banners and flowers, while at several of the larger banquets $600 to $1,000 will be paid to the decorators and florists.

SEATING THE GUESTS.

Ask the committeemen what they consider is their worst task in arranging a dinner, and the chances are that they will reply in chorus that the most irritating of their experiences is the seating of the guests. It is necessary that friends be seated together, and where the system of separate tables—a style which is becoming more popular every year—is followed this task is comparatively easy. But it is different at dinners which are attended by three hundred or four hundred guests. Then it is necessary that the old fashioned long tables should be used. It is on these occasions that the committee have more than one peck of trouble on their hands. Obviously they can grant only a certain number of requests for seats at the upper ends of the tables where the speakers can be seen and heard, and they are called upon to bear with complaisance the mutterings of the unlucky guests who find themselves placed toward the lower end of the room. Not until the last moment can the diagram of the seats be printed. Many people will delay their application for chairs until perhaps the very day of the dinner, while others, owing to circumstances which they could not foresee, will cancel their applications. All this means a constant rearranging and reapportioning of places, and when at last the names and diagrams are sent to the printers, sighs of relief from the committeemen go with them.

THE CHAMBER'S 132D DINNER.

Morris K. Jesup will preside when the Chamber of Commerce holds its 132d annual banquet at Delmonco's on Tuesday evening. The committee in charge of the dinner consists of J. Edward Simmons, Henry W. Cannon, Charles S. Smith, Cornelius N. Bliss and John S. Kennedy. In the absence of President McKinley, Charles Emory Smith, Postmaster-General, will speak for the Administration. Other speakers will be Bishop Lawrence of Massachusetts, John K. Cowen, president of the Baltimore and Ohio Railroad, and Chief Justice Parker of the Court of Appeals. In the absence of Governor Roosevelt Senator Depew will speak for the State. One of the features of the illustration on the menu cover represents the beginning of the construction of the underground rapid transit road. Among the prominent members of the Chamber who will attend will be:

J. Pierpont Morgan.	Brayton Ives.
James Stillman.	D. Willis James.
Samuel D. Babcock.	Daniel S. Lamont.
Levi P. Morton.	Woodbury Langdon.
John S. Kennedy.	John A. McCall.
John Jacob Astor.	John B. McDonald.
Cornelius N. Bliss.	Alexander Maitland.
J. Edward Simmons.	John Harsen Rhoades.
Charles S. Smith.	George Foster Peabody.
Henry W. Cannon.	Jacob H. Schiff.
Vernon H. Brown.	Gustav H. Schwab.
John Crosby Brown.	Samuel Sloan.
John Sloane.	Henry T. Sloane.
James A. Burden.	James Speyer.
Henry Clews.	John H. Starin.
William F. Cochran.	Lispenard Stewart.
James B. Colgate.	Alexander E. Orr.
William E. Dodge.	Isidor Straus.
William Butler Duncan.	Frederick D. Tappen.
Isaac N. Seligman.	J. Kennedy Tod.
Charles R. Flint.	H. McK. Twombly.
George J. Gould.	Alfred Van Santvoord.
Clement A. Griscom.	George Gray Ward.
Edward H. Harriman.	George G. Williams.
Joseph C. Hendrix.	Richard T. Wilson.
Barton Hepburn.	Augustus D. Juilliard.

Among the guests of the Chamber will be:

Charles Emory Smith, Postmaster-General.	Chief Justice Alton B. Parker of the Court of Appeals.
General Nelson A. Miles.	John A. Kasson.
Rear-Admiral Albert S. Barker.	Judge Edward Patterson.
Senator Chauncey M. Depew.	Judge Morgan J. O'Brien.
Senator Thomas C. Platt.	Hugh H. Hanna.
Bishop Lawrence of Massachusetts.	St. Clair McKelway.
	Murat Halstead.
	Bishop Potter of New-York.

YUENGLING EXTRADITION CASE CLOSED.

COMMISSIONER ALEXANDER TO RENDER HIS DECISION NEXT FRIDAY.

The extradition proceedings brought by the British Government against Frederick G. Yuengling, son of the well known brewer, which have been pending for some time before United States Commissioner Alexander, were concluded yesterday. Yuengling is accused of having embezzled $387 from the Lion Brewery Company of Rossland, British Columbia, while employed as a collector by that corporation, which had consolidated with the Yuengling Brewing Company of this city. He denies the embezzlement, and says that the alleged error in his account was not discovered until he had left British Columbia to visit his parents here. His account was not balanced at the time, and Yuengling declares that he had no intention of defrauding his employers.

Commissioner Alexander will give his decision in the matter next Friday.

CHARGED WITH STEALING OPIUM.

LARGE QUANTITY OF THE DRUG TAKEN FROM A WAREHOUSE, AND TWO ARRESTS MADE.

Joseph Boesch, a cooper, thirty-five years old, of No. 445 Third-ave., Brooklyn, and Maurice Shea, a junk dealer, of No. 444 Fourth-ave., Brooklyn, were held in $3,000 bail each by Magistrate Zeller in the Centre-st. police court yesterday on the charge of having stolen a quantity of opium, valued at $3,888.60, from the warehouse of Lawrence, Son & Gerrisch, at Nos. 425 and 427 Water-st.

The opium was the property of Dodge & Olcott, of No. 86 William-st. On August 9 last the warehouse was broken into and the opium cases, on which the duty had not been paid, were broken open and the opium taken. Boesch was arrested on suspicion soon afterward, but there being no evidence against him he was discharged. The matter was placed in the hands of detectives, and some of the opium was traced to a Broadway commission house. Harry Howe, a clerk of Dodge & Olcott, was sent to buy some of the opium. As Boesch and Shea were on the truck delivering the goods yesterday they were arrested. The opium was seized by an officer of the Customs Department.

AMERICANS SAIL FOR CUBAN HOMES.

Nearly fifty colonists left yesterday on the Munson Liner "Curityba," for La Gloria, the new American Colony in Cuba. This emigration, which is assuming large proportions, results from the recent reports of the splendid agricultural possibilities of the country, magnificent climate and healthfulness.

The Cuban Land and Steamship Company of this city owns the colony, and expects to have two thousand people there in possession of their homes by early spring. The pioneers are seemingly very enthusiastic. They shipped a large amout of household effects. Several women and children went along.

The Munson Line has made rate reductions to the colonists, and contemplates placing more steamers in commission to accommodate the new traffic, as many were unable to secure passage yesterday.

DEADLOCK OVER CAPTAINCY.

Company C, 8th Regiment, has elected Lieutenant J. J. Cowdrey captain. The Nominating Committee of Company A is in a deadlock, being divided between First Lieutenant Agstini and Second Lieutenant Kurtz. The difficulty will be ended, it is thought, by choosing an outside man. Lieutenant Kopetski is organizing a Spanish-American War camp in the regiment. The members of the regiment are complaining about the delay in opening the armory range.

It stands alone,

The Knabe

154 Fifth Ave., cor. 20th St.

REMEDY FOR OLD DISGRACE

(Continued from First Page.)

cheap kerosene oil which filled them, the prospect that the road will lay out money to purchase this real estate for the mere purpose of adding to the convenience and comfort of its passengers is far from rosy. The Tribune does

A PLAN SUGGESTED.

But The Tribune does think that a way out of the difficulty can be found. For years the city groaned under the inconvenience of having the tracks of the New-York Central Railroad cross the Harlem River at grade. The cost of elevating the tracks was too great for the railroad to undertake alone. The city not long ago stepped in and offered to defray part of the expense. The company undertook to foot the rest of the bill. The tracks were then elevated, and this resulted to the mutual advantage of the city, the citizens, the road's patrons and its stockholders. If the same course were pursued in the case of the Manhattan Elevated Railroad in Park Row, the same results would probably follow, because the Manhattan directors know a "good thing" when they see it, and are always willing to accept something for nothing. But some may be able easily to see how a part payment by the city for real estate to be utilized by the Manhattan would benefit that railroad and also its patrons, and at the same time they might be unable to see how it would directly benefit the city itself. A brief survey of the property which adjoins on the north the New-York entrance to the Brooklyn Bridge will open their mental eyes to the truth of this proposition also.

If the present platform of the City Hall station of the elevated railway were broadened and extended in an easterly direction, it would slice off the tops of several buildings which stand on a small triangular block. The base of this block rests against the approach to the Bridge, and the apex is formed by the junction of Park Row and North William-st. It is a short block and a narrow one, and the buildings upon it are of comparatively little value. Some day they are likely to be razed in order to make way for a modern sky scraper, and then the property will be perhaps too costly to purchase. In its present condition the city ought to be able to condemn and buy half the block for little in excess of the value of the site. The space so acquired would be cleared of its present buildings and the street surface could then be turned to good advantage as a broader approach to the Bridge and also as a widening of Park Row at that point, which is always overcrowded and so uncomfortably filled with pedestrians that one with difficulty makes headway upon the narrow sidewalk. If Park Row is badly congested there now in the busy hours, what will it be in a few years more? No New-Yorker ever forgets that his city grows constantly. He is proud of it and glad of it. But every now and then it is necessary to point out to him his duty to the New-York of the future. Here is a case in point. Park Row is already too narrow for the traffic it has to bear at the north side of the Bridge entrance, and in a few years more the congestion will become unendurable. Why not kill two birds with one stone? Why not widen Park Row 25 feet now and at the same time relieve the terrible inconveniences which passengers endure at the City Hall station of the elevated road?

THREE PLATFORMS NEEDED.

By this means ample room would be afforded for the construction over the widened Park Row of three parallel platforms for the elevated station. One of these, which may be called platform "A," would lie between the uptown and downtown tracks. On this platform all passengers who desired to go uptown would await their trains. Platform "B" would lie east of the tracks, and might extend almost to the fronts of the buildings on the east side of widened Park Row. Platform "C" would lie west of the tracks as close to the "Staats-Zeitung" Building as the present platform now is. Trains coming into the station from uptown would disembark their passengers upon platforms "B" and "C," and be at once refilled from the opposite side with the passengers waiting upon platform "A" who desired to go uptown. By this simple method the uptown stream would no longer be obliged to buck the downtown stream, and City Hall station could be transformed from an outlandish barbarism into a modern convenience.

That the Manhattan Railway would be willing to meet the city at least halfway in this scheme seems likely from the manner in which Alfred Skitt, vice-president and general superintendent of the company, received the proposition when a Tribune reporter laid it before him the other day. He said the company would be willing to cooperate with the city "to any reasonable extent." Just what share of the expense his road would bear he was not then prepared to state.

But there is another quarter in which part of the expense would be borne. One of the officers of the Department of Taxes said that the proposed widening of Park Row would add greatly to the value of surrounding property, and that the owners benefiting thereby would be ordered to pay a generous proportion of the expense. The property adjoining would be greatly enhanced in value, and the owner or owners would be assessed accordingly.

A tracing from the maps of the Department of Taxes and Assessments was made of the property as it now stands. It is bounded by Park Row, North William-st. and the Brooklyn Bridge. The property is nearly triangular in shape, and resembles a broad-nosed flatiron. It consists of lots Nos. 23, 24, 25 and 26 of city block No. 121, and its dimensions are 121.1 by 100.3 by 76 by 7 feet. The frontage in Park Row is 121.1 feet, and the street numbers are 77 to 89, inclusive. If Park Row is widened by the acquisition of these lots, to a depth of twenty-five feet the dimensions of the property remaining would be 60.7 by 50.4 by 35 by 7 feet, a reduction of about 50 per cent. This would leave a frontage in Park Row of 60.7 feet, instead of 121.1, as at present, and would widen the square at the junction of Park Row and North William-st. The proposed condemnation would entirely eliminate Nos. 83, 85, 87 and 89 Park Row, and would destroy one-half of the buildings represented by Nos. 77, 79 and 81 Park Row. In appearance the block would retain its present configuration.

VALUE OF THE PROPERTY.

The buildings, varying from twenty to sixty feet in height, are generally in a fair condition, but are small and unimposing. They are rented to proprietors of small capital, with the exception of the Oasis, a somewhat pretentious saloon, owned by Weinberg & Fresco. The buildings which would be entirely destroyed are occupied by the Old Spot Cigar Store, Max Rosenblum, proprietor, No. 89 Park Row; the loan office of William Goldstone, No. 87 Park Row; the tobacco shop of Weinberg & Fresco, No. 85 Park Row, and Herring's lunch room, at No. 83, adjoining. The buildings the depth of which would be reduced by one-half are occupied by the Oasis, a saloon, Weinberg & Fresco, proprietors, Nos. 81 and 79 Park Row; the saloon of A. Horn, No. 77 Park Row, and Luyties Brothers' wine cellars, No. 75 Park Row. No. 75 of this street is the site of the new Bridge entrance.

The assessed valuation of the entire block described is $195,000. One-half of this sum, or $97,500, would represent the assessed value of the titles necessary for the fulfilment of the proposed twenty-five foot widening. Allowing for the conservatism with which valuations by city officials are made, it is more than probable that the city would be compelled to pay double the assessed value of the property. It is estimated that $195,500 would be demanded for all the titles necessary to the success of the plan.

Sections No. 4 to 36 of the New-York City charter authorize the Board of Public Improvements to change the map or plan of the city, in order to lay out new streets or to widen and straighten existing ones, subject to the approval of the Municipal Assembly. Such a proposition is first considered by the local Board of Improvements, which consists of members of the Municipal Assembly, representing the district in which the improvements to be made are located. The president of the borough is ex officio chairman of each local board. There are as many local Boards of Improvement as there are Senate districts. This Board recommends or disapproves the project, and presents its report to the Board of Public Improvements, which deliberates upon it. After receiving a vote of approval the proposed plan is published for ten days in "The City Record" and a public hearing is given, at which interested property owners may state their objections. At the expiration of the hearings a resolution is submitted to the Municipal Assembly. If the resolution receives a two-thirds vote in both houses and is signed by the Mayor the Board of Public Improvements is empowered to acquire for the city the titles of the property in question. Thus the widening proposed is consummated as far as the alteration of the city's map is concerned.

MIGHT TAKE EIGHTEEN MONTHS.

A special condemnation commission is then appointed by the Supreme Court. After the necessary condemnations have been made, the rest of the work proceeds under the supervision and responsibility of the Commissioner of Highways. The State has the power to acquire titles to property for park purposes by the right of eminent domain. This right extends to the acquisition of property for the improvement of city streets. In this particular case, however, it is likely that the city of New-York, and not the State, would take action toward the widening of Park Row.

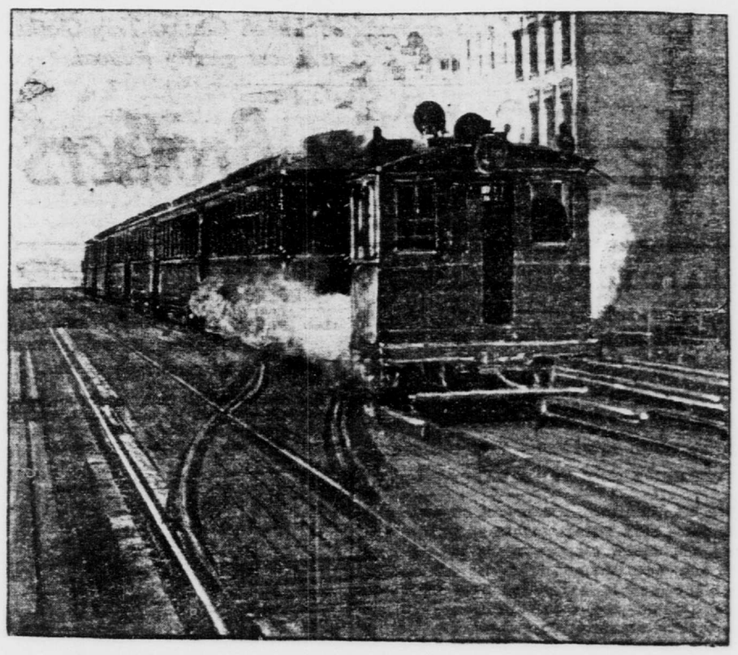
"The proposed widening of Park Row might be accomplished in a year, and it might require a year and a half," said John P. Dunn, Assistant Corporation Counsel, in charge of the Bureau of Street Openings, yesterday. "No one can tell definitely how many months would elapse in the process of obtaining legislative sanction."

The sum paid by the city for the property is determined in each case according to circumstances. An assessment is generally made upon the owners of adjoining property who may benefit by the widening of the thoroughfare. In the recent widening of Elm-st. property owners who gained by the city's action paid 50 per cent of the $5,000,000 which the city expended.

ELECTRIC TRAIN IS READY.

MADE UP OF ORDINARY ELEVATED CARS WITH A MOTOR AT EACH END—WOODEN SEATS USED.

The new electric motor train, which is composed of six cars, is fully equipped and ready at the Sixty-seventh-st. yard of the company for its trial trip on the elevated road on Tuesday or Wednesday next. In appearance the train resembles the elevated road trains now in use. Instead of a locomotive at one end, the first and last cars are the



THE ELECTRIC TRAIN ON THE SECOND-AVE. ELEVATED RAILROAD.

motor cars. They are equipped with four 100 horsepower motors, making a total of 800 horsepower for the train. The locomotives now in use have a capacity of 200 horsepower. Under the electric system the power is quadrupled. Each of the motor cars has a cab at one end, the cab of the forward car being at the forward end and the cab of the rear car at the rear end. This plan does away entirely with "relay" engines. There will be no coupling at the end of the route, but the train will be started as soon as loaded. The train is operated by the motorman in the forward cab. The rear cab is always free from the electric current when not in use.

All the apparatus on which fires are liable to occur is concentrated in the cab, under the constant inspection of the motorman. No fuses are used, and thus the danger from fuse explosions is eliminated.

The cars are equipped with wooden slat benches running lengthwise along the sides. It is believed that wooden benches will meet with popular favor because of their cleanliness. The objection hitherto made to them has been that they are made uncomfortable by the uneven starting of trains. By the electric motor trains will be started so gently that a secure foothold will not be required.

The train will be operated on the Second-ave. line, between the Forty-second-st. and Ninety-second-st. stations.

A NEW CATCH QUESTION.

GUESS HOW MANY OF SHAKESPEARE'S PLAYS YOU HAVE SEEN ACTED—THEN COUNT THEM UP.

Here is a new question to inflict on your helpless friends after you have asked them where the Book of Hezekiah is and who wrote "Be good, sweet maid, and let who will be clever." Ask them how many of Shakespeare's plays they have seen on the stage. They must answer by guess, not stopping to count up. That is just the point. After they have guessed let them count up and see how near they came. You might try it yourself before you read any further. You will find that most persons if they are theatregoers will guess far too few.

This fact was discovered recently in the course of a discussion of the subject occasioned by Mr. Mansfield's production of the seldom played "King Henry V." One person present, who cherishes a fond ambition to see every one of Shakespeare's dramas on the stage, and consequently keeps account of how many he has seen, said that this made his twenty-fourth. Another, who pretends to no such object, said that he thought that he had seen half a dozen or so. When the list was read over to him it proved that he had seen eighteen. Another, who has been a constant attendant at theatres for the last thirty-five or forty years, said that he thought that he must have seen ten. It proved that he had seen twenty-nine.

As there are only thirty-seven in all, this may count as a pretty good record. It is probable that this man has missed scarcely anything which has been played in New York in the last thirty years, and therefore his exact list may be interesting. This is it: "Hamlet," "Macbeth," "Romeo and Juliet," "Othello," "The Merchant of Venice," "As You Like It," "A Midsummer Night's Dream," "The Taming of the Shrew," "Julius Cæsar," "Measure for Measure," "All's Well That Ends Well," "Coriolanus," "King Lear," "Love's Labor's Lost," "Two Gentlemen of Verona," "The Comedy of Errors," "Cymbeline," "Antony and Cleopatra," "The Winter's Tale," "King John," "King Richard II," "King Henry IV," Part I; "King Henry V," "King Richard III," "King Henry VIII," "The Merry Wives of Windsor," "Tempest," "Much Ado About Nothing," "Twelfth Night." He thought that he had seen "All's Well That Ends Well," but was not sure.

This is a pretty good list, and the plays which are not contained in it are not likely often to be seen by anybody. There are only eight of them. "King Henry IV," Part II; the three parts of "King Henry VI," "Titus Andronicus," "Timon of Athens," "Pericles, Prince of Tyre" and "Troilus and Cressida." Both "Timon" and "Pericles," however, have been played in England within a short time, and Richard Mansfield has long had "Timon" in his mind, though he has not yet got quite so far as to play it.

Americans who have seen the less usual plays of Shakespeare within the last few years are indebted to Augustin Daly for many of their opportunities, though other managers and actors have helped a good deal. One of Mr. Daly's most important productions of this sort was, of course, "The Taming of the Shrew." When he produced this play it had been so long known on the stage only in its abbreviated form called "Katharine and Petruchio" that it had been almost forgotton that the whole play was susceptible of stage setting. "The Merry Wives of Windsor" was also for a time little heard of except on Mr. Daly's stage, although it became quite a fashion a few seasons ago, and William H. Crane and Beerbohm Tree both played it here, to say nothing of the opera. "A Midsummer Night's Dream" is scarcely to be counted among the unusual plays, for it has had several productions of late, and a company is making a tour with it this season. It is a long time since anybody but Mr. Daly has put "Tempest," "Two Gentlemen of Verona" and "Love's Labor's Lost" on the stage in this country.

There have been two recent productions of the first part of "King Henry IV" by Miss Julia Marlowe and Beerbohm Tree, two of "King Henry VIII" by Sir Henry Irving and Mme. Modjeska and two of "Cymbeline" by Mme. Modjeska and Miss Margaret Mather. Miss Mary Anderson closed her stage career in this country with "The Winter's Tale," and Mrs. James Brown Potter favored the public with "Antony and Cleopatra," which Mrs. Langtry has since played in England. Nothing has been heard of "The Comedy of Errors" since Stuart Robson made an only partially successful attempt at it a few seasons ago. Some time before, when he and Mr. Crane were partners, they had made a costly production of the play. Mr. Mansfield is giving the first production of "King Henry V" which New-York has seen in twenty-seven years. "King John" has long been a stranger, but Mme. Modjeska is now playing it about the country.

When you have exhausted the interest in the number of plays seen you can request your victim to try how many of Shakespeare's plays he can name. He is pretty good at such things if he can name all the thirty-seven. The chances are that he will leave out some of the most familiar ones. Three confirmed theatre-goers tried the experiment together the other day and succeeded in thinking of thirty-six. When they were finally forced to give up and appeal to the list it was found that the missing one was "Romeo and Juliet," which they had all seen played repeatedly.

CONFERENCE OF RELIGION.

IT WILL BE HELD IN THIS CITY THIS WEEK—THE PROGRAMME.

The programme for the New-York State Conference of Religion, which will be held in this city this week, has just been completed. One of the Executive Committee, L. A. Maynard, said yesterday: "The meeting will be unique of its kind. Nothing like it has ever been held before in this country. It will mark a real and practical step toward that religious unity of which so much has been said in recent years. The conference embraces members of fifteen distinct religious bodies, including Jews, Unitarians, Episcopalians and Universalists. Among the speakers at the different sessions will be many of National prominence, including Bird S. Coler, the Rev. Dr. Lyman Abott and the presidents of Vassar, Cornell, Wesleyan, Clark and Iowa colleges."

It will begin at the Church of the Holy Communion on Tuesday evening at 7:45 o'clock. The conference will continue on Wednesday and Thursday. Morning and afternoon sessions will be held in the hall of the United Charities Building on Wednesday and Thursday, and evening sessions will be held in the following churches: Tuesday evening, at the Church of the Holy Communion, Twentieth-st. and Sixth-ave.; Wednesday evening, at All Souls' (Unitarian) Church, Twentieth-st. and Fourth-ave., and Thursday evening, at the Brick (Presbyterian) Church, Thirty-seventh-st. and Fifth-ave. The evening sessions will begin at 7:45 o'clock.

On Tuesday evening "The State Conference of Religion, Its Ideals, Propaganda and Aims," will be presented by the Rev. Leighton Williams and the Rev. Thomas R. Slicer. "Ethical Progress in the Nineteenth Century" will be discussed by the Rev. James M. Whiton, of this city, and Henry D. Lloyd, of Chicago. The Wednesday morning session, at the United Charities Building, will comprise addresses and discussion on the topic, "Religion, the Life of God in the Soul of Man," the speakers being the Rev. W. C. Gannett, of Rochester, N. Y., and Professor Walter C. Rauschenbusch, also of Rochester.

"The Possibilities of Common Worship" will form the subject of addresses by the Rev. Dr. R. Heber Newton, of this city, and the Rev. Henry Berkowitz, of Philadelphia. "Political Ideals of the Bible," by Professor Nathan Schmidt, of Cornell University (Old Testament), and Professor Henry Nash, of Harvard University (New Testament), will form the subject of addresses at the afternoon session, when the Rev. Percy S. Grant, of this city, and President B. P. Raymond of Wesleyan University will also be heard on the subject, "Demands of a Nation Conscious of a Moral Mission."

The subjects for Wednesday evening's session, at All Souls' Church, are "Dangerous Classes in a Republic," the speakers being Fred Howard Wines, of the Census Office, Washington, and President George A. Gates of Iowa College, and "Religion Vital to Democracy," the speakers being the Rev. Washington Gladden, of Columbus, Ohio, and President John G. Schurman of Cornell University.

On Thursday morning, at the United Charities Building, the Rev. Dr. Lyman Abbott and President G. Stanley Hall, of Clark University, will deliver addresses on the subject, "Religious Education in the Public Schools," and "Education by Church and School in Social Righteousness" will be presented by Simeon E. Baldwin, of New-Haven, Conn., and President James M. Taylor of Vassar College. The afternoon session will include "The Unorganized Religious Forces," by the Rev. Charles F. Dole, of Boston, and the Rev. Algernon S. Crapsey, of Rochester. "The Ideal Commonwealth as the Kingdom of God" will be the subject of addresses by Edwin Markham and Professor Thomas C. Hall, of Union Seminary.

At the Brick Presbyterian Church, on the same evening, Controller Bird S. Coler and the Rev. Alfred W. Wishart, of Trenton, N. J., will be the speakers on the subject of "The Unused Power of the Churches in Politics," and the "Message of the Conference to the Churches" will be presented by the Rev. E. S. Tipple and the Rev. Dr. Josiah Strong, both of this city.

Many of the addresses will be followed by brief discussions, and there will be brief devotional services at each session. A meeting of the General Committee will be held in the United Charities Building on Thursday, at 2 p. m.

The New-York State Conference of Religion was organized in 1899 by a large number of persons belonging to eleven different denominations. Its General Committee now includes members of fifteen denominations. The practical aim and range of its interests are thought to be sufficiently represented by the subjects presented in the programme. Its bond of union is not in a common formula, but in the one spirit which is variously expressed in different religious forms. Its purpose is to promote the largest practicable junction of religious forces for the furtherance of these fundamental religious, moral and social interests which are vital to the stability of the commonwealth.

The Executive Committee consists of J. M. Whiton, chairman; J. K. Allen, S. T. Carter, C. H. Eaton, W. C. Gannett, Thomas Whittaker, M. H. Harris, L. A. Maynard, Henry Mottet, R. H. Newton, H. M. Sanders, T. R. Slicer, Josiah Strong, E. S. Tipple and Leighton Williams.

GUN CAPTAIN MADE AN ENSIGN.

Gun Captain Hobart Guion, one of the earliest members of the First Division of the 1st Naval Battalion, has been elected ensign. The battalion will hold a dance on board the New-Hampshire on the evening of December 13.

PETITIONS IN BANKRUPTCY.

Liberman Brothers, composed of Bernhard and Saul Liberman, manufacturers of flowers and feathers at No. 21 to 25 East Houston-st., have filed a petition in bankruptcy, with liabilities of $64,971 and assets of $21,327. Benjamin Barker has been appointed receiver of the assets.

A petition in involuntary bankruptcy has been filed against Ernest Frankoski, who did business as Frankoski Brothers, manufacturers of children's clothing, at No. 155 Wooster-st., by Lawrence & Hughes, for creditors.

Harman A. Perkins, of No. 1 Union Square, has filed a petition in bankruptcy, with liabilities of $58,348 and no assets.

TOPICS IN CALIFORNIA.

RESIGNATION OF PROFESSOR ROSS FROM LELAND STANFORD UNIVERSITY—WINE YIELD THIS YEAR.

[BY TELEGRAPH TO THE TRIBUNE.]

San Francisco, Nov. 17.—The trouble at Leland Stanford University over the resignation of Dr. Edward A. Ross, head of the department of sociology, is nearing an end. The alumni of the university have upheld the action of Mrs. Stanford and virtually justified her in requesting Professor Ross's resignation. Behind the reason given by President Jordan—the political addresses made by Dr. Ross—are personal reasons that must have had great weight with Mrs. Stanford. It is known that she resented the harsh criticism of the methods by which the Stanford fortune was gained, and of the large corporations in which she holds interest. Such criticism Professor Ross did not hesitate to make in his lectures, and the only wonder is that the matter did not come to a head before. Only Dr. Jordan's influence prevented a rupture several years ago. The friends of the university regret bitterly that Dr. Ross should have forced an issue by giving out to the press his letter of resignation, which bore date of last June. Not even the best friends of the university deny that this incident has seriously hurt the university, as it has shown that absolute freedom of speech, of which every Stanford man boasted, can no longer be claimed for the institution.

The first weeks of the Grau Opera Company show that Melba has drawn large audiences at all her performances, but that Gadski and Nordica have not fulfilled expectations. The sale of seats for "Lohengrin," in which Schumann-Heink sings to-night, is the largest of the season. All the artists except Saleza and Scotti have been in fine voice, and all the operas given this week have been put on with attention to details such as have never been seen here before. Frank Daniels has made a hit in "The Ameer," despite the attractions of the opera season. In another week Alice Neilson appears at the Columbia.

Charles S. Green, president of the University of California alumni, has devised a scheme by which the alumni will erect one of the new Berard buildings as a memorial. It is expected that $100,000 will be raised by regular contributions from 2,800 alumni of regular courses.

Through the exertions of Colonel Long, depot quartermaster of the Army, at San Francisco, all future bids for army supplies will be open to the ocal merchants. Not only will this apply to contracts for the local army and the troops in the Philippines, but it will include supplies for Cuba or Porto Rico. The War Department was willing to make this concession to San Francisco merchants because of the aid which it received here in the early days of the Spanish-American war, and the promptness with which large orders were filled.

The California Cured Fruit Association has secured control of all the unsold prunes in the State, and is thus in position to fix rates. This action was taken because of the fear that outside packers would cut the rate below a profitable figure. It also insures the shipment of only the best grades to the East.

One of the noteworthy real estate sales of the week was that of Mrs. E. B. Crocker's new residence, at the northwest corner of Clay and Franklin sts., to Lewis Meyerstein for $45,000. The lot cost $30,000, and the house, which is just finished, cost $23,000, so that the purchaser got a bargain. Mrs. Crocker expected to make it her home, but finally decided after the house was finished to remain in New-York.

The Mechanics' Library will soon begin a system of sending books over the State, and it is hoped by this means to increase largely its membership. In a few weeks the Mercantile Library will be removed to its new quarters, in Post-st., where it will be much more an active rival of the Mechanics' than it has been in the last seven years, since it has been out in Van Ness-ave.

The yield of dry wine this year will be about the same as last year, but the quality will be as high as that of the famous vintage of 1893. There will be about fifteen million gallons of dry wine and seven million gallons of sweet wine. Of dry wines, Sonoma County produces from eight and a half million to nine million gallons and Santa Clara comes next with two and a half millions. From $13 to $15 a ton was paid to vinevards for grapes.

Heavy rains last night and to-day have prevailed over most of the State, and the fall ranges from half an inch to two inches. The fall has been lightest in the south, but the reports show that the rain is increasing there. This rain will do much good, as it will help all orchards, and will start ploughs going.

Gas stocks have been weak, owing to the reports that Claus Spreckels will soon start a new plant. Mr. Spreckels partly confirms this report, but he leaves the date of begirning the work indefinite. There is no doubt, however, that he has had estimates of the cost of the plant, and he has an energy in establishing electric light and power plants which proves that if he decides on establishing gasworks he will carry the scheme through to success.

EPISCOPAL MISSIONS REPORT.

BOARD OF MANAGERS CONSIDERS WORK IN ALASKA, PORTO RICO AND FOREIGN COUNTRIES.

The Rev. Joshua Kimber, associate secretary of the Protestant Episcopal Missionary Society, yesterday gave out a report of the proceedings of the Board of Managers of the society which was held last Tuesday. The acceptance by Rathbone Gardner of a place on the Board was received, also the declination of the Rev. Dr. Rufus W. Clark.

The following delegates were appointed to attend the eighth conference of officers and representatives of Foreign Missionary boards and societies, to be held in New-York January 16 to 18: The Bishop of Pennsylvania, the Rev. Drs. Alsop and Aplegate, Captain Mahan and Mr. Chauncey.

Letters were at hand from the Bishop of Alaska down to September 23. The last letter was dated on board of a steamer on the Yukon River on his way to Tanana, where he expected to winter. In case the steamer should be caught by the ice, he would have to make a trip of five hundred miles on snow shoes. Mr. Chapman reports that great hindrances have come to the work at Anvik from insufficient help, but that the prospect for the future is bright. The boarding school, always efficient, has been more so this last year than ever. Four of the pupils were confirmed. The whole expenses of the school were $2,163. The Rev. Mr. Prevost wants a missionary at Valdez.

The Rev. George E. Pratt, of San Juan, Porto Rico, emphasizes the great need of Spanish work in that city and the real necessity that some man go down with Bishop Moreland on his prospective journey.

John Payne Gibson, teacher of the orphan asylum at Cape Palmas, Africa, died on August 30, in his forty-fourth year. The Bishop has ordered a boat to be built which will be propelled by a kerosene engine or by sail, in which he will be able to reach the coastwise stations and also to sail up St. Paul's River.

Bishop Graves writes that the native clergy from up the Yang-tse River are anxious to get back to their stations, but he considered the future entirely uncertain as yet, so that no scheme of work could be framed. St. John's College, at Shanghai, however, has reopened with 145 students, and St. Mary's Hall with forty-five pupils, which shows that the Chinese in the neighborhood are not disturbed by the presence of foreign troops, but, on the contrary, feel safer.

MUSCATINE TO OWN WATERWORKS.

Muscatine, Iowa, Nov. 17.—One hundred thousand dollars' worth of city waterworks bonds, bearing 5 per cent, were sold at a special session of the City Council to a Cleveland firm. After January 1 the city will own and operate the waterworks.

SAWMILLS IN NORTHWEST CLOSE DOWN.

Minneapolis, Minn., Nov. 17.—With the advent of winter, which has now begun in earnest, a majority of the sawmills throughout the Northwest have closed for the season, and nearly five thousand men have been thrown out of work in consequence. All of them can find plenty to do in the woods, however, so no suffering is anticipated. The pond of each mill is full of logs, and the last season was one of the best ever known, owing to the early start the mills got in the spring and the late winter, which enabled them to run until now. All of the mills in this city closed to-day, while those in the northern part of the State have been closing for the last week.

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in Silver Fox, Russian and Hudson Bay Sable, Mink, Black Marten, Seal, Persian Lamb and Sable Fox.

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TO EXAMINE STUDENTS FOR COLLEGE.

At a meeting held at Columbia University yesterday to effect the permanent organization of the Board on Uniform College Entrance Requirements Seth Low was elected chairman, President Thomas of Bryn Mawr vice-chairman, and Professor Butler, of Columbia, secretary. The treasurer was not chosen. The first examinations under the direction of the Board will be held in June, 1901, at from twenty to thirty points in the Middle States and at various centres throughout the West. It is believed that many will take the examinations who do not expect to enter college, but desire a certificate of their ability to do so.

TRANSFER OF LAKE STEAMERS.

Duluth, Minn., Nov. 17.—It is reported among vessel men here that the Bessemer Steamship Company, of which John D. Rockefeller owns practically all the stock, has transferred the big fleet of whalebacks to the Consolidated Iron Mines, of which John D. Rockefeller also owns about all the stock. The fleet consists of thirty whalebacks and an equal number of other large steamers. The deal is similar to that by which the American Steamship Company transferred its fleet to the American Steel and Wire Company a few days ago.

THE PRINT CLOTH MARKET.

Fall River, Mass., Nov. 17 (Special).—Brokers report that the sales in the local print cloth market during the week amounted to 125,000 pieces, all odds. No regulars were disposed of. There was a slight increase in the sales of the week over those of the previous week, but the total is much less than the needs of buyers would seem to require. The continuance of the dulness in the cloth market is due to the indisposition of both buyers and sellers to purchase or sell large amounts of cloth at present prices. Purchasers are; as they were last week, endeavoring to induce manufacturers to shade quotations on the finished material, but mill men are firm in their demand for full prices and insist on the direct refusal to part with stock except upon a basis equal to 3⅛ cents. The advance of ¼ cent in the price of American printed fabrics made early in the week has given renewed strength to the market and caused a slight advance in the quotation for 64 square 4s, this standard make now being held at 3⅛ cents in large centres. Reports from New-York and Phil