TRIBUTES TO D. D. WITHERS.

PLANS FOR THE TURFMAN'S FUNERAL.

TALK ABOUT MONMOUTH PARK AND THE BROOKDALE FARM.

Among the racing men of this city yesterday there were many expressions of deep regret at the death of David Dunham Withers. But the regret was not confined to racing men. In Wall Street and the business part of the city generally he was almost as well known as at Monmouth Park, and there was sincere sorrow among those who had been brought into contact with him.

"Mr. Withers simply cannot be replaced," said J. B. Haggin yesterday. Mr. Haggin, as all the racing world knows, is the owner of Salvator, and it was on the giant Monmouth Park track that Salvator made his wonderful mile record—1:35 1-2. "I never knew a man who devoted himself with such ardor of purpose to anything which he took in hand, or so firmly stood by any principle which he believed to be right."

Ex-Judge A. C. Munson, who is the executor of Mr. Withers's will, believes that Mr. Withers's untiring labors over his pet hobby, the Monmouth Park track, hastened his death. "Every one familiar with Mr. Withers's habits," he said, "knows how he persistently overworked himself for the sake of the new giant which he had created. Even when the track was being built every order that had to be transmitted to the workmen came from him. He was not only a thorough master of racing law, but he also possessed a natural genius for architecture. Many of the pretty buildings on the Monmouth Park ground were designed by him, and to his skill in this respect also racegoers were indebted for the overhanging roof, which is one of the wonders of the age."

"What effect is Mr. Withers's death likely to have on the future of Monmouth Park?"

"Well, really, I should not care to say just now," replied Mr. Munson. "I am the executor of Mr. Withers's will, and do not wish to say a syllable which would have the effect of depreciating the property."

At the Brevoort House yesterday there were received a large number of cards, letters, flowers and messages of sympathy. Those who called at the hotel included ex-Governor George P. Wetmore, Goold Redmond, ex-Mayor Edward Coper, Alfred Hennen Morris, C. C. Baldwin and General William Cutting. The funeral will take place at 3:30 o'clock this afternoon at St. Mark's Church, St. Mark's Place and Second-ave. The Rev. Dr. Rylance, the rector, will officiate. The burial will be at the Marble Cemetery in Second-st. The following will be pallbearers: Ex-Judge A. C. Munson, ex-Mayor Edward Cooper, ex-Governor George P. Wetmore, A. J. Cassatt, J. de B. Hunter, General William Cutting, Joseph Larocque, George S. Bowdoin, W. D. Shipman and J. G. K. Lawrence.

The directors of the Bank of the State of New-York yesterday resolved to attend Mr. Withers's funeral in a body. Twenty-six years ago the directors of the same bank passed a resolution in precisely similar terms in reference to the death of Reuben Withers, Mr. Withers's father, who had been the bank's president. On that occasion also the funeral was held on a Saturday afternoon at 3:30 o'clock. Yesterday a telegram was received from A. J. Cassatt, saying that he would reach New-York in time for the funeral.

An autopsy on the body of Mr. Withers yesterday afternoon, by Drs. Partridge and Russell, showed that death was undoubtedly due to chronic nephritis.

What the value of Mr. Withers's estate will prove to be is as yet uncertain. No one of those in a position to know would talk on the subject yesterday. It is, however, almost certain that the stud and breeding farm will be dispersed by sale. The two-year-olds at Brookdale are a splendid lot, and were highly tried as yearlings, and caused Mr. Withers to make the sweepstakes race, $1,000 a corner, between horses owned by J. O. Donner, A. F. Walcott, John Hunter, J. A. Morris and representatives of the Brookdale stable. A friend of the family said that the relatives of Mr. Withers instructed Mr. Croft to go to Brookdale and instruct the trainer, Marron, to keep on training the horses in the racing stable and for the foreman, Hanrahan, to follow the breeding instructions as Mr. Withers had given them. There are nine foals at Brookdale. Centaur, the Faverdale colt, was bred to four mares last year.

Many people have wondered why a man of Mr. Withers's temperament became a lover of racing. An old acquaintance of his says that he imbibed the love of the thoroughbred when he was a boy going to school. He received his early education at Powell's school for boys in Fordham. He often made the journey to West Farms to see American Eclipse, the champion racehorse at that time. Mimi, the favorite brood mare at Brookdale, was purchased from Francis Morris for $1,500, a great price at that time. Mimi was by imported Eclipse out of Hennie Farrow, a mare was by imported Eclipse out of Hennie Farrow, a mare which furnished a distinct family of racehorses called the Hennie Farrow family. The following are a few of her offspring: Electree, Hidalgo, Alta, San Juan, Mimi. Report was purchased by the side of his dam Echo, by Lexington, dam Maria Innis, by Imp. Yorkshire. Report was foaled in Rhode Island, and is probably the only good racehorse ever bred in that state. He took after the State in size, as the quantity was small, but the quality was of the best. Echo was the dam of Nemesis, Eccola and Duplex. Strathspey was purchased for Mr. Withers at the sanford sale in Lexington, and raced in the Brooklyn colors. Mr. Withers had doubts about Glenelg's pedigree, however, and disposed of Strathspey.

Brookdale will be represented at the funeral by fourteen stable lads, the trainer and superintendent of the breeding establishment. The majority of the trainers, jockeys and persons interested in racing will attend the services at St. Mark's.

TALKS WITH MEN WHO KNEW MR. WITHERS.

TRIBUTES TO THE DEAD TURFMAN FROM JOHN A. MORRIS AND A. J. CASSATT.

New-Orleans, Feb. 19 (Special).—John A. Morris was seen at his picturesque and elegant winter home in St. Charles-ave., this city, and asked what effect the death of D. D. Withers would have on racing in the United States. Mr. Morris, who is one of the stockholders of Monmouth Park, said in reply:

"Now that question is about as difficult as the riddle of the Sphinx. Mr. Withers's death being so recent and taking place so far away from me, it is difficult for me to give anything like an intelligent reply. I do not even know who his heirs are. Mr. Withers was a bachelor and lately lost many of his nearest of kin. I am neither a prophet nor the seventh son of a seventh son," continued Mr. Morris, laughing, "but I am by nature optimistic and perhaps that compensates for my weakness in prophetic power. I cannot say that I apprehend anything injurious to American racing interests will follow the death of Mr. Withers. He was the best man in the world, and a very warm friend of mine, and undoubtedly his strong personality had a very appreciable effect on the turf of this country. Still, I don't think that his death will cause a chaotic state of affairs in racing matters. At the death of a Sir Joseph Hawley, or a Mr. Mary, or a Lord Falmouth, there are always pessimists who predict ruin and dissolution, yet the world and the race track move on just the same. Personally, I believe that the turf improves every day, though your newspapers say the contrary."

"Do you think there is any danger of the dissolution of the Monmouth Park Association?"

"Not in the least. There was none when Scott died. The Scott estate is to-day represented in the Monmouth Park Company."

"Had you been associated with Mr. Withers?"

"Yes, I had been in co-operation with him almost all along. Of course you know I was a co-stockholder with him in the Monmouth Park Association."

"Had you known him long?"

"Since away back behind the smoke of war in the ante-bellum days. He came to Louisiana first as the representative of a great New-York sugar and molasses house. I met him in company with such men as Duncan F. Kenner, Slidell and Richard Milliken. He became the owner of a plantation here, which he sold for a million of dollars when he went to the North."

"What were his personal characteristics?"

"There were many contradictory elements in his character. To the superficial observer he often appeared brusque and even rough. In reality, he was a man with a great warm heart, gentle in nature and always ready to assist the needy. That was the man—a rough exterior, but a good, honest heart. He might have been hasty with you on the street or the race track, or in the hotel, but when once you were under his own vine and figtree, once your legs were beneath his mahogany, all that he owned was yours."

Philadelphia, Feb. 19 (Special).—A. J. Cassatt, when told of the death of his long-time friend, David D. Withers, expressed deep sorrow at the unexpected blow. "I was astonished and grieved at the news," he said to-day. "Mr. Withers was at my house only last Tuesday, and spent a considerable part of the day with me. He came from New-York on a morning train, and had luncheon with my family and myself. I got exactly that, for it was a long-established habit with Mr. Withers not to partake of luncheon, but he sat at table with us and later smoked a cigar with evident enjoyment. When he first arrived here he said he was not feeling very well. In the afternoon he said he was very much improved. He started from the Broad Street Station for New-York at about 4 o'clock in the afternoon."

Mr. Cassatt to-day received a telegram from New-York, asking him to be a pallbearer at Mr. Withers's funeral. He will start for that city to-morrow morning. Speaking of Mr. Withers's position on the American turf, Mr. Cassatt, who was closely identified with him in many of the racing enterprises in which he was engaged, said with much feeling: "Mr. Withers was undoubtedly the very head of the American turf. He interested himself in racing and in the breeding of fine horseflesh purely for the love of it, and without regard to pecuniary profit. He was only fairly successful financially, but his has been a powerful force in elevating the tone of of the legitimate racetrack. His influence in that direction can hardly be overestimated. He was opposed to winter racing, because he regarded it as detrimental to the real interests of American horsemen, and of racing as a sport and as a sport alone. He had no sympathy with the gambling element and the huckstering system that has done so much to demoralize the legitimate recreation of the racetrack. This is shown in his magnificent track at Monmouth.

"As to the future of Monmouth it is difficult for me to speak. I do not know what course will be taken. It does not seem to me that the New-Jersey Legislature will pass such a racing law as will justify the opening of the magnificent property created by Mr. Withers's energy and enterprise. While I am interested in the Monmouth track to a small degree, I do not know what Mr. Withers's plans were concerning it."

SELECTIONS FROM THE MAIL.

THE SUCCESSFUL AMERICAN JOURNAL.

NOT NECESSARY TO BEGIN IN SENSATIONALISM.

To the Editor of The Tribune.

Sir: "The American newspaper of to-day is the product of fifty years of experience and observation. In every case the successful American journal has been built upon 'sensationalism.'" So says an article entitled "The Managing Editor" in "Lippincott's Magazine" for February. To the second of the two statements I beg to take exception. It must be granted that some American journals have built up their success on a basis of sensationalism, and to my mind one of the greatest newspaper buildings in the United States, which I need not mention by name, is a monument to little else than "sensationalism" and pandering to the lowest tastes of the community. But to say that "in every case the successful American journal has been built upon 'sensationalism'" is to make a broad assertion which the facts will not support. I believe it would be nearer the truth to say that in every case the successful American journal has been the result of satisfactorily supplying a public want, and those wants are as multifarious as the various elements which go to make up a community. There is the harpy element which feeds on filth and carrion, which has its peculiar want, and there are successful dealers in those commodities, just as there are thrifty contractors for collecting the offal of the city. So long as scandal-loving men and women exist in remunerative numbers there will be successful American journals built upon sensationalism. On the other hand, just as surely as there is a better element in a community that wants the news served up in a clean and wholesome manner, that has some regard for the moral atmosphere of its homes, that believes in some principles and wants an advocate of them, just so surely will there be successful American journals built upon the wise supplying of those higher demands. For this reason I believe that the character of a community may be very accurately ascertained from an analysis of the papers for which it subscribes, just as one may form a pretty fair idea of an individual's character by glancing at the books in his library or noticing the companions with whom he associates, for books and newspapers are simply the essence or concentrated extract of human beings. As I go downtown mornings it is exceedingly interesting to study the relation between the faces of the newspaper readers and the papers in which those faces are buried. A composite photograph of the physiognomies of The Tribune readers is as different from the average appearance of "The World" readers as can be, and the expression of "The Evening Post" reader is as characteristic as could be imagined. I was profoundly impressed with this fact of the comparative quality of newspaper constituencies last year as I sat in a box at the Metropolitan Opera House on the occasion of The Tribune's jubilee and surveyed that immense sea of well-formed and apparently well-filled heads. I do not believe that an audience representing more aggregate and average intelligence and character ever assembled in a public hall in this city. It was one of the most extraordinary tributes ever paid to an American journal and was an eloquent expression of the qualities which may make a successful newspaper.

As I have been a trifle personal in the application of my principles of newspaper success, allow me to mention two other facts which have come under my observation—one showing the character of The Tribune and the other the character of The Tribune's readers. When I go downtown on the elevated railroad in the morning I generally take refuge in one of the "hospital cars"—either the front or rear car, which, being open only at one end, is less pervaded by the Boreas breezes which toy with the whiskers and tresses of passengers in the intermediate cars. And as I go pretty well downtown the train, which erstwhile was jammed with sardinean compactness, is generally depopulated when I disembark. So I frequently walk through two or three cars to alight opposite the exit to my station. The cars are strewn with discarded newspapers, "The ——," "The ——," "The ——" and "The ——" (not to be invidious), but I never saw a Tribune thrown away. The man who reads The Tribune generally considers it worth tucking into his pocket, taking to his office, and carrying home at night. And he is not afraid or ashamed to take it home and leave it where his wife and children can get at it—a thing which cannot be said of some American journals whose success is based upon sensationalism.

The other point I was going to make was the character of The Tribune's readers as revealed in the fidelity with which they pay their bills. Recently, having occasion to change the manner of taking my Tribune, I went to a city newsstand and ordered the paper to be sent to me; but, not having implicit faith in the stability of this particular vendor, I did not want to pay in advance, so I asked: "Can you not send me The Tribune regularly and let me pay at the end of every thirty or sixty days?" The answer, which came promptly, quite put me to shame after my lack of confidence in the newsdealer: "Certainly sir. Perfectly willing to trust Tribune subscribers. Always pay their bills." My interest was so much excited that I said: "Is that so?" "Yes, sir," replied the dispenser of diurnal literature, "it's proverbial in the trade. We often get left on subscriptions to 'The ——' and 'The ——' and 'The ——,' but never on The Trib."

But to recapitualte, I venture these two propositions: First, the most successful newspaper is the one which supplies most satisfactorily some positive want or class of wants of a community. A newspaper can choose its constituency, high or low, just as it pleases; and the more thoroughly it studies and apprehends and meets the wishes of its clientele, the more successful it will be. Secondly and per contra, the newspaper which is thrust upon a public which has no need for it is doomed to failure. The journalistic cemetery is filled with such remains. To be sure there are other causes of failure, but newspapers which have been forced into existence either as financial ventures or for the advancy of some transient idea, and maintained a semblance of life by energetic pecuniary galvanism, have invariably collapsed when the exhausted projectors ceased to grind the financially stimulating battery, because they supplied no "long felt" or other want of the people.

If I am in error, I shall be happy to be set aright; but I am giving the opinion of one who once wielded the blue pencil himself. EX-JOURNALIST.

New-York, Jan. 24, 1892.

BROOKLYN'S DIRTY STREETS.

To the Editor of The Tribune.

Sir: Will you kindly tell me why it is that some of the streets of Brooklyn are not cleaned at all during the winter months, even though we have much warm, pleasant weather, suitable for cleaning them; and the gutters are, in many sections, filled with rubbish? Is there no appropriation for the winter months? Where can information concerning the work of the Street Cleaning Department be found? T. B.

Brooklyn, N. Y., Feb. 10, 1892.

(There is no appropriation for street cleaning in Brooklyn during the winter months. In time of special need it may be ordered by the Commissioner of City Works, and then has to be paid for out of the contingent fund. All information about street cleaning may be had at the Street Cleaning Bureau, Department of City Works, in the Municipal Building.—Ed.)

THE CASE OF WALTER T. HUNT NOT ENDED YET.

To the Editor of The Tribune.

Sir: Your journal, even date, contained a statement that W. J. Johnston & Co. had obtained a judgment restraining me from working in "The Electrical Age." This judgment was obtained by "snap" proceeding. We were ready for trial, Johnston's lawyer begged off, last October. It was then agreed to bring up the case on two days' notice. But Johnston's lawyer took a "snap" judgment, but even then got only six cents damages. Judge Ingraham has promptly set the judgment aside, and the case is to be properly tried. WALTER T. HUNT.

New-York, Feb. 19, 1892.

WRETCHED BRUTES DRAWING STAGES.

To the Editor of The Tribune.

Sir: It seems a pity that public sympathy has not been more generally aroused concerning the wretched condition of the poor animals which draw the Fifth-ave. stages. As we were riding down the avenue to-day we counted over twenty teams of these overdriven and poorly fed animals. It was simply distressing to see the poor brutes, covered with many sores and tugging at their heavy burdens like living skeletons. Although we have dirty streets and bad government, we hope we have not lost all humitarian feelings in this city. Certainly the large-hearted people of New-York and the Society for the Prevention of Cruelty to Animals ought to take some steps toward remedying this barbarity.

If, as is claimed by the owners of the line, the receipts are not sufficient to enable them properly to care for their horses, we hope that the public sentiment will be too strong to allow this atrocity to continue. W. GATES,
PETER MACQUEEN,
RALPH L. GRAHAM.

No. 41 East Sixty-ninth-st., New-York, Feb. 10, 1892.

THE DATE OF COLUMBUS'S DISCOVERY.

NOT OCTOBER 12, BUT OCTOBER 21, IN THE GREGORIAN CALENDAR.

To the Editor of The Tribune.

Sir: Two years ago you kindly gave space for a communication from me calling attention to the fact that October 12 is regarded as the anniversary of the landing of Columbus, notwithstanding it is nine days from the true anniversary. Since that time much has been said and written about October 12, and an act of Congress approved on April 25, 1890, provides for the dedication, with "appropriate ceremonies," of the Exposition buildings in Chicago on the 12th of October, 1892, that being taken as the 400th anniversary of the discovery of America.

As explained in my former letter, the day Columbus landed was not October 12, according to the standard by which we now reckon time, but October 21, the difference between the old style or Julian calendar and the new style or Gregorian calendar being nine days in the fifteenth century, as it was ten days in the sixteenth, when the reform was instituted, and eleven days in the eighteenth century, when England adopted the new style. Since that time the year 1800, passing as a leap in the old style and a common year in the new, made the difference twelve days during this century, and soon the year 1900 will in the same way make it thirteen.

This growing difference arises from inaccuracies in the Julian calendar, which regards the solar year as 365 1-4 days, and makes up the quarter day for each year by intercalculating a day in every fourth year, making what is known as a leap year. This arrangement was more convenient than accurate, as it gave to the average solar year an excess of more than eleven minutes, not enough to disturb one generation, amounting to only about three-fourths of a day in a century, but causing a difference that in the course of centuries became noticeable, and in 1582 Pope Gregory XIII and the scientific men of his time proved that they were ten days behind in their true reckonings. The error was rectified by eliminating ten days from that year. By decree of the Pope the day after October 4 was called October 15, the dates 5 to 14 inclusive being suppressed. To guard against the accumulation of errors in the future a scheme was adopted providing for the omission of one of the intercalculating days in each century, or rather that three of these days be omitted every four centuries, the rectifying omissions to occur in centesimal years, as 1700, 1800, 1900, leaving every fourth centesimal year, as 1600, 2000, etc., every year evenly divisible by 400, to be leap years, as before. Thus practically three-fourths of a day is dropped from each century and the difference between the average solar year and the calendar year reduced to a minimum.

The immediate effect of this reform in the calendar was to put a difference of ten days between the old style and the new. Papal countries at once adopted the Gregorian scheme, but Protestant nations were not so ready to accept it. Germany continued to use the old style for more than a century, until 1700, and England until 1752. Before that time the year 1700 had passed as leap year in the Julian calendar, making the difference between that and the new style eleven days, and when England, by act of Parliament, adopted the new style, it was necessary to suppress eleven days. Many superstitious people thought that they had been robbed of that much time, and that their lives were correspondingly shortened; but in vain they cried, "Give us back our eleven days." Washington was born February 11, 1732, and was in his twenty-first year when this sudden vaulting ahead in the dates brought the anniversary of his birth February 22.

When Gregory rectified the calendar in 1582 the error, as we have seen, was ten days. Had the change been made a century earlier, or before the year 1500 passed, receiving an intercalculated day that should not have been given it, the difference would have been nine days. As in chafing from old style to new style, we have to add ten days to dates in the sixteenth and seventeenth centuries, eleven days in the eighteenth century, and twelve days in the nineteenth century; so for all dates in the fifteenth century, we should, to get the corresponding date by the Gregorian calendar, add nine days, and Friday, August 3, the day Columbus sailed from Palos, should be, according to our standard, Friday, August 12, and Friday, October 12, the day land was discovered, should be Friday, October 21.

By observing October 12, N. S., 1892, as the 400th anniversary of an event that occurred October 12, O. S., we make ourselves ridiculous as a Nation by recognizing both the old and the new, and conforming to neither. To be consistent, we should celebrate Washington's birthday on February 11 and the landing of the Pilgrims on December 11, instead of December 21.

There are other good reasons for observing the 21st instead of the 12th as the fourth centennial of Columbus's landing. In the Gregorian calendar the order of days and dates is repeated every 400 years. In the Julian calendar every 700 years. All dates in this, the nineteenth century, fall on the same week days as corresponding dates rendered in the new style, of course, in the fifteenth century. October 12, otherwise October 21, 1492, came on Friday, and October 21, 1892, the 400th anniversary, comes on Friday. It is a historical fact that Columbus landed on Friday. The interest in an anniversary is always greater when it falls on the same day of the week as the event commemorated. By all means, then, let this first grand celebration of the discovery of the New World take place on Friday.

It is not unlikely that contractors and managers having the matter in hand will be glad of even nine days' extension of the time in which to complete their work. It is not too late for Congress to amend the act providing for "appropriate ceremonies October 12, 1892," by fixing the correct anniversary date, October 21. If the change is ever to be made, it should be made now, and we should begin to teach the children of to-day the correct date of an event so important. Will not The Tribune give its powerful indorsement to this suggestion and take the matter up in a way to attract the attention of Congress and the general public? WILMOT H. THOMPSON.

Orange, N. J., Jan. 17, 1892.

IN THE CAUSE OF DUMB CREATURES.

POOR WORK DONE BY A SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

To the Editor of The Tribune.

Sir: I was delighted to see in this Saturday morning's Tribune an article scoring the New-Jersey Society for Prevention to Cruelty to Animals for allowing such cruelty to flourish in the State. Our papers make spasmodic and feeble attempts to arouse in the society a sense of shame in their inactivity, but all these have so far failed utterly of their purpose. Perhaps if the papers of New-York, a city where, in spite of its great size, the sufferings of animals are so much more promptly attended to, should direct public attention and scorn to this miserable apology for a Society for Prevention of Cruelty to Animals, something might be done. Here in Newark the cruelties, nay, barbarities, constantly practised in the most brazen manner are calculated to make one's blood boil every time he goes into the street. Threaten the perpetrators with the Society for Prevention of Cruelty to Animals and they will laugh in your face.

The society did, it is true, after much ado, manage to cause several horses to be removed from the street cars of the Essex Passenger Railway Company, after, be it noted, several poor creatures had, by falling from exhaustion, proved their inability to take another trip. The society is still patting itself on the back in approbation of this great stroke, while the passenger railway company is taking advantage of the period of self-congratulation to put just such horses again before the cars, principally at night, when, of course, no agent could be expected to bother himself as to whether a few miserable horses were being driven and beaten to death or not.

Our so-called justices (Heaven save the mark) appear to be in league with those who practise these outrageous cruelties, for if a case actually comes to trial, the offender is, in nine cases out of ten, either discharged or the punishment is so ridiculously inadequate to the offence that it is practically encouraging its repetition. If one complains to the Society for Prevention of Cruelty to Animals of its inefficiency, one is met by that eternal wail no money, the, as you rightly term it, wholly insufficient excuse of your Red Bank correspondent. I hope that you will not let the matter rest here, but will continue to point the finger of scorn at the shameful inactivity of the New-Jersey Society for Prevention of Cruelty to Animals, until they are forced to really do something.

Newark, N. J., Jan. 30, 1892. M. S. H.

THE FIRE DEPARTMENT AND THE HOTEL ROYAL.

To the Editor of The Tribune.

Sir: In the account by Mr. Underwood, night clerk of the Hotel Royal, which appears in The Tribune of Monday, he makes the extraordinary statement that "it was fully twenty minutes before an engine reached the hotel." He subsequently reiterates this statement, so that it is evidently his deliberate judgment. Under the circumstances it may be assumed that Mr. Underwood was not in a fit state of mind to estimate properly the lapse of time, and his statement might properly be dismissed as an exaggeration due to the excitement and terror of the moment. But it receives an important corroboration in the account which appears in the same issue from C. W. Kline, the gentleman who escaped by the use of his umbrella as a parachute, who says that after leaping to the ground he went into the hotel office and found the hotel people acting like lunatics. Then he went to the Gedney House, registered, procured a suit of clothes, dressed himself, and returned to the fire. "Even at that time," he says, "the Fire Department had not arrived, and men, women and children were at the windows screaming for some one to save them." "It was ten minutes after I returned to the fire before a ladder was raised to any of the windows." These estimates of precious time wasted substantially agree, and that of Mr. Kline is strongly supported by circumstances.

Some explanation seems to be due from the Police and Fire departments. Here is a house in a central part of the city, on an avenue which, even in the small hours of the morning, is much frequented, with several fire companies within a distance of two and half to three minutes, with several policemen, who must have been in plain view of the building at the moment when the fire first burst forth, and yet two witnesses testify that at least twenty minutes elapsed before any fire apparatus appeared on the scene. Is this the best we have to expect from our costly and much vaunted Fire Department? C.

New-York, Feb. 11, 1892.

THE NEW REGISTRY MATTER.

To the Editor of The Tribune.

Sir: The proposed registry law provides that voters must register in the country districts as well as in the cities, but that the list of voters at the last general election may be used next fall. Inasmuch as in many counties in the State somewhere near one-third of the Republican voters did not vote last November, and consequently their names will not appear on this year's list, the proposed scheme is a very pretty one to deprive those same Republicans of their votes this year. Those Republicans voted two years ago and their names were on the lists for last year, but as they did not vote, their names will not be on the lists for this year. Every Republican who wishes to vote this year must register in person, whether in the cities or the country.

A REPUBLICAN WHO ALWAYS VOTES.

New-York, Jan. 29, 1892.

GREETING THEIR NEW PRESIDENT.

LAFAYETTE ALUMNI GIVE A DINNER TO DR. WARFIELD.

The New-York Alumni Association of Lafayette College gave a complimentary dinner last night at No. 1,262 Broadway to the new president of the college, Dr. Ethelbert D. Warfield, who assumed control of the institution at the beginning of the present college year. Dr. Warfield was graduated at Princeton, was for some years a Fellow at Oxford, where he received a degree, and has just left the presidency of Miami University, to take his present office. He is still a young man and has many years of usefulness before him.

The reception last night afforded the alumni of New-York and its vicinity an opportunity to make the acquaintance of the new executive of their alma mater. The impression made was a most favorable one. Among those present were Dr. William C. Cattell, Professor F. A. March, jr.; William Owen and the Rev. Dr. Ballard, of Lafayette; Professor William H. Green, of Princeton; Professor James M. Cattell, of Columbia; J. W. Griggs, H. A. Potter, A. T. Stoutenburgh, A. W. Sproull, D. B. Simpson, F. E. Taylor, Joseph H. Evans, W. C. Alexander, Dr. Lawrie, W. W. Smith, D. M. Heydrick, C. P. Bassett, J. F. Siter, Dr. Halliday, Alanson Trask, the Rev. H. G. Mendenhall, the Rev. J. B. Shaw, John W. Farquar, W. G. Finney, O. H. Carmichael, Dr. James Wilton Brooks, Dr. H. H. Smith, the Rev. Dr. Shearer, John S. McMasters, George F. Chamberlain.

The toastmaster, the Rev. Dr. George L. Shearer, introduced the first speaker, President Warfield. Dr. Warfield said in part: "I thank you most heartily for this cordial reception. I hope your alma mater has not acted foolishly in entering into this new alliance. I have already held two terms of office and shall not accept a third term. My future work will be for this college. You know the trustees have recently raised $50,000, and in addition ten gentlemen have each pledged $1,000 for the benefit of the college, so we may soon expect to be on a sound financial basis."

A telegram was read from Russell B. Harrison, a graduate of Lafayette in '77, regretting his inability to be present. The other speakers were ex-President William C. Cattell, the Rev. W. F. Junkin, Professor William H. Green, John R. Griggs, Professor F. H. Marsh, jr., Professor J. W. Gilmore, of the Royal College, Corea; William B. Owen, and the Rev. J. B. Shaw.

A DINNER TO THE PRESIDENT.

Washington, Feb. 19 (Special).—Secretary of War and Mrs. Elkins gave a dinner this evening in honor of the President and Mrs. Harrison. The company included besides the President and Mrs. Harrison, Vice-President Morton, the secretary of State, the Secretary of the Treasury and Mrs. Foster, the Attorney-General and Mrs. Miller, the Postmaster-General and Mrs. Wanamaker, the Secretary of the Navy and Mrs. Wilmerding, the Secretary of the Interior, the Secretary of Agriculture and Mrs. Rusk, ex-Senator Davis, of West Virginia, and Mrs. Davis, Mrs. Philip Sheridan and D. O. Mills, of New-York. Mrs. Morton, Mrs. Blaine and Mrs. Noble were compelled to send regrets on account of illness.

L. J. B. Lincoln, of New-York, gave the second of a series of readings this morning at Senator McMillin's house. The subject was "Recent Foreign Influences in Our Reading."

LIVE STOCK MARKET.

New-York, Friday, Feb. 19.—BREVES—Receipts, 114 carloads, or 1,944 head—20 carloads for export alive, 78 carloads consigned direct, including 24 carloads for Eastmans Company, and 16 carloads for the market, mostly with the cattle held over Wednesday. Barely 25 calves had to be sold. These carloads arrived late. There were but few butchers at the yards and trade was sluggish, closing severely dull, without a full clearance. Common to strictly prime steers sold at $4 10@$5 per 100 lb; about two carloads of extra heavy Western do at $5 25; oxen at $3 30@$4 50; bulls and cows at $2 25@$3 75.

Cities dressed beef in fair demand at prices quotations, or at 6@8½c for common to extra selected sides.

Private cable advices received yesterday quoted refrigerated beef a fraction lower, and selling at 8½c in Liverpool and 9½c in London. American steers are doing a little better than early in the week, and quotations are 11@12c, estimated dressed weight.

Shipments to-day and Saturday included 2,500 quarters of beef to the Continent and 1,800 quarters to the Docks for Eastern consumption. 450 cattle on the Martitle and 611 on the Furness for Shamberg & Epstein, 400 head on the Alexander Baker and 208 head on the Santa Rosa for W. W. Rosser; also the Orinoco Nassau, 1,000 head to the West Indies, 10 sheep for Hunter Malton and 20 lambs for S. S. Dillenback; making the total shipments for the week from this port, 4,420 live cattle, 11,900 quarters of beef and 100 sheep.

Sales to D. McPherson & Co.: 34 Western steers (extra), 1081 lb average, at $5 25 per 100 lb; 40 do, 1070 lb, at $5 10; 9 do, 1011 lb, at $5; 10 do, 1030 lb, at $4 65; 8 State oxen, 1485 lb, at $4 15; 2 do, 1515 lb, at $3 40; 10 do, 1300 lb, at $4 20.

Newton & Gillett: 10 Pennsylvania steers, 1530 lb, at $4 75; 18 Indiana do, 1481 lb, at $4 60; 19 do, 1233 lb, at $4 30; 22 do, 1231 lb, at $4 10; 16 stags and oxen, 1485 lb, at $3 75; 7 steers, 1750 lb, at $4 50; 7 do, 1550 lb, at $4 40; 10 State cows, 960 lb, at $2 35; 2 bulls, 1125 lb, at $2 75; 2 State oxen, 2000 lb, at $4 50; also sold late Wednesday, 19 Indiana steers, 1557 lb, at $4 70; 17 do, 1429 lb, at $4 70; 22 do, 1255 lb, at $4 35.

S. Sanders: 1 Ohio steer, 1235 lb, at $4 45; 15 do, 1231 lb, at $4 20; 3 Chicago do, 1180 lb, at $4 40; 19 do, 1173 lb, at $4 25; 20 do, 1131 lb, at $4 17½; 9 oxen, 1514 lb, at $3 30.

J. Shomberg: 27 Chicago steers, 1180 lb, at $4 22½; 17 do, 1218 lb, at $4 20.

M. Goldsmith: 16 Chicago steers, 1420 lb, at $4 20.

MILCH COWS—Receipts 2 head. No sales reported. Feeling steady.

CALVES—Receipts, 170 head, of which 134 at 60th-st. Trade limited for lots of stock, but the market was fairly steady. Ordinary to good veals sold at 6@7½c; but best Bucks County and Harlems were reported to be selling promptly at 8½c. A carload of rather heavy Westerns brought 3½c.

Dressed calves steady at 7@11½c for country dressed veals; 12½c for city dressed extra quality; 11@12c for fair to prime calves; 9@10c for dressed fed and Western calves.

Sales—Hallenbeck & Hollis: 46 Western calves, 402 lb average, at 3½c per lb; 8 do, 1 bbl, 135 lb, at 8c.

G. Dillenback: 2 veals, 110 lb, at 6½c; 9 do, 132 lb, at 7½c.

SHEEP AND LAMBS—Receipts, including 8 carloads consigned direct to butchers, were 26 carloads, or 5174 head, 16 carloads at 60th-st., 5 carloads at Jersey City, and 5 carloads at Hoboken. The market was uneven; and while some sales appeared to be up to Thursday's figures, others were apparently lower; but neither in the reports from Buffalo or in the visible supply for the next two or three days warrants the belief that there is to be any marked decline in prices, although butchers have experienced great difficulty in advancing the dead market and claim they cannot afford to pay the figures current the past three or four days. Ordinary to prime sheep sold at $5@$6 40 per 100 lb; common to extra prime lambs at $6 40@$7 75, with general sales at $7 25@$7 62½.

Dressed mutton quiet but steady at 9@10½c per lb; dressed lambs in moderate request at 10@11c, and extra stock sold in a few cases up to 11½c; dressed spring lambs unchanged at $4@$8 per carcass.

Sales—G. Dillenback: 43 State sheep, 80½ lb average, at $5 per 100 lb; 43 do, 88½ lb, at $5 50; 64 State lambs, 87½ lb, at $7 25; 73 do, 99 lb, at $7 87½; 177 do, 98½ lb, at $7 75; 160 Western do, 84 lb, at $7 70.

D. Harrington: 13 Ohio sheep, 96 lb, at $5; 98 Ohio lambs, 74½ lb, at $7 35; 180 State do, 79 lb, at $7 50.

Hunt & Weller: 32 State sheep, 96 lb, at $6 40; 180 State lambs, 92½ lb, at $7 62½.

Hallenbeck & Hollis: 180 Canada and Western sheep, 102 lb, at $5; 156 Western lambs, 79 lb, at $7 25.

M. Collins: 269 Michigan lambs, 80 lb, at $7 62½; 151 do, 81 lb, at $7 62½.

R. Hippe & Co.: 352 Western lambs, 81½ lb, at $7 25; 127 do, 84 lb, at $6 90; 23 Western sheep, 120 lb, at $5.

HOGS—Receipts, 25 carloads, or 5083 head—27 carloads at 60th-st. and 8 carloads at Jersey City. None for sale alive. Nominally easier at $5@$5 35 per 100 lb.

CLOSING PRICES OF CALIFORNIA STOCKS.

San Francisco, Feb. 19, 1892.

	Yesterday.	To-day.		Yesterday.	To-day.
Alta	1.00	.90	Ophir	2.75	2.80
Bulwer	.15	.10	Potosi	1.60	1.55
Best & Belcher	2.85	2.85	Savage	1.30	
Bodie Consol	.55	.50	Sierra Nevada	1.50	1.40
Challenge	1.70	1.45	Union Consol	1.60	1.50
Con Cal & Va	4.75	4.50	Utah	.35	.35
Crown Point	1.20	1.00	Yellow Jacket	.85	.85
Eureka Con		1.80	Commonwealth		.10
Gould & Curry	1.45	1.40	Nevada Queen	.25	.40
Hale & Norcross	2.10	2.10	Belle Isle	.20	.25
Mexican	1.80	2.75	North Belle Isle	.20	.15
Mono	1.00	.90	De Soto		.50
Navajo	.05	.05			

THE SOUTHWESTERN LIMITED

Of the New-York Central is the popular train to the Southwest. Equipment new and elegant. Service first-class. Route the most comfortable. Leaves Grand Central Station daily 1:30 p. m., reaching Cincinnati next morning, St. Louis next evening.

THE MARKETS.

TOTAL RECEIPTS.

Ames, bbls	7	Grassed, bags	179
B. E. Peas, pkgs	200	Hops, bales	150
B. W. Flour, pkgs	703	Leather, sides	5,002
Beans, bbls	31	Rosin, bbls	3
Buckwheat, bush	3,000	Tar, bbls	86
Cotton, bales	3,287	Oilcake, pkgs	1,725
Cottonseed oil, bbls	1,101	Oil, lard, bbls	120
Dried fruit, pkgs	612	Oil, linr., bbls	180
Eggs, bbls	550	Oleo stock, pkgs	120
Eggs, cases	4,514	Pork, pkgs	258
Flour pkgs	22,900	Cutmeats, pkgs	5,257
Cornmeal, bbls	845	Lard, pkgs	686
Cornmeal, bags	2,180	Lard, kegs	1,426
Wheat, bush	87,000	Butter, pkgs	3,210
Corn, bush	151,000	Cheese, pkgs	439
Oats, bush	97,400	Pressed hops, No	258
Rye, bush	7,750	Raisins (Cal.), boxes	752
Malt, bush	2,050	Rice, pkgs	28
Barley, bush	9,750	Rice cmd, bags	100
Peas, bush	2,200	Spelter, lbs	2,234
Flaxseed, bags	9,300	Tallow, pkgs	146
Grease, pkgs	138	Whiskey, bbls