab, Shamrock, Roamer, Athlon, Enterprise, Vixen, Hildegarde, Nomad, Ilderan, Stella, Huron, Fannie, Tourist, Wenona, Louise, Gleam, Bertie, Adelaide, Ariadne, Mischief, Atlantic, Onward, Crocodile, Saracen and Merlin.

The ceremony of opening the season at the club-house began at 10:30 by the hoisting of the colors on the flagstaff and the firing of a cannon on shore. The flag was saluted by a gun from each yacht. At 10:35 a second gun indicated the time for starting on the opening sail, the course for the yachts of the first seven classes being to and around buoy No. 8½ of Southwest Spit, and for the smaller boats to and around buoy No. 11 off the West Bank. Anchors came aboard in a jiffy, jibs and mainsails appeared as though by magic, and the forty odd yachts moved off almost as promptly as a regiment at the word of command. The Shamrock was well up toward the head of the first line and she got away first. The Gracie, Atlantic and Fanny were not far away, however, and were not slow to display their intention of putting the new racer upon her mettle. The tide was making, and the wind was not strong enough to carry them along a much better than a four-knot speed. The big single-stickers carried working topsails and intermediate jib topsails in addition to their mainsails, jibs and fore staysails, but upon getting into the Narrows the breeze freshened and the Shamrock ran up her small jib topsail. She went as far as Fort Wadsworth on the port tack and then went about. The Atlantic, Gracie and Fanny were close at her heels in the order named, but the bulk of the fleet were a quarter of a mile behind. The Atlantic tried hard to shake off the Gracie and Fanny, but without success. Even the little Fanny gained on the Pride of Bay Ridge until she ran into the heavy swell in the lower bay, when she began to drop behind. The Gracie, however, behaved better than ever in rough water, and getting a favorable slant of wind shot ahead of the would-be cup defender.

The Shamrock was now too far ahead to be overhauled. She rounded the turning buoy at 12:33, four minutes ahead of the Gracie, which was the same time ahead of the Atlantic. The Grayling, which was far too fast company for the other schooners, turned at 12:52:50 and the Fanny at 12:54:20. Mr. Maxwell's boat had just about got pointed for home when the wind, which had been constantly increasing in velocity, hauled around from the southwest and blew from that direction at the rate of from twenty-five to thirty miles an hour. It was on the Shamrock's starboard quarter, and when she replaced the handkerchief on her topmast stay with a balloon jib and skimmed away from her followers faster than ever. She was about half way between the Narrows and the Quarantine Hospital islands, when she met the Titania, C. Oliver Iselin's new sloop, with which she is matched to race fifteen miles to the windward on July 9, and which had been towed across the upper bay to Stapleton. The captain of the Titania recognized this as a good opportunity for making a comparison of the speed of the yachts. He came about under the Shamrock's lee quarter and ran up his balloon jib. For a moment both boats ran side by side. Each carried the same canvass, and with a splendid breeze everything looked favorable for a close tilt. They were not together long, however. The Maxwell boat seemed to gather power from some mysterious source and drew away from her antagonist rapidly. Up through the Narrows she sped, standing up as stiffly as the proverbial church steeple, and when she ran over to the Atlantic club's anchorage the Titania was nearly a quarter of a mile astern.

The boats of the club finished in the following order: Shamrock at 1:33:30, Gracie 1:38:15, Atlantic 1:41:55, Gleam 1:52, Grayling 1:53:30, Huron 1:54, Fanny 1:55, Nomad 1:56, Onward 2:18, Roamer 2:05:55, Athlon 2:06, Geralia 2:07, Bertie 2:10:10, Hildegarde 2:12, Adelaide 2:16:20, Vixen 2:31, Nirvana 2:33:30, Enterprise 2:35, Stella 2:37, Rover 2:40, Ariadne 2:47:06, Leona 2:42.

The only accident that happened was the carrying away of the topmast of the Stella owing to the parting of the sister hooks of the topmast preventer backstay. As the fleet passed through the Narrows a salute was fired from Fort Hamilton and answered from the commodore's boat.

The Seawanhaka club's boats went to buoy No. 10 and return. There were not many in the fleet, but it was waited with a great deal of attention because of the presence of the Galatea and Priscilla, in the company of the Medusa, Yacht Cinderella and Julia. The starting gun was fired at 11 o'clock and all got away but the flagship Priscilla, which for some reason or other failed to raise her anchor. The Galatea made a tack over toward Bay Ridge and was standing in toward Stapleton again when the Priscilla got under way at 11:10 and went on the starboard tack in the direction of Bay Ridge. The Galatea went about and followed. When about half way across the bay Lieutenant Henn tacked his boat evidently expecting Commodore Canfield to follow his lead to the Narrows. The Priscilla continued to make for the Long Island shore, however, and the Galatea came about again. She was spoiling for a race and was determined to have one. The Priscilla acquiesced and at 11:20 both started on even terms for the Lower Bay. The cutter succeeded in getting a shade the advantage in pointing into the wind. Both stayed on the port tack until off Fort Wadsworth, which they passed at 11:30 with the English boat a trifle ahead. They stood on the starboard tack over to Fort Hamilton and when they next came about the Galatea was well in front and began to gain perceptibly. On each succeeding tack until the turning point, buoy No. 10, was reached, the Galatea gained and when she rounded it was nearly a mile ahead. Coming back before the wind she continued to increase her lead and arrived at Stapleton five minutes before the Priscilla.

THE KNICKERBOCKER CLUB'S REGATTA.

The members of the Knickerbocker Yacht Club were happily disappointed yesterday. So little wind was stirring off their club-house when the time came for starting their annual regatta that it looked impossible for the thirty-five little boats that clustered about the line in the Bronx Kills to derive enough power from it to drive them out of the harbor, much less to propel them over the twenty-mile course to Gangway Buoy and return. When the gun which signalled the yachts of the fifth and sixth classes to start was fired at 10:55 a. m. many of them had been carried by the tide below the stake boat and lost considerable time in trying to beat back again, the southerly breeze being insufficient to give them much headway against the tide. On this account several of the boats in these and other classes were heavily handicapped, their time being computed from the expiration of five minutes from the starting signal. The first boat to get away was the Raven, which drifted past the stakeboat at 10:55:47, followed nine seconds later by the Ida K. The Bubble, Fanny, Blisbe and Lizzie R. straggled along at intervals of from ten seconds to two minutes. Of the jib and mainsail boats, in which the greatest interest was taken, the Rosetta A. and Lorna took the lead and among the cabin sloops the Florence, John Demarest, Wacondah and Culprit Fay got the advantage of an early start. In crossing the line all the boats carried their booms on the port side with the wind aft, but soon jibed and went through Riker's Channel on the starboard tack. Every possible stitch of canvas was stretched, but progress was slow until the leading boats were abreast of Whitestone, when a good sailing breeze sprang up and propelled them ahead at a lively pace. The Ida K. was then at the head of the long procession, but the Lorna suddenly began to forge ahead and overtook her.

The sudden puff of wind proved to be too strong for the Culprit Fay and her topmast came down with a report like a pistol. A moment later the John Demarest and the Florence met with the same ill-luck. In each instance the debris was quickly cleared away and all pluckily stayed in the race. At Fort Schuyler the order of the leaders was Ida K., Lorna and Adele, but before the Stepping Stones light was reached the Lorna was in first place and the Adele had lapped the Ida K. The Duster, Mayotta, Truant and Lizzie R. followed closely in the order named. Between the Forts and the Stepping Stones a lively brush between the Mayotta and the Truant drew the attention of the people on the steamer Sirius, which carried the guests of the club over the course. They are sister boats belonging to Commodore Rosenquest and "Gus" Kerker and there is naturally much rivalry between them. The Mayotta got the best of this little tilt through holding a windward position, but lost her advantage later when the wind freshened.

It was blowing fifteen miles an hour when Gangway Buoy, the turning point, was reached by the leaders, and splendid time was made in beating back through the Sound and Channel. The Lorna retained the first place and finished far in advance of all the fleet. For making the best time over the course without regard to time allowance she gained a handsome silk club pennant. The Adele finished second in the Lorna's class and was eight minutes and four seconds behind her. In the first class the Dora won, beating the Wacondah one minute, fifteen and one-half seconds; in the second class the Black Hawk led with the Iolanthe ten minutes and forty seconds behind her; in the fifth class the Truant beat the Mayotta eight minutes thirteen and one-half seconds, and the Ida K., of the sixth class, got in twelve minutes, eighteen and one-half seconds ahead of the Maggie. The steam launches were disabled early in the race and were towed home, and the Iris turned back at Whitestone.

The starters, names of the owners and sailing lengths were:

Class 1, cabin sloops and cutters 31 feet and over—Dora, R. Oelsner, 38.06¼ feet; Culprit Fay, George Matthews, jr., 38.09½ feet; Wacondah, R. Doscher, 37.11 feet; Florence, A. Crawford, 35.01 feet; John Demarest, C. Doughty, 34.06¾ feet; Undine, M. J. Greany, 33.06½ feet; Mystery, T. H. Ellson, 33.01¼ feet;