

About People and Social Incidents.

AT THE WHITE HOUSE.

Washington, Nov. 21.—Mrs. Roosevelt's "at home" reception held at the White House this afternoon...

As indicated this afternoon, the discontinuance of the President's "at home" at the White House did not mean disappointment for friends of the President's family...

Senator William B. Allison, chairman of the Committee on Appropriations, called on the President to-day...

Washington, Nov. 21 (Special).—A beautiful picture was presented at St. Patrick's Church to-day...

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popularity of the game which was at one time called "national." No negative of an undeveloped photograph could possibly make a worse mess in the mismanagement of a baseball team than Mr. Freedman has made in baseball here is a Tammany failure.

Heavy rains have brought about an armistice among Southern American warriors. To the reader of the history of Napoleon's grand army in Russia and of the march over the Shilpa Pass, in 1878, that sort of campaigning seems to be too much like the battles of burlesque.

Admiral Schley's refusal to accept the offer of a Southern newspaper to defray through public subscription the expenses he has incurred in the course of the Washington inquiry is just what might have been expected from any high minded officer of the United States Navy.

The Georgia Legislature has just authorized the Governor to appoint a commission to provide for the erection in the Capitol at Washington of statues of two of Georgia's notable sons, the expense to be met by popular subscription.

Edward Entwistle, the man who seventy years ago took George Stephenson's "Rocket" engine, which won the government prize, on its trial trip between Liverpool and Manchester, England, is still living in Des Moines, Iowa.

General Eli Torrance, the new commander-in-chief of the Grand Army of the Republic, is spending a few days in this city, and he and Mrs. Torrance are guests of ex-Paymaster A. Noel Blackburn.

After five weeks spent among the Onondaga Indians of Central New-York, Professor Frederick Starr, of the University of Chicago, has returned home at Halesite—wisest speaker of the council.

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The following is given as the origin of the term "Black Maria": When New-England was filled with emigrants from the mother country a negro named Maria Lee kept a sailors' boarding house in Boston.

The philanthropic inventor who announces that ere long he will turn out airships at the absurdly low price of \$24,000 a dozen, each one warranted to be easy of navigation in the hands of the average district messenger boy, takes little account of the perturbation of spirit which assails the great majority of human beings when the question of abandoning the safe footing of the solid globe comes into view.

It is true the swiftest of elevators in the tallest of skyscrapers no longer affright the average mortal, although when the lightning expresses shooting with comet-like velocity to the pinnacles of the topmost floors of twenty storied structures were first introduced there was no small degree of hesitation apparent among the visitors to the cloud capped palaces at present so conspicuous among the office buildings of New-York.

Nevertheless, it must be considered doubtful whether there will be an extensive demand in the early future for airships at \$2,000 each which can soar like eagles. Ocean greyhounds in these days are not slow. Express trains get over the ground without wasting many minutes. Electric cars in Germany and elsewhere rush swiftly from city to city.

He had worked for many years in a drygoods store, but fate placed him in a country a most remote one, where he was the cause of his undoing. A lady entered the coal office one day and said she needed two tons of coal.

years. The Senate is, of course, compelled to reject the treaties negotiated by him, and will do so if it deems them deserving of such treatment upon their merits. But it would seem of doubtful propriety and utility to evade the whole matter by indirection in summoning another commission to pass upon this commission's work.

These things are to be said not at all in derogation of the intelligence, sagacity and general importance of the late convention. That was a body of high merit, and its recommendations are worthy of respectful consideration, not only by the press and the public, but by the government at Washington.

It is scarcely to be believed that the present city administration contemplates forcing through at this late date the plan of Bridge Row and up Centre-st. If there is any truth in the report that the scheme is likely to be revived, the people of this city should arouse themselves to prevent the waste of money and the injury to the streets which would result from such a work.

When the commission first reported, the storm of adverse comment was so great that the plan went into what was supposed to be final retirement. When the Brooklyn Bridge is already over-loaded—not necessarily beyond the limit of safety, but far beyond the capacity for which it was designed—when more people cross it daily than can be accommodated in comfort, the idea of extending its approaches to tap new districts and draw to the bridge more traffic is preposterous.

The remedy must be sought, not in makeshift additions to the approaches of an inadequate bridge, but in farsighted provision of new and improved means of transit. Much will be accomplished by the rapid transit tunnel to Brooklyn, and as the Controller has pointed out, there is the greatest necessity for caution to avoid any project which would involve the expenditure of money for this enterprise of prime importance and not waste the city's borrowing capacity, when it is so near the debt limit, on ill considered schemes like this.

It is hardly possible that a plan so utterly lacking in merit as this one should be rushed through the Board of Estimate and Apportionment. It could not be carried out by the present administration, but would only burden the next one, and we do not believe that this board cares to put itself before the public eye as doing that. Certainly Mayor Van Wyck since the election has shown Mr. Low every courtesy and seemed disposed to help and not embarrass him.

This elevated road scheme might conceivably be put through by certain Tammany men in their last hours of office, if there was nobody in particular responsible. But in this case five men have the power, and if they use it to fasten this enterprise upon the city they must do so openly and accept the responsibility. The five are Mayor Van Wyck, Controller Coler, President Guggenheimer, Corporation Counsel Whalen and Tax Commissioner Feltner. Mr. Coler and Mr. Guggenheimer, we believe, are opposed to the plan. The three other, even if they favor it, will, we think, be slow to carry with them from office the reproaches of their fellow citizens and end their official careers with a last act of vandalism.

It is a fine Horse Show. Let us discourage driving! That appears to express the mind of our present city government. Otherwise it is difficult to explain the conduct of the Board of Estimate and Apportionment on Wednesday in voting to surrender to an overhead trolley company the great Central Bridge and viaduct, to be occupied henceforth by tracks and sidings and switches and a maze of wires, to the practical exclusion of driving. We can conceive no ground upon which such an act is to be justified. Upon the part of the trolley company it is a barbed grab, made possible through trickery and jugglery. But, then, when did the Huckleberry concern ever do anything else than grab and juggle? Upon the part of the city government it is nothing short of a betrayal of public interests.

Let us observe the circumstances. New-York, the greatest city in the world for driving and for horsemanship in general, has a number of superb driveways within its limits, divided into several groups. One group consists of Central Park and Seventh-ave., presenting an unbroken stretch of unsurpassed roadway from Fifty-ninth-st. to the Harlem River. Another is the famous Speedway, constructed by the city at great cost exclusively for pleasure driving, and connected directly by way of Dyckman-st. with Broadway and the peerless Lafayette Boulevard. A third comprises Sedgwick and Jerome aves., Van Cortlandt Park, Moshulu Parkway and all the other drives in The Bronx. And these three are connected and joined into one by a single link, and that link the city government now proposes to break, or at least so to pervert from its proper use that it will no longer serve to give access from one set of driveways to another. For splendid as Central Bridge is, its roadway is entirely too narrow to admit of use by drivers and also by trolley cars. The double track trolley road will take up its entire width, and horsemen will have the alternative of driving directly along trolley tracks, with death laden wires sagging overhead within reach of their whiplashes and with Huckleberry fenders whumping against their hind wheels, or of keeping off the bridge. There can be no doubt that the vast majority will be practically compelled to choose the latter course. The thousands who now drive up Seventh-ave. to the Speedway or to The Bronx will be forced

to stop at One-hundred-and-fifty-fourth-st. and retrace their way. For not only will the trolley road on the bridge block their way to The Bronx, but the tracks, sidings and switches with which it is proposed to gridiron the One-hundred-and-fifty-fifth-st. viaduct will equally bar access to the Speedway. Let every horseman who visits the Speedway consider that if this grab is consummated he will henceforth have access to that road only by crossing a maze of trolley tracks like that at the end of the Brooklyn Bridge, with the additional evil of a corresponding maze of fire-spitting wires overhead.

The case is aggravated by the fact that when the public spent its millions of dollars for the building of that bridge it did so on the explicit understanding that car tracks were forever to be excluded therefrom by law. By what jugglery a loophole was afterward made in that law big enough for a Huckleberry to roll through we need not inquire. The fact is indisputable that the will of the people has been nullified and a solemn public compact has been broken. If such a thing can be, what public property is safe? What public agreement is inviolable? What is to prevent the building of an elevated railroad along Fifth-ave. or the use of Central Park for stock yards? We are not saying that there should be no connection between the street railroads in The Bronx and those in Manhattan. On the contrary, there should be. But the railroad companies themselves should supply it, and not grab for the purpose costly public property which was designed for other uses. The New-York Central and Hudson River Railroad Company did not ask the public to provide it with a bridge at the head of Park-ave., but built its own bridge. The New-York and Northern also built its own bridge at the head of Eighth-ave. This Huckleberry concern ought to do likewise. It should build a bridge, for its own exclusive use, at or near the site of the old Macomb's Dam Bridge, connecting with the elevated roads at grade underneath the viaduct. It should do so, and it would do so were it not that the fatuous folly of the city government encourages it instead to make this monstrous and inexcusable grab of public property for private uses.

WHERE MONEY WON'T TALK. There is no small amount of contemporaneous human interest attaching to the announcement of King Edward's decision that his coronation shall not be a speculative as well as a spectacular function. Having ascertained that not a few persons entitled to places in Westminster Abbey on that occasion were arranging to sell their rights, his majesty has decreed that, aside from those who may be commissioned to attend in an official capacity, none but his own subjects shall be present, and that the transfer of a seat shall exclude both parties to the transaction. The propriety of that order would seem to be beyond dispute, and yet it is probable that a considerable number of more or less good Americans will be depressed by the news, and some of them may even permit themselves to say that the King is real mean. They are accustomed to obtain everything they think they want by paying whatever may be necessary, and will find difficulty in reconciling themselves to the idea of being excluded from any show in any quarter of the globe to which they are ready to purchase admission. Others, who eagerly accept the doctrine that the King can do no wrong, will bow to the inevitable without a murmur, but their hearts will still be sore.

As for Englishmen, Scotchmen, Irishmen and citizens of his majesty's dominions beyond the sea who have been hoping to make a neat profit out of hereditary privileges or to acquire a temporary right for cash, their feelings will doubtless be too deep for utterance. Yet we venture to ask three questions, hoping to be corrected if we are wrong: Why should a British subject who is opposed to a form of government which involves coronations wish to lend his presence to such a ceremonial? Why should a British subject who loves the institutions under which he lives complain when they exclude him from a company to which he does not belong? Why should a British nobleman, whether thrifty or impecunious, be permitted to forget that noblesse oblige? We would in particular respectfully invite the attention of those who have been expecting to appease their creditors or increase their balances by means now forbidden to the stringent rules which have been adopted at the various seats of learning in this crude republic to prevent speculation in football tickets. If a simple American student is estopped by academic law and sentiment from exchanging a \$2 seat in the grandstand for \$10 when only the laurels of the gridiron are waiting to be awarded, it would seem perfectly fair to insist that a peer of the realm should not pocket a thousand pounds by bargaining to let an unsanctified substitute see a British sovereign crowned.

We advise all who are suffering the pangs of disappointment by reason of the King's decree to console themselves with the reflection that kind hearts are more than coronets, though they do not invariably answer the same purpose.

Table with 2 columns: Page, Col. and various advertisements.

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New-York Daily Tribune.

FRIDAY, NOVEMBER 22, 1901.

THE NEWS THIS MORNING.

FOREIGN.—The outcome of the religious riots in Athens aroused by the proposition to translate the Gospels into modern Greek, was the killing of seven persons and the wounding of thirty seriously, and many others slightly.

DOMESTIC.—Delegations from the New-York Produce Exchange and the State Commerce Convention held before Governor Odell some transportation problems, calling attention to alleged discrimination in freight rates against the port of New-York.

CITY.—Stocks were strong and active. Mayor Platt and Mayor-elect Low held a conference with Mr. Roosevelt, which was declared to be highly satisfactory to both.

THEATRE.—Forecast for to-day: Fair. Temperature yesterday: Highest, 44 degrees; lowest, 29; average, 35.

RESOLUTIONS.—The resolutions adopted by the National Reciprocity Convention suggest somewhat the tradition about being in favor of a law but against its enforcement.

THE CENTRAL BRIDGE GRAB.—"It is a fine Horse Show. Let us discourage driving!" That appears to express the mind of our present city government.

WHO WANTS AIRSHIPS? The philanthropic inventor who announces that ere long he will turn out airships at the absurdly low price of \$24,000 a dozen, each one warranted to be easy of navigation in the hands of the average district messenger boy, takes little account of the perturbation of spirit which assails the great majority of human beings when the question of abandoning the safe footing of the solid globe comes into view.

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