years, the scramble was even wilder than on the northern line. The river was high and dangerous. The banks are steep, and the soft earth affords but a poor foothold even to Indian ponies. Yet thousands of men unhesitatingly plunged their horses into the roaring stream.

Deprived of all other means of entrance to the land in which their hopes and aspirations have been centred, they faced the danger and boldly risked their lives. It was a strange sight to see hundreds of horses struggling against the awful rush of water and the faces of the rough men who urged them past the quicksands and guided them through other channels of danger.

A great crowd of gamblers from Purcell and other points along the Santa Fe stood on the banks of the river and watched the race in silence. Finally the ponies began to clamber up the north bank, and some of them waded through the soft earth and carried their masters and riders into the promised land with a dash that brought forth cheer after cheer.

Others fell back into the water again and again, and went down toward the rocks near the railroad bridges. The old boomers who got into Oklahoma gave but little evidence of uncertainty or confusion. They had been there before. They had staked the most desirable claims in the Territory, and they knew the trails that led directly to them. There was but little competition among them. If they raced their broncbos, they did it to beat fellows they knew were swarming from the railroads. They were all thoroughly armed, ready to defend the land which they believed was theirs by all rights. If they find strangers upon their claims they will doubtless precipitate conflicts which will result in bloodshed. In fact, they have formed a sort of mutual protection association. Every man is under oath to help his fellow against the invasion of strangers, whether he is right or wrong.

Many of the old boomers who foresaw the difficulties and dangers that would attend the crossing of the Canadian resorted to the railroad and proceeded to Oklahoma City, where they will endeavor by combining their forces to control the movement for forming independent municipal governments. If they can do this they believe they can control the apportionment of town lots, and thus make more money than if they simply take up claims.

There was plenty of evidence during the day that the bushes and gorges and creek bottoms along the southern half of the Territory were not entirely free from invaders. Before this hour of opening the gates, men, many of them followers of Payne, were found complacently tilling the soil along the fertile sections south of the Cimarron when the boomers from the east and west reached them. How they got there is only a matter of conjecture, but that they intend to remain they declared with as much emphasis to every new comer as a six-shooter or Winchester could give to plain language.

It is safe to say that to-night every farm in the Territory is in possession of one or more claimants, and that there are from 20,000 to 30,000 more wandering aimlessly about in search of land. Here at Guthrie the rush is terrific. The new Land Office building, from which the Stars and Stripes are floating, is surrounded by a mob of howling men, which is being constantly augmented by horsemen, who are galloping in from every quarter. Land Agent Dilley and his force of clerks are unable to give attention to a hundredth part of the business that is being forced upon them. The detachment of troopers which has been detailed around the building with a view to keeping the mob in an orderly line is completely worn out, and the marshals under Capt. Barliser are so tired that some of them talk of resigning.

Between 20,000 and 30,000 people were dumped here to-day by the Santa Fé road, which ran twenty immense trains from Arkansas City with men clinging to the hand rails of the platforms. Superintendent Turner, with the aid of officers and his own assistants, tried to head the mob back by assuring it that it had sufficient accommodations for all, but he might as well have tried to stop the flow of the Canadian. An eager, expectant crowd that covered the guide tracks of the depot for a distance of two blocks was struggling to reach the track and the first train. Every man wanted to reach Oklahoma before every other man, and there were not officers enough in the State of Kansas to keep him from trying to fulfil his ambition. As the first train slowly pulled out of the depot amid a volley of cheers men ran after it trying to clutch the hand rails and thus pull themselves aboard, but they were forced off by the Marshals and sent back to join in the scramble for a seat in the second train.

The noise of the crowd was terrific. Some men in their eagerness and haste tossed aside grips and blankets and plunged into the struggling writhing mass of humanity to tear their way to the platform. Coats were destroyed, hats were crushed, and in some instances faces were bruised and eyes blacked. Three hours were consumed in manning the twenty trains in and out of the depot, and by that time every man who was bound for Oklahoma had been accommodated with transportation facilities.

The trains moved across the Cherokee strip cautiously and slowly. There was no need for hastening. They were scarcely more than five minutes apart, yet they presented a picture of promise. Thousands of heads protruded from the windows, and curious eyes fastened on the green panorama that lay before them. As the noon hour approached there was a noticeable increase of nervousness on every side. Suddenly the cars seemed to bound ahead, and then they went swinging down the uneven track at a lively pace.

"We're across the line, boys, in Oklahoma," was the word that was passed through every car, and it was greeted with cheers. There was a temporary halt at the Cimarron Bridge, where the engineer exchanged signals with strange men, who were armed to the teeth, and then the train load of pioneers went on over the turbulent waters, which have been the grave of many a brave fellow. From the Cimarron to Guthrie the run was a short one, and before many minutes elapsed the high hill back of that place came into view. The American flag floated from its crest. The sight seemed to inspire the crowd with enthusiasm. There was as much fighting to get out of the cars as there had been to get in them, but nobody was hurt and the coaches were soon emptied.

It was a curious sight to watch the boomers after they had got fairly on foot. The majority of them seemed to be dazed by the vastness of their surroundings. Many of them gazed stupidly to the north, southeast and west, and then moved ahead like men who were lost. They started for the hills, and still others held themselves to the task of raising tents, which they brought with them to open various kinds of business. Those who went for the hills were after claims. They were a restless, tireless lot, and were willing to enter the land with the mounted men who were clattering to the claims on every side of them. They were all well armed, and evidently ready for any sort of trouble.

THE SUN correspondent at Oklahoma City telegraphs that the condition of things there is even worse than here. The town site settlers of the southern cities are nearly all Texans, Arkansans, white men from the Chickasaw and Creek Nations. Over at Kingfisher, or Lisbon, where the crowds brought in on the Rock Island are gathering, there has been no trouble as yet.

By the Associated Press.

ST. LOUIS, April 22.—The *Republic's* special from Arkansas City, Kan., says that the crowds leaving on the trains were composed of speculators, adventurers, sightseers, thieves, gamblers, and a sprinkling of the demi-monde. The farming element was not largely represented, as all of the homesteaders had gone on before in private schooners. There were men in the cars from every great city and important point in the country, and there was not a State or Territory which did not have its representatives. The newspaper coach was the first out of Arkansas City. It contained representatives of all the leading newspapers in the country, who were compelled to yield room and comfort for the good of the cause. The conductors were vigilant in the collection of fares, but it is certain that a great many deadheads went through in the rush and hurry. There was little sightseeing indulged in, as the crowd did not care to look at anything until it got to Oklahoma, like the emigrant at Castle Garden who refused to pick up a silver dollar because he expected to find gold in the street in the next block.

At Arkansas City there were over seventy-five coaches in the yards awaiting the rush. The crowd began gathering on the platform two hours before daylight, and long before the first faint streak of dawn the city was awake and stirring. The streets presented a picturesque appearance. Crowds were rushing toward the centre of action from all parts of the city. Hotels emptied their hundreds into the street; the cot houses contributed hundreds more out of the hospitable homes of the city, nearly all of which have entertained guests during the past week. Hundreds of boomers in their impatience to get aboard rushed down en masse to the yards and attempted to force an entrance into the cars, all of which were securely locked. A large number of coach windows were broken out by people who were anxious to secure seats. A strong guard of railroad men was detailed to protect the company's property, and they had a contract of unusual dimensions on their hands.

Between Willow Springs and the Poncha Agency somebody in the newspaper car discovered a man riding on the trucks beneath the coach. Immediately an effort to open up negotiations with him were made, but they resulted unsuccessfully until the train stopped at Poncha, when the adventurous boomer was taken up into the car, elected an honorary member of the Press association, and supplied with refreshments out of a bottle, which he drank with relish amid enthusiastic applause. He gave his name as Harvey Saddler, and said he was born in England, but had been in this country for nine years, and had come all the way from Seattle to get a foothold in Oklahoma. He was elected as the representative of the London *Times*, and also as the mascot of the new city of Guthrie, and to make the bargain sure, it was agreed he should have one of the best lots in the heart of the city.

At the last station outside of the Oklahoma Territory there was a great crowd of boomers who had forsaken their teams and hoped to get in quicker by rail. There being no room inside, they climbed to the top of the coaches, and the entire train from one end to the other was lined with them.

In this way the line was reached about 12:05 o'clock. Before the late dead line was reached and passed, however, the great transformation scene had begun and was plainly visible to the watchers from the train. First came in view the white-topped wagons in groups in the level prairie or in the little valleys which diversify the face of the country. It was at once noticeable that the teams were not to be seen in any of these camps, and it was plain they had been taken out of the harness to be rode across the border by hard riders, who were to locate claims. A little further on an this conclusion was proven to be correct, for the entire face of the country, as far as the best field glass could carry the sight, was overrun with horsemen galloping to the southward. Their fleetest horses had evidently been picked for the work, and they were carrying their riders rapidly to the longed for goal.

Out of the dust which arose toward the east could be seen, after the train had reached a high ridge, a wagon caravan fully two miles in length, and which was driven to the utmost speed of its horses. These caravans were plainly out distanced by the horseback riders, and, after several miles of the territory had been traversed, it was seen that the best riders were winning the best prizes. One homesteader who had secured a magnificent quarter section of rolling land, had dug a hole two or three feet deep at the corner of it where the surveyors' section was located. There he drove his stakes. The train stopped at a military post, where the white tents of the soldiers and the officers' tents, surrounded by the national colors, were a gratifying evidence of a power sufficient to maintain order. Troop "D" of the Fifth Cavalry was quartered there, and the officers said that at the sound of the bugle at high noon there had been a movement among the boomers camped along the border, which had extended across the entire frontier line, and that the din had been last and furious ever since some of the prospectors running to Guthrie to file their entries, and others going to locate on the land and secure a prior right to possession by actual occupancy.

It lacked but a few minutes of 1 o'clock when the train stopped in front of the Guthrie depot, a handsome and substantial edifice. Before the train came to a stop it was seen that somebody was already there; in fact, the town was already well populated. Tents were numerous on the eastern slope, and stakes were sticking up out of the ground like poles in a bean patch.

Men could be seen racing in the direction of the valuable holdings, and the scene was as busy and animated a one as it is possible to imagine. The profanity among the Arkansas City, Wichita, and Kansas City speculators was both loud and deep. If there has been a prospect of shooting at any time to-day, it was when these men found themselves baffled at the game of freeze out, but they were compelled to swallow their wrath, for according to all the technicalities in law the men in possession were the rightful owners, and the men who had been left out were the ones who had been most persistent in their demand for the law's enforcement. There was nothing to do but to take what was left.

PONCA CREEK, via Caldwell, Kan., April 22.—At exactly noon the gates to the Promised Land were thrown open to about 15,000 people on the old Caldwell and Fort Reno trail. It was one of the most exciting times ever witnessed in the West. The people seemed very much excited, and as they were strung for miles up and down the line they rushed in as though it was the only land in the United States unoccupied. Some scattered toward claims, but most of them are moving rapidly toward the land offices. The high water on the Cimarron has subsided, and no further trouble is anticipated.

WASHINGTON, April 22.—The War Department received this telegram in relation to affairs in Oklahoma late this afternoon:

CHICAGO, April 22.

Adjutant-General United States Army:

"The Assistant Adjutant-General, Department of the Missouri, telegraphs under date of yesterday that he is just in receipt of a dispatch from Lieut. Merritt, at Oklahoma station, in which he says he will probably need no troops forwarded; that he is sure the show of force will prevent trouble, and that newspaper accounts are probably exaggerated, and will continue to be so. He reports much confusion on the line of railroad, but he has established a line of couriers between Oklahoma station and Fort Reno, so that hereafter communication can be had with certainty and fair rapidity.

"GEORGE CROOK, Major-General commanding."

NO BALLOT REFORM BILL NEEDED.

The Ground Mr. Cockran Took at the Commonwealth Dinner—Other Views.

The Commonwealth Club had a dinner at the Metropolitan Hotel last night. There were no dress coats, no French bill of fare, and no delay in serving the courses, and every man paid for his own drinks. The speeches were short, and were about "Gov. Hill's Ballot Reform bill."

President Coombs expressed emphatically his own opinion that there should be some legislation to make it impossible to buy or sell the vote of New York.

Edward M. Shepard, speaking as a Democrat, spoke in favor of the Democratic electoral reform bill now introduced in both branches of the State Legislature, and in opposition to the Saxton bill.

William Bourke Cockran took issue with Mr. Shepard and the club as to the necessity for any such legislation as is contemplated in the pending schemes of electoral reform. He frankly said that if either was to be adopted it should be the Saxton bill, but he was opposed to all. He denied that there is so much influence of money in elections as is generally said. He saw in the present system a stately tree the growth of fifty years, and he was not willing to substitute for it the sapling the growth of yesterday.

He talked for half an hour, and at a time when money had carried an election in this city. His own election to Congress did not cost him $5, and he never had any fear of a rich opponent. He said the States where the Republicans expended the most of their corruption fund in the late election were not the States where they got their most significant successes. He instanced New Jersey and Connecticut. He denied that the Australian system has succeeded in preventing bribery at elections. The great defect of the English system, he said, is that it does not recognize manhood suffrage.

The worst corruptions in England since the Reform bill existed after the adoption of the Australian system, and he pronounced emphatically in favor of the principle of the corrupt practices act which, he said, have produced reform in England.

He spoke of the fecundity of legislation as an evil, and said: "I do not believe there are five men here who have been free from crime in the last few days, because the Legislature now makes a misdemeanor or a crime with greater facility than that required for granting a permit for an apple stand." He declared most emphatically that the great necessity to produce pure elections is the certain punishment of the men who receive bribes or give them. He denied that the Saxton bill or the Vincent bill is justified by the present state of our election system, and pointed out that even now no party dares outrage public opinion. He referred to the Mayor Grant's famous canvass, where, without money and with a nomination dating only four days before the election, he came near beating a candidate who had the nominations of all parties and money at his back. He insisted that the politicians would be found able to take advantage of the Saxton bill and the Stevens bill, and thus afford the great source of power for any machine is the popular will. He cited the success of Mayor Grant as a proof that the power of the machine is not to be dreaded. He looked upon the Saxton bill as an arraignment of the people of the State and a degradation of the voters. Applauding the Stevens bill, he said it would restrict the popular suffrage, and make the system so cumbersome that it would require a pull at every third house. He pointed to New York city as to-day a monument of the capacity of the people to govern themselves wisely under one system. He denied in toto that this State is now suffering from general corruption of elections.

BERNARD CASSERLY RESIGNS.

End of the Manhattan Club Inquiry—Mr Cleveland to be Balloted For.

The Governors of the Manhattan Club selected last evening for the continuation of the trial of Bernard Casserly, accused of using irregular ballots at the annual election for Governors of the club. Since the last meeting of the Governors, Mr. Casserly's lawyer has been in communication with them, and has endeavored to demonstrate that Mr. Casserly had acted in perfect good faith. He proved to the satisfaction of the Governors that Mr. Casserly's ballots did not even remotely affect the result of the election, but Mr. Casserly's conduct had greatly increased the power and the drift of sentiment was toward his expulsion. This has been known for several days, and Mr. Casserly was almost prostrated by the news. It was the opinion of some governors, though, that Mr. Casserly should be permitted to resign from the club. This question came up last night. Mr. Casserly had sent his resignation to the club early in the day, and it was duly presented at the meeting of the governors. It ended the trial. The resignation was before the governors, and it was determined that the usual course of the club concerning resignations must be followed.

Any member has the right to resign whether under charges or not. There is nothing in the by-laws of the club that prevent a member from resigning while under charges, though it was intimated that an amendment to that effect may possibly be introduced. A resignation does not need to be accepted by the Governors to become effective, and there was therefore nothing for the Governors to do.

Ex-President Cleveland in a letter thanked the club for electing him an honorary life member, but he said he wished to be an every day member. He wanted to be of the rank and file and for that reason asked that his name be posted on the regular bulletin board. Mr. Cleveland will be voted on at the next meeting of the Governors.

MANY MILES OF PARADERS.

THE CIVIC DEMONSTRATION LIKELY TO OUTGROW REASONABLE LIMITS.

It Would Take More than Ten Hours for the Line to Pass as it is at Present Made Up—Preparation in Other Departments.

"The applications now in for places in the civic parade," said Gen. Butterfield yesterday in a perspiring tone of voice, "will require fourteen miles of streets to form in. Yes, sir, I mean fourteen miles of close rank and file, eighteen men front, and packed like figs, without room enough left for any man to turn around in. You can imagine what that will mean when the men are spread out in marching order, with proper intervals, and interspersed with bands and floats. Why, I looked over the Volunteer Firemen's list this morning and measured up their bands. They alone have half a mile of bands. Think of it. Not considering bands and floats, the parade would cover on the march at least 17½ miles. There are 105,970 men in the accepted organizations."

Including the mile of floats and the innumerable bands, the parade, if started on its present lines, would be at least twenty-five miles long. The total ground distance to be covered, by the way, is only about five miles. The time required for such a line to pass a given point has been estimated at from ten to twenty hours.

Col. Cruger's Army Committee recently authorized Gen. Butterfield to cut the parade down to within reasonable limits, and Assistant Marshal P. A. Oliver yesterday sent this circular to the leader of each accepted organization:

I am directed by Gen. Butterfield, Chief Marshal, to advise you that the applications of organizations and bodies for places in the civic and industrial parade of May 1 have grown to such proportions that it is impossible to give all a place and enable the column to pass in daylight. The numbers will have to be materially reduced.

Before making this reduction Gen. Butterfield desires you to have in view the following: First—That you should not admit into the column of your organizations any person physically unable to stand the fatigue of a long and wearisome delay and march. Second—That a careful and close canvass be made up of the exact number of those who are physically able to stand the march, to march in good order and quick time, and that you report to this office by to-morrow evening a revised number that your organization under such restrictions would reach.

This information will enable the Marshal possibly to save cutting down some organizations who ought not to be cut down if their entire body are able to stand eight or ten hours' march and great fatigue. It is very desirous to give all the organizations and all their members who are fully able to comply with the severities that inevitably apply to such a march a chance to parade.

It was determined later in the day to temper the dissatisfaction necessarily caused by an order to reduce the size of organizations, and at the same time to assist in actually reducing them, by offering prizes to those organizations which should prove most ready in complying with the new regulations. Therefore this notification was sent out:

A gold medal, silver medal, and a number of banners of satin will be awarded to the organizations throughout the column that shall stand first, second, third, fourth, fifth, and sixth in order of merit in complying with rules, observing due distances, promptness in movement, and general good conduct and creditable appearance.

The organizations to which these awards will be given will be decided by the aggregation of the reports of fifty different judges, stationed at different points of the line.

Later it was determined that the fleet of applications must stop, or the parade would last several days. So a notification was made public that no further organizations of any sort would be admitted into the ranks of the parade.

Col. S. V. R. Cruger yesterday applied to Mayor Grant for permission to put up some temporary telegraph poles and wires on Broadway along the line of the big parade. The Colonel said that it would be absolutely necessary to have telegraphic service that would put the stands along the route in communication, so that the Grand Marshal will have the whole column under perfect control. The Mayor somewhat dubiously remarked that he did not like the idea of tearing down overhead wires one day and putting them up again the next, but he promised to consider the matter.

Superintendent John Richardson of the Bureau of Encumbrances sent notices to all holders of permits to remove all building materials and obstructions on the line of march of the big parade on or before April 27.

THE NAVAL DEMONSTRATION.

The reported difficulty between Admiral Porter and the Naval Committee was the subject of a special meeting of the Naval Committee yesterday afternoon. A letter was drafted to Admiral Porter requesting him to send his chief of staff to the city at once to organize the details of the naval parade. The committee, after the meeting was over, gave a report to the reporters, in which they said:

The committee read the report of any uneasiness between Admiral Porter and themselves corrected. Entire harmony exists. The Admiral, in his general order, gave two or three directions at variance with the committee's plans, and the committee, understanding that these orders have been rectified so that the original plan of the committee will be carried out.

The Secretary of the navy has issued an order appointing the Admiral of the Navy to be Grand Marshal of the naval parade, and directing all commanding officers of United States naval vessels to detail a force to march.

The Naval Parade Committee on Merchant Marine, at a meeting at Pier 36, N. R., completed its list of officials yesterday. The Vice-Admiral is C. W. Woolsey; Rear Admiral, J. W. Miller; Commodores, I. L. Fisher, W. H. Hooker, W. C. Edgerton, C. A. Pool, C. H. Boyer, F. F. Osborne, and J. Simmons, L. Luckenbach, R. C. Velt, and M. Moran.

Vice-Admiral Woolsey issued a bulletin yesterday addressed to the merchant marine of New York harbor, in which he said:

The success of the first day will depend upon the marine parade. The success of the marine parade will be assured if all owners of boats enter them as part of the fleet. Patriotism and safety to property and life demands that every craft that can float on April 30 be assigned a place in line. The undersigned do not claim any right to prohibit vessels from occupying the waters of the bay or rivers on the day of the parade, but they earnestly request that all join with them in making the review an orderly, dignified pageant, worthy of the occasion and the city. To accomplish this no vessels except those entered for the parade should be permitted in the river bay nor in the East or Hudson rivers, as all available water channel will be needed to maneuvre the divisions.

THE EQUITABLE RECEPTION TICKETS.

The invitations to the exercises at the Equitable building were sent out yesterday. The design was made by Mr. William G. Hamilton, chairman of the Committee on States. The invitation consists of six heavy cards, 7½ by 7 inches in size, printed in tints and bound together by blue and yellow ribbons. The name of the guest is in the centre of the first plate, and is surrounded by the coats of arms of the States and Territories. At the top is a portrait of Washington. On the second plate is a portrait of Washington being waved from Elizabethport to the foot of Wall street, with the arms of the state and city of New York. Engravings of St. Paul's Chapel in 1789, Bishop Provoost, and Chancellor Livingstone adorn the third plate. On the fourth plate are engravings of Federal Hall, the names of the Governors of the States and Territories as now existing, with the chairman of each State's Centennial Commission.

Above the names of the general Centennial Committee and sub-committees on the fifth plate are portraits of President Harrison, supported on the right by Gov. Hill and Mayor Grant, and on the left by Gov. Clinton and Mayor Dunne.

EXERCISES IN THE SCHOOLS.

The public schools on the morning of April 29 are to be decorated, and at 9 o'clock "America" will be sung by all the pupils. The principals will make short addresses, and selections will be read from Washington's inaugural address.

A PROCLAMATION BY THE MAYOR.

Mayor Grant yesterday issued the following proclamation:

To the People of the City of New York:

On April 30 there will be celebrated the one hundredth anniversary of the inauguration of George Washington as President of the United States, an event of world of transcending importance in the history of our country. It took place in this city. Its importance, coupled with the circumstance of its occurrence in this city, renders it especially appropriate that it should be observed by all our citizens. Organized public demonstrations have been arranged for. This proclamation is to invite your attention and personal co-operation in the taking of action commemorative of the day. On the morning of that day let the people of this city assemble in the historical place of worship for the purpose of divine service, to testify by their presence at such place their recognition of the blessings of which we have been the recipients, and to beseech a continuance of that favor which has marked and blessed the history of this country.

While our patriotism and civic pride need no stimulus to lead our citizens to do this day honor fitting that by public proclamation I cannot ask that you decorate your homes on that occasion. Let the flag of our country float from every flag staff, let it be draped from windows and balconies and let it add its beauty and brighten the buildings of our city. Thus the very means of ornamentation adopted will speak to us in inspiring language of the national greatness and in the hearts of every true citizen will awaken the story of the growth and progress of our country.

FIREWORKS UP AND DOWN TOWN.

The fireworks for the evening of April 30 have been arranged. The biggest display will be at the Battery. Other displays will be at Union square, Mount Morris Park, and Tompkins square. The East River Park and Washington square displays will probably rank next in splendor. The others will be in Central Park, Manhattan Park, Fifty-ninth street and Eighth avenue; Canal street square, Canal and West streets; Washington Heights, 175th street and the Hudson river; Twenty-third ward, triangle of the Boston road and Third avenue; and Twenty-fourth ward, Webster avenue and Burnside road.

NO MORE TRUCK PERMITS.

A tremendous crowd looking for truck permits to see the centennial parade filled the hall at Police Headquarters early yesterday morning. Toward noon it grew so dense, and the difficulty and delay of getting through it from one office to another became so great, that Inspector Steers mounted the stairs and made this little speech:

"Now all of you whose applications have been received go home, the permits will be sent to you. All of you whose applications have not been taken, go home too. It's no use, you won't get there. Officer Slick, move these people on."

Officer Slick did not have an easy job. The people were not willing to be moved on, even when they were told that for 1,300 truck stands over 6,000 applications had been made.

NEW STANDS.

In addition to the grand stand, which is now built on the north side of Washington Square, the Park Commissioners will build a stand across the roadway which passes through the square. Ex-Mayor Cooper will erect a large stand along the front of his big house on the northeast corner of Washington Square and Fifth avenue for the use of children from the public schools and Cooper Union. Just across the avenue, the Misses Rhinelander will put up big stands for the Children's Aid Society.

Mayor Grant received yesterday from Col. Cruger an assurance that a free stand would be erected on Union square for women and children. Col. Cruger thought that provision for about 1,500 would be the proper thing, but the Mayor said that it must be at least three or four times as big as that. Mayor Grant said of the matter:

"It was outrageous to make no provision to prevent helpless women and children from being trampled upon. I will send word to Superintendent Murray to have a force of policemen on duty at the stand with especial instructions that no one but women and children be allowed upon it."

THE ORDER OF EXERCISES.

Clarence W. Bowen was yesterday appointed a committee to inform President Hamilton Fish what his duties would be. He will meet the President at Wall street and conduct him through the various ceremonials. He will open the banquet and call on some one not yet named to say grace. Then he will ask Mayor Grant to carry out the rest of the programme of the ball. He will hand Mayor Grant the list of toasts, and the Mayor will call upon the speakers.

Mr. W. C. Sanger was appointed yesterday to conduct Dr. Storrs to the Sub-Treasury Building on April 29, where he will take part in the exercises. Mr. Lispenard Stewart will conduct Chancellor Pomeroy to the same place. Mr. Conkling will have the conduct of Archbishop Corrigan. Robert E. Livingstone was appointed a committee to care for the Washington Bible and other relics used on the occasion. A sub-committee of five was appointed to receive the President at the Sub-Treasury. They are the descendants of the aides who did the same office for Washington.

A LETTER FROM GLADSTONE.

He Acknowledges the Receipt of a Memorial Expressing Sympathy with Ireland.

BUFFALO, April 22.—The *Courier* to-morrow will print the following:

"A little over four weeks ago John J. McBride of this city wrote a letter to Mr. Gladstone, enclosing a list of names that had been signed to the memorial circulated by Mr. McBride, expressing sympathy with the cause of home rule for Ireland. This list included the names of President Harrison, Cardinal Gibbons, Speaker Carlisle, Vice-President Morton, Archbishop Ryan, Secretary Blaine, and a large majority of the members of both Houses of Congress. Yesterday Mr. McBride received from Mr. Gladstone the letter published below. Every word of it from the address to the signature was written by his own hand.

HOUSE OF COMMONS, LONDON, April 12, 1889.

MY DEAR SIR: I have the honor to acknowledge your letter of the 22d of March and the remarkable list appended to it of those distinguished citizens of the United States who have testified through the memorial you mention, their interest in the condition of Ireland and their desire for a just and reasonable acknowledgment of her national claims and aspirations.

"I rejoice not only to think, but to know that throughout the wide confines of the race to which we belong there is an overwhelming preponderance of sentiment in favor of that acknowledgment. At home this judgment has been constitutionally recorded by Ireland herself, by Scotland, and by Wales, the representatives of all the three being in favor of Home Rule by a majority of three or four to one. And, boasting ourselves on the evidence of the election in England, which has taken place since the general election of 1886, we firmly believe that England herself, were the opportunity now afforded her by a dissolution, would record a verdict decisively in accord with those of the other portions of the United kingdom and of the Anglo-Saxon race at large.

"Incredible as it seemed at first, difficulties are now and abroad and by the wise advice of their representatives in Parliament, the Irish people show an indisposition to crime and outrage, not less remarkable than their determination to carry forward their cause to successful consummation, now retarded by the vote of a House which not represent the real sentiment of the country.

It is a further satisfaction to me to include in this acknowledgement local, but authoritative manifestations from America, only less remarkable than what has proceeded from the centres, and has had the illustrious sanction of the president himself. In fact, I have now received a communication, in the same spirit with your own, from the Legislature of Nebraska—one further indication of the sentiment and desire which prevail throughout the vast domain of the United States.

Finally, I rejoice to be put in possession of such decided evidence of a movement where your great country is about to celebrate, on the 30th inst., the centennial anniversary of the inauguration of George Washington as the first President of the American Commonwealth. I have been requested from Chicago and elsewhere to intimate an assurance of my participation in national joy.

It is a real and a grateful participation. For the statesmen of the American revolution have taken their place once for all among the greatest political instructors of the world. George Washington was their acknowledged and illustrious head, and to him and them I have long felt that I owed no trivial part of my own public education. Long, without limit of length, may that Union flourish under the blessing and favor of God, with the foundation of which their names are inseparately associated.

I have the honor to remain, my dear sir, your most obedient and faithful,

W. E. GLADSTONE.

J. J. MCBRIDE, Esq.

Obituary.

Cortenus Van Sicklen died on Sunday at the old Van Sicklen homestead on Coney Island, aged 76. He had lived within the sound of the Coney Island breakers for more than seventy years. His father was the proprietor of the Van Sicklen House, the most famous resort at Coney Island 25 years ago.

Mrs. Alvina A. Pierce died of heart disease in Dover, N. H., yesterday. She was 57 years old, and weighed 452 pounds.

John E. Murphy, an Irish comedian, formerly of Murphy and Mack, who had starred several seasons, died at the Stockton, Cal., Insane Asylum recently of paresis. He was 33 years old. The San Francisco Elks buried him. In the vaudevilles half a dozen years ago Murphy and Mack were considered first class performers.

Stanton Blake, one of the best known citizens of Boston, died early yesterday morning after a week's illness. He was born in Boston in 1817, and was a son of the late George Jay Blake, who was for many years at the head of the firm of Blake Brothers & Co., bankers, with offices in New York and Boston. After graduating at Harvard Mr. Blake went abroad and entered the office of George Peabody in London. He subsequently entered the firm of Blake Brothers in Boston, and later took charge of the firm's New York house. He retired from active business in 1873, but retained an interest in the firm of Adolph Boissevain & Co., bankers, in Amsterdam, and Blake, Boissevain & Co. in London. Mr. Blake was well known for his philanthropic work, being identified with a great many charitable institutions. He was one of the trustees of the Institute of Technology, also of the Museum of Fine Arts, a director in the Old Water Saltine Bank, and president of Bell Telephone Company. He was one of the leading men in the Citizens' Association. He was one of the principal agents in the relief department for the sufferers by the great Boston fire, and also was prominently active in the work of securing funds for the Garfield statue, and was instrumental in establishing the Longfellow memorial. He had given much to the Institute of Technology.

Ira Hannibal Belcher died at his residence in Hampden, Me., yesterday, aged nearly 91. He was the oldest member of the Hampden bar, having been admitted in 1825. He practiced law many years with his father, Hiram Belcher, in Bangor. In 1841 he was appointed member of Gov. Kent's staff, and in 1855 the Legislature elected him Major-General of the Eighth Division of the Maine Militia. He was Assessor of Internal Revenue from 1862 to 1866, and was a member of Gov. Joel N. Morrill's Council in 1869. He leaves a widow and six children.

John McCarthy, a well-known contributor to the Catholic press, died on Sunday last. He was the compiler of a "History of the World," issued by the Catholic Publication society. His funeral takes place from St. Francis's Church, East seventy-sixth street, this morning.

Smith Ward, for more than twenty years a flagman on the Seventh avenue line of horse cars, and on the New York Central Railroad, died on Sunday of rheumatism of the heart at 347 Eleventh avenue.

Charles Reed, one of Dolly Carle's assistant stage managers, died at Leamington, Eng., recently, while on tour with Yeoman of the Guard. He was 45.

M. Arban, one of the best orchestra leaders in Paris and a composer of some repute, died in that city April 8 at the age of 68.

John Vollaire, an English actor of fifty-seven years' service, died at the London Hospital April 15, aged 80. He had played with Macready, and was an excellent *Falstaff, Polonius, &c.*

Frangott Kremboer, the veteran circus director, is dead, at the age of [illegible].

A Long Island Dog Fight.

A rattling dog fight, lasting nineteen minutes, was fought late last night at a resort on Long Island. The dogs were Spot of this city and Nigger of Boston. Fifty well known sports were the spectators. The stakes were $250, and on the outside considerable betting was done.

Oscar Hamlin, owner handled the New York dog, while Billy Davis of Boston handled his own dog. The New York dog was declared the winner, after a most brutal battle. Nigger turned tail and fled.

WHEN THE LIGHT'S GONE OUT.

AN AREA OF UNACCUSTOMED GLOOM IN THE HEART OF THE CITY.

Madison and Union Squares Picknicking Grounds for Spoons and Sandbaggers—Broadway and Other Great Streets in Dangerous Darkness—But You Won't be Killed by an Overhead Wire.

Advice to strangers coming to our centennial: Bring a lantern or stay indoors after dark. The city of New York, having invited the country here to see what a great place it is, has turned out the lights in that part of the city best worth seeing. Broadway, the formerly gloriously brilliant avenue, with the side streets from Fourteenth to Forty-second streets, and much of lower Fifth avenue, are now after dark lighted only by the store windows and an occasional measly, old-fashioned street gas lamp.

But if the streets are dark, the two squares, Union and Madison, are very caves of gloom, great black patches in the midst of what should be the glowing centre of a big, hearty, warm, bright city. Early in the evening their dark paths, with the branches meeting overhead in the wind and the water dripping from invisible drinking fountains, are only funny for ordinary folks and nice for lovers. Later they become dangerous places for any one to venture into, black labyrinths where it would take a policeman every rod to properly protect the public from highwaymen. George Francis Train, in his happiest moments, with his pet park filled with romping children, never conceived of so much condensed and unmitigated bliss as is packed into Madison square every evening since the lights went out. A couple to every third bench is about the average. Getting thicker than that is apt to spoil the spooning, and the early comers have ways of making the situation uncomfortable for interlopers who infringe upon the solitude necessary to a successful prosecution of the business in hand. Little gleams of light that come occasionally through the trees from Fourth avenue, where the lights are not yet out, show a white patch on the off side of every girl, where the "feller's" hand has reached around her waist. An armchair meant for one, and holding a couple couldn't crowd two people more snugly together than the belles and the beaux now-a-nights on the Madison square benches, and the feelings of the poor sparrow policemen as they stumble about in the gloomy byways are ravished momentarily by the sound of the ample and succulent caress.

Union square isn't quite so bad—or good—yet as Madison square, because it is smaller and there are more lights in the surrounding streets; but it will be worse soon, when the big stands going up on three sides cut off the light. Union square after that will be so dark that the spoons can sit two on each bench and not interfere with each other's bliss.

The shamefully benighted condition of these important parks after nightfall is a great abyss for the sneak thief, highwayman, and rascals of that sort as for the spoons, and although the gentry of the sandbag and billy have not yet availed themselves as numerously as the lovers of the facilities placed at their disposal by a kind and generous municipality that believes in giving everybody a chance to make a living, there is no doubt that they will occupy the ground when the gentle granger and the young men of the country towns begin to take nightly strolls to see the sights of the wicked city. An able-bodied highwayman with a sandbag can, with present facilities in Madison and Union squares, reach a peaceably inclined old farmer or an intoxicated young village dude, more of the wickedness of this great city in five minutes than they would learn under ordinary circumstances in a week. And all the sparrow policemen below Central Park cannot help it except by clubbing everybody out of the squares, and forcing the coppers around the outside. The danger of such a situation of affairs in the very heart of the city, especially when it is about to receive a horde of strangers from all parts of the country, while it cannot, perhaps, be seen, the lights being out, can at least be appreciated by anyone who possesses enough to go a little ways into either of the parks along toward midnight, when the lights in buildings surrounding the square are out, and there is absolutely no light at all except what can filter through the trees from the stars and the moon, when there is any, which isn't at present, and will not until the end of May.

One redeeming feature about the dark parks is that one don't have to go into them after night unless he wants to. This is more than can be said for the streets that have been darkened by the axe of the Subway Board. The streets through which people have to travel most are those most circumscribed. The lives of the district affected have their work doubled on the late night turns by the darkness, and even then cannot secure more than the personal safety of the people abroad, leaving the public comfort at the mercy of beggars, street walkers, and other baad characters that swarm at night in the darkness, and the darkness, besetting impudently every passer-by unless under the very nose of a policeman.

Except for a little stretch from Twenty-eighth to Thirtieth street, Broadway at night now looks as though there was a funeral in the house. In the absence of the long lines of electric lights, that recently made the street brilliant as day, seems to have put a pall over the gay street. As night progresses the pall deepens. At 8 o'clock the stores begin to turn off their lights; by 9, half the shades along the street are pulled down; at 10, only the hotel and late restaurant lights brighten the street, and at 11 o'clock, or thereabouts, all is dark and quiet; settles over the long avenue as over a village street when the grocer's clerk blows out the light and occupies his bunk beneath the counter, and the saloon keeper's boy puts up the blinds and goes home. One or two belated sleepers of gas from the widely scattered lamp posts serve to accentuate and intensify the prevailing darkness.

Fifth avenue from Fourteenth street to Twenty-third; Twenty-third street, Thirty-fourth street, Forty-second street, and other of the principal streets in the centre of the city have not even those scattered lights. Fifth avenue on the place where it is was doubtless rather a wild bit of country a hundred years ago, but any old burgher of that time set down now on the avenue anywhere between Fourteenth and Twenty-third streets after 9 o'clock at night, except for the ground being a little lighter, would be lost and thinking the Subway Board having kindly cut off the telegraph poles just far enough above the sidewalks to make the stumps easy to fall over.

Capt. Reilly last night, on account of the darkness, detained officers in citizens' clothes to patrolling Thirty-fourth street to assist the regular officers. It is probable that similar provisions will have to be made for the protection of strangers in other of the darkest streets during the next two weeks unless the lights are got to burning again.

Bryant Park is lighted by scores of gas burners, and that helps things along a little for theatre-goers and other people late about in Forty-second street, but on Twenty-third street and Thirty-fourth street they hurry along in the dark toward the nearest railway station, with frequent glances over their shoulders, ever ready to dive into the nearest area, stoop and hug dark doorways, and with little screams of fright or impatience when the women are jostled by other passers by.

Last night Seventh avenue, from Fourteen