Amusements.

ACADEMY OF MUSIC—2—8:15—The Suburban.
AMERICAN THEATRE—2—8:15—Barbara Frietchie.
BELASCO THEATRE—2—8—The Darling of the Gods.
BIJOU THEATRE—2:15—8:15—Nancy Brown.
BROADWAY THEATRE—2—8—Prince of Pilsen.
CIRCLE THEATRE—2:15—8:15—Vaudeville.
CRITERION THEATRE—2:15—8:30—A Message from Mars.
DALY'S THEATRE—2:15—8:15—The Starbucks.
EDEN MUSEE—2—8—The World in Wax.
EMPIRE THEATRE—2:15—8:20—The Mummy and the Humming Bird.
FOURTEENTH STREET THEATRE—8—The 4 Cohans.
GARDEN THEATRE—2:30—8:30—Everyman.
GARRICK THEATRE—2:15—8:15—Mice and Men.
HARLEM OPERA HOUSE—2:15—8:15—The Frisky Mrs. Johnson.
HERALD SQUARE THEATRE—2—8:10—Pretty Peggy.
IRVING PLACE THEATRE—2—8:20—Die Puppe (The Doll).
KEITH'S—Continuous Performance.
KNICKERBOCKER THEATRE—2—8—Mr. Blue Beard.
MADISON SQUARE GARDEN—2—7:30—Military Tournament.
MADISON SQUARE THEATRE—2:15—8:30—A Fool and His Money.
MAJESTIC THEATRE—2—8—The Wizard of Oz.
MANHATTAN THEATRE—2:15—8:20—The Earl of Pawtucket.
MURRAY HILL THEATRE—2—8—Miss Multon.
NEW SAVOY—2:15—8:30—The Taming of Helen.
PASTOR'S—Continuous Performance.
PRINCESS THEATRE—2—8:20—There and Back.
PROCTOR'S THEATRES—Comedy and Vaudeville.
VICTORIA THEATRE—2—8:15—Resurrection.
WALLACK'S—2:15—8:15—Sultan of Sulu.
WEST END THEATRE—2—8—Shore Acres.

Index to Advertisements.

	Page.	Col.		Page.	Col.
Amusements	16	4-5	Help Wanted	11	5
Bankers & Brokers	15	1-2	Instruction	11	2-3
Board & Rooms	11	4	Lost	11	5
Books & Publicat'ns	10	4-6	Marriages & Deaths	9	5-6
Business Chances	11	4	Miscellaneous	16	2-6
Carpet Cleaning	11	4	Notice of Summons	15	5
City Property to Let	5	6	Ocean Steamers	6	5-6
City Prop. for Sale	5	6	Office Furniture	11	5
Copartner. Notices	15	2	Pawnbrokers' Sales	11	4
Country Board	15	2	Railroads	12	4-5
Country Property for Sale	5	6	Real Estate	5	6
Dividend Notices	15	3	Special Notices	9	6
Dom. Sits Wanted	11	6-7	Steamboats	12	5
Dressmaking	11	4	Sporting Goods	5	1
Employ. Agencies	11	4	Spring Resorts	15	3-4
European Advts	12	6	Surrogate's Notices	15	5-6
Foreign Resorts	13	1-6	Summer Resorts	15	4
Financial Meetings	15	2	Sum. Resort Guides	15	5
Financial	15	2	The Turf	16	5
Furnished Rooms	11	4	Tribune Subscription Rates	9	6
Furn. Houses to Let, Country	5	6	Work Wanted	11	5-6

New-York Daily Tribune.

SATURDAY, MAY 2, 1903.

THE NEWS THIS MORNING.

FOREIGN.—King Edward arrived in Paris and was met by President Loubet and received with marked enthusiasm by the Parisian populace; the King called on the President at the Elysée Palace and later, in company with President Loubet, visited the theatre. ═══ Owing to the disorders in Salonica, that city has been declared in a state of siege; the Turks are mobilizing 25,000 troops at Verosulich in Albania. ═══ The British case in the Alaskan boundary dispute was submitted to the American Ambassador in London. ═══ For the seventeenth time the Deceased Wife's Sister bill passed its second reading in the House of Commons. ═══ Luigi Arditi, the conductor and composer, died in England.

DOMESTIC—President Roosevelt arrived at Topeka, Kan., where he addressed the Young Men's Christian Association convention and took part in laying a cornerstone; earlier in the day he spoke in Kansas City. ═══ Secretary Hay thanked the Russian Government for its statement of its purposes in regard to Manchuria. ═══ The case of the United States on the Alaskan boundary question was delivered to the British Ambassador in Washington. ═══ At the second day's proceedings of the St. Louis Fair dedication the French Ambassador and the Spanish Minister were the principal speakers. ═══ At the congress of the National Society, Sons of the American Revolution, in New-Haven, General Edwin S. Greeley, of that city, was unanimously elected president general of the organization. ═══ May Day strikes were begun in many places for more pay and less work. ═══ The State Excise Department gave out a statement showing that the decreases in liquor licenses under the new law would not exceed 5 per cent, and the gain in revenue to the State would be about $4,700,000.

CITY—Stocks were dull and strong. ═══ The subway at various points was tied up on account of strikes by excavators and team drivers; the harbor strike proved a fizzle; the demands of the shipyards' men and scores of building trades workers were granted. ═══ An Amsterdam-ave. car and an Eighth-ave. car were in collision; many persons were injured. ═══ The rules and regulations of Tammany Hall were changed so that the executive committee is to be the judge of its own members; the change will keep Devery out, it was said. ═══ A call for a conference was sent by the Citizens Union to the Republican organizations, the Greater New-York Democracy and the German-American Reform Union. ═══ The Alabama flew her new record flag as she came into port with the Kearsarge and the Iowa yesterday. ═══ The police arrested a man who confessed that he fought with the brother of ex-Justice McMahon, who was found murdered in the hallway of his home. ═══ Under attachments aggregating over $30,000, the plant of James F. McCabe, a sub-contractor in the subway, was removed at night.

THE WEATHER.—Indications for to-day: Fair and warmer. The temperature yesterday: Highest, 68 degrees; lowest, 43.

NOT "PRACTICALLY DECIDED ON."

President Cantor was represented yesterday as saying that it had been practically determined to depress the surface of Forty-second-st. for several hundred feet east and west of Fifth-ave. in order that the trolley cars might pass under instead of across the avenue, and thus relieve the congestion of traffic at that point. It is hardly credible that Mr. Cantor was correctly quoted. If he was, he spoke foolishly, for no such scheme has been "practically decided on." It is true that such a proposition has been made; that a plan for carrying it out has been roughly drawn, and that some persons have expressed tentative approval. But if it is thought worth while to press the project it must go through the regular process, be submitted to the appointed authorities and run the gantlet of public opinion. It cannot be rushed through in a hurry, and our strong impression is that it will encounter fatal opposition.

The suggestion originated, we understand, with Carrère & Hastings, the architects of the New-York Public Library, now in process of erection on the site of the old reservoir. They are naturally and properly desirous of making that monumental building and its environment as admirable in all respects as possible, and it has occurred to them that it would be desirable, primarily for the sake of the library, not only to raise the grade of Fifth-ave. at and near Forty-second-st. a little, but to cause crosswise traffic to pass under it. They propose, therefore, that Forty-second-st. shall be depressed for a sufficient distance toward Sixth and Madison aves.—not merely the central portion of it, but the whole roadway from curb to curb. It is an interesting proposition, but a moment's reflection suggests grave objections. The subway excavation in that section is probably deep enough to make the project feasible from the engineering point of view, and if that were the only thing to be considered there might be a general demand for such an arrangement. But it is obvious that the execution of the plan would effect a radical transformation of Forty-second-st. and subject various interests dependent on that great thoroughfare to hurtful conditions. Every building fronting on the depression, for example, would be completely cut off from the roadway and left accessible only from the sidewalks. No vehicle could turn from Fifth-ave. into Forty-second-st. in either direction. To reach a building near either end of the depression a vehicle moving from the opposite quarter would be obliged to make a considerable detour. The city would inevitably have to pay large damages to citizens whose property had been wholly cut off from the roadway or rendered less accessible. Finally, the shopkeepers in Forty-second-st. near Fifth-ave., who, during a long succession of years, have been compelled to endure heavy losses and multifarious afflictions would almost go mad.

It is conceivable that when all such objections as these have been duly weighed a majority of intelligent citizens will conclude that the plan ought to be carried out for the sake of the Public Library and the convenience of traffic in Fifth-ave. Our present purpose is to make the fact clear that it cannot possibly have been "practically decided on" at the present time, and to indicate the reasons why it is not likely to be decided on for a good while to come.

AN OPEN CAR OBJECT LESSON.

A year or two ago, when the subject of open cars and the miseries which result from permitting passengers to crowd in between the seats was being discussed with unusual ardor, President Vreeland officially declared that a conductor who should attempt to prevent that sort of intrusion would find at once that he had a riot on his hands and be "mauled half to death." Mr. Vreeland's official opinion, which may have been his personal opinion also, commanded little support at the time, being squarely opposed to all the evidence then available.

Since then an additional proof that Mr. Vreeland was wrong has been supplied by means of the open cars which have been put on elevated railroad trains. There is a regulation forbidding conductors to let passengers stand between the seats of such cars, and the regulation is rigidly enforced. Has its enforcement ever caused a riot? No. How many conductors have been mauled half to death? Not a single one. Has Mr. Vreeland, who may occasionally ride on an elevated train, ever heard excluded passengers utter threats and profane ejaculations? We doubt it. There is seldom even an attempt to violate a rule which is already well understood. But if, once in a while, such an attempt is ignorantly or wilfully made, the starting signal is delayed until the intruder has withdrawn. There is general contentment in the car and no breach of peace on the platform. In short, the rule works perfectly.

It would not be quite so easy at first to enforce a similar regulation on open surface cars; but if they were built with the seats slightly nearer together, as the open elevated railroad cars are, so that the space between the seats, now unnecessarily wide, did not plainly encourage crowding, there would be no trouble after a little while. In that case a car would not carry so many passengers, and consequently the company would have to run more cars in order to collect the same number of fares. Mr. Vreeland says it is impossible to run more cars during the rush hours. Though that is a mere assumption, he may be right; but, if so, it does not necessarily follow that those who succeed in getting seats are not entitled to ride in decent comfort because others want to get aboard—that the utmost capacity of every car must be made available on demand. As for the non-rush hours of the day, and especially of the night, more cars might be run as well as not, and everybody knows it, including Mr. Vreeland.

PRACTICAL COLONIAL GOVERNMENT.

President Roosevelt in his speech at St. Louis gave a definition of the methods of the United States in governing new territory which is worthy of the thought of theorists who imagine there is something wrong in governing any part of our domain even temporarily under any different rules than those we have found it convenient to apply in recent years to New-Mexico and Arizona, but, by the way, have never yet applied to Alaska. He said:

> Being a practical nation, we have never tried to force on any section of our new territory an unsuitable form of government merely because it was suitable for another section under different conditions. Of the territory covered by the Louisiana Purchase a portion was given Statehood within a few years. Another portion has not been admitted to Statehood, although a century has elapsed—although doubtless it soon will be. In each case we showed the practical governmental genius of our race by devising methods suitable to meet the actual existing needs; not by insisting upon the application of some abstract shibboleth to all our new possessions alike, no matter how incongruous this application might sometimes be.

That is something that opponents of later expansions and the administration which their situation requires have a habit of forgetting. The territory acquired in 1803 was made into States and Territories simply because its development and the character of the inhabitants who settled there rendered this arrangement convenient, and it was done only when in one place after another it did become convenient. If American citizens accustomed to local self-government and participation in the national government had not in large numbers gone into the country beyond the Mississippi, so that it was possible to intrust to them these political powers, the centralized government dependent entirely on Washington would have continued all over the region as it continues in New-Mexico to-day. The first government established by Congress for Louisiana was just as much a colonial administration outside the Constitution as is that now existing at Manila. Gradually the privileges of local self-government were increased as the grant was seen to be safe, just as is being done now in the Philippines. The needs of the two regions are very different; their development must be on different lines, but we are no more "exploiting" the Filipinos than we exploited the French of New-Orleans, the Mexicans of Santa Fé, the Mission Indians of California or the Aleuts of Alaska. No doubt all these peoples suffered some wrongs from being brought under the dominion of a strange race. Some individual Americans and some American laws doubtless were unjust to them. Yet in no case was there any national policy of oppression or "exploitation," and in every case the tendency has been to adapt our government as fast as we could to their needs, and help them as fast as we could to manage their local affairs.

We are now, as we have ever been, holding the middle ground between the evils of Roman and Greek expansion. We give, as the Romans did not, the people of our acquisitions, be they Frenchmen in 1803 or Filipinos in 1903, the freest possible local self-government consistent with law and order and national supremacy. But we, as the Greeks did not, do hold our acquisitions in a bond of unity subject on matters pertaining to the common good to one national will, and we brook no disobedience to that authority, whether by white men who want to establish a slave empire in Louisiana or a brown man who wishes to establish a dictatorship in Luzon.

DEBT LIMIT AND FRANCHISE TAX.

Our neighbor "The Sun" disputes the assertion of Controller Grout that the assessments under the Special Franchise Tax law are to be included in the assessed valuation of real estate subject to taxation to 10 per cent of which the city's borrowing capacity is limited, saying:

> A statute passed by the legislature cannot change the meaning of words found in the organic instrument. A special franchise or the right to use the public highways for transportation, for gas, telegraph, telephone, or other public service, is not real estate or personal estate, as that term is used in the State constitution.

This view, if well founded, is most important, for it would mean the cutting down of the debt limit by one-tenth of the sum total of the franchise assessments, not including, of course, the assessed value of tangible property made a part of the franchise assessment, for that was defined as real estate long before the adoption of the present constitution. But is this view the correct one? Is it not more natural to construe the words of the constitution, "10 per centum "of the assessed value of the real estate of such "county or city subject to taxation, as it appeared by the assessment rolls of said county "or city," as meaning to include whatever the tax law defines as real estate? The limit is not to be determined by the assessed value of what a political economist or even a Webster's Dictionary might call real estate, but by what the assessment rolls as made up according to law call real estate. It is the real estate subject to taxation as it appears on "the assessment roll" that counts, and on that roll appear as real estate the franchise valuations.

Moreover, for many years property quite as incorporeal as street franchises has appeared on the assessment roll as real estate, and has been included in the valuations on which the debt limit has been computed. The tax law has long defined as real estate all wharves and piers, "including the value of the right to collect wharf-"age, cranage or dockage thereon." That right is a mere intangible privilege. It is no more real estate than a street franchise, except by legal definition. Yet it has long been taxed as real estate by the New-York tax laws. Unless the constitution has long been misinterpreted in basing the debt limit on the assessed value of these rights, and of all other property—lands, houses, electric wires, and what not—appearing as real estate on the assessment roll, it would seem as if the Controller was right to take account of the franchise valuations in determining the debt limit.

CLOSING DRAWBRIDGES.

The efforts of the Merchants' Association of New-York to bring about the closing of the drawbridges over Newark Bay and the Hackensack and Passaic rivers during the "rush" hours of commutation travel are amply fortified by arguments and facts, and ought to receive general public support. This matter is in the jurisdiction of the War Department of the federal government, which has appointed a thoroughly competent board of army engineers, made up of Colonel Peter C. Hains, Colonel Amos Stickney, the Assistant Secretary of War, William Cary Sanger, and Major William L. Marshall, to investigate the subject and submit a report. To that board the Merchants' Association has presented so convincing an array of reasons for its application that the result can hardly be looked upon as doubtful. Some years ago the War Department took action for the relief of passenger traffic over the Harlem River, which had been obstructed by the opening of the drawbridges in the busiest railroad hours of the day for the passing of small vessels, while crowded trains were delayed, and a similar policy in New-Jersey will undoubtedly meet the approval of people of judgment and public spirit.

The Merchants' Association has obtained statements from the ablest officials of the Erie, the Delaware, Lackawanna and Western, the New-Jersey Central and the Pennsylvania railroads, all showing the necessity of changes in the present methods which will assuredly appeal to the discretion of the War Department. Nearly one hundred thousand passengers on the trains of these four lines may be delayed upon any one of six business days in the week by the opening of drawbridges on Newark Bay and over the two rivers in rush hours, when it is of the utmost importance to these passengers that they shall get to their places of employment and of business as speedily as possible. The presidents of the railroads mentioned, and the boards of directors also, are extremely desirous in the public interest that obstructions and waits in their train service shall be overcome. The multitudes who come to the Borough of Manhattan every morning in the busiest hours and return to their homes in the afternoon or evening ought not to be held back while drawbridges are kept open for the passage of small vessels of little value and importance.

In June, 1902, the principal month in the year for river navigation in New-Jersey, the average number of boats of all kinds which passed through the Passaic River draw between the hours of 7:30 a. m. and 9:30 a. m., and between 5:30 p. m. and 7:30 p. m., was only two and a half a day; but the suburban trains are so numerous, and press so closely each on the other's heels, that the opening of a drawbridge for even a single craft keeps several trains waiting in those hours. The four railroads already mentioned are now running 924 passenger trains on every one of six days of the week. The total of tugs, excursion boats, merchandise boats and the like is small in comparison.

The Merchants' Association in this matter is apparently working for the greatest good of the greatest number, and deserves success.

INSPECTION BY REGULARS.

The new military law provides for inspection of National Guard organizations by officers of the regular army. When the bill was under consideration in Congress its enemies said that the inspection clause would create bad blood; that the inspections would give the regulars an opportunity to make fun of the Guardsmen and subject the citizen soldiery to humiliation and ridicule. The inspections are about to take place in this city, and we predict that there will be no friction between the inspectors and the inspected, and that the officers who come here to muster with the critic's eye their comrades of the first reserve and report to their superiors what they saw will neither ridicule nor humiliate the Guardsmen. They will find nothing to ridicule, although they may, looking upon the State troops with the eyes of professional soldiers, find cause for some criticism. In the organizations where the club spirit predominates, as well as in the bodies where no social lines are drawn, in the large cities and in the small towns, there has been so much improvement in the National Guard that, with few exceptions, officers will welcome the regular army inspectors and feel satisfied that the condition of their commands will not be found discreditable to the State.

The visits of the officers of the regular establishment will have an educational effect also on the professional soldiers. It cannot be denied that they have looked down upon the National Guardsman as an amateur, and have often used the prefixes "paper" and "tin" in speaking of the citizen soldier. On closer acquaintance they will find the Guardsman worthy of the title "soldier," and of the respect of his professional comrade. The inspector will probably be surprised in many instances to see that men engaged in business, whose time is taken up by their various vocations, who have little time to devote to their duties as Guardsmen, should be as proficient as they are, and that the true soldier spirit is so well developed in the organization of which they are members.

On the whole, instead of provoking displeasure and anger, as some people predicted they would, the visits of the regular army representatives will promote good fellowship between the two branches of the service, which by the operation of the new law have been brought closer together than they have ever been before.

Were it not for the fact that forest fires have recently broken out in other places, one might fancy that those now raging in the Adirondacks were of incendiary origin. That hypothesis ought not to be adopted, though, without positive evidence. A powerfully predisposing cause can be found in the drouth which has affected Northern New-York for several weeks. At two such representative stations as Albany and Northfield, Vt., the government has recorded scarcely a drop of rain for more than a fortnight, and it is doubtful whether the total for the month of April at either point will prove to be more than a quarter of the normal precipitation for springtime. Neither in the condition of the trees themselves nor in the relative abundance of accidental causes is this time of year so favorable as autumn to such outbreaks. Few unscrupulous or careless hunters are in the woods just now. Nevertheless, stray sparks from locomotives and other sources are just as mischievous at one time as another, if they light on tinder.

There is a classical saying that the present month is so named because it May rain, May snow, May freeze, May anything. To which we May add that men May work or May go on strike.

New-York was well represented in St. Louis by two former Governors, one the President of the United States to-day, the other the only surviving ex-President, who served two terms; by the present chief executive of the Empire State and by many other men of distinction. This State assuredly stinted nothing in its effort to help the big show in Missouri to a magnificent sendoff.

The fact that eighty paintings by American artists are now hanging on the walls in the annual exhibition of the Royal Academy in Berlin indicates the remarkable increase of the ties which bind the United States and the great German Empire in genuine friendship and good will.

Cheap gunners with cheap guns are still too numerous in the suburbs of American cities, and prowl about killing songbirds and other gentle couriers of the air in spite of the plain provisions of the laws. The officials who are in duty bound to be vigilant in enforcing the statutes and in protecting these innocent creatures should work overtime, if need be, to check such misdeeds and to arrest and punish the offenders.

Stay-at-home monarchs and presidents of celebrity are almost unknown in this new century of progress and of restless endeavor. It may be noted, however, that the rulers of Turkey and of China do not travel outside their own dominions. Should they pay calls in other countries, they might perhaps get valuable new ideas.

It can hardly be considered otherwise than surprising that a grand jury should have insisted upon finding three indictments in the Roos case, although the District Attorney's office had decided that no sufficient evidence of criminality had been discovered. This was in no way a matter of politics or of public controversy, and it is not altogether easy to understand why the grand jurors reached the conclusion that it was their duty to set aside the recommendations of the assistants of the public prosecutor.

THE TALK OF THE DAY.

Some idea of the magnitude and importance of Western farms may be got from the fact that an Iowa ranch employs a college professor as its chief herdsman. Professor F. R. Marshall was assistant to the chair of animal husbandry at the Iowa Agricultural College, and his new place is in the livestock division of the famous Brookmount Farms.

SONNETS OF A COMMUTER.

I.

How rarely men are able to foresee
The woes or joys an hour may bring! It chanced
This morning that I missed my train; I danced
In anger on the platform; fretfully
I pulled my chin—not having a goatee—
Then, turning, saw a vision that advanced
Almost to where I stood; she shyly glanced
Up out of deep and soulful eyes at me.

The train we waited for came with a whir;
The people, like stampeded cattle, rushed
And, jamming one another, pushed and crushed;
I, having gained the steps, stood back for her;
Her dainty sleeve against me softly brushed,
And, looking up her thanks, she sweetly blushed.

II.

I followed after her; we halted where
Two empty seats remained; across the aisle
I watched her from behind my paper while
The train rushed to the haunts of toil and care.
Her poise was splendid and her face was fair,
And there was something charming in her style;
I fancied once I saw her faintly smile,
When suddenly she caught me gazing there.

The ride that oft had seemed so long before
Was ended far too soon! I stood aside
To one a passage for her to the door,
And then—ah, Fate, thou wrecker of man's pride—
I trod upon her trailing skirt and tore
A rip that looked about a fathom wide.
—(Chicago Record-Herald.

The following is a society item from "The Hunter (Okla.) Enterprise": "One of our smart young men recently tried to kiss a girl he was sweet on for the first time. In order not to seem too willing, the young lady smashed him with a flatiron. And for that only he jilted her on the spot, and has not been back since. Fickle young man!"

"But we—we shall not begin our married life with a secret, shall we, dearest?"
"No, dearest," he murmured; "there's plenty of time."—(Pittsburg Gazette.

The Editor of "The Vilas County (Wis.) Democrat" has evidently "gone fishin'," if one is to judge from this rather remarkable editorial which has just come into the light: "In regard to the space we had last week which we were going to say a little to our taxpayers, we are sorry to say that the person which was, and did want to write it, has not shown up around here this week, and I, myself, would like to say, do not think I am to blame for I am not, some may think I done it just to fill up space, as I had one man tell me already and I am pleased to know that he knows more about my business than I do, and if this party doubts it the least I wish he would come to my office and I will prove to him that he is in the wrong, now I don't want all of my readers to think I am relating to any of them, for the person I mean is not a reader of the paper."

Willie's Safe Hit.—Mamma—Willie, what do you think of the boy who will make an ugly face when he takes nasty medicine?
Willie—I should say that he shows evidence of a very bad taste.—(Baltimore American.

The town of White Pigeon, Mich., claims to be run as cheaply as any town in this country. Last year it cost the 800 inhabitants $1,321 for expenses. The Health Department spent $2 25 in addition to the health officer's salary of $20; the Police Department appropriation was 50 cents; the Fire Department $60. Two of the big items of expense were $145 for ground mole bounties and $126 for woodchuck scalps. The town should have economized in these, as such an outlay was very reckless.

The deacon said: "Now we'll sing hymns;
You should rise when you sing, Mrs. Symns."
But the sister stayed sot
And said: "Rise I will not!
I can't; I've got cramps in my lymns!"
—(Houston Post.

Chicago has some benighted aliens among its population who, it appears, have taken seriously the stock humor about the lightness of the marriage bond in the great Western town. This was revealed when Anton Kovansky and Mary Colukous were taken into court and charged with bigamy. Kovansky admitted that he has a wife and child in the Old Country. The woman also admitted that she was married, but both insisted that this fact had been made known to Justice Murphy before he performed the ceremony.

"We told him we were married," declared Kovansky. "We were told by our friends that the law in America was different from that in the Old Country and after six months of married life we were at liberty to part and remarry."

It is said that many Lithuanians have in their simplicity taken this merry jest as the law of the land and have accepted the institution as one of the blessings of American liberty.

Swap Pappoose for Dog.—An Indian squaw in the Caddo country took a fancy to a St. Charles spaniel that the showman, Howard Bonheur, was the owner of, and offered to trade her pappoose for the dog. The showman refused to trade and the squaw persisted, saying: "Pappoose bring land; dog bringee no land."—(Curtis (I. T.) Courier.

The Iowa Indians in Oklahoma have a bedquilt that is novel in the extreme, and not the sort of a thing a man would wish to sleep under. It is five feet square, and made entirely of human scalps. It is one of the most sacred relics of the tribe, and is supposed to cure any disease.

Drink water and get typhoid. Drink milk and get tuberculosis. Drink whiskey and get the jimjams. Eat soup and get Bright's disease. Eat meat and encourage apoplexy. Eat oysters and acquire taxemia. Eat vegetables and weaken the system. Eat dessert and take to paresis. Smoke cigarettes and die early. Smoke cigars and get catarrh. Drink coffee and obtain nervous prostration. Drink wine and get the gout. In order to be entirely healthy one must eat nothing, drink nothing, smoke nothing, and even before breathing one should see that the air is properly sterilized.—(Southwestern World.

About People and Social Incidents.

THE DIPLOMATIC CORPS.

Washington, May 1 (Special).—Mme. Hengelmüller, wife of the Austrian Ambassador, is now confined to her bed, the condition of her ankle, which was sprained last Sunday, having become more serious than was at first feared.

NOTES OF SOCIETY IN WASHINGTON.

Washington, May 1 (Special).—Justice Brewer, of the Supreme Court, has taken possession of his new home, in Sixteenth-st.

The Chevy Chase Club horse show opened this afternoon with a fashionable attendance. The paddock fence was fringed with automobiles and carriages, and even the platform was filled with men and women more or less prominent in the social world. Miss Alice Roosevelt, in a black picture hat and a gown of creamy white, with white tulle at the throat, occupied a front seat in an equipage with Miss Ethel Horstmann, of this city, and O'Donnell Keller. The wind swept so freshly across the meadows that the majority of lightly gowned women shivered with the cold, and many left the grounds before the close of the contests, but Miss Roosevelt, who wore no wraps with her summer dress, bravely defied the weather and remained until the finish. The programme opened at 2 o'clock with a squad of policemen, all of whom deserved the blue ribbon, so splendidly did they ride, and closed at 4:30 o'clock with red coated hunters with a lively pack of hounds. The most successful exhibitor of the afternoon was Larz Anderson, whose horses seemed to wear their blue ribbons as a matter of course. Mrs. Courtland G. Smith captured the honors in the contest between women riders, each mounted on a horse which had been ridden to hounds by a woman at least three times. A hedge of small trees and a five barred fence were placed in the paddock, and each rider's horse made the jumps with clean cut bounds that won applause not only from the people in the vehicles and on the platform, but from the hundred and more from the country round who looked on over the paddock fence. The riders were Miss Harriet Wadsworth, daughter of the Representative from New-York, on Ringleader; Miss A. B. Langhorne, on Buckshire, and Miss Catharine Elkins, the schoolgirl daughter of Senator and Mrs. Elkins, on Pendennis. The exhibitors included Courtland H. Smith, W. D. Denegre, of Boston, who has brought his string with him to Washington; Thomas Nelson Page, Thomas F. Walsh, J. B. Foraker, son of Senator Foraker, and Alexander Legare. A number of prizes were presented by exhibitors and others, the cups being unusually handsome. The prizes in the mounted police and farmer class were in money. The show will be repeated to-morrow.

Miss Louise Van Dyke Jones, niece of the Postmaster General and Mrs. Payne, left Washington to-day for her home in Milwaukee.

NEW-YORK SOCIETY.

As usual on Saturday at this time of the year there is an exodus from town to suburban clubs and country houses, and week end parties are the order of the day. Mr. and Mrs. Hamilton McK. Twombly, who have closed their house in Fifth-ave. for the season, are entertaining a number of friends over Sunday at Florham, their country place near Madison, N. J. Mr. and Mrs. Charles T. Barney have a party at their country house at Westbury, Long Island. Mr. and Mrs. G. G. Haven go to Sunny Croft, their place at Lenox, to-day, and among others who have friends staying with them over Sunday are Mr. and Mrs. George J. Gould, at Lakewood; William C. Whitney, at Westbury, Long Island, and J. Henry Smith, at Tuxedo.

Weddings are few and far between in May, owing to popular superstition. Braving the latter, however, Miss Grace Fairchild will be married to-day to Henry Neil Butler at the East Fiftieth-st. home of her parents, Mr. and Mrs. Samuel Fairchild.

Alfred G. Vanderbilt drove the Pioneer out to Ardsley and back yesterday, the coach having been chartered for the day by Robert L. Gerry, whose party included Mrs. Thomas Hastings, Miss Natica Rives, Miss Eleanor Jay, Miss Knowlton, Miss Parsons, E. Victor Loew, Peter Gerry and Miss Gerry.

Mr. and Mrs. William Rockefeller have closed their house in town and opened Rockwood Hall, their country place on the Hudson, for the summer.

Mrs. George P. de Forest, Mrs. Douglas Robinson, jr., Mrs. C. O'D. Iselin and Mrs. H. Fairfield Osborn were among the patronesses of the annual senior ball of class '03 of the Schools of Applied Science, Columbia University, which took place in the college gymnasium.

Mrs. W. Seward Webb and Miss Frederica Webb are leaving town within a few days for Shelburne Farms, their country place in Vermont. Dr. W. Seward Webb is still abroad, but is expected home at the end of the month.

Mrs. Van Rensselaer Cruger sails for Europe at the end of the month, and will spend the summer in England, where, together with Mrs. Reginald De Koven, she has taken a house for the season.

Mrs. Edward Renshaw Jones and Miss Mabel Jones, who spent the winter at the Buckingham Hotel, have gone abroad, and will spend the greater part of the summer in Europe.

General and Mrs. James Grant Wilson and Miss Wilson have left town for the season, and are at their cottage, Fairlawn, Litchfield County, Conn., for the summer.

At the meeting held on Wednesday of the Nineteenth Century Club, Walter S. Logan was elected president, while Mrs. Henry C. Potter, Anson Phelps Stokes, Mrs. Effingham Maynard, Mrs. Robert W. De Forest, Spencer Trask, Miss Amy Townsend, Edward Wetmore, Mrs. W. Le Baron Allen, Edward Day Thurston, Arthur Scribner and Andrew Carnegie were among the officers elected.

Mr. and Mrs. William H. Falconer are sailing today on board the Minnetonka for Europe to spend the summer abroad.

Mr. and Mrs. John Jacob Astor are booked to sail for Europe on board the Kronprinz on May 12, and expect to spend the greater part of the summer abroad.

Whitney Warren, Mr. and Mrs. Hamilton Fish Webster and Mr. and Mrs. Hugh D. Auchincloss have left town for Newport. Mr. and Mrs. Sydney Webster will go there for the season on Monday.

NEWPORT NOTES.

[BY TELEGRAPH TO THE TRIBUNE.]

Newport, R. I., May 1.—Mr. and Mrs. Sidney Webster will arrive on Monday from New-York for the season.

Miss Georgiana King has returned from Europe. She is at the Muenchinger King cottage preparatory to opening her cottage here.

The arrivals from New-York this evening were Ogden Mills, Miss S. E. Blatchford, Mrs. Creighton Withers, Mr. and Mrs. George B. de Forest, Augustus Jay, Mrs. Alfred G. Vanderbilt and Miss Gladys Vanderbilt.

ASSOCIATED WITH PUBLISHING HOUSE.

The announcement that Ripley Hitchcock has become associated with the well known publishing house of A. S. Barnes & Co. and has been made vice-president is of peculiar interest, in view of the high standing and long and uninterruptedly successful career of this house, and in view, also, of Mr. Hitchcock's successful record as an editor.

TESTIMONIAL FOR SAMUEL SLOAN.

The Society of the Friendly Sons of St. Patrick will present to Samuel Sloan on Monday evening next at Delmonico's a testimonial in recognition of his long membership and valuable services to the society as a member and its president. Mr. Sloan was elected to membership on March 2, 1863, and was its president in 1857 and 1858. Mr. Sloan, although eighty-five years old, has continued to attend the annual dinners, and his attendance has always been greeted by the members with demonstrations of regard.

TRANSATLANTIC TRAVELLERS.

Booked to sail to-day for Antwerp on the steamer Vaderland are:

F. W. Bullock.
Mrs. E. L. Earle.
W. B. Jackson.
Mr. and Mrs. Horatio G. Lloyd.
Charles T. Minton.
Roger Minton.
Mr. and Mrs. Duncan R. Norvell.
John J. Powers.
Miss Martha Sauer.
R. B. Buckley.
J. Wolters, Belgian Minister to Guatemala.

On the Deutschland, which arrived here yesterday from Hamburg, were:

Mr. and Mrs. F. B. Allen.
Baron Rudolph von Bengham.
Baron Hans von Bengham.
Mr. and Mrs. Ernest R. Ackermann.
Miss B. W. Burdette.
Miss F. L. Baldwin.
Mr. and Mrs. E. Browning.
Mr. and Mrs. A. R. Beardsley.
Mr. and Mrs. W. L. Boswell.
J. C. Cassell.
Miss Anna Grace Edmunds.
Mr. and Mrs. G. A. Ferguson.
General G. S. Field.
Miss G. S. Field.
Mr. and Mrs. George A. Fahys.
George Fahys.
Joseph Fahys.
Mr. and Mrs. P. S. Gardiner.
Mr. and Mrs. Frank E. Gregg.
Miss J. Gregg.
C. Lathrop Higgins.
Mr. and Mrs. H. O. Havemeyer.
James W. Hampton.
Mr. and Mrs. A. S. Johnston.
Dr. P. E. Johnston.
Dr. and Mrs. John Savig Lees.
Mr. and Mrs. F. S. Landstreet.
Colonel de Monteverde.
Miss Elizabeth H. Newell.
Mr. and Mrs. Andrew J. Onderdonk.
Mrs. Eugene du Pont.
Miss J. S. du Pont.
Mr. and Mrs. Arthur E. Pike.
Mr. and Mrs. F. R. Scofield.
Mr. and Mrs. Charles J. Townsend.
John W. Townsend.
Percy Tiffany.

Among those who expect to sail to-day for Italy on the steamer Weimar are:

Mrs. L. C. Black.
Miss Black.
Professor M. Vittorio Carpi.
Miss Amalia Carpi.
Miss Lina Carpi.
Mr. and Mrs. Charles Newton Hood.
Dr. and Mrs. Edward Stieren.
Mrs. M. F. Waldron.
Miss Annie A. Waldron.

Some of those booked on the steamer Minnetonka, which sails to-day for London, are:

Mr. and Mrs. W. L. T. Addison.
Mrs. May Robson Brown.
A. S. Burleson.
Mrs. J. H. Cameron.
M. M. Chaffin.
Mr. and Mrs. J. H. Caryl.
Herbert Cummins.
Miss Ida Conquest.
Judge Charles Evans.
Mr. and Mrs. Alexander Hollander.
Dr. W. Godfrey Hunter.
W. Godfrey Hunter, jr.
Miss Sallie McNeel.
Colonel James McNaught.
Miss Jessie Millward.
Mr. and Mrs. A. E. Outerbridge.
Rear Admiral and Mrs. John Schouler.
Mrs. Jessie Pease Scrimger.
The Rev. Dr. and Mrs. S. De Lancey Townsend.
Miss Mary A. Townsend.
Miss K. V. V. Townsend.
Mr. and Mrs. H. W. Topping.
Mr. and Mrs. Frederick Topping.
Mrs. Edward A. Wickes.
Miss Wickes.

Among those who will sail to-day on the steamer Campania for Liverpool are:

A. H. Blackburn.
Mr. and Mrs. J. W. Condit.
Mr. and Mrs. Jeremiah Curtin.
Miss Ada Crossley.
F. B. Foster.
M. E. Fife.
Miss Zela Gibbs.
Mr. and Mrs. Charles H. Hamilton.
F. V. Grand d'Hauteville.
B. W. Jones.
Mr. and Mrs. Willard A. Mitchell.
Miss Hilda Jones.
Colonel C. W. Napier-Clavering.
Mr. and Mrs. Frank T. W. Palmer.
Mr. and Mrs. Theodore Seligman.
The Misses Katherine, Dorothy and Marjorie Seligman.
The Rt. Rev. George Worthington, Bishop of Nebraska.
Mrs. Worthington.
Mrs. F. W. Whitridge.
Miss Joan Whitridge.

Booked to sail to-day for Glasgow on the steamer Columbia are:

Mrs. William R. Clarkson.
Mr. and Mrs. John Davison.
John B. Garvie.
Mr. and Mrs. James Hunter.
Alfred H. Hendrick.
Mrs. William M. Linn.
Miss Nina Linn.
Lieutenant C. R. Mayo