OGDEN'S JULY CARNIVAL.

A NEW YORK LADY WILL BE CARRIED OFF TO BE QUEEN OF IT.

It Will Be a Splendid and Patriotic Time—The Duke of Montana is Now Here After the Lady—Ogden is a Fine Place.

We have a real live duke in New York. His title is the Duke of Montana, and he is stopping at the Gilsey House. His name is A. L. Richardson, and he comes from the city of Ogden. His business in the East is largely connected with the carnival, which is to be held in the city of Ogden from July 1 to July 5, and which is technically known as the Rocky Mountain Carnival. It is under the auspices of the Monte Christo Rocky Mountain Rex Organization. This body is a chartered institution having 500 members of the Rex organization in the city of Ogden. Their Rex is No. 2 and he gets his authority from Rex No. 1 of New Orleans. The festivities which begin at Ogden on July 1 are analogous to those of Mardi Gras, or Fat Tuesday, which have so long been the February jollification at New Orleans. It is proposed hereafter to continue them at Ogden in July, with a charming mingling of patriotism and enjoyment on a scale of magnificence which is peculiarly Western.

The carnival is under the exclusive management of the Rex organization of the Western dominion, whose imperial city is Ogden. On July 1 the carnival will begin, in the presence of an immense number of invited guests from all parts of the country, and particularly of the West. The feature of the day will be the arrival of a delegation of 400 or 500 of the New Orleans Rex Organization. They will arrive at Ogden by special train about 10 o'clock in the morning, and will be received with a royal salute of 100 guns. The Mayor of Ogden will tender them, in the presence of the official delegation appointed to receive them, a hearty welcome, and present them with the keys of the city.

The greeting will take place in the Carnival Palace, a building 314 feet long and 136 feet wide, canvas roofed, which has been erected specially for this occasion, and will be gorgeously decorated at an expense of $15,000. Within its walls are accommodations for 10,000 spectators, and the floor can be turned into a ballroom for 500 couples. The feature of the first night's entertainment will be a ball, to be known as the "cowboys' ball," designed to be one of the most novel terpsichorean displays ever seen in this country. All the men must be dressed in cowboy costume, and in the dancing will be included the famous cowboy figure, with "heifers to the centre."

On the second day there will be a grand tournament in the style of mediæval times. The knights will wear coats of mail. It is true they will tilt at a ring instead of at each other, but the 10,000 spectators who view them will see a magnificent sight in the array of some of the finest horsemen of the West. Among them will be men who, riding at full speed, can shoot a bird on the wing, and it is intended that their contest shall be spirited. In the evening there will be a grand ball.

On the third day there will be a grand military parade and competitive drills by the military and by the band. This is expected to be the finest military display ever seen in the West. On the evening of the third day there will be a grand military carnival ball.

On the Fourth of July the patriotic features of the carnival will be paramount. During the day the great carnival ball will resound with eloquence, and the building will be literally swathed in the American flag. There will be a procession three miles in length, and the music and the pyrotechnics and the military equipments will make the day a memorable one to Ogden. In the evening will occur the crowning event of the carnival, the great Rex ball, the fourth and last of the dancing festivities of the occasion. It will be a masked ball, and all who attend it must be in costume and masked. At midnight all masks will be removed and then will be announced the great secret which has been, and will be, kept until the appointed time, the names of the king and queen of the carnival.

There has been as much competition among the friends of the first ladies in the land for the honor of being queen of the carnival as there was among the great cities to secure the World's Fair. The selection of the queen was left to the seven members of the Council, and they have made their decision. It is expected that, when that decision comes to be known, it will be found that the King's Council have selected a lady from among the 40 of New York city well suited to be the representative lady of the United States. Indeed, this much of the secret has leaked out, that Mr. A. L. Richardson, otherwise known as Duke of Montana and Chancellor of the Rolls, has come to New York to make arrangements for the triumphal journey of the queen from this city to the West. It is hoped that Ward McAllister will consent to take charge of the ball, and make it what it is designed to be—an example of taste and order and perfection. The queen will probably leave the city in a special train about June 24, surrounded by her court. She will receive a royal welcome. She will be guarded by 500 cowboys, and on her way to the carnival she will be greeted by 75,000 loyal and faithful subjects, ready to die, if necessary, in her behalf.

These festivities must not be mistaken for an ordinary attempt to boom a thriving Western city. The movement has its origin in a broader and more generous spirit. It is true that Ogden was selected as the theatre of this demonstration because it is a thriving city, and has a population of about 35,000, comprising a more than ordinary number of public-spirited men. It is the western terminus of the Union Pacific Railroad and the eastern terminus of the Central Pacific Railroad. In the great Salt Lake valley. It is six miles from Salt Lake itself and about thirty miles from Salt Lake City. It is the centre of one of the most prolific agricultural districts of the West, where they raise wheat from fifty to eighty bushels to the acre, and everything else in proportion; where the fertile soil is improved by scientific methods of irrigation, and where everything is marked, not only with the ordinary goahead activeness of the Western people, but also with a solidity and stability that is not everywhere prevalent in the West. Ogden was settled about forty years ago, and its recent progress is mainly due to its becoming a considerable railroad centre and a central point of trade. It really has a population of about a million, who are tributary to it. It is true that the Mormon population which originally settled the town is more than outnumbered by the Gentile element. Curiously enough this is the only place in the world where a Jew is called a Gentile, for all who are not Mormons are called Gentiles, but there is no strong conflicting spirit there. The population is homogeneous. They mix both in business and socially, and join in the great work of distributing the products of the world throughout the surrounding inter-mountain country. It is indeed a romantic environment, consisting of mountain, valley, stream, and lake. The city is at the confluence of two of the finest rivers of the West, namely the Ogden and the Weaver. The Ogden River particularly is a magnificent water power, with a fall of 150 feet to the mile. Within sight of the city are heights 4,300 feet above the level of the sea. The city has a Mayor, Mr. Kiesel, a leading merchant, who has entered heartily into the coming carnival. Mormons and Gentiles alike have entered into the progressive work. The Cullum bill finds no sympathy in Ogden, for the people there are prepared to meet the question in a manly way and let the Mormons have all the chances they can. The wholesale trade of Ogden is now at out $15,000,000 a year. It has a Methodist university building that will cost half a million. There is a military academy there with 100 students. They have an excellent public school system. Almost every Christian denomination under the sun is represented by a thriving church.

Speaking of the objects of this coming carnival, Mr. Richardson said: "Our inhabitants are cordial and hospitable. We are fortunately free from many of the objectionable features which characterize some Western towns, and which make them the object of aversion to cultivated and decent people. We want to make this carnival an entertainment to which an American who is proud of his country may go and take his family and be neither displeased nor ashamed of his company. We desire especially to call the attention of Americans who are going abroad for grand scenery, for healthful climate, for amusement, for rest, for health, to realize what a hitherto unappreciated cornucopia of enjoyment exists in the West, and which is really of more convenient access than any points of similar interest in the world. We wish to show them a happy and prosperous community which has not needed what is technically called a boom. Indeed we take no stock in booms. Our community has had a rapid but a solid and substantial growth. The speculative fever has found no habitation there. We are, in fact, a conservative community, and although those who do not know the patriotic and generous impulses which have given rise to the organization of this carnival, may seem that it is only a boom, the fact is that this is really but a hospitable invitation from the West to the East, and the money we have compelled (to $50,000) and all which will be necessary to pay the expenses of this entertainment are not men who are seeking either notoriety or profit, but who are merely anxious by this means to bring to the notice of their fellow citizens of the East and of the South the grand and glorious features of our Western country, which must be seen to be appreciated. We hope that our fellow citizens will be led hereafter to come to our July festivities in much the same way as they go down to New Orleans to Mardi Gras or to Montreal to the Ice Carnival. We shall receive them—and we hope that 50,000 of them will come—with open hearts, and shall make every preparation to make their visit memorable and comfortable.

"It is peculiarly a patriotic demonstration. The colors of the Rex Organization are the national colors of red, white, and blue, and we expect to make this demonstration both significant and original from the standpoint of pure patriotism. We shall bring together citizens from all parts of the country with the common purpose of innocent and healthful enjoyment upon an occasion which, I have no doubt, will be to most of those who attend a revelation of wonders hitherto unsuspected of the resources of the great West. We hope to make the four balls that are to be the principal features of this entertainment as decorous, as orderly, as complete in their appointments and as memorable as the most celebrated balls in the metropolis. Many of our population are old New Yorkers, and there was a strong disposition among them to pay New York the compliment of selecting our Queen from this city.

"The railroad rates from all parts of the country will be materially reduced for those who wish to attend the carnival. A low rate has already been fixed from Missouri River to Ogden, and special rates will doubtless be obtained from all points in the United States. The district already entering into active preparation for the carnival already include from the Missouri River to California, and we expect that our Rex Carnival will include in its numbers an actual representation from all parts of the world."

DISCORD IN THE ORDER OF ELKS.

A New Order for Theatrical People Only to be Formed by the New York Lodge.

The trouble in the Benevolent Protective Order of Elks, which has been brewing for nearly a year, is likely to cause a complete disruption of the organization before the end of the summer, and the organization, by the parent lodge in this city, of a new order upon a basis which will exclude from participation in its benefits a lot of folks not even remotely connected with the theatrical profession. The membership of the order in the country outside of New York is about 15,000. There are 400 Elks in the New York Lodge, from which all other lodges obtained their charters. According to representative Elks here, Dr. Simon Quinlin, the principal officer of all Elks, and Allen O. Myers of Cincinnati determined to hold the next meeting of the Grand Lodge at Cleveland in July next. The New York lodge contended that the order, being incorporated under the laws of the State of New York, couldn't legally meet elsewhere than in the State. Judges Barrett and Lawrence decided in injunction proceedings brought to restrain the officers of the Grand Lodge, one of whom is Grand Secretary A. C. Moreland of this city, from giving up the grand seals of the order or taking any part in the Cleveland meeting, that the New Yorkers were right. The New York lodge will not attend the Cleveland meeting. It has already been expelled by the Grand Lodge.

"We don't want any Elks anyhow," said a member last night, "is to organize a new order, made up of theatrical people. Men who have nothing in common with the theatrical profession form a big part of the membership outside of New York. If any of the Elks who meet in Cleveland come here afterward they will be punished to the contempt of the order of Judges Barrett and Lawrence."

WRECK OF THE WHALER STAFFORD.

A Cruel Story About Her that Comes by way of Philadelphia.

ATLANTIC CITY, June 4.—The bark Stafford, which came ashore last evening opposite Michigan avenue, is high and dry upon the beach, having come up within 100 feet of the Boardwalk since the morning high tide. Unless a heavy storm blows she will not go to pieces. It is said that an effort will be made to haul her off. Should this not be successful the wreck will prove a great attraction to Atlantic City this summer. The Stafford has been in the whaling business over forty years. She is not a large vessel, being registered 160 tons burden, but carried 300 tons. She is fitted up inside with tanks and carries four or five whaling boats. Capt. Trippe says his crew comprise Mate Charles Fuller, Henry Olmer, Charles Anderson, John Snow, and Henry Trippe. He says he is the largest owner in the Stafford and there is no insurance upon her.

PHILADELPHIA, June 4.—A special to the *Telegraph* from Atlantic City says: The romance of the stranding of the old whaler Stafford, which came on the beach at the foot of Michigan avenue last night, seems to be "knocked out" this morning by rumors that her present plight was brought about through the shrewdness of a Yankee speculator.

About three weeks ago the papers contained a paragraph to the effect that the old whaling bark Stafford had been sold for a mere song at New Bedford, and that the purchaser meant to exhibit her as a "wreck" at some of the seaside resorts. To-day she is high upon the beach, and were there a convenient means of getting aboard there are fully 5,000 persons who would be willing to pay for the novel experience of being aboard a wreck.

The Plot to Capture Lower California.

SAN FRANCISCO, June 4.—E. C. Foster, General Agent of the Department of Justice is still investigating the filibustering scheme against Lower California. He has secured confessions from two of those most prominently connected with the scheme that confirm the essential correctness of the exposé. It is said that the probable consequences of the filibustering exposé will be an attempt to use it against the profiteers that have enlisted so much foreign capital in Mexican development. Agents of the Mexican Clerical or Opposition party have been collecting evidence here concurrently with Special Agent Foster, and there is an affidavit in existence which declares that a consignment of arms was sent to Ensenada some time ago.

Newfoundland Ice Bound.

HALIFAX, June 4.—The Red line steamer Miranda arrived here from Newfoundland to-night, after being blocked by ice in Twilling's Gate Bay for two or three days. The Captain reports that the whole coast from Green Bay to Trinity Bay, a distance of 130 miles, is solidly packed with bergs and drift ice for fifteen miles out to sea. Off the Funk Islands there are two enormous bergs nearly three miles long and about sixty feet high. This extraordinary band of ice was blown in by the heavy northeastern wind which prevailed last week, and the coast will be blocked until the next westerly wind.

The Miranda brought up fifteen men of the wrecked bark Carrier Dove, which was nipped in the ice and sunk.

Apaches on the Warpath.

TUCSON, Ariz., June 4.—Three Mexicans have just come in saying they were driven into the city by Indians, who attacked them nine miles from Tucson, near San Miguel mine. They secreted themselves in the rocks and escaped. They fear the Indians have attacked a ranch near there, killing the inmates.

A Mexican brought word here to-day of the killing of a man and wife and two children at Pantano, thirty miles east of Tucson, yesterday. He reports going to the ranch and finding the family murdered and the house burned. He came to the city to give the alarm. The ranch is on the direct trail from the San Carlos Indian reservation and Mexico, in the Rincon Mountains.

Kaiser Brings Suit for Damages.

CHICAGO, June 4.—To-day Joseph Kaiser, the alleged Anarchist, arrested on the strength of an anonymous letter on suspicion of knowing something about an attempt to blow up the Haymarket monument, has sued Superintendent of Police Marsh, Lieut. Kipley, Policemen Charles Nordrum and Michael Hoffman for $20,000 for alleged false arrest. Kaiser was discharged on habeas corpus by Judge Tuley, the police producing no evidence on which to hold him. The Judge at the same time rebuked the police. Kaiser says that he was arrested without a warrant, and was illegally imprisoned for one week without being booked.

The Overworked Supreme Court.

CHICAGO, June 4.—Associate Justice Harlan of the United States Supreme Court said to-day that he was confident the present Congress would enact legislation to lighten the constantly increasing work of the highest legal tribunal. If the Senate does not pass the bill already adopted by the House, but another instead, then a conference committee will be appointed, and Justice Harlan thinks a bill satisfactory to both parties will be reported during the winter.

A Runaway Coon Captured.

The police of the First Sixty-seventh street police station telephoned to the Arsenal in Central Park last night that they had captured a raccoon in the street, which must have escaped from the menagerie. Watchman Donoghue started for the station house with a big trap to take back the runaway.

One of the secrets of life consists in knowing what to do and in doing it at the right time. An opportunity once lost is almost never again. This is especially true of the use we give our children. If they are suffering from constipation, we cannot too strongly urge them to try syrup of Figs. Medicine good is perfectly adapted to their wants, and they gain at once when fed upon it.—Adv.

THE YACHTING SEASON.

PAST CHANGES AND PRESENT PROMISES

New Yachts Here and Abroad—Forties Still in Favor—Schooners Not So Booming—The New Yachtsmen, and Their Craft.

For the yachting season that was opened on Decoration Day the possibility of an international race, and a few of the interesting features of last year's contests are to be lacking, unless the rumor of the Volunteer's proposed trip to England be true. Nevertheless, the interest in the sport will not be lessened for the enthusiast, the designers having during the winter altered, and it is believed, improved several of the crack yachts and built a few racers to compete with the champions. Our interest will not be confined to local waters, the launching of the Iverna, which is trying conclusions with the Thistle, Irex, Valkyrie, and Yarana, giving promise of the development of a competent challenger for the America's cup next year.

For the schooners here the outlook is not very inspiring. The great Constellation is not in commission, but in the market. The Grayling, Montauk, Sachem, Mayflower, Sea Fox, and Elma will meet in regular races without any noteworthy new rivals. The Sea Fox has been sold to Commodore Tucker of the Eastern Yacht Club at Boston for $40,000, and yachtsmen will miss Commodore Canfield, a thorough racing man. When he returns from abroad next year another racer from his designs may be looked for. The champion English schooner Miranda, that came here to beat all our schooners, but didn't, has had her foremast shifted more than six feet further aft, and she will carry a boom foresail instead of a lug foresail. She has a new suit of sails and will probably carry enough men this year.

Although the contests between the seventy-footers will not be so frequent as last year, when they met in a series of match races at the opening of the season, enough races are to be sailed to satisfactorily determine which is the best boat. The champion Titania is as she was last year, but changes have been made in the Shamrock and the Katrina, with the hope of beating Mr. Iselin's sloop. The Shamrock's bows have been lengthened, increasing her water-line length from 68 feet and 6 inches to a little less than 70 feet. Her sail area has been increased and she is in fine shape for a race. Experts say that the trouble with the Shamrock last year was that she would not stand up to her work, but now she will be faster and handsomer than ever. The Katrina has had nine inches of forefoot added, and her mast has been stepped anew. The alteration should keep her up in the wind better. The famous seventy-foot cutter Bedouin will be missed from the fleets. Until recently the Bedouin was the fleetest of her class. She beat the Titania in the first year the latter sailed, but two Sundays she is out of the procession. She might compete with the Gracie or the Fannie, but she must keep astern of the new racers.

The invincible Clara is to be sailed this year by Capt. John Barr, as skilful a skipper as ever lived. She has a new sheathing of burnished copper. Mr. Harrison is confident that notwithstanding her length can touch her; but Mr. Henry D. Tiffany has built a keel sloop as a venture, and named her Ventura, that will challenge the Clara. Her shape is unlike any of Burgess's types, having what Mr. Tiffany terms revolving lines from his own designs. Her sternpost is straight, giving her a keel 50 feet in length. Her length over all is 70 feet, with a water-line length of a little less than 53 feet, an extreme beam of 13½ feet, and only 9 feet draught. A lead keel weighing 11 tons is to be supported by an iron shoe. In racing trim she will carry between 4,000 and 5,000 square feet of canvas.

A new comer in yachting circles is Mr. Frederick Gebhard, who bought the cutter Ilsehan from Mr. Padelford. The Ilsen is a little longer than the Clara and of the English type of six years ago; but she is to be a cruiser only.

In the forty-foot class activity is greater than in any other. Four boats are in it, and should have been if chances in the rules of measurement had not been suggested, and thereby caused the withdrawal of orders for something to beat the Minerva, new owned by Mr. Charles Carroll, who will race her as Mr. Tweed did last year. But Mr. Burgess will have three new boats this year. The victories of the Minerva last season were as pregnant of information for designers as that of the Puritan and the Mayflower over the skimming dishes. We have learned something every year. All of the details of the Minerva have been studied, and the yachts that are pitted against her are to be tuned anew for future contests. Mr. Burgess's new forty-footer Gossoon for the Adams Brothers, who built the first forty-footers, Papoose and Baboon, and another to take the place of the Tomahawk for Mr. Iselin, will have been designed to meet the Scotch yacht. The Gossoon is of lighter construction than the Minerva, and she has the same beam with bigger displacement than the Tomahawk. In none of the new boats has Mr. Burgess followed the design of the Minerva. The Gossoon has more beam and draught than the Minerva, and will be more of a powerful. A forty-footer for Mr. C. H. Foster is a new type, being rather narrow, with a wide keel, and carrying a centreboard. The forty-footer for Mr. Morgan is deep, but will carry a centreboard.

The forty-footer Helen, designed by Mr. A. G. McCleary for last season's races, in which she was not successful, has been altered considerably. Her deadwood has been cut away four feet, and her stern post raked accordingly. Her forefoot has been cut away some, and two tons and a half of lead have been taken from her inside ballast and fitted along the outside keel keelson. She has longer spars and new racing sails. She is not so cranky now.

Mr. William Gardner has no new representative, but the Liris, that met with so many accidents at critical times last year, is being trimmed down to her racing lines.

Every fine day the fast ones here are down the bay stretching their sails and ropes. The Clocta and the Mariquita are in fine shape. The Liris and the Minerva will sail in a series of match races early in the season, and the interest in all the forty-footers will be maintained until the close of the season. A boat from designs by William Fife, Jr., the designer of the Minerva has been built at Bay Ridge, but she will not race in these waters. She is to be towed to Oswego for Mr. Allen Ames. She is a light Minerva.

Enough thirty-footers have been built to renew the interest in that class. Mr. Burgess has designed four, Mr. Phillips, a Boston amateur, one, and Mr. Gardner one. Two of the Burgess boats have keels and two have centreboards. The Gardner thirty-footer Kathleen is to be sailed this year under the orders of Mr. T. C. Zerega, a skilful amateur yachtsman.

The mosquito fleet has had large additions, and few yachtsmen have more enjoyment than the skippers of the small craft.

The prospects, as outlined, of keen competition among the several classes are very satisfactory, and if the public in general gives less attention than usual the yachtsmen themselves will close the season with more valuable information gained and more mugs won. As in former years THE SUN will have the best and most accurate reports of the events.

Wade Hampton's Niece Married.

COLUMBIA, S. C., June 4.—The first wedding in the Hampton family for many years was celebrated at Millwood, the Hampton country seat, five miles from Columbia to-day. The contracting parties were Dr. William S. Halsted, formerly of New York city, but now chief of the medical department of the Johns Hopkins University, Baltimore, and Miss Caroline Hampton, daughter of Gen. Frank Hampton, who was killed during the civil war, and niece of Senator Wade Hampton. Miss Hampton some years ago concluded to adopt the vocation of nurse. She entered Johns Hopkins in that capacity, and has risen to the control of the entire department devoted to that purpose. It was there that she met Dr. Halsted.

Miss Hampton has practically completed the study of medicine, and as soon as the medical department for women is established at the Johns Hopkins she will receive the degree of M. D., so that husband and wife will both be members of the profession.

Two Girls Put Ties on the Track.

COLDWATER, Mich., June 4.—Kittie M. Frederick, a good-looking girl, 20 years old, was locked up to-day charged with trying to wreck a train on the Michigan Central Railroad by placing ties on the track. She admits that she and another girl placed two ties on the track and saw the engine of a freight train push them off, but says they did it for fun, and not through malice.

Trained Nurses Graduated.

The fourteenth annual commencement exercises of the New York Training School for Nurses, attached to the Charity, Maternity, Infants', Governeur, and Harlem hospitals, were held yesterday at 2½ P. M. at the Charity Hospital, Blackwell's Island. Addresses were made to the graduates by the Rev. Thomas J. Ducey, the Rev. Dr. William R. Huntington, Archdeacon Mackay-Smith, and Dr. Thomas H. Burchard. The diplomas were presented by Dr. Goldthwaite, and Commissioner Porter presented to each of the eighteen graduates a pocket set of instruments.

Smuggling Chinese Into This Country.

OTTAWA, June 4.—The *Sun-ist-Nov* calls the attention of the Dominion Government to the fact that Sarnia is a point for the export of Chinese who seek admission to the United States. When the Chinese arrive at Sarnia they are smuggled across the river, and are then in the hands of friends on the Michigan side. A Toronto agency is said to get $100 a head for getting the Chinese across the river. It is a profitable business for the German who handles the freight.

EXPERIMENTING WITH THE REFORM.

The Harlem Democratic Club Enjoys an Object Lesson in the New Law.

The Harlem Democratic Club elected its officers for the ensuing year last evening in accordance with the provisions of the new ballot reform law. The result was a heavy vote, with more fun and less bitterness than is usually observed in clubs when more than one ticket is in the field. Three booths of the regulation size were placed on the platform, with a wooden railing six feet away from them. The doors of the roofless booths were about two feet from the floor, so that when a voter disappeared in a booth nothing was visible of him except his legs from the knees down. The familiarity of the members of the club with each other was shown in their ability to recognize a voter when he was in the throes of fixing his ballot by merely glancing at his feet.

There were three tickets in the field last night, and they were known as the "regular ticket," as "Independent No. 1," and "Independent No. 2." The only contest was for members of the Executive Committee. The ballots were of the official size and character. As nearly every member knew just how he was going to vote before he entered the club, the enforcing of the provision that voters should remain in the booth at least three minutes made the performance tedious. This is the elected ticket:

President, Jordan L. Mott; First Vice-President, Daniel P. Hayes; Second Vice President, John A. Mason; Recording secretary, H. W. Heffer; Corresponding Secretary, J. Charles Meehan; Assessor, A. Hoffer; Inspectors of election, William R. Finnegan, John Cuddeback, Sven Ahlstorm. Executive Committee for three years (third ward), Davidson, Charles McDonald, James E. Rogers, Charles Place, Patrick F. Griffin.

CONNAUGHT AT OTTAWA.

He Visits the Parliament Building and Lunches With Sir John Macdonald.

OTTAWA, June 4.—In honor of the visit of the Duke and Duchess of Connaught, Ottawa assumed its gala attire to-day. At 1:15 o'clock the royal train pulled into the station. Lord and Lady Stanley and Capt. Colville were on the train with the Duke and Duchess. At the station the Hon. E. Stanley and Sir John Macdonald were in waiting. On leaving the station the visitors were received with a general salute from the guards of honor from the Governor-General's foot guards. The party were at once driven to the Senate Chamber, where Mayor Erratt read an address of welcome to his Royal Highness, to which the latter replied. After inspecting the Parliament building the party adjourned to Earnscliffe, the residence of Sir John MacDonald, where the Governor-General and the royal party partook of luncheon. Luncheon over, the party embarked at once for Quebec, where the Duke and Duchess will be the guests of Lord Stanley at the Citadel after a few days salmon fishing.

Where Yesterday's Fires Were.

A M.—9:30, 119 Madison street, Simon Newfield's apartments $2.

P. M.—12:30, 84 Ludlow street, fifth floor, occupied by Israel Stone, damage $300. 2:45, 234 East Sixty-ninth street, apartments of William Siegel, damage $200; 7:15, barn on Grand avenue, near Washington avenue, destroyed, damage $300. 8:45, 271 Broadway, third floor, occupied by Edward Peck & Co., damage $75; 8:45, 271 Third avenue, Theodore Nedidherdt's restaurant, damage $300. 9:45, 171 Division street, damage slight. 9:50, 852 Ninth avenue, damage $5. 9:25, 64 Bowery, no damage. 9:40, 555 Eighth avenue, second floor, damage trifling.

Gambling on the First Fire Alarm.

Jersey City firemen practice a novel form of gambling. They used to play policy, but now the policy shops are closed. They write the number of all the fire alarm boxes on slips of paper and put the slips in a hat. Each player draws as many slips as he wants and pays 10 cents for each slip drawn to the man who is appointed keeper of the game. The man who has the slip containing the number of the alarm box which is struck first after the pools is made wins all the money. In case the slip with the number of the alarm box is not drawn by any one a new pool is made just the same, and the holder of the slip with the number of the next alarm rung wins both pools.

Norton's Point, Coney Island.

William Zeigler is now the owner of the lowest end of Coney Island, known as Norton's Point, which was purchased in August, 1889, by George W. Palmer for $150,000, and subsequently transferred to J. B. Shanahan. The deed of the property by the latter to Mr. Zeigler has just been recorded in the Register's office in Brooklyn. Mr. Zeigler intends to open the land for settlement, build it up with small cottages, and probably he will erect a big hotel. There are still half a dozen claimants for the property, but it is not expected that Mr. Zeigler's title will be disputed or that there will be any further litigation.

To Paint the North Front of the City Hall.

The brown-stone back of the City Hall is to be patched up and painted white to more nearly correspond with the white marble of its other walls. When the building was erected in 1862-1870 its site was so far up town that the economical city authorities thought that no one would ever get around behind it and that any material would do for its north front. Nowadays the Court House crowds and the rush of Brooklyn Bridge traffic make the numbers that pass in the rear of the hall fully equal those who go in front of it.

A 70-Year-Old Man Throws a Locomotive Off the Track.

Harvey Hopkin, 70 years old, while walking along the Delaware, Lackawanna and Western Railroad tracks near Jamesville this morning was struck by a locomotive and killed. The engine and tender were thrown from the track and down a steep embankment. The engineer and fireman escaped by jumping. Hopkin was walking to Syracuse to attend a circus.

Mt. Vernon's New Officials.

The Board of Village Trustees of Mt. Vernon, which since the last election is Democratic by seven to three, made almost a clean sweep in the removal of the village officials at their meeting last night. They appointed Norman A. Lawlor as counsel to the Board, in place of Joseph S. Wood removed; Dr. Weiss, Health Officer, in place of Dr. Brush; John Bowden, Commissioner of Public Works, in place of Henry Quaiman, and Mathew Bennet, Chief of Police, in place of Samuel Sternhagen.

Pauline Hall Changes Her Plans.

Yesterday was the day fixed for Pauline Hall to sign a contract with Herrmann, the prestidigitateur, to fill the opening engagement at the new Gaiety Theatre in Broadway as the star of her own comic opera company. Miss Hall went to Baltimore instead, and sent Manager Hermann a note telling him that she would not sign the contract at all. Manager Herrmann said that he didn't care.

Extending the B. M. R. O

The indefatigable Charles D. Sweeney, Secretary of the Business Men's Republican Association, presided last evening at the birth of a new Business Men's Republican Organization in the Twentieth Assembly district at 1,501 Second avenue. This makes nine such assembly districts in which the organization has a foothold. Abraham Hirsch was elected Chairman, and Leopold Faist secretary.

OBITUARY.

Hugh Farrar Macdermott died at the Hotel Gladstone last night after a long illness from heart disease. He was born at Ennis Killen, in the north of Ireland, in 1833. His father, a merchant, failed in business in 1846, and emigrated to Boston three years later. He began the study of the law, which, however, he abandoned for literary work, writing articles for the Boston *Bee*, *Transcript*, and *Post*. He then went to San Francisco and took charge of the *Alta California*, and afterward managed the *Golden Era*. Later Macdermott came to New York, where he contributed to the columns of the *Times*, *Tribune*, *News*, *Leader*, and *Atlas*. In 1867 he accepted an appointment in the Custom House under President Johnson. Mr. Macdermott was married on Jan. 12, 1852, to Miss Annie C. Langdon. His first notable work was "Iavona," published by Scribner & Sons. His "Fashion's Folly," a play composed in 1856, brought him $12,000. "The Guitar," a Mexican dramatic piece, and "Puritania, a Satire," in 1868, were others of his works. Among his verses the best known are "Poems from an Editor's Table" and "The Blind Canary." Mr. Macdermott was founder and editor of the Jersey City *Herald*, which he started in 1869, and it is now controlled by his son. During the later years of his life Mr. Macdermott wrote verses, which he contributed to journals owned by friends. His last poem was called "The Better Life," and was written by him during the illness which has resulted in his death. Mr. Macdermott leaves four sons—William Langdon, a Boston journalist; Allen Langdon, a clerk in chancery of the State of New Jersey, and Chairman of the Democratic State Committee; Robert Langdon, editor of the Jersey City *Herald*, and Roy Langdon, a medical student at Denver, Col.

David B. Jackson, chief engineer of the steamboat James W. Baldwin of the Romer and Tremer Steamboat Company, running between New York and Rondout, was found dead in his berth yesterday morning. He was attacked with the grip last spring, and had not been in good health since. He was 72 years old, and had been in the employ of the Romer and Tremer Company for forty years, and had been chief engineer of the Baldwin since she was launched, thirty years ago.

Mr. James P. Isaacs, for many years a well-known resident of the Ninth ward in this city, died, aged 71, of paralysis, in Leadville, Col., on June 1. Two years ago he had indicated his leave his building operations here to assume the management of a mining enterprise near Leadville. Only two weeks before his death many of his friends attended the funeral in this city of his son, Carlos Florentine. Besides his widow, one daughter survives him. Mrs. Brown, now of Brooklyn.

Armand Wormser, cashier of the banking firm of A. & S. Wormser of 15 Broad street for many years, until three years ago, when he became incapacitated by ill health, died on Monday, aged 38 years. The funeral took place yesterday. Mr. Wormser was a son of the late Louis Wormser of Heidelberg, and was a native of Landau, Germany. He was a distant relation of Mr. Messrs. Wormser, by whom he was employed. He was unmarried.

Gen. Samuel R. Pearlee, who died a few days ago at Norwich, N. Y., was 71 years old. In 1850 he was appointed Division Superintendent of the Chenango Canal. In 1862 he assisted in raising the 114th Regiment, New York Volunteers, and at the death of Col. Smith succeeded him in command. He served with his regiment until disabled by a wound. He was then brevetted as Brigadier-General for meritorious services on the field.

L. B. Thurber of the firm of Thurber, Whyland & Co., and the representative on the Produce Exchange, died suddenly at his home on Tuesday. Mr. Thurber was on Change on Monday. The members of the Exchange met yesterday and a committee was selected to be present at the funeral. Suitable resolutions, expressing esteem and regard for Mr. Thurber's memory, will also be presented to the family.

Lyttleton G. Garrettson, a lawyer of this city, died yesterday at his home in Thirty-first street. He was born fifty years ago at Rhinebeck. About twenty-five years ago he came to this city, where he has since lived. He was for several years President of the Young Men's Democratic Club, and was one of the Commissioners appointed to lay out new parks.

L. H. Brown, who made a large fortune in the tanning business in Ulster county, being contemporary with Zadock Pratt and other millionaire tanners, and who retired from business some years ago, died in Bramby, England, his native place, a few days ago, aged about 70 years.

Mrs. Urilla Prentiss died at Cooperstown, N. Y., on Sunday, aged 91 years. She was the widow of the late Col. John H. Prentiss, who for more than forty years owned and edited the Cooperstown *Freeman's Journal*. At her death she was the oldest native-born resident of the town.

Marvel Hall, a wealthy farmer living near Camden, N. Y., was found dead in his barn on Sunday afternoon. He had walked out to the barn in apparently perfect health. His death was due to heart disease. He was 68 years old.

George E. Lawrence died suddenly of apoplexy yesterday morning at his home 53 Bleecker street, Newark, aged 60. He was a well-known butcher, and a prominent member of the Halsey Street Methodist Church.

Mrs. Margaret H. Moulton of Haverhill, Mass., a cousin of P. S. Gilmore, the musician, and of David Bonner of the *New York Ledger*, died Tuesday, aged 59 years. She formerly wrote for the *Ledger*.

Ex-Mayor Joseph D. Gunpy of Dover, N. H., died Tuesday, aged 65 years. He had been Mayor two years, and was a director of the Portsmouth and Dover Railroad.

The Rev. Andrew D. Northcutt, the oldest pioneer preacher of the Christian Church in Central Illinois, has died at Monticello, Ill. He was 77 years old.

The Rev. William Carlisle, a minister of the United Presbyterian Church, died at Shippensburg, Pa., yesterday, at an advanced age.

Dr. Jacob Slyder died yesterday at Mechanicsburg, Pa.

The Credit Mobilier No More.

PHILADELPHIA, June 4.—Judge Thayer, in the matter of the application of the Credit Mobilier for dissolution of its charter, to-day made a decree that the requirements of the law having been recognized dissolution should be allowed. The company was chartered under Pennsylvania law in 1859.

The Oregon Election.

PORTLAND, June 4.—Incomplete returns from all counties in the State give Hermann (Dem.) for Congress 8,977 majority, Pennoyer (Dem.) for Governor 8,466 majority. It is thought these majorities will be increased by the official counts.

Free from Lime and Alum

ROYAL is the only Baking Powder Absolutely Pure.

The only Baking Powder yet found by chemical analysis to be entirely free from both lime and alum and absolutely pure, is the "Royal." This perfect purity results from the exclusive use of cream of tartar specially refined and prepared by patent processes which totally remove the tartrate of lime and other impurities. The cost of this chemically pure cream of tartar is much greater than any other, and it is used in no baking powder except the "Royal."

Dr. Edward G. Love, formerly analytical chemist for the U. S. Government, who made the analyses for the New York State Board of Health in their investigation of baking powders, and whose intimate knowledge of the ingredients of all those sold in this market enables him to speak authoritatively, says of the purity, wholesomeness and superior quality of the "Royal":

"I have tested the Royal Baking Powder, and find it composed of pure and wholesome ingredients. It is a cream of tartar powder, and does not contain either alum or phosphates, or other injurious substance.

"E. G. LOVE, PH. D.,"
Late U. S. Government Chemist.

Prof. Love's tests, and the recent tests by the Chemical Division of the Agricultural Department of the United States Government, show the Royal Baking Powder to be superior to all others in strength and leavening power.

AMERICAN STEAMERS ON THE CONGO.

Our Additions to the Fleet of Over Twenty Vessels that Ply on the River.

Two weeks ago a little steamboat left Boston on the steamer Michigan. Its destination is the Congo River, and it will ply between the mouth of the river and the cataracts, a hundred miles from the mouth. It is owned by the American Baptist Missionary Union and will be in charge of Mr. Lewis, who was recently in this country. This steamer is sent out to carry supplies for the American missionaries whose stations are on or near the river below the cataracts, and also to convey the goods which porters will carry past the cataracts to supply the upper river stations.

It would seem that a steamer which had nothing to do but supply a few mission stations with necessaries would be idle most of the time. But there is an excellent reason why the little steamer will have a good deal to do. At mission stations in most parts of the world the missionaries can supply their needs with money. But the only money that passes current on the Congo is cloth, beads, brass wire, and other articles, which are heavy to carry, but which are positively necessary in order that the missionaries may obtain the food and native labor they require. The transportation of these goods has cost this society several thousand dollars a year, and it proposes to reduce this expense by having its own steamer on the lower Congo.

The Evangel is only thirty-four feet long and nine feet wide. It has sufficient speed to make the hundred miles between Banana and Matadi in about twelve hours against the swift current. It will cost $2,000 delivered at the mouth of the Congo.

The Americans have another steamer, the Henry Reed, on the upper Congo, and a very large part of Bishop Taylor's steamer, a big and expensive boat, lies on the shore at Vivi, and nobody knows when it will be taken up the river. A very curious and unexpected difficulty in the way of transporting this vessel presented itself. One part of the machinery was so heavy that no boat on the lower Congo having it aboard could approach the landing at Vivi. As this heavy bit of machinery could not be landed it was taken back to Banana, and no good has yet been derived from the money invested two years ago in the steamer which Bishop Taylor fondly hoped would carry his missionaries far into the interior.

It is positively necessary for the missionaries to have their own steamboats, as the twenty vessels owned by the Congo State and the