

About People and Social Incidents.

AT THE WHITE HOUSE.

Washington, Nov. 10.—Mrs. Roosevelt left Washington this morning for New York, where she will meet her sister, Miss Carow, on her arrival from Europe. Mrs. Roosevelt and Miss Carow will spend a few days in New York and will return to Washington on Wednesday of next week.

THE PASSING THROUGH.

Nawakichi Nakamura, of Tokohashimachi in Aichi-Ken, Japan, was an applicant on Saturday, October 10, for the hospitality of the hotel of the JAPANESE A. He had just arrived on the CANAL TRAVELLER, p.m. from Liverpool in the course of an individual expedition of exploration, which began on August 28, 1896, and which he expects will consume another year and a half.

THE CABINET.

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THE DIPLOMATIC CORPS.

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NEWPORT NOTES.

Newport, R. I., Nov. 10 (Special).—Mr. and Mrs. R. H. Rutherford Pratt, owners of Areligh, are in town, looking over their property.

WEDDINGS.

In the Church of the Pilgrims, Henry and Remondine, Brooklyn, last night. Miss Helen Gertrude Jones, daughter of Mr. and Mrs. Frank Smith Jones, of No. 999 St. Mark's-ave, was married to William Robinson Simons, son of Mr. and Mrs. Henry Simons, of Lefferts place, both of Brooklyn.

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of regard to the saving of time. This consideration threatens to place a limit on new construction even where improvement may seem feasible theoretically. There is talk of giving the new Cunard steamships a speed of twenty-five knots. To secure that result it will be necessary to equip them with engines that would develop 72,000 horsepower.

Out in La Porte, Ind., lives a man who is trying to make the world believe that the sun is cool enough to maintain forests and other vegetation. As the spectroscopic shows that iron and other metals exist in the condition of vapor in the solar atmosphere, either that instrument or the Hoosier must be mistaken.

As a party leader is not Colonel Bryan in danger of being left over for a rummage sale? Controller Grouse sees a long way when he predicts that because of the Democratic victory in the city the State will go that way next time, electing a Governor of the Tiger stripe and casting its vote for a Democrat for President.

The Health Commissioner in Chicago says that between now and May 1, 1910, deaths may be expected in that city from pneumonia, and not much more than 1,500 from tuberculosis. He thinks, therefore, that a more determined crusade should be organized against the former than is waged against the latter.

Though no paper in the United States has published in "The Herald" feels that it cannot keep it in its hands. "The Herald" feels that it cannot keep it in its hands. "The Herald" feels that it cannot keep it in its hands.

That is a mistaken notion, though a prevalent one. At the time of George B. McClellan's birth his father was a citizen of the United States, and it made no difference where the son was born.

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outlet across the river something valuable, and were ready to make liberal terms. It is evident that the city could have made better terms and secured equal transit facilities by a series of tunnels in place of this Manhattan Bridge.

It is to be hoped that when Williamsburg Bridge railroad arrangements are finally made no monopoly will be permitted. If any Manhattan company is ready to extend its tracks to Williamsburg it should be permitted to do so if there are tracks enough for this and for Brooklyn lines to cross to Manhattan. In this manner passengers dwelling within walking distance of the bridge and coming to distant points in Manhattan could be accommodated for one fare as well as the people from the outskirts of Brooklyn destined to stop near the bridge terminal in Manhattan.

It is much to be regretted that the real usefulness of the new bridge is still a distant prospect. Energetic measures should be taken to have cars on it at the earliest possible moment. A wagon and foot bridge is little better than no bridge at all.

THE PRESIDENT'S MESSAGE. The President's Message to Congress, relating wholly to the commercial treaty with Cuba, is short and notably moderate in tone. It was listened to with closer attention by Senators and Representatives than they would probably have given to an extended rehearsal of facts and arguments already familiar to Congress and the country, and the first impression produced by a concise and simple statement of the case is likely to be lasting.

The United States, having abolished Spanish sovereignty over the island of Cuba, made it possible for the Cuban people to establish an independent government of their own, and generously assisted the new nation to start upon the path of progress and prosperity. But imperative considerations of self-interest as well as of what the permanent welfare of Cuba required induced this country to insist upon her right to a certain measure of authority in her affairs. We have established naval stations in Cuba. We have to some extent limited the scope of her financial operations and foreign intercourse. Those regulations were imposed upon her government by ours in her interest not less than for the advantage of the United States, but the fact remains that in accepting such a degree of responsibility for Cuba in the face of the world we contracted a moral obligation to bestow upon her commercial opportunities equivalent to those of which she might be deprived in consequence of the acts by which we qualified her autonomy. It is only fair that in return for her concessions to our demands we should enable her to find a profitable market in this country for her products, and if we had nothing except our own credit and her good will to secure by taking that course the propriety of taking it, even at a pecuniary risk, would be obvious.

But fortunately this country is not required to add to the sacrifices which it has already incurred in behalf of Cuba. The President asks Congress by means of such legislation as is requisite to put the commercial treaty into effect, to assure a valuable market to the merchants, the manufacturers and the farmers of the United States. As the President says, it is "a market which lies at our doors, which is already ready, which is capable of great expansion, and which is especially important to the development of our export trade. It would be indeed shortsighted for us to refuse to take advantage of such an opportunity and to force Cuba into making arrangements with other countries to our disadvantage." It is, furthermore, a market which Cuba does not wish to bestow elsewhere, but much prefers that we should enjoy. That self-interest requires us to accept it is undoubtedly the opinion of a great majority of those who are competent to pass judgment upon the question. That national honor demands the establishment of such commercial relations as the treaty contemplates is the wellnigh universal conviction of the American people. The President gives faithful expression to public sentiment when he says that a failure to enact the legislation which he recommends "would come perilously near a repudiation of the pledged faith of the nation."

TWO REMARKS ABOUT CANADA. There appeared in The Tribune recently two utterances concerning Canada and its relations with the United States which, though made by men of authority, seem to us not to be commendable. One was made by Mr. Andrew Carnegie. He is opposed to Mr. Chamberlain's tariff reform plan, and thinks he sees in it sure provocation of a tariff war between the United States and the British Empire. He recalls that many years ago Canada enacted a preferential tariff against the United States, with the result that the United States quickly retaliated with a tax upon all British ships entering its ports, and thus started a fight which this country quickly won. "If the United States," he asks, "could retaliate so effectively then, how much more effectively could she do it now?" Apart from the fact that a good many things have happened since then, radically changing conditions, dispositions and policies, it is to be observed that Mr. Carnegie appears to overlook one highly significant fact—that is, that Canada is now and has for years been imposing a preferential tariff against the United States, a good deal higher than Mr. Chamberlain is likely to prescribe in his imperial tariff union system, and the United States has not retaliated nor given the slightest sign of any thought of doing so. On the contrary, the United States seems to be entirely satisfied to have Canada discriminate against it, seeing that in spite of such discrimination it is increasing its trade with Canada more rapidly than is Great Britain, the very country in whose favor the discrimination is made. If the United States endures, and has for years endured, so complacently this high discrimination against it, we really cannot see much reason for fearing that it would let loose the dogs of a tariff war in response to a somewhat less discrimination.

The other utterance was that of Mr. Douglas Sladen. Taking as his premise that "something must be done to console Canada over her disappointment in the Canadian arbitration," he renews the old suggestion that Great Britain should give the Bahamas to the United States in exchange for Dyea, Skagway and the shores of the Lynn Canal. We have formerly discussed that proposal in these columns, and have pointed out what seem to us, and what we believe would seem to the government and people of the United States, insuperable objections to it. One is that such an arrangement would cut Alaska into two parts, obtruding a bit of alien territory between them. It is bad enough to have Alaska separated from the United States by British Columbia. Had Polk and Calhoun stood by the pledges upon which the former was elected President there might now be

no such separation, but the whole Pacific Coast, from Coronado to Behring Strait, might be under the Stars and Stripes. But that is a thing of the past. What is of present purport is that it would be intolerable to have our Pacific Coast line still further shortened and broken, and our Territory of Alaska not only separated from the United States, but cut into two detached pieces. The other objection is that the United States is not in the business of selling its land or expatriating its citizens. There are at and about Skagway some thousands of United States citizens and millions of dollars of their property. They settled there, invested their capital and developed industries, believing that land to belong to the United States and expecting it forever thus to belong. It would be a monstrous thing for the United States now to rob them of that citizenship and tell them they must become British subjects, and to withdraw from them and their property the protection of its laws. There may be room for questioning whether new territory should be annexed to the United States domain. There can be no question that when once territory has thus been annexed and has thus been settled in good faith by United States citizens it must thus perpetually remain.

We have our doubts as to the danger of a tariff war between the British Empire and the United States because of Mr. Chamberlain's tariff reform. This country understands the rule of "do ut des." It has been practicing free trade within its own empire and protection against all outsiders too long to challenge the fight of other countries to do the same. If Mr. Chamberlain's policy is adopted, as we expect it will be, the United States will doubtless do its best not to have its foreign trade injured thereby, but it will thus do its best by legitimate commercial processes, and we are inclined to think it will be successful, as it has been in this meeting of the adverse preferential tariff of Canada. We have also our doubts as to the necessity of doing something to console Canada for her failure to get something which never belonged to her. But if she must have consolation, she must not have it at the expense of American citizens and through the repudiation by the United States of its legal and moral obligations. These matters, we believe, will presently adjust themselves if only they are left alone. At the moment a reversal of the British tariff policy may seem a portentous thing, and the failure of Canada to break the Anglo-Russian treaty of 1855 may seem a sore blow to that enterprising commonwealth. But let us "hide a wee." A little greater distance, in time, will give us a more just perspective of these things, and then a major part of the solicitude and agitation of to-day will be seen to have been ephemeral and unfounded.

"NOT TOO MUCH ZEAL." "Above all, gentlemen," said Talleyrand, "not too much zeal." The admonition may well be repeated at this day, for the benefit of those who, in their extreme devotion to their own ideals, are wont to regard all who differ from them as necessarily wrong, and who, denying to the nation the privilege which even the meanest criminal enjoys, instinctively assume the government of the United States to be in the wrong in every controversy until it is proved to be in the right. A noteworthy example of this excess of censorious zeal has been displayed in the Panama affair. The moment it was made known that, in order to maintain a working basis for its consular and other relations, the United States had recognized the de facto existence of the revolutionary government the outburst began. There was no pause for reflection, for investigation, for learning what basis of justification or necessity there might have been for such recognition. The thing had been done by the government contrary to the notions of these self-constituted censors, and therefore it was, it must of necessity be, utterly wrong and wicked. Thus in the course of a single column, at only a few hours' notice, it was declared to be—

Recklessness, a mad plunge, a vulgar and mercenary venture, sordidness and shame, ignoble beyond words, humiliating, indeed, but not to be compared with the ignominious thing in American diplomacy, hypocritical, scandalous, miserable intrigue, careless of the national honor, a policy beside which the Walker filibusters appear like Christian statesmen.

How can it? He's used up all the best words," said the longshoreman when asked why he did not reply to the abusive railings of one of his comrades. After this, how can any one condemn any real public wrong without being merely a weak echo of these strenuous denunciations? Or how can these latter themselves speak out against something that is really evil without an anticlimax?

Zeal's a dreadful mermaid, That teaches saints to leer and cant;— Even the saints of these latter days, to whose pure souls all other things seem impure. "Not too much zeal, gentlemen; not too much zeal." The vocabulary will last longer if used with moderation. Besides, good Professor, you are not in your classroom, and the American public doesn't take such "strenuous" language as mockingly as perhaps your late schoolboys did. In fact, they are liable merely to giggle and walk out, remarking that "the poor old thing had the hysterics again."

IMPROVEMENTS IN STEAMSHIPS. Although the latest vessels of the leading transatlantic lines are now very near perfection in design and equipment, a writer in "Cassier's Magazine" for November thinks that there is still room for improvement in several directions. Four of his suggestions relate to safety alone, and most of these are thoroughly sensible. About the expediency of enlarging the ports and giving passengers greater freedom in opening them there is room for doubt. On the other hand, the more general introduction of wireless telegraphy for giving signals of distress is much to be desired. In the number of the boats carried and the facilities for launching them quickly the dictates of prudence have not yet been fully heeded. There is reason to believe, moreover, that the watertight bulkheads in the hulls of the best steamships are not so numerous or secure as they might be. Relatively to the number of passengers carried accidents at sea are less numerous to-day than they were once. They usually involve merely a reduced rate of speed and a little delay in arrival. Nevertheless, there remains a chance of more serious emergencies, and it will not do to lose sight of these altogether.

Two other recommendations contained in the article under discussion deal with possibilities of increased comfort. These, in the writer's judgment, would both be realized by higher speeds, if, indeed, higher speeds are attainable. Where steam turbines are used instead of reciprocating engines a ship experiences no vibration. A cooler engine room also results, and this in turn has some influence on the temperature of the cabins. Neither of these advantages is to be despised, but they hardly afford a sufficient pretext for revolutionary changes in the motive power of a vessel. If the turbine displaces the present type of engine it will be because of its compactness, simplicity and other purely technical merits, and not because it may slightly enhance the present luxury of an ocean voyage.

How much further it will be practicable to carry the development of speed is partly an engineering problem and partly a commercial question. Both in permanent investment and in operating expenses the cost multiplies all out

Table with 4 columns: Amusements, Page, Col., Page, Col. Lists various theaters and their locations.

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New York Daily Tribune

WEDNESDAY, NOVEMBER 11, 1903.

THE NEWS THIS MORNING.

CONGRESS.—The Senate held a short session, the only business being the reception of the President's message.

FOREIGN.—A dispatch from Monte Christi, by the City of Haytien, said it was reported that San Domingo had fallen and that Jimenez had been proclaimed President.

DOMESTIC.—The Navy Department dispatched the Boston to prevent the departure of troops from Buena Ventura for the isthmus.

THE WEATHER.—Indications for to-day: Increasing cloudiness. The temperature yesterday, highest, 60 degrees; lowest, 43.

THE WILLIAMSBURG BRIDGE.

The announcement that the Williamsburg Bridge will be opened for use in three weeks arouses mingled feelings of gratification and despair. We rejoice to think of a new avenue for congested traffic, but our joy is chastened by the thought that it will not, after all, be much of an avenue for a long time.

It would seem as if this arrangement was one of the first things that the city authorities should have made, to avoid any possibility of building a bridge only to find no market for the privileges it offers, and to have all necessary connections for the most important part of the bridge traffic completed simultaneously with the structure itself.

This situation, in such marked contrast with the city's experience with the Brooklyn tunnel, raises a question concerning the yet more expensive Manhattan Bridge, which, so far as anybody can foresee, is designed solely for the convenience of the Brooklyn surface and elevated lines.

On the other hand, the Interborough people found an

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