

THE SIRIUS ON A SANDBAR

STRIKES OFF TARRYTOWN, BUT IS FLOATED AFTER SEVERAL HOURS.

The steamer Sirius, of the Iron Steamboat Company's Line, went aground on a sandbar off Tarrytown yesterday morning and stuck there hard and fast until 6 o'clock last night, when she was floated. She had on board about two thousand people, who were bound for Kingston Point for an outing, about half of whom were taken ashore in small boats.

The Sirius was chartered by the united Sunday schools of Dobbs Ferry, Irvington and Tarrytown for their eleventh annual excursion. She stopped at Dobbs Ferry and Irvington and arrived at Tarrytown at about 9 o'clock. The excursion was a large one and when the gangplank was hauled in fully two thousand people were on board, most of them being women and children. The tide being at the flood, the pilot backed the Sirius for a quarter of a mile, and she struck the bar.

The ferryboat Rockland, which plies between Tarrytown and Nyack, was called on, but after several attempts to get the Sirius off she gave it up. The tide was running down fast, and the Sirius was getting deeper in the sand. The ferryboat would not try to unload the passengers for fear of going aground, too, and the work of getting the people ashore in rowboats was begun. This was dangerous, as the steamboat stood high out of water, and the women and children were thoroughly frightened.

The news of the steamer's predicament became generally known, and John D. Archbold, of the Standard Oil Company, and Mrs. Joseph Eastman ordered the launch of the Iron Steamboat Company to be sent to the rescue. John S. Hyler also sent his launch. In these craft about half the people were taken ashore. Many women could not leave the boat on account of their babies and baby carriages.

Many of those who succeeded in getting ashore decided to make a day of it, anyway, and took the trolley cars for Rye Beach and other excursions. The last excursion of the same Sunday schools on either August 21 or 22, and they hope to have better success than yesterday.

The Sirius was in no danger and was not a bit harmed, was the statement made last night at the Iron Steamboat Company's pier, North River.

NEW SKYSCRAPER IN BROAD-ST.

BUILDING EXCHANGE COMPANY GETS A BUILDING LOAN FOR \$2,500,000.

A building loan for \$2,500,000, made by the Equitable Life Assurance Society to the Broad-Exchange Company, was awarded at the office of the County Clerk. The loan is made to enable the Exchange Company to erect a twenty-story general office building on the southeast corner of Broad-st. and Exchange Place. The mortgage carries a varying rate of interest, arranged on the following basis: Four per cent for the first \$500,000 of the amount advanced; at the beginning of the building, and 4 1/2 per cent for three years after completion; 5 per cent on the balance, pending completion of the building, and 4 1/2 per cent for three years after completion. It matures May 1, 1904. It is said that the lenders will continue the loan at that time, if the building is not completed. The mortgage on the site for \$1,200,000 makes the total \$3,700,000, secured by mortgages.

The structure to be erected has a frontage of 10 1/2 feet in Broad-st. and 23 1/2 feet in Exchange Place, with a depth of about 100 feet. It is said that the building will have one of the largest floor areas in the city. Its construction was originally planned by the Alliance Realty Company. The great rise in building materials, however, caused this company much embarrassment, and the first part of last June the Alliance transferred its title to the property to the Broad-Exchange Company, a new concern, in which the latter company, after a long and costly litigation, was the only interested party. Work on the foundations is being rapidly pushed.

THE BODIES ON THE SAALE.

WORKMEN SAY THEY SAW OTHERS—THE STEAMSHIP TO BE SOLD.

Three more bodies were taken from the Saale at 6 o'clock last night. They were found in a dry water tank in the lower hold. The workmen engaged in removing the wreckage were yesterday morning in the water tank, and the bodies were taken out yesterday with difficulty. The workmen say that several more could be seen by their dim lanterns. The bodies taken out were those of coal passers, who probably sought to escape the fire by jumping into the water tank below. They will be taken to the Hoboken morgue, and buried at Flower Hill Cemetery today. This brings the total number found up to 198. The Saale will be inspected for appraisal today by officials of the North German Lloyd company, and will be sold as she now lies. A test of her engines has been satisfactory.

The wrecked Bremen still lies in her mud bed on the Westchester side of the Saale. The workmen continued the work of taking out cargo and clearing the hold. No bodies were discovered. The officials of the Chapman Wrecking Company say that they cannot say just when the work of raising the vessel will be begun.

NEW-YORK OR HOBOKEN FOR PIERS.

NO DECISION REACHED IN REGARD TO REBUILDING, SAYS MR. SCHWAB.

Gustav H. Schwab, agent for the North German Lloyd Line, said yesterday about rebuilding the company's terminals: "The company is still considering whether it will move over to New-York or stay where it is, in Hoboken. The question is whether the water tank is nearer the hotels. On the other hand, Hoboken has much to recommend it. There we have much room and we do not have to build a new pier without using the piers for that purpose. New-York would allow us but little room, and that counts to the disadvantage of New-York. These are the things that have to be considered."

LACE MAKERS HELD AT BARGE OFFICE.

THEY CAME TO TEACH IN A NEW FACTORY AT PAWTUCKET, R. I. IT IS SAID.

Several English lace makers, who arrived on the steamship Rotterdam on Monday, are detained at the Barge Office until it can be learned whether or not they are violating the Contract Labor Law. They are George R. Bell, his wife, Kate, an son, George Alfred; Edward Erwin, his wife, Adolaine, daughter Lucy, and son William, and Joseph Hastings. They are under contract to work in a mill about to be opened at Pawtucket, R. I., for the manufacture of lace. It will be the first of the sort in that country. It is a representative of the company appeared before the Special Board of Inquiry. He said the lace workers come here as teachers. He said they had just finished installing a plant at Calais. The intention, he said, was for them to instruct American workmen, otherwise the industry would die. The Board reserved decision.

GOVERNOR'S ISLAND TO BE IMPROVED.

BOARD OF OFFICERS APPOINTED TO INSPECT THE PLACE AND BUILDINGS.

Colonel Kimball, Assistant Quartermaster-General of the Army, has received an order from Washington which concerns the improvement of Governor's Island. It reads: "By direction of the Secretary of War a board of officers to consist of Major-General John R. Brooke, U. S. A.; Colonel George L. Gillespie, U. S. A.; and Colonel Amos S. Kimball, Assistant Quartermaster-General, U. S. A., is appointed to inspect Governor's Island, New-York, for the purpose of making a general inspection of the island and all buildings thereon, and to prepare and recommend a general plan for the improvement thereof. By command of Lieutenant-General Miles."

MEMORIAL MEETING FOR JAMES PINER.

The rooms of the Social Reform Club, at No. 45 University Place, were loaned last night to a committee of labor men, who met to honor the memory of James Piner, Master Workman Knights of Labor, who died three weeks ago. Bartley J. Wright, of Detroit, N. Y., presided, and speeches of eulogy were made by Charles J. Kelly, J. S. Crosby, F. E. Quigley, William J. O'Brien and Thomas A. Fulton. There were present about a score of labor agitators.

WHEELING.

A. E. CROW, WELL KNOWN IN WHEELING CIRCLES, HAS EXPERIMENTED WITH MOTORS FOR BICYCLES.

Alfred E. Crow, who was severely injured, and whose wife and son Harold were killed by the explosion of a naphtha launch at New-Rochelle on Monday, was reported in The Tribune yesterday, is well known in wheeling circles. Mr. Crow is a member of the Board of Officers of the New-York Division of the League of American Wheelmen, and he is also a member of the New-York Consulate. His son Harold was the first child to join the Junior League of American Wheelmen.

Mr. Crow took an important part in the work of the local organization last year, and was the originator of the scheme to district each of the large cities, so that the consular work could be done on political lines. He has been an enthusiastic wheelman for the last ten years, and it is only during the last year that he decided to experiment with motors. He has experimented more or less with motors, and in conversation recently with the writer said that he was working on a scheme which, if it could be developed satisfactorily, would be a great convenience for wheelmen. He believed that a motor could be made of anywhere from one-half to one horse power, and would be of great use to the professional bicyclist. His idea was that the motor could be used by wheelmen principally for climbing a steep hill or in the face of a strong wind. He was too enthusiastic a wheelman to advocate the use of the motor at all times. He is a believer in outdoor sports and recreation, but not of the professional kind. He fought earnestly to have the League of American Wheelmen discontinue its every year racing. The Executive Committee of the division will meet and dine with M. M. Belding, Jr., of the New York Club at Bay Ridge, on Friday night, and a resolution of sympathy will be passed.

Many people collected in City Hall Park yesterday morning, at 10 o'clock, to witness the start of Mr. and Mrs. Alexander E. Spiro and Mr. and Mrs. Claude E. Bigelow on a trip on their bicycles around the world in two or three years. The two couples had to walk along Mall-st., as the onlookers were too numerous to permit them to mount their wheels. Mr. and Mrs. Bigelow had a tandem, while Mr. and Mrs. Spiro had single wheels. They walked down Broadway and to the Philadelphia ferry. A stop will be made at Philadelphia. They will go on to Chicago, and expect to reach San Francisco in two months. They will go to Japan, and from there to India, avoiding China on account of the war in that country. The trip was undertaken on a wager that the two couples could earn enough by motor bicycling to pay for the trip. Mr. and Mrs. Spiro have only just been married, and the journey is their wedding trip.

A map has just been finished and sent to the League of American Wheelmen headquarters which shows all of the side paths in New-York State, including the network of paths on Long Island, as well as places where paths are being made or are contemplated. The map will be of special interest to touring wheelmen. A heavy black line denotes the completed paths, and a dotted line denotes paths in course of construction. One of the longest paths in the upper part of the State at present is that running from Olcott and Lockport to Charlotte. The path from Albany to Utica is also a long one, but is not yet completed. Other paths in course of construction are from Little Falls to Albany and from Little Falls to Saratoga. The path between Bolton and Albany is also in course of construction. The map is being distributed to the members of the League of American Wheelmen, and it is expected that it will be of great value to them.

The Side Path Commissioners of Delaware County are meeting at 11 o'clock, and the work of the side path building will be pushed rapidly. The side path tax will be sold for 50 cents, and will be ready in a few days. There are no paths in that county at present. The first paths to be built will run from the Delaware River to the Delaware and from that place to Fleischman and the Ulster County line.

Mrs. Bayne, the continuous century rider, was still at work on the Merrick Road yesterday. She finished 2,300 miles yesterday morning, and in the afternoon added fifty more to her list. The woman is in good humor and appetite.

LAWN TENNIS.

GEORGE WRENN DEFEATS LEO WARE AT LONGWOOD IN AN EXCITING CONTST.

Longwood, Mass., July 24 (Special).—The second day's play in the Eastern championship lawn tennis tournament at the Longwood Cricket Club here to-day furnished plenty of high grade championship play, and the results were more consistent with previous form than were the matches of yesterday. There were no more upsets, and all of the favorites won, although George Wrenn had a narrow escape from defeat at the hands of Leo Ware.

It is doubtful if there has been such a gathering of champion tennis players in any single tournament within many years as was seen here today, for beside all three of the American team for the coming international matches, Champion Whitman, Davis and Ward, there were ex-Champion Wrenn, Chace, Larned, Wright, George Wrenn, Ward, Little, Parot, Davidson and a lot of other less noted players on the courts during the afternoon. "Bob" Wrenn practised two sets with Ward, and to-morrow he will make his first appearance in tournament play since he went to war with Roosevelt's Rough Riders. He caught the fever in the trenches outside of Santiago, and he has not got it out of his system yet. His physical condition looks bad, but he seems to have regained most of his old time skill in play.

The feature of the day's play was the four hour match between George Wrenn and Leo Ware. Each of the first two sets, a hard-fought struggle, was fought about by taking the third. No one by the name of Wrenn has ever been known to be beaten easily, however, and George Wrenn kept up the family reputation for plucky uphill work to-day, pulling out the fourth set after some heart-breaking play and finally winning the match by taking the fifth and deciding set after a long and arduous struggle. It was anybody's match up to the last point, and Wrenn was five times within a point of winning before he finally got the last set.

Davidson caused some surprise to-day by winning the second set of his match with Davis, but he could not stand the pace after that, and got 4-4 in the third set.

To-morrow Davis will play Carleton, Wrenn will play Chace, and Ward will play Little. Wright will have keys for an opponent. The semi-finals are expected to bring together Davis and Wrenn, and Chace and Ward. The final matches are looked for. The finals between the winners will take place on Friday, and the challenge match between Chace and Ward will be played on Saturday. If rain does not upset the present programme.

Championship singles (preliminary round)—C. Davidson beat D. Look, 6-2, 6-4, 6-3, 6-2; H. A. Carleton beat A. Ewer, 6-1, 6-3, 6-0, 6-1, 6-2; W. L. Little beat R. D. Little, 6-1, 6-3, 6-2, 6-0; H. Wrenn, Jr., beat L. E. Ware, 6-2, 4-6, 6-3, 6-0; H. J. Foster beat H. Ewer, 6-2, 3-6, 6-3, 6-2; G. Keys beat F. E. Barnard, 6-2, 6-2, 6-0.

Championship doubles (preliminary round)—A. S. Piner and K. E. Foster beat A. F. Fuller and R. C. Seaver, 6-2, 6-4, 4-6, 6-4.

Handicap singles (preliminary round)—S. P. Ware (6-2) beat D. P. Sharples (6-0), 6-2, 6-0, 6-2; H. Wrenn, Jr., beat L. E. Ware, 6-2, 4-6, 6-3, 6-0; H. J. Foster beat H. Ewer, 6-2, 3-6, 6-3, 6-2; G. Keys beat F. E. Barnard, 6-2, 6-2, 6-0.

First round—J. P. Parot (over 20) beat B. F. Merrill (scratch), 6-4, 11-9, 7-5, P. Chace (half 15) beat F. W. Ward (half 15) J. H. Williams, Jr. (half 15), 6-2, 6-0; S. P. Ware (scratch) beat B. F. Merrill (scratch), 7-5, 6-2; H. Wrenn, Jr., beat L. E. Ware, 6-2, 6-0; H. J. Foster beat H. Ewer, 6-2, 3-6, 6-3, 6-2; G. Keys beat F. E. Barnard, 6-2, 6-2, 6-0.

English tennis team chosen. Boston, July 24.—The English tennis team which will sail on July 24 to contest for the Davis trophy has been announced as A. W. Gore, E. D. Black and H. G. Larned. It is not yet decided whether which will enter the singles and which will play in the doubles. The matches will be played at Longwood, Mass., and the team will be captained by this being the choice of the Americans and needing only the confirmation of the English team.

WATER SPORTS OF THIRD DAY OF LARCHMONT CLUB'S GALA WEEK.

About four hundred people gathered at the Larchmont Yacht Club House yesterday to watch the club's water sports. The weather was all that could be wished, and the harbor was looking its best. The 7th Regiment Band furnished music, and the third day of the club's gala week was thoroughly enjoyable. The water sports were under the management of Frank G. Fullgraf, Frederick A. Wencan, and Frederick Proctor, Jr., of the New-York Yacht Club.

The preparatory signal for the naphtha launch races was given at 1 o'clock, and the start was made from stakeboats off the harbor. This race was won by the launch Intrepid, from the auxiliary yacht Intrepid, owned by Lloyd Phoenix. Five vessels entered for the race for naphtha launches under twenty-one feet, and this was won by the Trochilus. The Idylla won the race of the alcopapar launches.

In the race for four oared gigs the boat Katrina, belonging to the schooner Katrina, owned by James B. Ford, took the Hen and Chickens colors, presented by former Commodore H. M. Gillig, were won by the Crusader boat, owned by Seymour L. Healey. The Excitator colors, presented by H. B. Healey, were rowed for in the dinghies, of which nine started, and were won by the craft from Mr. Redmond's Syc.

Swimming race. In the one hundred yard swimming race for boys under sixteen S. Nichol won first prize, and J. M. Belding, second prize. Mr. Nichol was also the victor in the exhibition game of water polo. The results of the various contests follow:

NAPHTHA LAUNCH RACES. (Over 21 feet load water line.)

Yacht Length H.M.S. Start Finish

Intrepid 27.6 1:35:22 26:31 26:31

Excitator 27.6 1:35:22 26:31 26:31

HOTEL FIRE-PROTECTION.

WHAT LEADING HOTEL MEN HAVE TO SAY ABOUT KILFYRE DRY POWDER.

INSTANT SQUELCHER OF FIRES, INCIDENT OR UNDER HEADWAY—SAFEGUARD AGAINST BURNING CIGARETTE BUTTS, OR CHRONIC KITCHEN FIRES—UPPER STORY ROOMS. ONCE DREADED, NOW AT PREMIUM.

On March 17th, 1888, the whole civilized world was horrified by the most frightful hotel fire ever known in the history of the world. The Hotel in Fifth Ave., New York. During a private, while the windows of the palatial hotel were filled with the guests of the house and their friends, a careless man threw a lighted match against a lace curtain, and in less than a minute it had taken the escape of all above stairs was prevented by sheets of flame, a fire fifty or sixty human beings perished. The cause of the disaster was a single cigarette butt, carelessly thrown away. A million dollars' worth of property was destroyed.

American invention has since greatly minimized the danger from fire, first in the newer method of building construction, then in the better provision for alighting fires in their incipient, and in controlling them even when well under way. Had the management of the Windsor supplied the house with "Kilfyre," the instantaneous extinguisher made by the Monarch Fire Appliance Company, No. 27 William St., New York, no such loss of life and property could have occurred.

The magical compound known as "Kilfyre" is put up in metal tubes so ornamental that they do not detract from the appearance of the most handsomely furnished hall in hotel or residence. There are no complicated directions for its use, and it can be readily managed by any one, only requiring the removal of the cap, when the dry contents may be thrown upon the blaze, generating a fire destroying gas that quickly subdues the flame. Once placed, the extinguisher will keep indefinitely. It possesses the added merit of being absolutely harmless to fabric or flesh.

A Tribune man, in conversation with Mr. Whitaker, one of the proprietors of the Netherlands Hotel, discussed the virtues of "Kilfyre." The practical results of its use of the extinguisher, as explained by Mr. Whitaker, are well worthy of a place in these columns. "Theoretically," said the newspaper man, "the thing seems all right, but how does it stand the actual test of fire?" "Kilfyre" has passed the experimental stage," answered the hotel man. "I have equipped this



Guest—'Give me a room nearer the ground—I'm afraid of fire.'

hotel with "Kilfyre," and have, on several occasions, demonstrated its actual value. Any hotel is liable to have fires in its kitchen, for instance, from grease boiling over the pans, as well as from defective or "unclean" flues. Another fertile source of fire is the accumulation of rubbish in the kitchen, and the burning stumps of cigars in lace curtains and other drapery. In such emergencies I have found "Kilfyre" to put out effectively the flames. It smothered them as quickly as though a wet blanket had been suddenly thrown upon them. Of course, there are other dangers than those mentioned, such as the already mentioned combination, rats and matches, live wires, oil and gasoline explosions, carelessness with lighted matches and a dozen of other equally common contingencies. The starting of a little blaze is a frequent occurrence, and many an incipient conflagration is sought to be prevented by a lib of "Kilfyre" with the result that the damage to property as the fire would have wrought. Judge, then, of the satisfaction of hotel owners at finding an extinguisher which accomplishes the work without injuring the most delicate fabrics. Now, there exists a warm, fraternal feeling among hotel men, and the news of the valuable invention for the protection of life and property soon reached the rooms, with the result that hundreds of hotels are equipped with "Kilfyre."

I think every hotel should be equipped with these little tubes, in addition to the other modern fire appliances which are carried by all hotels, for "Kilfyre" does everything that its owners claim for it. Mr. Whitaker's thoughts seem to be pretty generally shared by hotel men, for the following leading hotels as the Astor House, the Buckingham Hotel, the Fifth Avenue Hotel, the Grand Union Hotel, the Gramercy Park Hotel, the Hotel Grosvenor, the Morton House, the Manhattan Beach Hotel, the St. Cloud Hotel and the St. Denis Hotel are equipped with "Kilfyre." Two things that especially commend this extinguisher are the ease with which it can be handled and the quickness of its work.

At the Hotel Manhattan the writer was told by its management that this hotel is thoroughly equipped with "Kilfyre," and that, owing to the convenient manner in which it is put up, the night watchmen carry it about with them constantly, so that should a fire occur (they never had one yet) it would be immediately extinguished.

Mr. Walter Ross, Manager of the Hotel Imperial, said that this house although, previously, there had been one fire in which "Kilfyre" had been satisfactorily tested, was fully equipped with "Kilfyre," but, fortunately, there has been thus far no occasion to use it since he assumed the management of the house. "But," he added, "I think it a fire extinguisher, and therefore have felt perfectly safe ever since it has been placed in the hotel. Of course, in common with all well equipped hotels, we have our own fire fighting force, and I think it is the duty of every hotel to have a fire fighting force of its own. I am quite satisfied that with the introduction of "Kilfyre" into the management of a hotel, the danger of fire is minimized, and I think it is the duty of every hotel to have a fire fighting force of its own. I am quite satisfied that with the introduction of "Kilfyre" into the management of a hotel, the danger of fire is minimized, and I think it is the duty of every hotel to have a fire fighting force of its own.

MARINE INTELLIGENCE.

MINIATURE ALMANAC. Sunrise 4:50/Sunset 7:28/Moon rises 5:37/Moon's age 25.

HIGH WATER. A.M.—Sandy Hook 6:44 Gov. Island 7:16 Hell Gate 9:05 P.M.—Sandy Hook 6:57 Gov. Island 7:29 Hell Gate 9:18

INCOMING STEAMERS.

Table with columns: Vessel, From, Day, Line. Includes entries for St. Catharine, Westerland, St. North, etc.

OUTGOING STEAMERS.

Table with columns: Vessel, For, Day, Line. Includes entries for Kaiser Friedrich, Minneapolis, Patria, etc.

SHIPPING NEWS.

PORT OF NEW-YORK—TUESDAY, JULY 24, 1900. ARRIVED. Steamer Helios (Ger.) Janssen Rotterdam July 8 and 11 at 11 p.m. Steamer Kiribay (Brit.) Burrell arrived at the Bar at 4 p.m. Steamer Kiribay (Brit.) Burrell arrived at the Bar at 4 p.m. Steamer Kiribay (Brit.) Burrell arrived at the Bar at 4 p.m.

WESTCHESTER COUNTY.

WHITE PLAINS.

Chief Engineer Charles P. Paulding, of the Fire Department, has filed his report. There were twenty-seven alarms in the last year, and twenty-three fires. The total loss not covered by insurance was \$1,187. The report is considered flattering to the Department by the village officials.

PEEKSKILL.

The contract for the building of the Yorktown Monument has been awarded to George L. Hughson, of this place, who also built the Emory Monument for the Sons of the Revolution, in Hillside Cemetery. Mr. Hughson's bid was \$17,343. The other bidders were: William Bremser, \$18,836; Robert G. Fisher & Co., \$4,000; J. M. Rhind, \$1,990; John Pierce, \$1,180; and J. M. Rhind, \$1,180.

Justice Keogh yesterday granted an absolute divorce to Harriet Emily Sweeney from Henry Sweeney. They were married in New-York and New-Rochelle on January 6, 1886.

YONKERS.

The opening of the Republican campaign in this place will occur to-night at the banner raising of the Fifth Ward Republican Club. The State Committee has designated Wallace Bruce, of Brooklyn, to make the speech. The contract calls for the completion of the stone by October 22, so that it may be dedicated on that day, the day being commemorated by the battle of Red Bank. The principal speakers on the day of dedication will be Senator Depew, James Wood and the Rev. Henry J. Patterson.

After many years' discussion, the village authorities have at last adopted a grade for Ringgold-st., from Elm-st. to the school entrance, where hundreds of school children pass daily, and have ordered the property owners on each side of the street to curb, gutters and walks. A large number of walks not laid by the owners after notification are now being advertised in the village papers. After many years' discussion, the village authorities have at last adopted a grade for Ringgold-st., from Elm-st. to the school entrance, where hundreds of school children pass daily, and have ordered the property owners on each side of the street to curb, gutters and walks. A large number of walks not laid by the owners after notification are now being advertised in the village papers.

NEW-ROCHELLE.

Jacob Hubert, an aged German resident of New-Rochelle, committed suicide yesterday by hanging himself to a bedpost at the home of his daughter, Mrs. John Kress, the wife of Alderman Kress. Mr. Hubert was sixty-five years old, and was born in Germany. He had lived in this country about forty years. He was afflicted with paralysis, and was invalid, suffering from paralysis. Mrs. Kress discovered the body when she went to her father's room to call him to breakfast. His neck was broken and he had apparently been dead some time.

HOME NEWS.

PROMINENT ARRIVALS AT THE HOTELS.

BROADWAY CENTRAL—Captain R. E. Meyer, U. S. N. EVERETT—Captain Needham, R. N., of London; J. Percy Brierley and Herbert Lockwood, of Huddersfield, England. FIFTH AVENUE—The Rev. Charles H. Johnson, of Chicago, Minn.; W. W. Church, Insurance Inspector of Kansas; B. W. Wren, general traffic manager of the Plant System of Railways, of Savannah, and Colonel J. H. Stoughton, of Philadelphia, and E. W. Stuphin, of London. HOFFMAN—Judge Andrew Hamilton, of Albany, and Anthony N. Brady, of Albany. HOLLAND—Arthur American, of Boston, and W. Cary Ely, of Buffalo. IMPERIAL—J. Curtis, of Indianapolis; Mayor Carter Harrison of Chicago, Judge J. E. Crittenden, of Washington, and Mayor S. C. Thompson, of Dawson, N. T. MANHATTAN—J. L. Griffin, of Chicago, and James H. Mitchell, second lieutenant, 4th Artillery. MURRAY HILL—E. M. Adams, U. S. A., and Edward C. Ellis, of Boston. PARK AVENUE—Colonel W. B. Richards, of St. Louis, Mo. STURGEON GENERAL—Downey, of Waterbury, Conn. WALDORE—John Skelton Williams, of Richmond; Dr. J. A. White, of Philadelphia; Dr. John Trimble, of Washington; A. F. Stokely, of Hong-Kong, and George Eastman, of Rochester.

WHAT IS GOING ON TO-DAY.

Convention of Orangemen, Ashland House. Brighton Beach races, 2:30 p. m. Meeting of paper trade men to form McKinley and Roosevelt club, Millar & Co., No. 62 Duane-st., 2 p. m. H. P. M. Metcalf notification meeting, Carnegie Hall, 8 p. m.

NEW-YORK CITY.