ASSIGNING THE ADMIRALS.

THE SHIPS OF THE WHITE SQUADRON TO SAIL AWAY ON MAY 31.

Admiral Gherardi to Command the Brooklyn Navy Yard, Admiral Walker to Go on Three Months' Leave, Admiral Benham to Command the North Atlantic Station, and Commodore Erben to Command the European Station—Dispositions of the Ships

WASHINGTON, May 20.—On May 31 the white squadron in New York harbor will be dispersed, the ships sent to the different stations at home and abroad, and the three Admirals will haul down their flags and be assigned to other duties. There will be greater changes in the disposition of the ships and the detail of high ranking officers than has been made at any time since the war. The European station, which has ceased to exist since Admiral Greer came home with the old Lancaster in 1889, is to be revived, with one of the white squadron as flagship. The San Francisco, commanded by Capt. John Crittenden Watson, will not be sent back to the Pacific coast, but is to fly the flag of Rear Admiral Benham as Commander-in-Chief of the North Atlantic Station, and Admiral Gherardi's present flag-ship, the Philadelphia, will be ordered to San Francisco as soon as she can be made ready after May 31. This morning Commodore Erben, who had read in THE SUN that he would probably be relieved from command of the New York Navy Yard by Admiral Gherardi, arrived here, and promptly called at the Navy Department, where he saw Secretary Herbert. His stay was brief, and when he returned to New York in the afternoon train he knew that after May 31 he would relinquish command of the Brooklyn yard and would hoist his flag for the first time as commander of the new European station, with the Chicago as his flagship.

Secretary Herbert considered the changes in the review fleet all day, and late this afternoon announced his decision in the assignment of the ships in the North River and the disposition of the three admirals. The hitch which prevented this announcement some days ago was due the unwillingness of Admiral Walker to be sent to the Boston Navy Yard, where the department had practically decided he was to be ordered.

Commodore Walker is known to be anxious to be again assigned to duty in Washington, where he was stationed eight consecutive years before assuming command of the White Squadron four years ago, and where, it is said, he can do more to advance the interest of the navy than any officer in the service. He protested so vigorously against the Secretary going to Boston that the Secretary finally decided to grant him the usual three months' leave after May 31, and consider his detail to some shore station later on.

The orders which were made out and signed this afternoon by the Secretary direct that on May 31 Admiral Gherardi shall haul down his flag, and on June 1 assume command of the New York Navy Yard. On the same day that Admiral Gherardi relinquishes his command Admiral Benham will transfer his red pennant from the Newark to the San Francisco and assume command of the North Atlantic Station. Commodore Henry Erben, who has been at the New York yard for two years, will give up his command to Admiral Gherardi, and on the same day will hoist his flag on the Chicago, and on June 10 will sail with her for the Mediterranean as commander of the European station. These changes were all indicated in THE SUN'S despatches.

There was great delight at the Navy Department when it was known that the San Francisco was to be kept on this side. She is the finest-looking craft in the navy, and made the best appearance of any ship in the review fleet. Soon after May 31 the Philadelphia will leave for the Pacific coast, where she will be the flagship of the station. The Charleston, undergoing repairs at the Norfolk yard, will follow by July 1, and the Yorktown will go with her.

The detail of the Chicago as flagship of the European station was a great surprise to all hands, who had expected that vessel to be soon laid up at the New York yards for extensive repairs to her machinery. It was stated, however, that her engines are in good condition, and that she can without difficulty remain away for a year, by which time, it is believed, the New York will be sent out as flagship. The Chicago will have as companions the Bennington and another of the smaller boats, and will be joined by some of the war ships that will be in commission during the summer. The Newark, Admiral Benham's present flagship, will be ordered to the South Atlantic station as flagship, where there is now one old hulk, the Yantic, to look after our interests. Two other vessels will go with her, and some gunboat will be ordered to duty will be ordered to command the station.

The North Atlantic station will then consist of the following vessels: San Francisco, flagship; the Miantonomoh, Atlanta, Kearsarge, and Vesuvius.

The Pacific station, which is practically without a respectable ship except the Boston, will have the Philadelphia as flagship, the Charleston, Boston, Yorktown, and the wooden ships now there or in the Behring Sea fleet. The Baltimore will leave in June for China, with the Concord or some of the smaller ships, probably the Machias, Detroit, or Machine, and join the Lancaster, which will be relieved as flag-ship and ordered home.

The navy yards will be ordered to hurry work on all the ships with the utmost despatch, so that no delay may follow in getting off to their new stations. Nearly all of the ships, except the Philadelphia, will have to undergo some minor repairs before sailing, but as she is in perfect condition she will sail early in June for San Francisco by way of Cape Horn. The San Francisco will be ready for active service by the middle of June, and the Charleston will be in condition to sail by July 1.

Work is now being pushed on the San Francisco and Yorktown at the New York yard and the Charleston and Concord at Norfolk, and soon the other ships will leave their anchorage in the North River and be divided up between these two yards.

Admiral Gherardi will be no stranger to Brooklyn, as he was in command of the yard four years ago and just previous to his present duty afloat. He was anxious to remain in command of the home station until his retirement in November, 1894, but the Secretary thought best that a shore duty should be given him, and he had his choice of stations. He close the New York yard, and says he is perfectly satisfied, and feels that Mr. Herbert has done what he thought was for the best. The Admiral's friends had hoped that his wishes would be granted, but as it is, when he hauls down his flag on May 31 it will be for the last time, as he will retire before he can go to sea again.

Admiral Walker has been afloat for over three years, and will now come ashore for probably a similar period. Admiral Benham was commandant of the Mare Island yard one year ago, when he was ordered to command the South Atlantic station, but while on his way there he was recalled to the Atlantic coast to the review. The changing of fleet commanders will necessarily mean a general change in the staffs of Admirals, and also of many of the officers in the fleets. The three years' service of many of them has expired, and in some instances the ships will start out with practically new details.

Nothing has been done yet with Commodore Brown, although it is probable that he will be the next commandant of the Norfolk yard. The Secretary will still have to deal with the commandants of the Mare Island and Boston yards, but these are of minor importance compared with the knotty problem he solved to-day, when he changed around three Admirals, decided upon reviving one of the most desirable of naval stations, and settled what ships are to go abroad.

LIVELY RUNAWAY IN THE PARK.

A Tangle of Horses and Men on the East Drive, but No One Hurt.

A runaway on the East Drive in Central Park yesterday caused a rush for places of safety on the part of the other equipages on the drive at the time, and resulted in the demolition of two wagons and two sets of harness. That no one was severely injured by the runaway is remarkable.

A team of horses attached to a light wagon, driven by a young man who declined to give his name, became unmanageable near Seventy-second street and ran down the drive at breakneck speed. The driver was thrown out, and before the runaways had gone far they collided with a buckboard drawn by one horse, driven by Louis Bahlul of 1,515 Madison avenue.

One of the runaways passed on either side of Mr. Bahlul's horse, and the force of the collision threw all three horses down, and sent the man flying out of the buckboard on top of the struggling horses. Both wagons were wrecked, but, singularly enough, Mr. Bahlul extricated himself from his perilous position without sustaining serious injury. Nor was the driver of the runaways any the worse for his fall.

It was necessary to cut the harness to disentangle the horses, and when this was effected it was found that they, too, had escaped unhurt. The driver whose team had caused all the trouble was taken to the Arsenal, but he offered to pay for the damage he was allowed to go.

Only 20 hours to Chicago by New York Central's new train (ride) placed in service May 28. Secure accommodations in advance.—Adv.

A GREAT DAY AT THE FAIR.

Big Crowds and Bright Weather Enlivens Jackson Park.

CHICAGO, May 20.—There was a big crowd at Jackson Park to-day. All day long a steady line of sightseers pushed past the gatemen. Everything combined to make it a great day at the Fair. The weather was perfect and the grounds in splendid condition. It was noticeable that there were crowds of school children who took advantage of the 25-cent rate. At night the crowd was still larger, and the electric displays of previous nights paled in comparison with the almost complete showing made. The buildings were closed promptly at 10:30 o'clock.

Some very striking and brilliant effects were brought out by the thousands of incandescent lights which were introduced upon the water line of the great basin in the "Court of Honor." The great search lights were used, and the electric fountains were seen in all their magnificence. During the entire evening band concerts were given, and the usual music was furnished from the two band stands on the plaza east of the Administration building. The gates were open until 11 o'clock.

Director-General Davis and Director of Works Burnham joined to-day in a formal demand upon the Council of Administration for a better definition of their powers. They make the joint recommendation that only one executive head of the Exposition be recognized, and that it be the Director-General. As it is at present many conflicting orders are issued and much unnecessary red tape results.

The action of Theodore Thomas in removing the Steinway piano from Music Hall yesterday, and intimating that he will obey orders in the future, has made a lot of friends for him, and some of the National Commissioners who demanded his resignation last week are ready to forgive his defiance of the Commission. The local directors have agreed to an informal conference with the National Commission on the latter's demand for Mr. Thomas's resignation, and it will probably be held early next week. The conclusions of the conference will not be binding, but if the Commission is assured that Mr. Thomas will comply with orders, there will be an end to the present controversy.

When the guarantee fund was raised to secure the interests of exhibitors who had made deposits in the branch office of the Chemical Bank at the World's Fair, the depositors were divided into three classes, as follows: Depositors foreign to the United States, depositors living in the United States, but not in Chicago, and depositors living in Chicago. All of the first two classes have now been paid in full, it being stipulated that the depositors should be paid in the order named. The amount so paid out aggregates $800,000. It is still a question as to when the Chicago depositors will be paid.

If there is not a big public demonstration at the gates to-morrow there will be a number of disappointed Misses and Commissioners. They are positive that a great crowd of people will demand admission. This view is shared by several of the Commissioners, and an impression prevails about the grounds that it will require extra vigilance on the part of the guards to keep the people out. Arrangements for doing so were made to-day, and the regulations observed on Sunday last and the one before will be zealously observed. None but officials and employees of the Fair will be permitted to enter the grounds.

THE VESTIBULE FLOOR COLLAPSED.

Several Women Injured in an Accident at the Hall of Washington.

CHICAGO, May 20.—Shortly after 9 o'clock this morning the thousands of women assembled in the Art Institute for the closing day's session of the Woman's Congress were thrown into a panic by the sudden collapse of a section of flooring at the entrance to the Hall of Washington. Seventy-five women were precipitated into the hole left by the broken floor. Several women fainted in the crowd, and others were thrown into hysterics.

The section of floor which gave way was 20x30 feet in extent. Many ladies were standing upon it on their way into Washington Hall. They fell twelve feet, and the most exaggerated reports of the accident were started. The men in the building rushed to the rescue, and when the women were extricated it was found that about nine or ten of them had been more or less injured, those badly bruised or sprained being:

Mrs. Ada Jack, Forty-second street and Michigan avenue; Mrs. A. C. Bigelow, Argyle park; Mrs. Greeley, Michigan avenue; Miss Minerva Greeley, Michigan avenue; Mrs. Emil Patterson, 577 Forty-third street; Mrs. Georgia Bennett, Rockford; Mrs. W. Townsend, Grand Rapids; Mrs. A. C. Northrup, Auburn Park; Mrs. J. R. Laing, 3,819 Vincennes avenue.

Peculiar arrangements mark the entrances to Washington and Columbus halls. From the main doors a flight of broad steps leads down to a half way landing, and from that point continues to a level with the last row of seats on the main floor of the hall. Between the hall doors and the flight of steps a vestibule 20x30 feet in dimensions was built. It was the flooring of this anteroom which gave way. At times during the Congress the floor has held a good many more people, but stood the strain.

THE FAIR MUST CLOSE ON SUNDAY.

Attorney-General Olney Says the Government Will See that the Law Is Enforced.

WASHINGTON, May 20.—Mr. John Willis Baer of Boston, the Secretary of the United Society of Christian Endeavor, had an interview with Attorney-General Olney this morning in regard to the points of law and the Government's relation to the World's Columbian Exposition.

Attorney-General Olney said that as all appropriations made or pertaining to the World's Columbian Exposition were made upon the condition that the Exposition should not be open to the public on the first day of the week, "commonly called Sunday," it would be the duty of the World's Columbian Commission, created by Congress, April 25, 1890, to make such rules or modifications of the rules of the Columbian Exposition as should require the closing of the Exposition on Sunday.

The Attorney-General said that fifteen days ago, having been led to think by press despatches and other reports that the District Attorney at Chicago might be waiting for some word from him, he informed the District Attorney that he expected him to act in the matter of restraining the Exposition managers from opening on Sunday by enforcing the law, if their attitude at any time should require such action. The District Attorney replied that he had expected to act promptly in accordance with instructions, and would advise the Attorney-General of any move on the part of the Exposition managers that would make such a step necessary. Nothing has been received from the District Attorney since that time, nor has any further word gone from the Attorney-General to Chicago in relation to this matter.

Mr. Baer questioned Mr. Olney as to whether the Government exhibits would be opened on Sunday, and learned that the Attorney-General had given an opinion that the Government exhibits and the branch Post Office on the grounds should be closed, in view of the fact that all money appropriated by Congress for making exhibits was appropriated with the provision that the Government exhibits would not be open on Sunday. The Attorney-General said that he considered the branch Post Office a part of the Government exhibits.

In answer to the question as to whether the President had any power in the matter, the Attorney-General said that the President had no especial authority; that the law was plainly stated, and that the Government would see that the law was enforced in case the National Commission should at any time decide to open the gates on Sunday. The natural step to take would be that of filing an injunction by the Government in the District Court at Chicago.

Mr. Baer said that this might require great delay in reaching a decision, and that the Exposition would be opened in the meanwhile, and that it had been said that the Chicago directory anticipated just such delay and was prepared to meet it. Attorney-General Olney said that he anticipated no unusual delay.

Eloped With a Colored Woman.

NEW BRUNSWICK, May 20.—William Loney, a saloon keeper, has eloped with Mrs. William Parker, the colored wife of a colored man, who has been well known here for years. Mrs. Loney has been left without support, but she declared to-day that she did not care, since Loney had been more attentive to the Parker woman than to herself. Loney left town on Wednesday night, and met his paramour in Irvington, near Newark. Mr. Parker is the concerned about his wife's actions as Mrs. Loney is about her husband's. Loney has left a big batch of unpaid bills. There is one child in the Loney family and two in the Parker family.

A Boodle Case Suspected in Paterson.

PATERSON, May 20.—At the request of the Grand Jury of Passaic county to-day Judge Dixon instructed that body as to its duties in the matter of investigating alleged fraudulent transactions of the Board of Freeholders. It is asserted that in the purchase of a site for a new Court House the county was swindled out of $20,000. The Court also instructed the jury as to how it should proceed in making inquiries in alleged irregularities made in awarding contracts for the lighting by electricity of county roads and in opening new thoroughfares.

The New York Central's Limited trains present all the conveniences of the best appointed hotels.—Adv.

LAST DAYS OF THE VISITORS.

FOREIGN OFFICERS AS HOSTS AND AS GUESTS.

An Afternoon Dance on the Arethuse—The Frenchmen Entertained by Mrs. Croker—A Messenger Boy's Search for the Infanta.

"The people here in New York certainly do take the prize," said a Hudson River boatman yesterday. "When the foreign warships arrived the people couldn't get on board them quick enough. The rush lasted a week, then the people rested for about two weeks, and now they're beginning to rush again."

And so it was. The delightful weather brought out hundreds of people to visit the ships. It was a red-letter day aboard the Arethuse. Admiral de Libran gave a dance in honor of Miss Beatrice Coughlin, which was attended by Mrs. Richard Croker, Mrs. Gilroy, and about 200 others.

The Arethuse was never more brilliantly decorated. An awning was stretched to screen the entire quarterdeck, and long canvas flaps hung down to the bulwarks. The interior of the awning was adorned with national and signal flags, as also were the side pieces.

The scuppers were filled with the graceful green boughs of trees, and saplings were propped up here and there about the deck, at the mast-bit, hatchways and wheel. The ship's band was stationed over the quarterdeck on the gallows-frame, and from time to time the soft strains of a waltz mingled with the breezes that stirred the gay bits of bunting.

Most of the ladies wore the Arethuse cap ribbon tied about their arms or pinned to their dresses. One young woman bespoke her popularity in wearing four cap ribbons from as many ships.

Admiral de Libran and the officers of the Hussard and Arethuse were entertained at dinner last night by Mr. and Mrs. Richard Croker, at their residence, 21 Mount Morris avenue. American beauty roses and clusters of spring flowers were effectively arranged on the mantels, cabinets, and in the corners of the drawing room, the dining room, and hallway. Music was furnished by an orchestra screened by palms and ferns. The table at which the guests sat was decked with Catharine Mermet roses, and the board was covered with a cloth of lace spread over rose-colored satin.

Mrs. Croker was dressed in a rich gown of heliotrope crepe trimmed with lavender satin ribbons. Admiral de Libran sat on the right of the hostess. Some of the other guests were: Lieut. Faton, the Admiral's son-in-law and aide-de-camp; Lieut. Comte de Robien, Lieut. Verlier, Lieut. Martel, Mr. Camille Krautz, Aspirants De Boisanger and Pecoul, and Mr. and Mrs. William Penn Cambios of Philadelphia, Miss Gilroy, Mrs. E. L. Stanley, Miss Kiernan, Mrs. Charles Loughlin, Miss Beatrice Loughlin, and Miss Josephine Geoghegan. Informal dancing followed the dinner.

Unless unavoidably detained, the Hussard will leave this morning. There has been a great deal of activity among her sailors during the past day or two cleaning and polishing bright work, oiling engines, and overhauling rigging. She proceeds to Barbadoes for a short stay, then cruises about in the West Indies before leaving for home. Tuesday will see the departure of the Arethuse. She goes immediately to Tenerife.

The Argentine cruiser Nueve de Julio also held a reception yesterday afternoon, and had after-deck awnings carefully swung. The entertainment was for the many friends of the officers, and lasted two hours.

Admiral Magnaghi of the Italian flagship Etna, with several of his officers, went aboard the steamer Thomas S. Brennan of the Department of Charities and Correction yesterday morning. The Brennan was put at his disposal by Mayor Gilroy that the Admiral might visit the various islands on which are the city institutions.

The trip was made, it is understood, in compliance with instructions to the Admiral from his Government. Among the islands visited were Blackwell's, Randall's, and Ward's. The steamer also went to Hell Gate Island, where the party was received by Dr. Senner. In the Admiral's party were Charities Commissioner Sheehy and Police Commissioner Sheehan, with their wives, Mrs. Gilroy, Mrs. Croker, and others.

A 14-year-old telegraph messenger scrambled down the bluff at Eighty-third street yesterday morning with a handful of yellow papers. He strolled out to the man-of-war landing at the street above and looked across the choppy Hudson first at one vessel and then at another.

For some time he stood as if undecided what to do, shifting from foot to foot, and consulting the batch of papers in his hand. When he had squandered a messenger's "ten minutes" he moved over to a locker-on and drawled out:

"I want to see——" Here he seemed to have some difficulty in remembering the desired name, and had to consult the yellow papers again. "I want to see," he essayed a second time, "Miss—er—the Infanter Eu—what's—her—name—Eulaly."

The man he had addressed smiled and said "Huh?" Then the boy went through his vocal gymnastics again. The man he had appealed to pointed to a second man a few rods away.

"He ain't the Infanter, is he?" asked the boy.

"Nope," said the man, "but he'll tell you more about it than I can."

The boy approached man No. 2 and said: "I've got some bills here for—for—this here person. There's $2.40 due and I'm to get it, see?"

Man No. 2 had no more information to give than man No. 1, and after being buffeted about in the crowd, some one advised the messenger to try his case aboard the Dolphin, so he grabbed the yellow papers in a closer grasp and hopped into a launch. The last that was seen of him he was sitting in the launch scratching his head and gazing at the papers.

It seems to be understood on board that the Philadelphia will get away in the next two weeks and go to San Francisco to become the flagship of the North Pacific squadron. She is busy getting in stores, and her copper powder canisters have been sent to the Navy Yard to be refilled. Nearly all of her watch officers are to be relieved and a new detail assigned to her. No repairs are needed.

The Baltimore will go to the Navy Yard soon for certain alterations, possibly to-morrow. An ice machine is to be put in her, the electrical plant is to be made more complete, and steam separators are to be added in her engine room.

Admiral Gherardi gave a dinner aboard the Dolphin last evening to the various flag and staff officers of the foreign ships. The entertainment was elaborate, and the preparations took up most of the day.

TOOK A PRELIMINARY SPIN.

The Cruiser New York Went Once Over the Course at Better Than Twenty Knots.

BOSTON, May 20.—The cruiser New York was sent one way under forced draught over the forty-knot course above Cape Ann to-day. There were no stakeboats or buoys along the route to mark the course, and in consequence when the line was crossed off Cape Porpoise the New York was five miles out of her course. The steering was by compass, and a current, which was noticed on board, but not accurately gauged, had swept the vessel out to sea. As it was, she travelled, according to Capt. Phillips's calculation, a distance of 42.2 knots in 124 minutes.

The actual distance over the course is 41.65 knots, and according to the elapsed time the speed was 20.13 knots. Twice was the ship curved toward the shore, and her probable speed, as at first Phillips estimates, was 20.7 knots, or two-tenths faster than on her preliminary speeding six weeks ago. A further allowance is to be made for the crosswise current, and this, it is estimated, would make the speed close to 21 knots. On Monday, when the official test comes, the course will be marked at intervals by buoys, and there will be no need of steering by compass. Specially selected coal, hand picked, will also be used, and this will tend to increase the speed.

During the run this morning the engines averaged 130 revolutions per minute, and worked with almost no variation. The Government experts who were designated to report on vibration of the ship declared that there was none. There was not a place on the deck of the ship where one could not write as comfortably as on a desk at home.

Mr. Edwin S. Cramp, who represents the contracting company in dealing with the Trial Board, says that the run was entirely satisfactory, and he expects a strong showing from the ship when the final run is made. The Trial Board took horse power and other data for use in checking the data to be obtained on Monday.

Admiral Bolknap has made public the following instructions for Monday's trials:

The stations will be designated by buoys and vessels as follows: A, buoy and Vesuvius; B, buoy; C, Nina; D, Bennington; E, Fern; F, Fortune; G, Leyden; H, buoy and Kearsarge.

Tidal observations to be recorded to hundredths. Time reduced to 75 meridian.

A boat from the Vesuvius at station A will go to the buoy after each passage of the New York to verify the location of the buoy at B by a series of horizontal angles in order to ascertain if it has been displaced by the wash of the New York in passing at full speed.

A boat from the Kearsarge will go to the buoy at station H when the New York has passed on her return run, in order to verify the location of the buoy at that station by a series of horizontal angles.

Each vessel will locate closely by its station, then to anchor to the westward about 500 feet distant from its station.

Tidal observations will commence the morning of the trial, and continue at fifteen-minute intervals until the New York has completed the trial trip. These observations are to be made according to the most approved coast survey methods.

When the trial is concluded all vessels will proceed to Gloucester and hand in the observations as soon as possible on board the New York.

LIVINGSTON'S VICTORY OVER SMITH.

The Georgia Delegation Pleased, as Hoke Had Interfered in Other Appointments.

WASHINGTON, May 20.—The Georgia Congress delegation, as well as some of the people and papers of that State, seem to have sided with Representative Livingston in his contest with Secretary Hoke Smith over the Conyers Post Office. Secretary Smith has interfered in several Georgia appointments since the new Administration came in, and, in consequence, has angered several of the Georgia Representatives besides Mr. Livingston.

Representative Moses of the Columbus district was the first member from Georgia to have a tilt with the Secretary of the Interior. It was over the appointment of an Assistant District Attorney for the Northern district of Georgia. The contest for the office was between Joseph S. James and Tinsley W. Rucker, the latter a kinsman of Mr. Hoke Smith.

Mr. Moses was a supporter of Mr. James, the latter having promised to appoint Mr. Moses's brother-in-law, Mr. Hewlett Hall, assistant attorney provided he won. Mr. James won. Then Secretary Smith interfered and forced the appointment of Mr. Rucker as assistant. Mr. Moses was indignant, but could do nothing. To allay his indignation Secretary Smith tendered a $2,000 place in the Interior Department to his brother-in-law, but Mr. Hall spurned the offer.

Then Secretary Smith protested against the appointment of Speaker Crisp's friend, Editor Myrick of Americus, as Consul to Berlin. This aroused the indignation of the Georgia Representatives. Mr. Smith afterward explained that Myrick had been personally offensive to him, and that was the cause of his protest, but rather than offend Mr. Crisp he would withdraw his objection.

The President, however, found that Mr. Myrick had called him a Mugwump, and refused to appoint him. But Mr. Myrick and his friends at home credit Mr. Smith with having caused his defeat.

The fight Mr. Hoke Smith made against Mr. Livingston has caused more indignation among Georgians here and at home than anything else he has done. Mr. Livingston is not popular in Atlanta.

He was elected to Congress over Atlanta's protest by the country counties of the district, yet all the Atlanta papers, except Mr. Smith's own paper, have sided with him in the Conyers Post Office contest, and, as printed in THE SUN this morning, one of them calls upon the Secretary of the Interior to resign.

Mr. Livingston apparently feels very good over his victory. "I am afraid," he said today, "that some of the Georgia papers give me rather more credit than I deserve in this matter of the Conyers Post Office. I simply asserted my rights and the rights of every Georgia Congressman to name the Postmasters in their respective districts. Mr. Smith attempted to take unfair advantage of me during my absence.

"He did it to destroy my influence at home, to ballyrag me with my constituents. At the same time his paper, the Atlanta *Journal*, contained a despatch from Washington stating that I was a back number, that I had no influence in Washington, and other rash statements of a similar character. He had Weaver appointed Postmaster at Conyers as evidence of this statement. I protested to the President, and Mr. Cleveland demonstrated his fairness and honesty. He did not mention the financial question to me.

"I made no deal whatever with him. Mr. Cleveland knows that I do not agree with his financial views. I am come home to be an advocate of free coinage, and I intend to urge the passage of a free coinage bill in the next Congress. Mr. Cleveland simply undid the work Smith had done during my absence, because he knew it was right to do so.

"There was no deal in it. Smith has used his position to wreak vengeance on me and Mr. Cleveland called him off, so to speak. It may be that Smith will make objection to the man I shall now recommend, but I intend to put him through. I have, however, not decided who I shall recommend. Do I think Smith will resign? Certainly not. Nor do I think he will run for Congress or for anything else before the people of Georgia."

THE VINEYARDS OF CHAUTAUQUA.

Destined to Take the Place of Hungary in Producing Wine.

BUFFALO, May 20.—James W. Marvin, formerly a resident of this State, but more recently engaged with his father and brother in the wine industry in Tokay, Hungary, has spent a week in looking over the vineyards of Chautauqua county, which he thinks is destined to take the place of Hungary as a wine-producing territory. He is on his way to the World's Fair, where he is to take charge of an exhibit from Tokay. The latitude in the Chautauqua belt region, he says, is the same as Tokay, and there is no reason why the vines cannot be cultivated so as to produce the same amount of alcohol and juice as in Tokay. The Hungarian vineyards have been practically destroyed by phylloxera, and now wine from Italy is brought there as a substitute. But the Italian product does not meet the requirements, as it turns black, and is not the quality that is wanted. He believes that if wine can be produced here of a quality as good, and he thinks it can, as that at Tokay, it will have a ready European market. The California vineyards are in danger of being destroyed as the Hungarian vines have been, and Mr. Marvin feels sure that the whole of Chautauqua county can be turned into vineyards without being able to supply the demand for the product in the European market. From what he knows of the Chautauqua grape he appears to be confident that it will produce a wine which will be popular in the market. The cost of transportation of the Italian wine to Tokay far west from it would be from New York city to the same place.

Mr. Marvin has interested a number of the grape growers in his idea and they promise to make some experiment in that direction this year.

HAS THE M. A. C.'S HOME BEEN SOLD?

Said to Have Been Disposed of at Private Sale for $740,000.

The alleged sale of the Manhattan A. C.'s home created considerable talk in club circles last night. No one could be found who knew anything of the circumstances in connection with the sale or the identity of the purchasers.

The version which found credence among real estate men in the afternoon was generally accepted. This was to the effect that the property had been disposed of at private sale for $740,000. This amount is within a few thousand dollars of the reserve price fixed when an attempt was made recently to sell by public auction.

At the New York A. C. last night the price was taken as indicating that the mysterious purchasers are the second mortgage holders. It was said that no outsider would be likely to offer much over $600,000, but that the investment might be considered worth the difference by those already so deeply concerned in the property.

Receiver Andrew Freeman could not be seen last night, and the caretaker in the dismantled club house only knew that an offer had been expected for some days. No prospective purchaser had, he believed, been through the building recently, to his knowledge.

NOW MRS. CRANE WANTS A DIVORCE.

Her Suit is the Third One Caused by the Action of Mrs. Stiles.

CHICAGO, May 20.—When Lillian Stiles, wife of Everett D. Stiles, the electrical contractor, filed a bill for divorce last December urging cruelty little notice was taken of the matter. Since then, however, the husband has filed an answer and cross bill in which he makes most sensational charges and implicates criminally some very prominent Chicagoans. The filing of the husband's cross bill has already broken up the home of Herbert P. Crane, the well-known treasurer of the Crane Manufacturing Company. Mrs. Crane yesterday filed a bill for divorce, charging her husband with undue intimacy with Mrs. Stiles and detailing practically the same story as given in the Stiles cross bill.

In the cross bill Stiles asks for a divorce on the ground that she stayed at a hotel in Geneva Lake with Crane as his wife on July 4, 1892. From that day until Aug. 20, the bill avers, Mrs. Stiles lived with Crane at 90 Twenty-sixth street, and after that they lived together at 3,244 Wabash avenue. Mrs. Stiles is also charged with taking a trip with Crane, which included a visit to New Orleans and a sail across the Gulf to Cuba.

The Fanning Mill Agent is Doing Great Work in Ohio.

LIMA, May 20.—The fanning mill agent is getting in his work in good shape in this part of the country. During the last few weeks no less than a dozen have been taken in by the scheme. Infirmary Director William Patterson is the latest victim to the tune of $3,500.

The agent called at his house several weeks ago and had him take an agency. Patterson signed a contract for what he thought to be an order for one machine. Yesterday fifty came by express, and the information that the others would be shipped at once. With them came notices from his bank that they held for collection his notes for thirty days calling for $3,500. The swindler has fleeced the farmers out of no less than $50,000 in this part of the State.

GLEN COVE'S CELEBRATION.

IT WILL BE 225 YEARS OLD ON NEXT WEDNESDAY.

Then There Will Be a Time—The Men Will March and Make Speeches, the Children Will Sing, and the Women Will Entertain.

On the 24th of May, in the year 1668, Joseph Carpenter of Providence, R. I., bought from the Matinecock Indians a tract of land near the head of Muskito Cove on Long Island. He probably gave them some firewater for it, or something that wasn't worth much more, and the Indians probably congratulated themselves upon having got the best of the white man. In 1834 Muskito Cove became Glen Cove, and by that name it has been known ever since.

This coming Wednesday will be the 225th anniversary of the purchase. The citizens of Glen Cove will celebrate it. There will be singing and flag raising and speechmaking and parades and refreshments, and everybody will congratulate everybody else on the fact that Glen Cove was purchased.

Some of the orators will call attention to the changes that have occurred since old Joseph Carpenter paddled across the Sound. They will tell their hearers that the noble red men have nearly all disappeared from Long Island, and that farmers have taken their place.

Where once wigwams stood and squaws labored, while the noble red men dozed in the shade, fine abodes and starch factories now flourish. Where the dusky lords of the soil once sold their lands and wigwams and squaws for firewater, the hotel keeper now—but upon that point the orators will say little.

THE NEW SCHOOL BUILDING.

Even before the spot was settled Gov. Kieft in 1639 referred to it as the "crown of the province." Before the white men settled there reporters from New York—they were called writers then—visited the place and wrote stories about the "diabolical worship of the Matinecock Indians." These venturesome scribes made only short stops in the neighborhood, and did not become thoroughly acquainted with the Indians. The diabolical worship was kept up until the white men became stronger than the Indians.

Perhaps the principal event in the history of Glen Cove was the celebration twenty-five years ago of the bi-centennial of its settlement. There was a great time in Glen Cove on that day. The *Glen Cove Gazette* of May 30, 1868, said:

"At 6 o'clock Company E, Fifteenth Regiment, fired a grand salute on the upper mill dam, the reverberations seeming loud enough to sound down the shadowy aisles of 200 years, and summon back the dusky Indians to their once pleasant hunting grounds."

The celebration on Wednesday will be as far as possible a repetition of the celebration, as the guns that will be fired are already in the place of the guns that set the reverberations down the shadowy aisles a quarter of a century ago.

The principal feature of the day will be the laying of the corner stone of the new school building. The accompanying cut shows what kind of a building the school will be. It will owe its existence to the liberality of the citizens of Glen Cove and the munificent gift of the Charles Pratt estate. The programme for the day is as follows:

At 9 o'clock in the morning a parade will start from the depot. Every man in the village who is able to do so will take part in it. As the parade passes the old school building the school children will join it. The destination of the parade will be Dosoris lane or Lincoln avenue, where the new school building is in progress.

Here the village band will play, the Rev. Samuel Maxwell will lead the assemblage in prayer, and school children will sing. Mr. C. B. Gruman, President of the Glen Cove Bank, will deliver the formal address after the laying of the corner stone. Then there will be a raising of flags and the assemblage will sing "America."

The procession will then form again and march to Pratt's Grove, where the real celebration of the day will take place. It will begin with refreshments. Half the women of Glen Cove are on the Refreshment Committee, and have been busy at plans and making purchases for a week past.

Their chef d'œuvre will be an oceanic clam chowder, the ingredients of which will be 40 bushels of clams, 6 bushels (2 barrels) of potatoes, 4 crates of onions, 30 pounds of pork, 36 cans of tomatoes, 25 pounds of pilot bread, 2 pounds of pepper, 12 bottles of celery salt, and some other things. Then there will be bread, cake, ham, coffee, bananas, oranges, and pies beyond computation.

After the refreshments there will be music and a prayer by the Rev. Henry Aston. Then Col. William J. Youngs, the speaker of the day, will deliver his address. After that there will be formal toasts and sentiments and responses, and when all have fully enjoyed themselves the celebration will end.

Isaac Coles is President of the celebration. Among the Vice-Presidents is Isaac Townsend, who served in a similar capacity twenty-five years ago. Mrs. C. B. Gruman is manager of the Committee on Refreshments, and all the pretty girls in the village will help her.

HIS CONSCIENCE TROUBLED.

A Bank Clerk Perpetrates a $25 Swindle and Gives Himself Up.

Robert Bragow, a bank clerk in Hartford, Conn., visited Brooklyn a few weeks ago, and while on a spree there swindled Thomas H. Godfrey, a pen manufacturer of 222 Miller avenue, out of $25 by means of a spurious check.

A warrant was issued for his arrest, but the detectives could not get any track of him until Friday last, when Police Superintendent Crossley received a despatch from Springfield, Mass., that the young man had walked into the police station and surrendered himself.

He explained that his conscience had troubled him and he wanted to go to Brooklyn and have fitting punishment meted out to him. A detective went to Springfield and yesterday returned with the prisoner, who has been held for examination.

A Mutinous Convict Arraigned.

William McLaughlin, who is serving a term of six months' imprisonment on Blackwell's Island for petty larceny, became rebellious on May 18 while at work in the quarry with a gang of convicts. When Keeper John Shea ordered him to resume his work, McLaughlin attacked him, and was only subdued by the sight of the keeper's revolver. He was brought before Justice McMahon in the Yorkville Police Court yesterday and was held in $500 bail for examination.

A Woman's Back.

The mainspring of her life. What can she do, where can she go, so long as that deadly backache saps both strength and ambition?

She cannot walk, she cannot stand; her duties are burdensome; she is miserable.

The cause is some derangement of the uterus or womb. Backache is the sure symptom. The one unfailing remedy is *Lydia E. Pinkham's Vegetable Compound.* A woman discovered it and gave it to woman. *Mrs. T. W. Lane, of Holyoke, Mass.*, tells what a comfort it is to write to a woman about her peculiar troubles, and have a woman read her letters and give a woman's sympathy and help. Thousands send Mrs. Pinkham letters, grateful for renewed life.

All druggists sell it. Address in confidence, LYDIA E. PINKHAM MED. CO., LYNN, MASS. *Lydia E. Pinkham's Liver Pills, 25 cents.*

SEVERE HAIL STORM IN PITTSBURGH.

Several Runaways Caused and Considerable Damage Done.

PITTSBURGH, May 20.—The worst storm ever seen here struck Pittsburgh just before 4 o'clock this afternoon. The day was one of oppressive warmth until just before the storm broke, when the thermometer fell very rapidly. This was followed by a terrific hail storm, which lasted about ten minutes.

There was very little wind, and the falling of the stones was so perpendicular that only here and there were side windows broken. The larger stones averaged from one to three inches in diameter. The noise of the hail upon the roofs of the street cars was almost deafening. Horses were controlled with difficulty.

The funeral of the late Joseph Craig was proceeding along Stockton avenue, Allegheny. The funeral had nearly reached Federal street when the storm broke. In an instant there was terrible confusion. The horses reared and plunged. Some of the teams ran away, and others crashed into the carriages ahead of them. The hearse was badly damaged and the casket injured. Mrs. Simpson, the adopted daughter of the deceased, fainted, and she was taken to the Allegheny General Hospital. Several other ladies fainted. Another hearse had to be secured and the remains transferred to it and the funeral postponed.

The Allegheny conservatories and greenhouses are greatly damaged.

The damage to greenhouses and conservatories is very great. B. A. Elliot estimates his loss at $10,000. R. S. Randolph loses heavily. N. C. Peckert's newly fitted up greenhouses on Neville Island were totally wrecked, so far as the glass was concerned.

John R. and A. Murdock's three greenhouses lost most of their glass, and had many plants and flowers injured. The new Phipps conservatory in Schenley Park suffered with the rest, and the Allegheny Park conservatory was a sight to behold after the storm had passed, losing severely in plants as