LOCAL MENTION.

The Steamer Mystic
will leave Seventh street wharf this morning at half-past ten o'clock for Georgetown. This steamer will be stationed at or near the finish. Tickets, fifty cents, can be had at the wharf.

Dr. Bovee's Turkish Bath,
509 E st., near Judiciary Sq., will occupy new bath October 1, 1417 G st., opposite Riggs House.

The Shedd Baths.
Turkish, Russian, and Sulphur Baths. 903 E street. Only first-class bath in the city.

THE highest cash price paid for dresses and gents' clothing, watches, jewelry, &c. Call on or address Herzog, 508 Ninth st., near Pennsylvania ave.

The National Safe-Deposit Company,
corner Fifteenth street and New York avenue, continues to receive valuables of all descriptions for safe keeping at very low rates.

Iron Bitters.
A TRUE TONIC.
IRON BITTERS *are highly recommended for all Diseases requiring a certain and efficient tonic, especially Indigestion, Dyspepsia, Intermittent Fevers, Want of Appetite, Loss of Strength, Lack of Energy, &c. Enriches the blood, strengthens the muscles, and gives new life to the nerves. They act like a charm on the digestive organs, removing all dyspeptic symptoms, such as tasting the food, belching, heat in the stomach, heartburn, &c. The only Iron Preparation that will not blacken the teeth or give headache. Write for the A B C Book, 32 pages, amusing and useful reading, sent free.*
BROWN CHEMICAL COMPANY, Baltimore, Md.

Wilhoft's Fever and Ague Tonic.
For Chills and Fever and all Diseases caused by malarial poisoning of the blood. A warranted cure. Price, $1. *For sale by all druggists.* TThs8

"Alderney Dairy Wagons."
Fresh Alderney butter churned every morning, and delivered in 3-lb. "Ward" prints, at 35c. per lb. Also cottage cheese, 5c. per ball; buttermilk, 5c. per quart, and sweet milk 5c. per quart.

ARRIVAL OF PASSENGER TRAINS.
CORRECTED TO MAY 23, 1881.

Baltimore and Potomac Depot, corner Sixth and B streets.

MORNING.		EVENING.	
Alexandria	12:20	‡Balt., Phila. & Bost'n	12:40
Richmond night fine	6:20	Richmond day line	1:00
Washington night line	7:20	Alexandria	2:20
Alexandria express	8:25	Limited express	4:00
Midland express	7:40	‡Washington day line	4:30
Alexandria	8:20	Alexandria	5:25
Baltimore express	9:00	Washington passe'r	7:00
North and West	8:35	Alexandria	7:25
Southern Fast Mail	9:10	North and West	7:45
Alexandria	10:25	Midland pass'r	9:15
Fast Mail, Balt. Phila. and New York	11:00	Richmond night line	9:30
		‡Balt., Phila and N.Y.	10:10

‡Daily.
†Daily except Sunday.

Baltimore and Ohio Depot, corner New Jersey avenue and C street.

MORNING.		EVENING.	
‡N.Y., Phila. and Balt. ex	2:10	Balt., Annapolis and way stations	1:50
‡Phila., Balt and way	6:22	‡Cin. and St. Louis	2:05
‡Pittsb'g, Columbus, Cin. and St. Louis	6:30	‡Baltimore and way	3:00
‡Phila. and N. Y. ex	7:35	Baltimore and way	4:20
Balt. and way sta'ns	8:20	N. Y. and Phila. ex	4:25
Fred'k, Point of Rocks and way stations	8:25	Balt. and Laurel ex	5:10
Balt. and Annap. ex	8:30	Piedmont, Fred'k, Hagerstown, Point of Rocks and way	5:10
Martinsburg and Hagerstown ex. (Met. Branch)	9:45	‡Balt., Annap. & way	6:37
‡Balt. and way sta'ns (Annap. on Sund'y)	10:20	Martinsburg & Valley ex.	7:00
‡Balt. ex	11:00	‡Balt. and way sta'ns	7:55
Balt. and Laurel ex	11:20	‡Balt., Laurel	9:05
		‡Chicago, Columbus and Pittsburg ex	9:35

Trains marked † daily. ‡Sunday only. Other trains daily except Sunday.

ARRIVAL AND DEPARTURE OF MAILS.

‡Fredericksburg, ‡Richmond, ‡Petersburg, Wilmington, Charleston, Savannah, Mobile, Montgomery, New Orleans, and Southern States—Close at 5:30 a. m. and *9:30 p. m.; arrive at *9:30 a. m. and 1:10 and *3:40 p. m.

Richmond, Gordonsville, Charlottesville, Staunton, White Sulphur Springs, Covington, Huntington, Lynchburg, Bristol, East Tennessee, Alabama, &c.—Close at *2:30 a. m. and *9:30 p. m.; arrive at *8:10 a. m. and *6:40 p. m.

†Baltimore, ‡Philadelphia, ‡New York, ‡Boston, Northern New York, ‡New England States, Forwarding and Canadian—Close at 7:30, *8:40, and *2:00, *5:10, *6:30 p. m.; arrive at *2:10, *6:30, *11:10 a. m., and ‡12:50, 3, 10:20 p. m.

Pittsburg, Wheeling, Cincinnati, St. Louis, Cleveland, ‡Chicago, Indianapolis, Louisville, Western States, and Territories, and B. and O. Local and Southwestern States—Close at 7:30, *8:40, *10 a. m., and *6:30 p. m.; arrive at *6:50 a. m., and ‡12:10, and 3:15 p. m.

Hagerstown and Weverton Agent—Close at 8:10 a. m.; arrive at 7:40 p. m.

‡Hagerstown, Elmira, Niagara, Buffalo, Western New York and ‡Pennsylvania, ‡Western States, and Territories—Close at 4:30, ‡*9:32 a. m., and 9 p. m.; arrive at *2:10 a. m. and *3 p. m.

Fortress Monroe, Hampton, Norfolk, Portsmouth, Eastern Shore Virginia, and North Carolina—Close at 5:30 p. m.; arrive at 11:10 a. m.

Leesburg, Alexandria, and Round Hill Agent—Close at 8:30 a. m.; arrive at 5:40 p. m.

Manassas, Warrenton, and Alexandria and Strasburg Agent—Close at 4:30 p. m.; arrive at 8 p. m.

Westminster, Hagerstown, Md.; Western Maryland, and Baltimore and Williamsport Agent—Close at 4:30 a. m.; arrive at 8 p. m.

Ellicott City, Frederick, Md., and Baltimore and Harper's Ferry Agent—Close at 6:10, 8:40 a. m.; arrive at 7:40 p. m.

Upper Marlboro', Leonardtown, Md., and Bowie and Pope's Creek Agent—Close at 6:10 a. m.; arrive at 7:40 p. m.

Annapolis Junction and Washington Branch B. & O. R. R. Local—Close at 6:10 a. m. and *4:30 p. m.; arrive at 8:30 a. m. and 7:40 p. m.

Benning's, Bowie, Uniontown, and Baltimore and Potomac R. R. Local—Close at 9:55 a. m.; arrive at 9:10 a. m.

Baltimore, Md.—Close at *8:10, 7:40, 9:55 a. m. and *4:30, *5:10, *9:30 p. m.; arrive at *8:40, 9:10, 11:10 a. m. and 3, *3 p. m.

Georgetown—Close at 6:45, 11:10, 17:30 a. m., and 2:10, 4, 45 p. m.; arrive at 9:50 a. m. and 1:30, 3, 8:30, 17 p. m.

Alexandria, Va—Close at *6:30, *10:45 a. m., and 4:30 p. m.; arrive at *8:30 a. m. and 1:10, 7:40, *8:40 p. m.

Leesburg, Va.—Close at 3:30 a. m. and 4 p. m.; arrive at 9:45 a. m. and 3:10 p. m.

Frederick, Md.—Close at 6:10, 8:10 a. m. and 4 p. m.; arrive at 9 and 7:40 p. m.

Fort Foote, Fort Washington, Glymont, Gunston, Marshall Hall, and Mount Vernon, on the Potomac—Close at 9:15 a. m.; arrive at 5 p. m.

Tennallytown, D. C., and Bethesda, Md.—Close at 7:30 a. m.; arrive at 12:30 p. m.

Arlington, Va.—Close at 8:30 a. m.; arrive at 11:15 a. m.

Brightwood, D. C.—Close at 8 a. m.; arrive at 8 a. m.

Silver Hill, Camp Springs, Clinton, Oxon Hill, Piscataway and Accoteek, Suitland, Forrestville, and Upper Marlboro'—Close at 7:30 a. m.; arrive at 6:10 p. m.

Cabin John and Great Falls, Md.—Close at 7:30 a. m.; arrive at 6 p. m.

Seat Pleasant, Md., (Tuesday, Thursday, and Saturday)—Close at 3 p. m.; arrive at 2:30 p. m.

Piney Point, Point Lookout, Fortress Monroe, Hampton, National Soldiers' Home, Norfolk, Portsmouth—Close Tuesday, Thursday, 5 p. m.; Saturday, 3:30 p. m.; arrive Monday, Thursday, Saturday 7:30 a. m.

Bigg, Hollister's, Kinsale, Mathias Point, Mount Holly, Riverside, Washington to Coan Wharf—Close Monday, Thursday, Saturday, 6:30 a. m.; arrive Tuesday, Friday, Sunday, 5 p. m.

* Sundays included; all others daily except Sunday.
‡Close. †Arrival. ‖Sundays only.

DELIVERIES.

First	8	a. m.
Second	11:30	a. m.
Third	2	p. m.
Fourth	4	p. m.

COLLECTIONS.

6, 9, and 10:30 a. m.—2, 5, and 7:30 p. m.

special daily, except Sunday:
Pennsylvania avenue, between Second street southeast and Twenty-second street northwest.
Seventh street, between Pennsylvania avenue and N street northwest.
Ninth street, between Pennsylvania avenue and K street northwest.
F street, between Seventh and Fifteenth streets northwest.
Sundays at 5 p. m.

First and Third Deliveries include the entire city. Second and Fourth Deliveries the Business District—from Third to Fifteenth streets northwest, and B to K streets northwest.

Carriers' Window open from 7 to 8 p. m. Sundays from 9 to 10 a. m. and 6 to 7 p. m.

General Delivery Window open day and night, except Sunday, when it is closed from 10 a. m. to 5 p. m.

Money Order Office is open from 9 a. m. to 4 p. m.

Registered Letter Office open from 8:30 to 5 p. m.

Deliveries and collections are made at the Hotels for the arrival and departure of each mail.

AT REST.

Funeral Services of the Late Thomas J. S. Perry.

The obsequies of Mr. Thomas J. S. Perry were held yesterday afternoon in the Metropolitan M. E. Church, and were of the most impressive character. The large auditorium of the church was crowded with ladies and gentlemen representing all classes of society, the attendance of business men being noticeable. The remains had been encased in a handsome casket of red cedar wood, covered with black cloth, and heavily mounted with silver. The floral tributes were extensive and rare, among the more noticeable being a broken column from the Sunday school pillow, with inscription, "Rest in Peace," from the ex-employees; pillow with inscription "He is Asleep," from present employees; crown from the infant class. The body was borne by the clerks of the firm, and the pall-bearers were Messrs. W. M. Shuster, W. H. Clagett, P. H. Hooe, W. B. Jackson, J. W. Tyler, Samuel Fowler, Matthew G. Emery, and Benjamin Charlton. As the cortege neared the church the "Minor Changes" were played on the chimes by Mr. John E. Parker, and as it proceeded up the aisle the choir rendered an appropriate chant. Upon the platform were seated Rev. Mr. Baer, pastor of the church; Rev. B. Peyton Brown, of Wesley; Rev. Mr. Hartsock, of Hamline, and Rev. Mr. Adams. The services were begun with the reading of selections from the Scriptures by Mr. Hartsock, followed by the reading of the burial service by Mr. Baer. The choir then sang "Asleep in Jesus," after which Mr. Baer delivered an effective eulogy. "Rest, Spirit, Rest," was rendered by the choir, and the services concluded with a fervent prayer by Mr. Adams. The cortege then moved to Rock Creek Cemetery, where, after a brief service and final prayer, the body was committed to Mother Earth. The funeral arrangements were conducted by Mr. W. R. Spear.

SPLENDID ROWING.

THE FIRST DAY OF THE REGATTA.

Fast Time and Exciting Sport—The Hillsdales, St. Pauls, and Elizabeth Win the Four-Oared Events—Who Will Row in the Final Heats To-Day.

The first day's races of the annual regatta of the National Amateur Association of Oarsmen occurred yesterday on the Potomac and was witnessed by a small crowd of people. The day was almost too hot for the spectators, but for the participants in the races a more perfect day could not have been desired. A slight haze obscured the sun and warded off the fierce rays. The bosom of the river was stirred only by a slight ripple, while a gentle breeze cooled the heated brows of the struggling oarsmen. It was a splendid day for the races, and if everything had been as favorable as the weather the proceedings could have been pronounced a grand success. The absence of a great crowd was not a serious drawback, as that was hardly expected. When the races began there were perhaps a hundred people on the grand stand, which is situated below the gas-works and is almost on a line with the finish, and on this account was supposed to be the best place for seeing the races. Next was Cumberland's boat-house, with an awning stretched over the roof, and the chairs were occupied by spectators. A row of men and boys lined the bank up to

THE ANALOSTAN BOAT-HOUSE,

which was gaily decorated with flags and bunting, and presented the most festive appearance of any point on the river. The balcony was filled with ladies. Below the house was another group of spectators, while opposite, on the Virginia shore, was a lot of small boats filled with spectators. In fact, the small boat was the feature of the day. It seemed hardly impossible that there were so many about the river. But they were all out yesterday—even the old flat-bottomed boat, which did yeoman duty. The Moseley, Mary Washington, Corcoran, and Mystic, with only a small number of passengers, loitered about the finish or lounged across the course, just as the owners saw fit. At one time the broadside of one of these vessels was stretched in front of the grand stand, completely obscuring the view. Then another went across the course just as one of the races was being finished, and one of the contestants was in consequence obliged to draw out. The boats did just as they pleased, and so did the small boats, while two or three tugs, filled with persons belonging to the alleged committee of arrangements, were churning about the river constantly. It is safe to say that there never was a rowing course so churned and in such a bewildering maze as the one yesterday. Most of the oarsmen looked as if they felt relieved if they escaped out of the labyrinthine confusion of the finish with whole boats and bodies, and were indifferent as to the result of the race.

A FINE COMMITTEE.

The imbecility of the members of the alleged committee on arrangements reached the highest pitch of impotency yesterday, and now they can retire to their well-earned obscurity, with the proud satisfaction of knowing that they are first-class frauds. They perhaps would not have been so deserving of this high character if they had not made such grand professions of what they would do. They had committees upon committees, all with their different colored badges carefully selected to suit the complexions of the various members, and the consequence was that the members did the heavy sitting around and allowed the regatta to run itself. They took special care to have two or three tugs to carry their precious bodies up and down the course, and the referee's boat had on board a gang of these ribboned gentry, who acted as a special escort to the referee. These men, with their special friends, who might have been much better on the shore, took the places of those whose business required them to see the race. The committee on press arrangements absolutely did nothing except to prove their ineffiency. They professed to have a tug for the use of the press representatives, and the night before called a meeting to ascertain if the newspaper men would aid them by buying tickets in order to defray the expenses of the boat. The press men willingly agreed to pay the entire expenses of the boat for the two days, and went prepared to carry out their portion of the contract; but on reaching the appointed place yesterday morning they were bitterly disappointed. A tug was there, to be sure, but the newspaper men were informed by the owner that only ten could be admitted to the boat, and for this scanty accommodation demanded the exorbitant price of $10 a ticket for each day of the regatta. As $25 would be a good price to pay for a tug for one day, it was evident that this was a job between the owners of the tug and the alleged press committee to make a little "spec," and the proposition was rejected. If there had been no press committee the newspaper men could have made proper arrangements and obtained the facilities that they needed. If this had been the only defect in the arrangements it might have been passed over; but

THE SAME IMBECILITY

characterized the entire arrangements for the regatta. It is a very fortunate thing for the credit of the District that there were so few visitors from abroad, and the business men who contributed so liberally to defray the expenses will demand more brains in the management of the next regatta. There is no use in people going to the river to see the regatta under the present arrangements, because it is impossible to see anything or to get any idea of what is going on. The only arrangements made for showing the time made is by placing the figures on a blackboard fastened to a flagstaff in the stern of the referee's boat, but it is impossible to see the figures from the shore even if the boat stood still long enough, and as to knowing which crew won the race, no arrangements have been made for giving this necessary information. The regatta is a complete failure as far as the public is concerned, and it is a marvel that any arrangements were made for the oarsmen to row. This was probably a mistake, and the committee having this matter in charge blundered into it. It is impossible to believe that they intended to make any arrangements except for themselves and their friends to spend a pleasant day upon the river. The grand stand is

THE BIGGEST FRAUD

in the whole thing, as the finish is so far out in the river that the occupants would need a telescope of great power to see the contesting boats at all, to say nothing of the impossibility of looking through a big river steamer. There were very few on the grand stand, and these few dwindled down to none before the races were over, and the purchasers of seats in disgust sought more eligible sites. In spite of the committees and their abortive designs, some of the spectators had really a good time. Those who were fortunate enough to own boats or hire them rowed over to the Virginia shore, where there was a delightful breeze and refreshment boats, and they enjoyed the day. As to looking at the races, no one seemed to know or care anything about them, except those who had friends among the contestants, and they would occasionally send up a shout to encourage them. Beyond this there was no public enthusiasm manifested during the day. Some of the representatives of the press secured row-boats and plyed between the finish and the shore, leaving their dispatches, and in this way they combined business with pleasure, and spent a very enjoyable day.

THE RACES.

The official programme stated that the first race would be for double sculls, and of the following entries all started: Atalanta Boat Club, New York City; No. 1 (colors, red)—E. J. Blake, bow; weight, 162; J. R. Ross, stroke, weight 166. Mutual Boat Club, Albany, N. Y.: No. 2 (colors, white)—Charles E. Bulger, bow, weight 158; Silas Brewster, stroke, weight 175. Pawtucket Boat Club, Pawtucket, R. I.: No. 3 (colors, blue)—F. G. Appley, bow, weight 150; Frank E. Holmes, stroke, weight 150. The Pawtucket pair were the favorites, and when, at one o'clock, the word was given they jumped away in the lead and were never overtaken, although the Mutuals made several desperate attempts to catch up with them. The time of the Pawtuckets was 9:45¼; Mutuals, 9:55¼, while the Atalantas, being hopelessly astern were neither placed nor timed.

THE SECOND RACE

was also for double sculls, for which the following entered and started: Nautilus Boat Club, Hamilton, Canada: No. 1 (colors, red)—C. Furlong, bow, weight 140; J. Donohue, stroke, weight 150. Burlington Boat Club, Burlington, Iowa: No. 2 (colors, white)—E. L. Parsons, bow, weight 142; C. M. Schenck, stroke, weight 137. Athletic Boat Club, New York city: No. 3 (colors, blue)—Joseph L. Davis, bow, weight [illegible]; Mark G. Davis, stroke, weight 139. The Canada crew were strong favorites, selling in the pools at 3 to 1, and were looked upon as sure winners. The Athletics, of New York, however, had many supporters, who eagerly picked up the odds given, and were rewarded by seeing their pets cross the line about a length ahead of the Kanucks. The race between these two crews was very exciting and close from start to finish, the Burlingtons being out of the question. Time of the winners, 9:44; Nautilus, 9:46¾.

THE THIRD RACE

was for junior single sculls, and had among the entries of the Shawmut Club, of Boston, but Fox withdrew, and the starters were Dolphin Boat Club, Boston, Mass.: No. 2 (colors, white)—A. T. O'Brien, weight 135. Shawmut Boat Club, Boston, Mass.: No. 3 (colors, blue)—J. J. Kiag, weight 122. Carteret Boat Club, Perth Amboy, N. J.: No. 4 (colors, old gold)—Edmund Field, weight 127. Field was the favorite of the betting men, but did not possess the staying power of O'Brien, who easily beat him home by two lengths. Time, 11:07¼. Field's time was 11:10¼.

THE FOURTH RACE

was the fourth heat of the junior single sculls, the contestants in which were: Gramercy Boat Club, New York city: No. 1 (colors, red)—George F. Krapp, weight 128. Centennial Boat Club, Detroit, Mich.: No. 2 (colors, white)—C. Schwelkart, weight 132. Nassau Boat Club, New York city: No. 2 (colors, blue)—R. O. Morse, weight 140. Schwelkart had everything his own way a short distance from the start, and finished six lengths ahead of Krapp, in 10:42¼. Krapp's time was 10:54¼.

THE FIFTH RACE

was for four-oared crews, and the following started: Albany Boat Club, Albany, N. Y.: No. 1 (colors, red)—M. Monahan, bow, weight 144; T. H. Monahan, 2, 147; R. T. Gorman, 3, 175; T. J. Gorman, stroke, 166. Analostan Boat Club, Washington, D. C.: No. 2 (colors, white)—P. Page, bow, 158; Eugene Morgan, 2, 145; F. W. Eddy, 3, 161; J. R. White, stroke, 160. Hillsdale Boat Club, Hillsdale, Mich.: No. 3 (colors, blue)—C. W. Terwilliger, bow, weight 148; H. P. Mead, 2, 150; L. F. Beckhardt, 3, 158; E. B. Van Valkenburg, stroke, 165. Metropolitan Boat Club, New York: No. 4 (colors, old gold)—J. Pilkington, bow, weight 168; P. E. Neagle, 2, 198; J. Russell, 3, 195; W. Appe, stroke, 181. The Hillsdale crew were hot favorites, and it was difficult to get any bets against them. They were never headed from the start, and won the heat as they pleased in 8:20¾. Albany second, in 8:43¼.

THE SIXTH RACE

was by four-oared crews, and as the Columbias withdrew there were but three starters, as follows: Middlesex Boat Club, Cambridgeport, Mass.: No. 1 (colors, red)—Joseph Mahler, bow, weight 130; Robert Law, 2, 137; Alexander Hawkins, 3, 140; Alfred Touchet, stroke, 155. Fairmount Boat Club, Philadelphia, Pa.: No. 2 (colors, white)—J. A. McMullen, bow, weight 148; T. McLaughlin, 2, 160; W. H. Browning, 3, 144; J. H. Boyer, stroke, 160. Minnesota Boat Club, St. Paul, Minn.: No. 4 (colors, old gold)—H. M. Butler, bow, weight 132; A. McLaren, 2, 154; J. J. Parker, 3, 144; George J. Becker, stroke, 132. The Minnesota and Middlesex fours gave a pretty exhibition of skill all the way over the course, but the former, in their newly invented shell, had too much sparting ability and went over the line about a length and a half ahead of their rivals, in 8:36.

THE SEVENTH RACE

was the third heat of the junior singles, for which there started: Mutual Boat Club, Albany, N. Y.: No. 1 (colors, red)—William Riley, weight 155. Ariel Boat Club, Newark, N. J.: No. 2 (colors, white)—C. Oakley, weight 148. Nowlan Boat Club, Brooklyn, N. Y.: No. 3 (colors, blue)—D. P. Nowlan, weight 155. Riley was too fast for his competitors, and seemed to have no difficulty in getting away from them whenever he wished. He went over the line first, in 9:56¾; Oakley being second, in 10:06¼.

IN THE EIGHTH RACE,

which was the second heat of the junior singles, White, of the Analostans, withdrew, leaving the following starters: Monmouth Boat Club, Red Bank, N. J.: No. 1 (colors, red)—Charles M. Sutton, weight 140. Pawtucket Boat Club, Pawtucket, R. I.: No. 2 (colors, white)—F. G. Appley, weight 150. Potomac Boat Club, Washington, D. C.: No. 4 (colors, old gold)—R. W. Morgan, weight 155. Sutton secured a commanding lead at the start, but met with an accident after he had gone ten lengths, his boat upsetting. This narrowed the contest down to Morgan and Appley, but the former was not fitted to cope with the Pawtucket sculler, who took his time getting home, which he reached in 9:54¾, Morgan's time being 10:12.

THE NINTH RACE

was the first heat of the senior single sculls, and of the four entries all responded when the referee gave the word. They were as follows: Mutual Boat Club, Albany, N. Y.: No. 1 (colors, red)—Charles F. Bulger, weight 150. Portland Boat Club, Portland, Me.: No. 2 (colors, white)—John Buckley, weight 158. Quaker City Boat Club, Philadelphia, Pa.: No. 3 (colors, blue)—Frank Henderson, weight 160. Fairmount Boat Club, Philadelphia, Pa.: No. 4 (colors, old gold)—P. A. Dempsey, weight 138. Buckley had the call in the betting, Dempsey ranking second. The favorite kept himself in good trim for the finish, and, although rather closely pressed by Bulger, shot over the line four lengths ahead of him, in 9:32¾. Bulger's time was 9:42¼, Henderson's 9:48¼, while Dempsey was dancing along in the swell of the tugs.

THE TENTH RACE

brought out four cracks, whose names were: Seawanhaka Boat Club, Brooklyn, N. Y.: No. 1, (colors, red)—Adolph Rave, weight 150. Pawtucket Boat Club, Pawtucket, R. I.: No. 2, (colors, white—F. E. Holmes, weight 150. Schultze Boat Club, Wheeling, W. Va.: No. 3, (colors, blue)—William Papert, weight, 160. Narragansett Boat Club, Providence, R. I.: No. 4, (colors, old gold)—Henry A. Kirby, weight 165. Of course Holmes was backed heavily to win, but Rave had adherents who were firmly imbued with the idea that their man would be the first in. The race, before a hundred yards had been gone over, resolved itself into a contest between Holmes and Rave, the other two being practically out of it. Holmes had his hands full to beat the swarthy New Yorker, but managed to get the nose of his boat over the line in 9:18¾. Rave being a good second in 9:26¼.

THE ELEVENTH RACE

was also for senior singles, and the following trio of fast scullers met each other: Atalanta Boat Club, New York city: No. 1 (colors, red)—H. W. Rogers, weight, 165. Grand Trunk Boat Club, Montreal, Canada: No. 2 (colors, white)—Joseph Laing, weight 145. Dolphin Boat Club, Boston, Mass.: No. 3 (colors, blue)—A. L. Estabrook, weight 145. Laing found after he had gone ten lengths from the start that he had a dangerous customer in Rogers, who persisted in keeping very nearly on even terms. Each man spurted continuously, the result being one of the closest contested and fastest races of the day. The Canadian had vim enough to put on a successful spurt at the finish, and passed the line, about a length in front of Rogers, in 9:17¼. The latter's time was 9:22½. Estabrook was completely shut out of the contest a quarter of a mile from the end.

THE LAST RACE

of the day was the third heat for four-oared shells, in which the following were sent away: Elizabeth Boat Club, Portsmouth, Va.: No. 1 (colors, red)—John Murray, bow, weight 150; Peter McGrath, 2, 165; T. F. Riley, 3, 160; D. Callahan, stroke, 166. Columbia Boat Club, Georgetown, D. C.: No. 2 (colors, white)—E. C. Brace, bow, weight 140; F. A. Nute, 2, 142; C. J. Kintner, 3, 190; Marshall Wallach, stroke, 145. Crescent Boat Club, Philadelphia, Pa.: No. 3 (colors, blue)—C. E. Steel, bow, weight 125; M. W. Phillips, 2, 158; C. P. Tasker, 3, 158; C. E. Hallowell, stroke, 147. This race was between the Elizabeths and Crescent, although the Columbia looked dangerous near the finish. The representatives of Old Virginia, however, showed their mettle by putting an increased amount of force into the oars within a hundred yards of home, and beat the Crescents in handily, the latter leading the Columbias about two lengths. Time of the winners, 8:40¾.

THE TENTH ANNUAL CONVENTION

of the National Association of Amateur Oarsmen was held last evening in the Masonic Temple. The convention was called to order by the secretary, Mr. L. E. Saunier, who introduced Judge Dent, the president of the Board of District Commissioners. Judge Dent, in a pleasant little speech, bade the convention welcome to the District, and suggested that in the future the National Capital should be made the rendezvous of such gatherings. Mr. Charles E. Coon, of the Columbia Boat Club, was unanimously elected chairman and Mr. Saunier secretary. The secretary read the roll, showing that twenty-five boating organizations were represented. Messrs. W. H. Allen, John W. Corson, and O. F. Remington were elected to fill the vacancies on the executive committee occasioned by the expiration of the terms of Messrs. Allen, Remington, and Keyes. The report of the executive committee in suspending the Neptune Club of Philadelphia for professional rowing was adopted. Also their action in expelling George Garsal, of the Metropolitan Club of New York city, for professional rowing was sustained. After appointing a committee to draw up resolutions expressive of their sympathy with the President the convention adjourned.

THE REGATTA WILL BE CONCLUDED

this afternoon with an eight-oared race, and the sport will begin at half-past two with a pair-oared contest. The programme adopted last night and the pool-selling was as follows: Detroit Scullers, Detroit, Mich.: John H. Clegg, bow; F. D. Standish, stroke. Ariel, Newark, N. J.: Frederick Freeman, bow; Frederick Watts, stroke. Albany, Albany, N. Y.: T. J. Gorman, bow; R. T. Gorman, stroke. Mutual, Albany, N. Y.: Charles E. Bulger, bow; Silas Brewster, stroke. No pools were sold on this race.

3 p. m., six oars—Eureka, Newark, N. J.: William Clark, jr., bow; M. H. Jury, William Moffatt, Peter Sexton, Thomas Pilkington, George R. McCall, stroke. Institute, Newark, N. J.: J. J. Coburn, bow; M. J. McGedney, M. K. Harris, O. F. Conlon, T. J. Lapsley, J. P. Henderson, stroke. Shawmut, Boston, Mass.: J. F. Healey, bow; C. H. McLaughlin, D. J. Murphy, J. R. Doyle, E. Hayden, W. R. Kent, stroke. Pools—Eurekas, $15; field, $13.

3:30 p. m., junior single sculls—Mutual Boat Club, Albany, N. Y.: William Riley, weight 155. Pawtucket Boat Club, Pawtucket, R. I.: F. G. Appley, weight 150. Dolphin Boat Club, Boston, Mass.: A. T. O'Brien, weight 135. Centennial Boat Club, Detroit, Mich.: C. Schwelkart, weight 142. Pools—Appley, $25; field, $25.

4 p. m., senior single-sculls—Portland Boat Club, Portland, Me.: John Buckley, weight 150. Grand Trunk Boat Club, Montreal, Canada: Joseph Laing, weight 145. Pawtucket Boat Club, Pawtucket, R. I.: F. E. Holmes, weight 150. Pools—Laing, $50; field, $55.

4:30 p. m., four oars—Elizabeth Boat Club, Portsmouth, Va.: John Murray, bow, weight 150; Peter McGrath, 2, weight 165; T. F. Riley, 3, weight 160; D. Callahan, stroke, weight 166. Minnesota Boat Club, St. Paul, Minn.: H. M. Butler, bow, weight 132; A. McLaren, 2, weight 154; J. J. Parker, 3, weight 144; George J. Becker, stroke, weight 132. Hillsdale Boat Club, Hillsdale, Mich.: C. W. Terwilliger, bow, weight 148; H. P. Mead, 2, weight 150; L. F. Beckhardt, 3, weight 152; E. B. Van Valkenburgh, stroke, weight 165. Pools—Hillsdale, $25; field, $13.

5 p. m., double sculls—Athletic Boat Club, New York city: Joseph L. Davis, bow; Mark G. Davis, stroke. Pawtucket Boat Club, Pawtucket, R. I.: F. G. Appley, bow, weight 150; Frank E. Holmes, stroke, weight 150. Nautilus Boat Club, Hamilton, Canada: C. Furlong, bow, weight 140; J. Donohoe, stroke, weight 150. Mutual Boat Club, Albany, N. Y.: Charles E. Bulger, bow, weight 158; Silas Brewster, stroke, weight 175. Pools—Pawtucket, $15; Athletic, $6, and field, $3.

5:30 p. m., eight-oared crews—Metropolitan, New York: A. J. Schrenkheisen, bow; R. H. Schiele, M. P. Ryan, W. J. Cooper, P. E. Nagle, J. Russell, W. Appe, J. Pilkington, stroke; F. E. Schrenkheisen, coxswain. Potomac, Georgetown: S. H. Wheeler, bow; S. E. Wheatley, W. C. McKinney, Edward Derrick, F. M. Pearson, F. H. Barbarin, A. B. Cropley, T. S. Cropley, stroke; W. F. Roberts, coxswain. Narragansett, Providence, R. I.: H. W. Rice, bow; C. A. Burbank, J. L. Cattanach, E. H. Tinsley, H. A. Kirby, J. W. Moore, Clinton Hale, F. D. Livermore, stroke; Daniel J. Boyd, coxswain. Potomac—Metropolitans, $20; Narragansetts, $17, and Potomacs, $15.

The local committee on arrangements is constituted as follows: Messrs. John W. Corson, W. H. Gibson, J. S. Zeigler, G. G. Kimball, Fred Wright, O. T. Brice, W. H. McKenney, E. S. Maunder, Andy Smith, M. M. Parker, and Samuel Maddox.

COLUMBIA BUILDINGS.

Transactions in the District Offices Yesterday.

The contract for grading and graveling New York avenue between North Capitol and Boundary streets has been awarded W. H. Mohler, and the contract for laying asphalt block on Thirty-first street between N and P, and N between Twenty-eighth and Thirty-first streets, to P. Maloney.

Inspector Entwisle has condemned the rear wall of house No. 1237 Pennsylvania avenue, owned by Joseph Travers, and frame house No. 1826 T street northwest, owned by Mrs. J. C. Fay, and ordered the taking down of both within thirty days. S. Munroe has been ordered to reduce the size of the outbuildings at No. 219 Seventh street to conform to the building regulations.

The total mortality in the District of Columbia for the week ending Saturday, September 3, 1881, was 93 (being 11 less than the week previous), or at the rate of 26.83 per 1,000 per annum. Of the decedents 29 were white males, 25 white females, 15 colored males, and 24 colored females, making an annual death-rate of 23.4 per 1,000 for the white population and 33.8 for the colored. Of the deaths 68 occurred in Washington, 9 in Georgetown, 7 in the county, and 9 in the hospitals.

An order has been issued to the Engineer Commissioner directing him to advertise for proposals for grading and graveling Twenty-second from M to P street.

Mr. J. Abrahata has been informed that the frame buildings opposite the Baltimore and Ohio depot have been condemned and will be pulled down within thirty days.

Health Officer Townshend has addressed a letter to the Commissioners, calling attention to the unhealthy odor which arises from the sewer-traps and requesting that as often as possible they be flushed with Potomac water.

The request of N. J. Frizzell for permission to remove a frame building from Second street, between H and I northeast, to the corner of Fourth and H streets northeast has been refused.

Commissioner Thomas P. Morgan, who has been making an inspection of the charitable and reformatory institutions in the principal Northern cities, will return home to-day.

FALL AMUSEMENTS.

Barlow, Wilson, Primrose & West at the National.

The National was crowded to the doors last night with an audience comprising the cream of Washington play-goers. The heat had materially moderated, so that, despite the jam, everybody was comfortable and in a mood to enjoy whatever might be offered. The audience filled the room early, and had barely time to admire the new interior before the curtain went up, which it did at eight o'clock precisely. The performance went off with the utmost precision. The bill was a good one, and was rendered in an unexceptionable manner. At every step the audience manifested the most enthusiastic approval, which frequently found vent in uproarious cheering. The first part was particularly good, but when all was so good particular mention need not be made of any one feature. The singing was exquisite, the comedy was capital, the dancing superb, the contortion act simply marvelous, and the burlesque was lively and laughable. It was only when "Mrs. Diddemus' Party" held the boards that the audience showed the slightest loss of interest. The whole act could wisely be cut. It was perfectly rendered, without question, but it is old and too long—too "talky." With this solitary drawback, if it may be so termed, the general verdict from the audience was that the performance was the best ever given in Washington by a minstrel company. George Wilson seemed to catch the fancy of the public more than any other individual, and during the first part was the modest recipient of a magnificent bouquet in the form of a horse-shoe composed entirely of buds. The company give three more performances—to-night and to-morrow night, with a matinee to-morrow afternoon.

Ford's Opera-House will open Monday, the 12th instant, with the recent New York success, "Rooms for Rent."

Street Fight and Lawsuit.

Yesterday morning, in the Police Court, Mr. O. B. Lester was charged with assault and battery on Benjamin S. Berry and the case was continued. The former is a clerk in the Land Office and the latter a gentleman well known in this city as well as Philadelphia, where he amuses himself biennially by running against Samuel J. Randall for Congress. The row grew out of some business troubles between Berry and Mrs. Catharine A. Wyndam, a sister-in-law of Lester, who keeps a boarding-house at No. 1325 K street, involving the right to certain furniture now in possession of Berry, and which he was attempting to dispose of. In the skirmish Berry was considerably worsted, as his head and face clearly evidenced when he presented himself before the court. Mr. Berry is said to have claimed that he had Lester employed in the Land Office. This Lester denies, asserting that he had no need of such aid, and that Berry is only a cheap office-broker in this city, without influence. Yesterday afternoon Messrs. Charles Pelham and T. J. Miller, for Mrs. Wyndam, secured an injunction from Judge Wylie restraining Berry from disposing of the furniture, which is now in the possession of an auctioneer. The papers were served by the marshal, and there the matter rests.

Permits to Wed.

Marriage licenses were issued as follows yesterday: Charles F. Shoemaker and Rhitta Miller, Braxton Jordan and Lizzie Russell, Washington, D. C.; John F. Roberts and Lillie Della, Alexandria, Va.; F. Halsey Wigfall, Baltimore, Md., and Genevieve Welling, Washington, D. C.; George Alfred Jones, Brightwood, D. C., and Cerilley Ford, Washington, D. C.; Clem P. Martin and Mary V. Riley, Peter G. Brooking and Margaret Richardson, Frank L. Beach and Henrietta Myers, James Ricks and