Palmer crossed the bows of the Rambler, and, heading down the beach, led the fleet. At 1h. 50m. the Palmer was still heading down the beach, leading the fleet, followed by the Dreadnaught, Estelle, Peerless, Meta and Idler. The Rambler stood well out to the eastward, and at 11h. 52m. tacked and stood in shore. The Ariel was a long way astern, and did not appear to be doing very well. At 2 P. M. the Palmer stood off shore, a manoeuvre that was followed soon afterward by the Dreadnaught and Estelle. The breeze appeared to be freshening a little and it looked as if the yachts would have a nice run home. The Rambler, stretching to the southward, crossed the bows of the Dreadnaught and Estelle. The Palmer had got a long start ahead and looked like an easy winner. The Estelle and Idler were down to leeward of the Dreadnaught, making a pretty close race. The Meta and Peerless were away down to leeward, and the Ariel brought up the rear. The Cyclops crossed the bow of the Palmer at 2h. 35m., the latter standing off on the starboard tack, and at 2h. 46m. the Palmer went on the port tack evidently determined to keep pretty close to the steamer. The breeze was still holding steady to the south-southeast, so that the yachts had a fair beat to windward from the commencement of the race. At 3h. 6m. the patent log was hauled in and the dial showed a distance of 19¾ miles travelled. About three minutes later the Cyclops stopped and a barrel supporting a flag pole was thrown overboard, and anchored with a weight and thirty fathoms of rope. There was not sufficient weight in the bottom of the barrel to make it stand up, so it was hauled in and an extra weight attached that had the desired effect. At 3h. 27m. the Palmer tacked and

STOOD FOR THE BUOY.

The Dreadnaught was coming up pretty fast, and looked as if she would be round second, as the Rambler had fallen off to leeward. The Palmer came up to the buoy on the port tack, and, rounding, let her main boom run off to starboard, made the best of her way for home. Before she had gone very far the bag foresail was boomed off to port and a foretopsail set aloft, letting her slide along wing and wing. At 3h. 39m. the Dreadnaught tacked and stood for the buoy, and finding the had room to spare shook out her jib topsail and went around, with Henry Steers at the wheel. They kept the main boom to starboard and with the fore boom to port, started off after the Palmer wing and wing. It was quite a close thing between the Idler and the Rambler, as the former, coming up from the westward, covered the bows of the Rambler and, tacking off her weather bow, rounded third boat, followed about a minute later by the Rambler. The Peerless and Estelle came up together, the latter to windward, but the former was first around, followed about a minute later by the Estelle. As it was necessary to arrive at buoy No. 5½ before the Palmer, in order to take her time, Captain Hasard sent the Cyclops trotting along at a twelve knot gait after the Estelle and Peerless. The Meta did not arrive until some seventeen minutes later and the Ariel was so far behind that she was not timed.

The following is the time of the yachts rounding the buoy:—

	H.	M.	S.		H.	M.	S.
Palmer	3	30	08	Peerless	4	07	42
Dreadnaught	3	46	19	Estelle	4	08	09
Idler	3	59	42	Meta	4	27	45
Rambler	4	00	50	Ariel	Not timed		

THE RUN HOME

was dead before the wind, all the yachts going wing and wing with their balloon staysails set. The Palmer had a long start of the Dreadnaught, and was on one of her best points of sailing, as she has always had the reputation of being the fastest yacht in the New York Yacht Club, running dead before the wind. The Dreadnaught had sailed remarkably well on the beat to windward, and Mr. Osborn must feel gratified that the alterations made this spring have proved so beneficial. To vanquish The Idler, Peerless, Estelle and Meta in a beat to windward in a five-knot breeze and smooth water was a feat that a large keel boat may well be proud of. The Idler would probably have done better, sailed by her own captain, as the breeze was so light, that the wheel required a light and experienced hand. The contest between the Peerless and the Estelle on the run home was rather one-sided, as Mr. Maxwell's yacht had the best of it and gradually crept ahead with all her light canvas set. The Idler did pretty well before the wind, and gradually gained on the Dreadnaught. The Peerless closed up the gap between her and the Rambler and finally passed the keel schooner. The Meta was still following after the Estelle, with the Ariel coming on behind. The Palmer gradually slipped away from the Dreadnaught, and the Idler appeared to be closing up on both the leading schooners. The Cyclops had to keep up a lively gait in order to come up with the Palmer, and only arrived just in time to catch her as she crossed the line. The yachts all came home with their booms to starboard, and all light canvas, balloon topsails and staysails drawing. The Dreadnaught arrived over twenty minutes after the Palmer, having lost some five minutes in the run before the wind. The Idler gained on both the Palmer and Dreadnaught running before the wind and arrived nearly forty minutes before the Peerless. The Rambler followed Mr. Maxwell, and then the Estelle, with Mr. Langley at the wheel, crossed the line in time to win the second prize in her class. The following is the actual and corrected time of the yachts.

FIRST CLASS SCHOONERS.

	Start.	Finish.	Actual.	Corrected.
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Rambler	11 13 56	7 27 56	8 14 00	8 25 10
Dreadnaug't	11 19 00	6 44 43	7 25 43	7 34 18
Palmer	11 14 4	6 22 42	7 8 38	7 14 18
Idler	11 18 19	6 46 59	7 28 40	7 31 20

SECOND CLASS SCHOONERS.

Estelle	11 8 12	7 28 35	8 20 23	8 17 56
Meta	11 9 54	7 43 44	8 33 50	8 25 34
Ariel	11 16 3	8 24 30	9 8 27	8 50 51
Peerless	11 13 49	7 24 48	8 10 59	8 1 47

The Palmer wins the first prize in the first class schooners, beating the Idler by 17m. 2s., and the Idler wins the second prize, beating the Dreadnaught by 2m. 58s. The Dreadnaught, therefore, really lost the second prize by not crossing the line before the last gun. The Peerless wins the first prize in the second class schooners, beating the Estelle by 16m. 9s., and the Estelle wins the second prize, beating the Meta by 7m. 33s.

WILLIAMSBURG YACHT CLUB REGATTA.

There can be no question of the unprecedented luck of yachtsmen this year. Every club has been highly favored by the clerk of the weather since the regatta season opened, and none more than the Williamsburg Yachting Club, which had its sixth annual regatta yesterday, under the most delightful auspices. It was a great success. There were four classes of vessels; hence the four winners—the Favoritta, Greenpoint, Pluck and Luck and the Mary Gibson. The Pluck and Luck, being the first sloop of the fleet home, also won the pennant.

It was a cloudy, threatening morning when the steamer Wyoming, laden with passengers from New York, Brooklyn and Williamsburg made fast near the club house, in Greenpoint Bay, at the foot of Eagle street. A few drops of rain had fallen, and there seemed to be every prospect of a wet day, as the wind was south-southeast, and there was not a gleam of sunshine. Nevertheless ladies, children and comfortable "burghers" were trudging down the hill to the dock head and club house determined to witness the contests between the trim little vessels riding at anchor a gunshot from the beach. They were moored off the club house, which was decked with flags and streamers and black with people. This two story frame building is erected on a barge moored "all-fours" in the bight, midway between the points of the land that form the bay, and connected with the shore by means of a long gangway laid on heavy piles. Above the beach rises a grass-topped knoll, which was covered with a parti-colored mass of human beings, admiring the fleet and awaiting the signal that would set the vessels adrift and begin the regatta. It was a pretty sight—these four lines of sloops, the cabin or largest ones in the most southerly position, the smallest in the most northerly. They had been thus arranged to enable them to start according to instructions—the smallest boats first and each of the other classes afterward, at intervals of five minutes. The yachts in each class were anchored fifty feet apart. The following were

THE ENTRIES.

Name.	Owner.	Length. Feet.
Cabin Sloops.		
Ciflie	Frank Dell	42
Chester Arthur	G. Southwick	35.4
Favoritta	Charles Brandt	36
Open Sloops—First Class.		
Nettie	Commodore Reeves	27.11½
Greenpoint	William Sware	27.11½
Endeavor	Smith & Billard	27.11
Black Watch	H. P. Kirkham	28
Second Class.		
Pluck and Luck	Vice Commodore Schmidt	24.8¾
Inspector	William Davis	24
Artful Dodger	Richard Hamann	26.6
Third Class.		
Katie	A. Conklin	22.5¼
Mary Gibson	N. Lockwood	22
J. N. Lanthier	John Swanton	21.6
Rosina	Gilbert Barker	19.9¾
Our Kate	J. Town	18

Each of these vessels had her number sewn upon each side of her mainsail in the foregoing rotation and flew the club signal at the peak. In all but the third class open boats the larger vessels allowed the smaller two minutes for every foot they exceeded the latter in length on the water line. The cabin sloops alone were permitted to carry gaff topsails. There were four new yachts in the fleet—the Greenpoint, Pluck and Luck, Inspector and Chester Arthur.

THE COURSE

was from the club house up the east side of Blackwell's Island, through the Gate, and up between the North and South Brother islands to the Stepping Stones buoy. Turning the buoy from leeward to windward, coming back the same course excepting down on the west side of Blackwell's Island to stakeboat anchored off the club house; yachts to pass between the stake boat and club house. Time to be taken when passing the stake boat. Distance—Twenty-four miles.

Before the signal to prepare was given the Regatta Committee, Messrs. J. Northup, A. Conklin, D. O'Brian, W. N. Ellis and W. Smith, held a meeting on board the Wyoming, and selected the following gentlemen for judges:—Messrs. Joseph A. Lyons, John C. Orr and Bernard Silverman. This being done the steamer left the dock and slowly moved out into the river. At 10:50 precisely the first gun to get ready was fired, and then followed ten minutes later

THE START

for the third class open boats. They ran up their jibs, slipped and paid off to the northward on the port tack, jibed over with the wind abeam, and in almost a straight line abreast ran up with the last of the fleet toward the passage eastward of Blackwell's Island. At 11:05 the gun was fired again, and the second class open boats got off in the following order:—The Pluck and Luck, Inspector and the Artful Dodger. Five minutes elapsed and another gun started the first class open boats in this order:—The Nettie, Endeavor, Greenpoint and Black Watch; and the gun being fired once more the cabin sloops, pursuing the same sailing tactics as all their predecessors, sped away, the Favoritta leading, followed by the Chester Arthur and the Ciflie. It will be seen that the yachts in each class were started fairly, so that any little advantage that was gained by any boat at the beginning of the race was due entirely to superior handling and seamanlike expertness.

THE RACE.

It was still quite cloudy and unpropitious overhead, and as the fleet of smaller vessels, started at eleven o'clock, approached Blackwell's Island the breeze seemed to be dying out. This was only for a moment, however, as the wind, hauling more to the eastward, freshened and became gusty. The third class sloops were out of sight to those on board the Wyoming, but the first class were still in view. The Nettie led, then came the Greenpoint, closely pursued by the Endeavor and the Black Watch. The judges' steamer now hurried along to the vanguard of the fleet, and as she neared the second class open boats those on board of her were just in time to see the Inspector "turn turtle" opposite Upper Ravenswood Point. A puff from the hills struck her right abeam, and before the sailing master could put his helm down to avoid it the vessel was almost keel up and all hands overboard. They reached the hull, clambered upon it and were safe. The sloop's canvas prevented her from going completely over, so that the crew stood upon the side as she lay on her beam ends and was towed to Hallett's Point. The other yachts, nothing daunted by this untoward experience of the Inspector, cracked on under as much canvas as they could bear. The fleet preserved its form pretty much as it had been at the start, although it seemed altogether likely that the Chester Arthur was going to give the Favoritta all she wanted. The breeze was increasing momentarily and the sun shone out brightly at last. It grew to be no child's play for the open boats, whose crews, barefooted and lightly clad, clung to the windward, their legs overhanging the side in their effort to trim ship and be ready if necessary for a capsize. Puff after puff swept down from the Long Island shore and made many a wary sailing master luff to meet and avoid their force. This frequent "wiping to windward" greatly impeded some of

THE FLEETEST SAILERS IN THE SQUADRON,

but it was unavoidable. The Favoritta especially felt its consequences. Every time she luffed and shook the stiffer Arthur gained upon her, and things looked gloomy as they got into Hallet's Cove. The other craft eased off and bowled along merrily for Hell Gate, at the entrance to which they had to trim down and haul up again. Now Hell Gate on a squally day, with an easterly wind, is not the nicest place in the world to sail a light vessel through. It requires skilful handling to carry her safely under a heavy press of sail. No accident occurred yesterday, notwithstanding the treacherous gusts that every now and again struck the little racers, and they got through the Gate with free sheets, dashing through the waters as if shot out of a tube. It was a fine race from this point to Port Morris and thence toward and between the islands, North and South Brothers. The Mary Gibson and the Katie led the fleet; but the Pluck and Luck was rapidly overhauling them. Here the Favoritta took in her club topsail, and after passing Riker's Island went for Willett's Point and Fort Schuyler passage, like the rest, with the wind abeam.

AT THE STEPPING STONES.

At this place the Pluck and Luck caught the Mary Gibson, and, both of them dead before the wind, ran for the Stepping Stones buoy. The weather had cleared and the wind moderated and the vessels reached and rounded the buoy in the following order:—

Yacht	H.	M.	S.	Yacht.	H.	M.	S.
Pluck and Luck	12	35	00	Chester Arthur	12	43	30
Mary Gibson	12	37	00	Favoritta	12	43	45
Artful Dodger	12	38	15	Our Kate	12	45	45
Nettie	12	40	00	Rosina	12	46	00
Greenpoint	12	40	30	Endeavor	12	47	00
J. N. Lanthier	12	40	45	Black Watch	12	48	40
Katie	12	43	15				

The Ciflie's time was not taken because she was so far astern as to be considered practically out of the race. When the yachts had rounded and hauled their wind again they were all on the port tack, and here began another interesting phase of the regatta—"pointing." In beating to windward it was evident that the Greenpoint had the advantage of the Nettie, whom she weathered in the reach between the forts, and beat most cleverly at last. It was a fine race home, most of the boats being able to lay clear down to Twenty-ninth street on the port tack. Then they went about and stood across to the stakeboat and the club house on the starboard tack.

THE ARRIVAL HOME

was made in splendid style, the Pluck and Luck leading, followed by the Greenpoint, Artful Dodger, Nettie, Favoritta, Mary Gibson, Chester Arthur, Endeavor, J. N. Lanthier and Rosina. The other vessels were not timed.

TIME AT HOME STAKEBOAT—CABIN SLOOPS.

Yachts.	Time of Arrival. H.	M.	S.	Elapsed Time. H.	M.	S.
Favoritta	2	47	30	3	32	30
Chester Arthur	2	49	45	3	34	45
OPEN SLOOPS—FIRST CLASS.						
Greenpoint	2	36	15	3	26	15
Nettie	2	42	15	3	32	15
Endeavor	3	2	00	3	52	00
SECOND CLASS.						
Pluck and Luck	2	33	30	3	28	30
Artful Dodger	2	39	00	3	34	00
THIRD CLASS.						
Mary Gibson	2	49	15	3	49	15
J. N. Lanthier	3	3	30	4	3	30
Rosina	3	5	00	4	5	00

It should be remarked here that the Pluck and Luck, having to allow the Artful Dodger nearly three minutes, only won the race in that class by about two minutes, and, for the same reason, the Favoritta only beat the Arthur by something more than 50 seconds. The race was in every respect a great success.

YACHTING NOTE.

The British steam yacht Helen arrived at Philadelphia yesterday from Bermuda.

THE BILLIARD TOURNAMENT.

RUDOLPHE BEATS GARNIER—SCORE, 600 to 517.

The fifth of the series of matches in the Centennial Billiard Tournament came off last evening at Irving Hall. The room was fairly filled, but there was not by any means such a large audience present as on the previous evening. The play last night was between Albert Garnier and A. P. Rudolphe, 600 points up.

Rudolphe won the lead and made a run of 53 points from the string. On his forty-ninth count the balls "froze." He counted from the string, but the balls broke badly, so that he missed after the third shot. Garnier scored 6 on his first play. Rudolphe opened the second inning with a miss and Garnier closed it with 12 points. On the third inning Rudolphe made 1 and Garnier followed with a miss. In the next inning Rudolphe made a run of 19 and three brilliant shots in the course of it. Garnier was in bad luck again and made but one point. Rudolphe, by careful and steady play, made 48 in the next inning and Garnier followed with 4. The two next innings counted small, but on the ninth, by careful manipulation, Rudolphe managed to score 78 and Garnier made another miss. Garnier did not make any large score till the fourteenth inning, when, by a series of brilliant plays, he managed to run up 80 on his score. Rudolphe's next run, however, was 82, which was followed by a miss, a run of 42, another miss and another run of 86. This was the nineteenth inning, and, after Garnier making 65, the score stood—Rudolphe, 500; Garnier, 317. It was now the twentieth inning, and Rudolphe was 183 points ahead; the red ball was in the centre of the upper cushion, Garnier's ball was in the lower right hand corner, and Rudolphe's ball was near the upper left hand corner. Rudolphe played for safety into the upper left hand corner, and he was greeted with a storm of hisses from all quarters of the room. Garnier's bad luck stuck to him, and he made another miss. Rudolphe then made a run of 32, and Garnier followed with a run of 105, the largest count and the best play of the evening. The sympathies of the audience seemed to be entirely with him, for he was greeted with round after round of applause when the score was called out. In the twenty-fourth inning Garnier made another brilliant run of 77, the score standing 547 for Rudolphe and 510 for Garnier. The excitement now was intense and every shot was watched with the greatest interest. Rudolphe succeeded in running up 46, leaving him 7 points to go. Garnier made a bad miss and then Rudolphe made 3 points. Garnier made 3 points. In the twenty-seventh inning Rudolphe played for safety and Garnier counted all his play and ran four. The next, the twenty-eighth inning, Rudolphe ran out; the score standing Rudolphe 600, Garnier 517.

The following is the score:—

RUDOLPHE—53, 0, 1, 19, 9, 48, 1, 1, 78, 4, 3, 23, 0, 50, 82, 0, 42, 0, 86, 0, 30, 0, 30, 12, 0, 5, 46, 3, 2, 2—600.
Average, 21 3-7.

GARNIER—6, 12, 0, 1, 0, 4, 10, 10, 0, 5, 5, 3, 3, 80, 3, 21, 89, 0, 65, 1, 65, 1, 105, 0, 10, 77, 0, 3, 4—517.
Average, 19 4-27.

To-night the contest between Garnier and Sexton, the most interesting game of the tournament, will take place.

DALY VS. DION.

The game between Maurice Daly and Cyrille Dion, 2,000 points up, for a stake of $2,000, was continued last night at Tammany Hall. On the previous evening the score stood:—Dion, 478; Daly, 500. Maurice Daly opened the play last evening with a run of 15, and was followed by Dion with a miss. There were more misses and several small runs, but on the twelfth inning Daly ran 112 points. Dion on the fourteenth inning made a run of 121 points, the largest of the evening.

The play of both was very even throughout the game, and when it closed, at half-past eleven, Daly wanted but five points of the requisite 500.

The following is the the score of last night's play:—

DALY—15, 0, 1, 0, 16, 0, 3, 2, 2, 17, 16, 112, 23, 1, 0, 10, 0, 5, 0, 69, 80, 17, 1, 6, 19, 14, 3, 1, 57—495.
Average, 17 2-29.

DION—0, 0, 3, 0, 1, 9, 45, 0, 7, 45, 11, 0, 13, 121, 18, 5, 0, 53, 5, 23, 0, 16, 62, 53, 4, 5, 5, 1, 19—522.
Average, 18.

MISSING.

William Rudolph, aged fifteen years, has been missing from his father's residence, No. 156 Grand street, Brooklyn, E. D., since last Sunday morning, and fears are entertained for his safety.

The Brooklyn police have been notified of the fact that Charles Roth, twenty-nine years of age, has been missing from his home since Sunday last. He had a gold watch and $100 in money in his possession. He can be readily identified by the absence of the forefinger of the left hand.

THE EXHIBITION.

Suppression of the Expenses of the Commission.

THE POLICY OF SILENCE.

Compromise of the Dispute of Authority.

PHILADELPHIA, June 13, 1876.

The report of a disagreement between the United States Centennial Commissioners and the Board of Finance is emphatically denied by the gentlemen interested. This is creditable to their desire to make the Exhibition a success, and to keep their disputes from the knowledge of the public. But no matter what Mr. John Welsh, Professor John L. Campbell, ex-Governor Bigler, General Hawley or Mr. Thomas Cochran may be pleased to say in extenuation of the matter, there is no doubt that there have been serious differences between the two Boards, both in regard to power and money. If there had been no trouble, why were the questions of authority submitted to the lawyers, why did the Board of Finance seek the advice of Mr. Charles O'Conor, Mr. Browning, Mr. Hirst and others, and why did the Commissioners, on the other hand, ask the opinion of Judges Porter, of New York, and Shellabarger, of Ohio. The fact is incontestable that a very bitter feeling existed for a long time and that it still exists, and that if the dispute has dwindled it is because all the parties concerned have desired to avoid a gigantic scandal. For the sake of the Exhibition they have suppressed their quarrels, but they have not yet extinguished the cause.

THE POLICY OF SILENCE.

There is a mystery about the relations of the United States Commission to the Board of Finance which ought to be cleared up. The Commissioners, it is claimed by the Board, are not entitled to compensation, and yet the Board admits that it has paid them, and that very heavily. I am told that the expenses of the Commissioners are $500 a day, and that is a low estimate. If they are not salaried officers, if their appointments under the act of Congress were merely honorary, every cent paid for their hotel bills, their wines, carriages, &c., is illegally paid, and some one will be held to a heavy responsibility. The Secretary of the commission, Professor Campbell, and the President of the commission, General Hawley, have refused to furnish the press with copies of the bills which they have presented for their expenses, and Mr. Welsh, the President of the Board of Finance, which honors these requisitions, has nothing to say, except that everything is settled. There is a desire to suppress the discussion and the facts. But the policy of silence will not do in the case of the Centennial Exhibition any better than it did in the affairs of Mr. Beecher. The Board of Finance holds the treasury of the Exhibition in trust for the stockholders, the government and the nation, and it has no right to refuse the public a complete exhibit of its expenditures from month to month. Why should there be any secrecy about the affairs of a great public celebration? Mr. Campbell is said to have claimed that the expenditures ought not to be published now and that the public should wait till the close of the Exhibition for information. But this Star Chamber business will not satisfy the people. The fact is that the United States Commission is a burden on the Exhibition, and is being heavily paid for unnecessary services. The drain on the treasury for the support of these honorary officials will make a large deficit in the revenue, and that is the reason why the figures are concealed from the public. The Board of Finance means all for the best, I am convinced, but it will be ultimately compelled to tell the public exactly what this commission costs. Unless care is taken in the financial management of this Exhibition the scandals which will attend its close will far eclipse even those which disgraced our Commissioners at Vienna.

The second day of the sixth week of the Exhibition opened even less auspiciously than the first, the sky being not only overclouded but the rain occasionally pouring down in torrents. In the intervals between the showers the sun broke through the clouds with April like fickleness, but later in the day withheld its beams entirely. The Exhibition, however, is too grand and vast in its proportions to be affected by meteorological variations, and visitors need not fear discomfort at the grounds even when the elements seem to have conspired to make the great entertainment disagreeable. If the broad and beautiful avenues are wet and muddy and the air damp and chilly, the buildings are always dry and comfortable, while one day will be found entirely too short for an examination of more than a fraction of the marvellous displays to be found under any one roof. The turnstiles are excellent things in their way, as they not only afford amusement to those who are compelled to push through them, but when worked, as they were not on the opening day, they prevent any of the "tricks that are vain" among the gate keepers. Now and then these nineteenth century inventions prove less adapted to the work than the patentee might be disposed reasonably to desire, and a case in point happened yesterday. A fat boy, fourteen years of age (not "Barnum's," but a home specimen from Illinois), visited the Centennial, and upon reaching the usual places of entrance found it not only impossible to pass through any of the stiles, but even uncomfortable to stand in the narrow alley-way leading to the automatic contrivance. The gate keepers were powerless to render assistance or advice; their orders were to permit nobody to pass into the grounds except through the stile, yet this applicant was, in the most literal sense, a "body." What was to be done? The boy had his fifty cent piece in his hand and demanded admission. The department of admissions was applied to; a hurried consultation was held by the doctors of that much criticized section, and as a last resort the heavy youth was admitted through the wagon gate. Whether a dyspeptic individual was hired to pass through the stile in order to make the registrations agree with the receipts, or whether a special note was made of the fat boy's entrance at headquarters could not be ascertained; but it is to be presumed that some definite arrangement was agreed upon for like emergencies, as several other corpulent individuals are expected at the International City within the next fortnight.

The eighth annual convention of the American Society of Civil Engineers assembled to-day in the Judges' Pavilion on the Centennial Grounds. The President, Mr. George S. Greene, of New York, called the Convention to order and invited Mr. Thomas C. Clarke, of the firm of Clarke, Reeves & Co., of Philadelphia, to preside. Mr. Clarke, in accepting this invitation, welcomed the members of the society to Philadelphia and then announced that a session for the consideration of professional subjects would be held to-morrow, and that a regular meeting of the society for the transaction of business would be held that evening in the hall of the Franklin Institute. Vice President Theo. G. Ellis then delivered an address, a retrospective of the century's progress in engineering.

CENTENNIAL NOTES.

On and after to-day the boats for the entrance and exit of wagons, carts, &c., delivering supplies and removing offal, will be from four to eight A. M. and seven to nine P. M.

On and after to-morrow all workmen's passes must be presented before eight o'clock A. M. After that hour they will not be recognized.

The California State building will be formally opened on the 21st inst.

The Cecilia Quartet Club of Boston give a concert on Saturday at the Massachusetts State building.

A delegation from Newark, consisting of Mayor Jones and the City Councils, visited the grounds yesterday on an excursion.

An examination of the artificial limb exhibits, which included practical demonstrations of their utility by persons employed for the purpose, took place yesterday in the reception room in the rear of the Judges' Pavilion, in the presence of Group Jury, No. 24.

The testing of cabinet and reed organs began yesterday in the assembly room of Judges' Hall.

A resident of Joplin, Mo., named J. C. Temple, arrived at the Missouri State building yesterday with a wheelbarrow load of fifty pounds of native mineral ore, which he had wheeled all the way from home, a distance of 1,500 miles. The feat was the result of a wager. The start was made on the 20th of February.

Complaints having been made against the proprietors of the Tunisian Café, that access to the building had been denied to visitors except upon the condition of their purchasing cups of coffee, the Centennial management promptly inquired into the cause of the trouble and closed the building for two days. Upon an assurance being given that the regulations on the subject would not again be violated the interdict was withdrawn, and to-day the building was again opened to the public.

The admissions to the Exhibition grounds on Monday numbered 33,429. Of this number 12,059 were exhibitors, attendants, employés &c., and 21,370 cash admissions, making the receipts at the gates $10,689 50.

A fire was discovered yesterday at noon in a frame house on Belmont avenue, used as a saloon, near the Exhibition buildings. The fire was presumed to be the work of an incendiary. The flames were confined to the barroom, where they originated. The Philadelphia Fire Department was promptly on hand, but the Centennial Fire Brigade had already extinguished the flames.

A party representing himself as Major A. C. Ward, of Kentucky, was arrested in the Centennial Grounds yesterday afternoon, charged with having given a check upon Drexel's for $124 to the proprietor of the Columbia House for board. Major Ward had no account at Drexel's banking house. He was also charged with the larceny of $12 worth of railroad tickets from Albert Johns a few days previous. He was held in $1,600 to answer at court.

Edward McManus, of the Centennial Guard, attacked Special Officer Birch yesterday in the barracks of Company A and was committed to court to answer the charge of assault and battery.

A number of thefts have been committed recently at the Victorian Department. Yesterday Philip McCrum, of New London, Conn., was arrested, charged with stealing a bottle of wine which was on exhibition. He was given a hearing before Magistrate Clark.

POLISH CENTENNIAL GREETING.

The Rev. A. Mielcuszny, pastor of the Polish Roman Catholic Church, No. 318 Henry street, has recently received from his countrymen in Europe an address in the Polish language on the occasion of the Centennial of American Independence which, translated and undersigned by the Poles here, will be sent to President Grant in Washington. The text runs thus:—

"AMERICANS—A hundred years has passed away since you attained by your spirit and arms your independence, one of the dearest national treasures, and you have begun to build up the land of your fathers, which has attained such great prosperity. In this immeasurable undertaking Poles took part and the Poles of to-day, who keep in their hearts a fervent love for those treasures are struggling for the same. The Polish people, wrestling during a hundred years with their enemies, who are trying to extirpate them, see in your progress their own, and they have manifested their sympathy to you in your national struggle. The grateful American people have immortalized the memory of mutual feelings by the erection of monuments to Pulaski and Kosciusko, whose names are engraved deep on the hearts of all. Happier than we, you have reached a new world; you are the vanguards of liberty, and you give an example of adherence to faith and opinions to all men. Europe may well be jealous of you in this matter. In the present festival time of your national jubilee, the Poles in the midst of their ruin and oppression, but full of faith in the restoration of the liberty of their fatherland, reach the fraternal hand to you, wishing you a splendid existence, and a still greater development of your national life. United with you through the ties of national efforts in the holy cause of independence, we say, may the United States of America long prosper."

ART NOTES.

THE LOAN EXHIBITION AT THE ACADEMY AND THE METROPOLITAN ART MUSEUM.

The exhibition of paintings from the private galleries of this city, at the Gallery of Design and Metropolitan Art Museum, will be undoubtedly the finest ever opened to public view in this country, rivalling in the importance of the works exhibited, if not in number, that of the Centennial. They are mostly foreign artists, and among the expected pictures is the famous $60,000 Meissonnier, in Mrs. A. T. Stewart's gallery, the exhibition of which will attract more visitors than any other picture in the city. There will be about 350 paintings at the Academy, nearly the entire collection of ex-Governor Morgan, numbering about eighty, and others from the galleries of Mr. John H. Sherwood, who has been one of the leading spirits in organizing the exhibition, Charles Stewart Smith, Mr. John Wolfe, Miss Wolfe, Mr. P. Van Valkenberg, Mr. Musgrove, Mrs. Jonathan Sturges, Parke Godwin, William E. Dodge and others. Mrs. A. T. Stewart has given $2,500 to the Academy and the same amount to the Artist Fund Society, besides contributing five or six pictures from her gallery. John Taylor Johnston has loaned almost his entire collection to his favorite *protégé*, the Metropolitan Museum of Art. Mr. August Belmont will open his gallery one or two days every week, the admission fee being fifty cents. At the Academy and Museum it will be twenty-five cents. Monday, the 20th inst., it will probably be opened, and the exhibitions will remain open at least three months. The proceeds will be for the benefit of both institutions. One fact which deserves mention is that our own artists intended having an exhibition of their pictures at the Academy this summer, but generously gave up the plan, which would have been of more personal advantage to themselves, when the present scheme for aiding the Academy was proposed.

The collection of antiquities, &c., imported from Japan by Mr. C. Pioundes, and which is one of the most extensive and valuable importations ever made to this city from that country, will be sold at auction on Friday, June 16, at eleven o'clock, A. M. Until then they may be seen at No. 11 East Fourteenth street.

At Schenck's Gallery, No. 60 Liberty street, an exhibition is now open of paintings, many of which are from the recent Academy exhibition. Story's "Contemplation," "Making His Mark" and "Scissors Grinder;" Arthur Parton's "Loch Katrine;" "The Wayside Spring," by Thom; "Orchids," by Heade; a landscape by Robert C. Minor; Mrs. S. N. Carter's "Touch of American Color;" J. J. Hammer's "Picnic;" "In the Meadows," by J. Ogden Wood; fruit and still life by Marston Ream, and examples of Ed. Moran, Briscoe, William F. De Haas, Pope, Fairman, Maynard, C. S. Reinhart, Wyant, F. F. De Crank and Arthur Quartley are among the pictures in the present sale, which commences to-morrow (Thursday), at noon, and will be concluded the following day.

At Mathew's art gallery, No. 57 Liberty street, a sale of statuettes, vases, &c., in bronze, alabaster and marble was commenced yesterday. Young housekeepers who like to ornament their homes can do so at far less expense than by buying the same articles from regular dealers. Many handsome vases, card receivers, &c., are sold for from $2 or $3 to about $15 a pair. To-day several pieces of marble statuary will be sold. A bust of Lincoln by Professor Fedi; a figure nearly life size, of a woman with a child in her arms, escaping from the Chicago fire. "Feeding the Birds," by Ferutelli, is a very pretty figure of a child about one-third life size.

THE LOTTERY SWINDLE.

HOW BOGUS CONCERNS FLEECE UNSUSPECTING COUNTRYMEN.

Superintendent Walling yesterday received a letter from A. Tilly, of Ellensville, Ulster county, N. Y., asking information as to the character of certain so-called firms that had tried to induce him to invest money in a palpable swindle. Communications were sent him of which the following are copies:—

NO. 9 GREAT JONES STREET, April 5, 1876.

DEAR SIR—Did you purchase a ticket for the Louisville, Ky., Library Lottery of Thomas Hayes & Co., New York? If so please let us know and we will probably be able to tell you something that will be of value to you. Respectfully,
ELIAS & CO.

In reply to this Mr. Tilly wrote that last spring he had lost a Kentucky lottery ticket and could not say whether it had drawn a prize or not. Soon afterward he received the following circular letter, which is the second step in the scheme:—

NEW YORK, June 1, 1876.

DEAR SIR—You are hereby notified that your investment in the Louisville Kentucky Library Gift Concert has resulted in your drawing one of the unclaimed prizes, valued at $300. Our commission on the same is five per cent, which amounts to $10.

Please remit us that amount and let us know by what express to send the prize.
A. E. ALLEN & CO., Actuaries.

The third letter is only sent when the countryman fails to bite or when he becomes inquisitive and asks the nature of the prize. It is as follows:—

NEW YORK, June 7, 1876.

DEAR SIR—The prize you have drawn is a lot twenty-five feet front, 100 feet deep, in Queen City, Ky., valued at $ 00. The deed is made out in your name. Our commission and charges for recording are $10. If that amount is received within eight days we will forward the deed to you by express or registered letter as you may direct. Respectfully,
A. E. ALLEN & CO., No. 14 Park place.

This firm of Allen & Co., it will be remembered, was exposed not long ago in the HERALD and the police have again and again heard of them in uncomplimentary ways, but notwithstanding their frequent exposure they continue to flourish in different parts of the city and under various aliases.

MRS. STEWART'S CHARITY.

Mrs. A. T. Stewart has contributed $1,000 in aid of the humane work of the American Society for the Prevention of Cruelty to Animals. The late Mr. Stewart was one of the incorporators of the society and attended its first meeting of organization. Mrs. Stewart yesterday also contributed to the Artists' Fund Society and the Dramatic Fund Association $2,500 each.

THE BROOKLYN BRIDGE.

At the meeting of the Board of Trustees of the East River Bridge a ballot was taken for the election of president and vice president for the ensuing year, resulting in the choice of Henry C. Murphy and Abram S. Hewitt, for the respective offices. The Committee on Executive Business and Finance who discharged these duties last year were reappointed. The president was empowered to purchase the property on Front street, Brooklyn, over which the roadbed of the bridge will pass. The resignation of F. W. Thurber, of New York, was received and accepted. Mr. Charles J. Canda was appointed to the vacancy. From the statement of the secretary, up to May 31, 1876, the cash receipts are shown to have been $6,217,253 17. The items of the receipts show that the city of Brooklyn has thus far furnished $4,215,000; New York city, $1,500,000, and private parties, $549,800. The balance of the income has been derived from the sale of old material, rents, &c. The expenditures amount in the aggregate to $6,141,801 90. The liabilities amount to $543,737 92.

BROOKLYN BRIDGE BONDS.

Comptroller Green has advertised for proposals for $500,000 bonds on account of the New York and Brooklyn Bridge, which proposals will be opened at Comptroller's Office on Thursday, the 22d inst.

The sum of $1,000,000 was authorized by the Board of Apportionment, but the present issue is limited by the Comptroller to $500,000, that being about the amount required to meet the present outstanding liabilities for the Bridge Company.

AN INSANE WOMAN.

Mary Kennedy, a widow, was arrested yesterday by a policeman, who took her to the Twenty-first precinct station on a charge of drunkenness. She was locked up in a cell, and subsequently made three attempts to commit suicide by hanging herself. She was then removed to Bellevue Hospital, where it was ascertained that she is in all probability hopelessly insane.

THE FAST TRAIN.

ARRIVAL IN SAN FRANCISCO—SCENE AT THE DEPOT—SPEECHES, BANQUETING AND GENERAL REJOICING.

[From the San Francisco Alta, June 5.]

At five o'clock, yesterday, the sun shone brightly, but an hour later a mist fell, and for a short time we had fair indications of rain, and the weather continued hazy up to the time of the arrival of the train. The only topic of discussion was the lightning train and whether the feat would be accomplished in the schedule time. As soon as it was announced that the train would reach Oakland at half-past nine o'clock, hundreds wended their way to the ferry, to take a trip across the bay, to witness the arrival of the train at Oakland wharf.

The scene at the Pal