Amusements.

ACADEMY OF MUSIC—2—8:15—Checkers.
BELASCO THEATRE—2—8—Sweet Kitty Bellairs.
BROADWAY THEATRE—2—8:15—The Medal and the Maid.
CARNEGIE HALL—2:30—Boston Symphony Orchestra.
CASINO—2—8:15—An English Daisy.
CIRCLE—2:15—8—Vaudeville.
CRITERION—2—8:15—Merely Mary Ann.
DALY'S—2—8—Glittering Gloria.
EDEN MUSEE—The World in Wax.
GARDEN THEATRE—2—8:15—The Secret of Polichinelle.
GARRICK THEATRE—2—8:15—The Younger Mrs. Parling.
HARLEM OPERA HOUSE—2—8:15—Lord and Lady Alby.
HERALD SQUARE THEATRE—2—8:10—The Girl from Kay's.
HUDSON THEATRE—2—8:20—Ranson's Folly.
IRVING PLACE THEATRE—2:15—8:20—Der Detektiv.
LYRIC THEATRE—2:15—8:15—The Pit.
MADISON SQUARE GARDEN—10 a. m. to 11 p. m.—Sportsmen's Show.
MAJESTIC THEATRE—2—8—Babes in Toyland.
MANHATTAN THEATRE—2—8:15—The Virginian.
METROPOLITAN OPERA HOUSE—1:45—Traviata—8—Faust.
MURRAY HILL THEATRE—2—8—When We Were Twenty-one.
NEW AMSTERDAM—2—8—Mother Goose.
NEW EMPIRE THEATRE—2—8:20—The Other Girl.
NEW LYCEUM—2—8:15—The Admirable Crichton.
NEW-YORK—2—8:15—Terence.
PROCTOR'S—Twenty-third Street—Kaufmann Troupe and Vaudeville. Fifty-eighth Street—Across the Pacific. Fifth Avenue—Champagne and Oysters and Vaudeville. One-hundred-and-twenty-fifth Street—Lady Windermere's Fan and Vaudeville.
SAVOY THEATRE—2—8:20—Raffles.
ST. NICHOLAS—8:15—Ice Skating.
THIRD AVENUE THEATRE—2—8—Wealth and Poverty.
VICTORIA—2:15—8:15—Varieties.
WALLACK'S—2:15—8:20—The County Chairman.
WEST END—2—8—Arrah-na-Pogue.

Index to Advertisements.

	Page.	Col.		Page.	Col.
Art Exhibitions and Sales	4	6	Help Wanted	12	5
Bankers & Brokers	15	2	Instruction	12	1
Board & Rooms	12	4	Lost	12	4
Ctls & Publications	10	5-6	Marriages & Deaths	9	5-6
Brooklyn Property for Sale	15	4	Miscellaneous	16	2-6
Business Chances	12	4	Ocean Steamers	15	5
Carpet Cleaning	12	4	Office Furniture	12	4
City Hotels	12	1	Public Notices	12	3
Dividend Notices	15	2	Railroads	13	5-6
Dom. Sits. Wanted	12	6-7	Real Estate	15	3-4
Dressmaking	12	4	Religious Notices	12	2-3
Emp'ment Agencies	12	4	School Agencies	12	1
Excursions	13	6	Special Notices	9	6
European Advts	11	4	Steamboats	15	5
Foreign Resorts	11	4-6	Surrogates' Notices	12	3-6
Financial Meetings	15	2	Storage Notices	12	4
Financial	15	2	Tribune Sub'n Rates	9	6
Foreclosure Sales	13	5	To Let for Business Purposes	15	4
Fur. Apartments to Let	15	4	Unfurnished Apartments to Let	15	4
Fur. Rooms to Let	12	4	Winter Resorts	15	6
			Work Wanted	12	5-6

New-York Daily Tribune.

SATURDAY, FEBRUARY 20, 1904.

THE NEWS THIS MORNING.

CONGRESS.—The Senate was not in session. ==== House: Consideration of the Naval Appropriation bill was begun.

FOREIGN.—General Pflug reported from Port Arthur that scouts had found no Japanese at Ping-Yang; that the ice was moving out of the Yalu, and that no Japanese warships had been seen. ==== A Japanese cruiser and a torpedo boat destroyer were sunk, and another vessel was crippled by the Varing and Korietz at Chemulpo, according to the Russian official report.

DOMESTIC.—President Roosevelt will begin work on the Panama Canal immediately after the treaty is ratified next Tuesday, having already selected the commissioners who are to have charge of operations on the isthmus. ==== Senator Hanna was buried in Cleveland; there was a great public tribute to him; business was stopped for two hours, and for five minutes all streetcar and steam railroad traffic was suspended. ==== Cash wheat went to $1 08 in Chicago, and May reached $1 03; all the wheat trading public is buying; no attention is paid to prices. ==== Members of the New-York City delegation in Congress made arguments before the House Committee on Public Buildings and Grounds for a new postoffice building here.

CITY.—Stocks were dull and weak. ==== Governor Odell came to the city; he said, in discussing home rule, that people should differentiate between that and free license; he conferred with his counsel about the shipbuilding scandal. ==== Denial was made that the New-York and Stamford Company was connected with the New-Haven Railroad. ==== Mr. Cleveland said he did not care any more about what Mr. Bryan says than the wind that blows. ==== The bursting of one of the largest water mains in the city flooded the district in the neighborhood of Broadway and Ninety-second-st.

THE WEATHER.—Indications for to-day: Fair. The temperature yesterday: Highest, 26 degrees; lowest, 22.

"CONSERVATIVE DEMOCRACY."

Mr. Cleveland continues to wake the echoes with his oracular wisdom. To an errant party he still expounds what he conceives to be the true faith—to develop what he holds to be the true teachings of Jefferson and Jackson. His latest deliverance—published in "The Philadelphia Saturday Evening Post"—shows no departure in spirit or substance from many previous utterances. The ex-President feels now, as he has always felt, that the party's only safety lies in the acceptance and practice of "conservative Democracy." What "conservative Democracy" really is Mr. Cleveland leaves largely to surmise. In general it seems to include those opposition policies—reduction of the tariff, cheeseparing in expenditures and restriction of federal power—on which the Democratic party has won in our day its infrequent national victories. But if this programme of negation is all that "conservative Democracy" means, we fear that Mr. Cleveland will have some difficulty in imposing it on a party which is still instinctively swayed by the ideals of Jefferson and of Jackson.

The ex-President does not seem to see that "conservative Democracy" is in itself a political contradiction. Without paradox it is impossible to link the names of Jefferson and Jackson with any body of "conservative" doctrine. Jefferson was a radical—one of the extremest radicals of his day. Jackson was equally the embodiment of radicalism—of progress toward a newer and more democratic political order. There was no taint of conservatism in their teachings, though policies they advocated may have been converted, under changed conditions, to conservative uses.

Jefferson set up his doctrine of State's rights in order to fortify his demand for a weak central government. A century ago a strong central government was held to be the greatest peril to individual freedom. State's rights were a barrier raised by the radical Democratic leaders to protect the individual against the government. Since Jefferson's time the strength of the individual has grown stupendously. Through the fiction of corporation he may control a power beyond the imagination of the framers of the Constitution. Constraining, as it does, the nation's capacity to deal with individuals or with corporations, the strict construction theory has now become an instrument of conservatism. Jackson's advocacy of "hard money" was similarly a phase of his attempt to limit federal power by killing the United States bank. Yet in our day that policy could be turned to conservative uses in the fight against greenbackism and silver inflation.

But in so far as Democratic theories have become "conservative" they have ceased, in the main, to reflect the purposes of their originators. The inheritance of Jefferson and Jackson is a radical inheritance. To the historian who traces the progress of parties in this country there can be no doubt that the Democratic party is, and will remain, the party of radicalism. Tempted by expediency or the hope of spoils, it may try to hide its spots. It may accept a temporary conservative leadership. But in every serious crisis of public feeling it will cast aside its conservative cloak and show itself the same agency of radicalism it was in 1800 under Jefferson, in 1830 under Jackson and in 1896 under Bryan.

In a recent review of our party history by William Garrott Brown that discriminating critic justly says:

> So far as Bryanism was a definite programme, it was contrary to many Democratic precedents. But so far as it was a popular movement, so far as it was a question of impulse, so far as it reflects character, it did not essentially differ from any confessedly Democratic uprising of the past. To cry out against inequalities and to try by some such device as an income tax or cheap money to shift the burden to the shoulders of the rich; to entertain wild ideas about finance, which of all governmental work is the hardest to make plain to the popular mind—these are all genuinely Democratic impulses. They may be all dangerous, all unwise as policies, but they are all Jeffersonian and Jacksonian.

Evidently Mr. Cleveland looks at externals only when he describes the Democratic party as in any sense the exponent of conservatism. "Conservative Democracy" from the point of view of American experience is an "iridescent dream."

ELM-ST. IN DANGER.

An important legislative measure which does not make its meaning clear is deserving of suspicion, to say the least. When it is known to be backed by interests which have not dealt in a straightforward manner with the public on former occasions, and especially when those in charge of it refuse to have it so amended that it cannot possibly serve purposes which they say it was never intended to serve, the sooner it is put to death the better. Last winter there was a group of railroad bills before the legislature which answered to this description. For a time they flourished in obscurity, but they were all gradually exposed to destructive criticism, and the only one that passed failed to receive the Governor's approval. Five railroad bills have been introduced at the present session, of which at least two bear a strong resemblance to their disreputable predecessors of last year in more than one respect, though their promoters have adopted new tactics. In this case the familiar and generally futile policy of secretiveness has been abandoned. The legislature and the public are officially invited to take notice that the bills have been introduced, and to accept official assurances that they conceal no mysterious or questionable design, but are altogether innocent and laudable.

Perhaps they are, but experience suggests the wisdom of not taking the company's word for it, especially since antecedent facts and a fair understanding of the English language unite to support a contrary opinion. One of them provides that subject to certain conditions which it might not be difficult to fulfil—

> Any street surface railroad company owning a railroad or a railroad route in the streets or highways in any city may remove its road or route or a portion thereof to and relocate such road, route or part thereof in other streets or highways, provided that the relocated road or route or part thereof shall run in the same general direction as the road or route or part thereof of which shall be so removed, and in such case may construct and operate its road in such other streets or highways under the terms of the grant, franchise or municipal consent under which the road is authorized.

Now, it would infallibly occur to anybody familiar with the transportation system of this city that the foregoing provision might prove extremely convenient to a street railroad company operating congested lines in Broadway, Centre-st. and the Bowery, inasmuch as there happens to be nearing completion about halfway between those routes a parallel thoroughfare on which no streetcar rights have yet been granted. As a matter of fact, there is such a company, to wit, the New-York City Railway, successor of the Interurban and the Metropolitan. That company, moreover, is well known to have fixed covetous eyes on Elm-st. The ever alert and indefatigable Mr. Vreeland confessed more than a year ago that he could use Elm-st. to great advantage in his business, and he can hardly be surprised, therefore, at the promptness with which observers in Albany and elsewhere have attributed to the bill under consideration a purpose which it does not declare.

It is fair to say that an officer of the New-York City Railway Company has professed to explain why a bill for the relocation of existing routes cannot possibly endanger Elm-st., but it is necessary to remind him that explanations designed to allay public anxiety in similar cases heretofore have sometimes proved entirely unsatisfactory. There is, however, one way in which all suspicion can be readily removed. Transportation managers and lawyers in their employ, as everybody must admit, are skilful in the work of drafting bills which are not intended to tell all that they mean. Now, if the managers and legal advisers of the New-York City Railway should resolve so to recast the present measure as to make it perfectly harmless so far as Elm-st. is concerned, we are sure they would succeed. It is absurd to suppose that their ingenuity would suddenly fail them. Moreover, it is essential to the purpose they proclaim that they should do so. After inexcusable delays there is a remote prospect that Elm-st. will be finished before very long, and begin to serve its legitimate purpose of relieving the congestion of traffic in Broadway and Centre-st. It has been a tedious and costly process, and the public will never consent to be cheated in the end for the benefit of a rapacious corporation.

THE BEST PLAN THE WORST YET.

Commissioner Best seems to be under the delusion that the capacity of a pipe can be increased by sticking a bigger funnel at its end. That is just what his plan for a new bridge terminal amounts to. The capacity of the Brooklyn Bridge is limited by the number of cars that can safely be run out at the rush hours on its two lines of track. Improvements in the terminal arrangements may decrease somewhat the crowding and discomfort, but scattering the cars over a ten acre lot for loading and unloading would not materially increase the carrying capacity of the structure. No real relief of the bridge crush can come until it is possible to carry across the river many thousand more people an hour than can now be transported.

The recent changes in the trolley loops have somewhat relieved the confusion and danger at the Manhattan terminal, but still, night after night, cars stand in a long line on the bridge itself waiting for a chance to get through the neck of the bottle. The elevated trains, though crowded, are far less crowded than the trolley cars and make better time, but they, too, it is said, are run under as short headway as is safe. The slightest delay at the Brooklyn end stops the whole stream. The traffic managers declare that the bridge itself is overtaxed. What, then, is the use of trying to overtax it still further? Better facilities for loading and unloading passengers are, indeed, desirable, but when real increase in carrying capacity is so much more imperatively needed, and when its provision will decrease the terminal discomfort and danger, it would be foolish to spend $6,000,000 for real estate and other millions for new structures to secure the merely minor improvement.

The only solution of the problem is a system which will make both bridges available for traffic in one circuit and abolish the Manhattan terminal, except as a way station for persons having business in its immediate neighborhood. It is equally necessary to straighten out the Brooklyn terminal, and abolish the crossings and other causes of delay there which stop the whole line of traffic. Then, with the crowds distributed instead of being congested, and taking the trains, some at Park Row and others at Canal-st., some to go over the Brooklyn and others the Williamsburg Bridge, as suits their convenience, the same number of trains now run could take double the number of people to Brooklyn, and the cars themselves be crowded even to their present limit without any such crushing and danger as now occur, owing to the rush of everybody to get on or off at one place at the same minute. If Mr. Best will devote his energies to connecting the two bridges in some sensible fashion which will not disfigure the city, and, without waiting to carry out that plan, speedily get cars of some sort running across the Williamsburg Bridge, he will do much more to solve the transit problem and earn the gratitude of the public than by wasting time on fantastic and extravagant schemes for new terminals. What we need is to abolish terminals and get some through lines. Mr. Best's plan is the worst that has been proposed by any responsible authority.

BALTIMORE'S PROGRAMME.

Suggestions concerning the improvements which Baltimore should adopt when the era of reconstruction begins continue to be offered by the lay and technical press. Two of the latest come from "Engineering News." Like The Tribune, that periodical thinks a stringent ordinance relative to the fire resisting qualities of new buildings and a widening of some of the streets in the burned district highly desirable. It also recommends the building of a sanitary system of sewers to supplement the storm sewers already in existence, and the creation of subways for gas and water pipes. The city began the construction of conduits for electric wires years ago, and these are completed. Moreover, the authorities decided a few days ago that not a solitary wire, except those needed for trolley lines, would be permitted above ground hereafter in the region which has just been devastated. Hence any future development in this direction would naturally be limited to provision for more convenient access to pipes.

The expense of three of the proposed reforms would fall directly upon the municipality. The latter will be compelled to consider, therefore, just how far it can afford to go. If it is not deemed practicable to incorporate all of these innovations into the city's programme, a choice of these reforms must be made. Unquestionably, the widening of the streets deserves the preference, because it can be effected more economically to-day than after new buildings have gone up. That particular improvement, too, has a direct bearing on safety. Next in importance, however, comes the matter of drainage from water closets. As our contemporary points out, the lack of such accommodations would be a business handicap as well as a sanitary drawback. It would be unfortunate in more ways than one to postpone this reform. Even the subways will one day be deemed essential to an ideal city, and that is what Baltimore now aims to be.

AN AMAZING STATE PAPER.

Dispatches from St. Petersburg provoke the comment that either the published translations of the proclamation from the Russian government concerning Japanese "treachery" are lamentably bungled, or else the Czar is in sore need of a readier penman for the bulletins which he permits to go forth to his subjects. The "Little Corporal" of Corsica knew how to inflame the Gallic mind with appeals which set every Frenchman's heart afire; and, so far as memory now serves, it might be difficult to recall any occasion when he made public himself, or allowed any one in his service to scatter about, undignified complaints that some enemy had caught him unawares.

Is it possible that the Autocrat of All the Russias has permitted an indiscreet member of his council to distribute broadcast to the world a deliverance, snarling against Japan in Russian words which, construed into English, mean that the people of the Mikado "will receive the chastisement" which they "deserve" for "treachery and provocation to war at a time when Russia desired to maintain peace"? Such a petulant utterance is not becoming to a truly puissant nation ever ready for mighty deeds.

Sentences like these, which it is reported convey the sense of this proclamation as put into English, strengthen the impression that there is something almost incredible in the cable message: "The distance of the territory and the desire of the Emperor to maintain peace were the causes of the impossibility of more complete and earlier preparations for war. Much time is now necessary in order to strike at Japan blows worthy of the dignity and might of Russia, and, while sparing as much as possible the shedding of blood of her children, to inflict just chastisement upon the nation which has provoked the struggle. Russia must await the event in patience, being sure that our army will avenge an hundredfold that provocation." Can so feeble an excuse and apology for the failures of the Russian fleets really be authentic? If it is, then the pen is weaker than the sword on the banks of the Neva.

"GOING SLOW" ON THREE PLATOONS.

Tammany has evidently seen a great light on the three platoon system in the Police Department. It may be remembered that when the late Michael C. Murphy became Police Commissioner he at once established this abomination at the behest of a horde of lazy "club twirlers" and their backers among the Wigwam's leaders, who saw in it a vote raiser of no mean proportions. Every officer of experience in the department advised Murphy against this step, but without avail. The utter impracticability of the system was proved by experience, and Commissioner Partridge abandoned it, showing in a clear statement that with the present force three platoons could not give the city adequate protection.

Nevertheless Colonel McClellan, during the fall campaign, promised a re-establishment of the "rest cure," and soon after his inauguration it was announced that we were to have the three platoon system again. The Mayor, however, has become sufficiently enlightened on the subject to induce caution, and hints that legislation may be a prerequisite to the keeping of his pledge to the police. Commissioner McAdoo has called off his hearing set for Saturday. It looks as if a flood of light had poured in on the Tammany authorities. If they'll only wait for legislation the taxpayers can possess their souls in patience.

The war news market has been badly cornered by the writers of fiction.

Our firemen did work in the Park Place fire worthy the highest praise. In the worst of February cold they prevented the spreading of flames from a wretched old rookery which ought to have been torn down long ago. Several other buildings in that block might advantageously be replaced by more substantial and better planned structures at an early day.

April showers, May flowers and the perfect days of June must come in time. Let us be patient. The months of shuddering and shivering cannot last forever. Even the era of the earmuff is not endless.

Dr. Jameson, of the famous Transvaal raid, who served a term of imprisonment in England for his leadership of that notable foray, is at this time the head of the predominant party in Cape Colony. The whirligig of time brings its strange revenges. Now what a tempting chance has the Poet Laureate of the British Empire, who burst forth into song in praise of Jameson and his men in their days of disaster, to intone a Pindaric ode in celebration of the Cape Colony triumph!

It is the general impression that horses drawing excessive loads of coal have been pitiful examples of man's inhumanity to his dumb servants in slippery streets this season. The suggestion has been made—and it appears to be reasonable—that compassionate persons might do good by watching the coal carts especially, and making complaints in plain cases of barbarous overloading.

Ship guns that won't stand dress parade practice, like those just shattered on the Iowa, show a fault somewhere in their construction or management which ought to be traced to its source and the same sort of thing avoided in future. With the Russian and Japanese fleets in repeated conflict, a few guns like that on either side might easily determine the issue of the conflict and the war, a result too big to turn on such a small pivot. A sounder armament for the Iowa ought not to be beyond our gunmakers' art, and probably is not, though at the first trial they made such a faulty business of it.

Police Captain Chapman wants to return to active service. Why should he desire to shoulder his axe again and beat down the doors of poolrooms? He is enjoying a handsome pension and plenty of "otium cum dignitate"—such as it is—without doing a stroke of work. He had a stormy life when he was in command of various precincts. What does he expect to gain by stirring up strife anew?

THE TALK OF THE DAY.

"Le Radium" is the title of a new periodical which is to be issued in Paris ere long. It will contain monthly records of the progress made in the utilization of the costly new substance.

BALLADE OF FICKLENESS.

Within the Book of Lovers have I read,
Within the Book of Lovers am I writ;
Yet with small knowledge have I crowned my head
And with scant oil my lamps of wisdom lit;
Still one truth have I gleaned with careful wit,
Finding the tale a hundred times retold;
Hear, heroes brave and ladies exquisite—
The new love is as lovely as the old.

The old love is the love we did not wed,
The old love is the lover lost or quit,
The damsel fickle or the gallant dead,
And few the faithful who beside them sit;
The new voice calls, and quick our fancies flit;
The new hand beckons, and the old is cold,
And straight we find—oh, wonder infinite!—
The new love is as tender as the old.

For Rosalind had lips where roses bled,
But Juliet's eyes were both for jewels fit;
CEnone's tears were pearls the moonlight bred,
Yet Helen's laughter dried them, bit by bit.
Love's web of gold unravels, yet is knit
Thrice stronger by each new hand's firmer hold;
And he falls soonest who is often hit—
The new love is as mighty as the old.

L'ENVOI.

Old loves of mine, for this ye care no whit—
New loves are ye to many a gallant bold;
Not one but sings this song and joys in it—
"The new love is thrice dearer than the old!"
—(Smart Set.

The name of Fashoda is to vanish from the map. This is in consideration for French susceptibilities. This is an official decree, and henceforward Fashoda is Fashoda no more. The province of that name becomes the Upper Nile Province, the fort and outskirts become Kodok, and the village, which had also been known as Fashoda, is renamed Dabwar. These changes are to take effect in all future maps, official reports and recognized books of reference.

The Legal Fine.—"Who was it said, 'Eternal vigilance is the price of liberty'?"
Rounder—Couldn't have been any of our police magistrates. They always come out plump and plain and tell you it's $7 50.—(Philadelphia Ledger.

Wireless telegraphy is rapidly coming into commercial utility in Germany, and large numbers of "spark messages," as such telegrams are called, are transmitted daily. There is a service in operation between Denmark and Prussia, while two German steamers running between Kiel and Korsoer are equipped with instruments, and maintain continuous communication with both German and Danish land stations. The system employed is the Slaby-Arco. Private messages are accepted at the two offices—at Bulk, near Kiel, and on the Isle of Fehmarn. A fee of 17 cents is charged for every message transmitted from one station to the other, irrespective of the number of words it contains, and it is thence dispatched to any part of Germany or Denmark at a cent a word.

Classified.—"She says she's very fond of music."
"Instrumental?"
"Well, it's instrumental in making the neighbors swear when she gets at the piano."—(Philadelphia Press.

An adaptation of the Pingree potato patch idea is said to have met with success in Philadelphia. It is in charge of the "superintendent of vacant lot farming." His annual report, just presented, shows that the utilization of vacant lots by partly disabled and decrepit, or by otherwise idle people, has brought good returns. Over thirty-six hundred people, including a hundred and forty orphan children, were given employment on these vacant lots last year, and brought a return of $200 on each quarter acre garden at a nominal expense of $5,000, each dollar invested in instruction, tools and seeds yielding a return of from $5 to $7. The usual obstacle in the way of success of this scheme has been to find people who were willing to make use of the opportunities offered.

A HOPEFUL INDICATION.

No matter if the mercury goes down
And stays below the zero mark all night;
No matter if your flannel dressing gown
When walking with the baby seems too slight.
No matter if the little tickling hand
Around the dial of the meter speeds;
We cannot have much more of it to stand;
Already they are advertising seeds.

The blizzard through our streets may fiercely howl
And paralyze us with its icy grip;
The snow upon our steps may make us scowl,
Particularly when we chance to slip.
The streetcars may be—nay, they are too cold;
Their chilly draught the influenza breeds;
But we for these discomforts are consoled—
Already they are advertising seeds.

The robin is not now upon the wing,
The bluebird hasn't shown himself as yet;
But all the same we have one sign of spring
To comfort us when we're inclined to fret.
Of winter, we will all of us agree,
We've had about sufficient for our needs;
But pretty soon the last of it we'll see—
Already they are advertising seeds.
—(Chicago News.

Hudson Bay is the third largest inclosed marine sea in the world, being next in size to the Mediterranean Sea and the Caribbean Sea, and a bill is now before the Ottawa Parliament to change its name to the Canadian Sea, "for good political and national reasons, and to assert Canadian supremacy over the waters of the bay and the adjoining territory." American whalers from New-Bedford, Mass., are practically the only people who have frequented the bay for the last thirty years.

Mortified to Death.—"Of course, doctor, German measles are never serious."
"I never met but one fatal case."
"Fatal?"
"Yes, it was a Frenchman, and when he discovered it was German measles he had mortification set in."—(Philadelphia Press.

Representative Griggs, of Georgia, is a raconteur who doesn't mind telling a joke on himself.

"When I was Prosecuting Attorney of Bartlett County," said Mr. Griggs, according to "The Washington Post," "an old fellow, not of much account, but a great friend of mine, was indicted for larceny. He came to see me and protested, but I told him I must do my duty to the State.

"Well, the case came to trial and 'Jim' had no counsel. The judge looked at him severely over his spectacles, and said:

"'Mr. Brown, you are charged with a very grave offence. I think you had best secure an attorney.'

"Old 'Jim' got up with a preternatural gravity, and addressed the court and me.

"'Your honor,' he said, 'I love the old State of Georgy. On one of these old red hills I first seen the light of day, and when I die I hope to lay my tired old bones down right here. For no consideration would I take advantage of the good old State.'

"Here he looked hard at me, the State's attorney.

"'So, your honor, until the State of Georgy gets a lawyer I don't expect to hire one,' he added, and sat down.

"Needless to say we rewarded Brown's patriotism with freedom."

Soup on the Hoof.—And the Russians at Port Arthur are laying in supplies against a siege. "In view of the need which may arise for horses and ponies," says Reuter, "the military authorities are taking measures to secure an adequate supply.—(Punch.

About People and Social Incidents.

AT THE WHITE HOUSE.

[FROM THE TRIBUNE BUREAU.]

Washington, Feb. 19.—The President and Mrs. Roosevelt will observe Washington's Birthday by planting two memorial trees. The trees selected are fernleaf beeches taken from Garfield Park, in this city. They will be planted in the grounds immediately east of the White House, and fronting on Executive-ave. The ceremony will take place at 2:30 p. m., and will not be public. Many memorial trees have been planted by Presidents, but most of them have been lost sight of because no record of their location in the White House grounds was made. In this instance and on similar occasions hereafter the spades which are used in planting the trees not only will be preserved, but on the blades will be painted a plan of the location of the trees and a brief legend describing the planting. Provision will be made in the White House for properly preserving the spades.

President Roosevelt shook hands with a delegation from Syracuse this afternoon, and wished them well in their efforts to secure $1,000,000 for the new federal building projected for their city. The delegation was headed by Representative Driscoll and Mayor Forbes, and included many of the business men of the city. "We do not expect to get our million this year," said Mayor Forbes, "but hope to secure enough money for the purchase of the site. We need about $200,000 for this purpose. If we cannot get that much we will be grateful for what we are given. The President was very cordial, and said that he was very glad that he had visited us last year, for it gave him an idea of the importance of the town." The committee brought a letter from ex-Senator Hiscock to the President commending his fellow townsmen to the good graces of the Chief Magistrate. When the President visited Syracuse last fall he was Mr. Hiscock's guest.

NEW-YORK SOCIETY.

The first week in Lent is never prolific, even in sewing circles or dinners or entertainments generally, and yesterday being Friday, there was a dearth of entertaining in town. James Henry Smith has a party over Washington's Birthday at Tuxedo. Mr. and Mrs. William B. Dinsmore, jr., are visiting Mr. and Mrs. Carey at the same place. Mrs. William Rhinelander and Mr. and Mrs. Philip Rhinelander are among those at Lakewood, where are also Mr. and Mrs. John D. Rockefeller. Entertainments will be given at the Lakewood Club, and also at the Tuxedo clubs on Washington's Birthday.

Among the features of society's programme to-day are a luncheon by Mrs. A. Holland Forbes at her house, in East Fifty-fifth-st., for Mrs. Robert Barton; Mrs. John C. Gray's dinner party in the Annex of the Metropolitan Club; the meeting of the Badminton Club in the 12th Regiment Armory, and the meeting of the Theatre Club, organized by Mrs. William G. Read.

Mrs. Frederic J. de Peyster's sewing class, which works for the New-York Infant Asylum, meets on Monday morning at her house, in East Sixty-sixth-st. Another sewing class is that organized this season by Miss Edith Hollins, and to which Miss Sophia Langdon, Miss Hester Hone, the Misses de Peyster, Miss Gregory and the Misses Leverich belong. It will meet at the houses of the different members in rotation, the next meeting taking place on Tuesday at Mrs. E. C. Gregory's house, in West Forty-seventh-st. This class works for the benefit of the Sailors' Home, in Market-st.

Mr. and Mrs. Hamilton Fish Webster are booked to sail for Europe to-day. They will not return to this country until the opening of the Newport season.

Informal receptions were given yesterday by Mrs. Frank W. Stokes, No. 3 North Washington Square, and Mrs. James F. Slade, No. 154 West Twelfth-st.

Colonel Le Grand B. Cannon and his daughter, Mrs. Chester Griswold, started for Jekyl Island yesterday.

Miss Julia Chester Wells will give a euchre party this afternoon at her home, in West Thirty-first-st.

"Carmen" was given last night at the Metropolitan Opera House, and among those present were: Mr. and Mrs. G. [illegible] De Forest, T. J. Oakley Rhinelander, Mrs. A[illegible] Miss Caroline Drayton, James Stillman, Mr. and Ms. James A. Stillman, Mr. and Mrs. W. D. Sloane, Mrs. Gambrill, Mr. and Mrs. James W. Gerard, Mr. and Mrs. R. Fulton Cutting, George L. Rives, Miss Rives, Mr. and Mrs. C. B. Alexander, and Mr. and Mrs. William Starr Miller.

ABNER M'KINLEY BETTER.

Somerset, Penn., Feb. 19.—Abner McKinley was slightly improved to-day. His physicians refuse to express an opinion further than to say that he is not in imminent danger. Mr. McKinley's attack was the second in six months. He went to Florida shortly after the holidays, but he was not benefited, and returned North about a week ago. Physically he is only a shadow of his former self. His condition positively forbade his presence or that of his sister at the funeral of Senator Hanna.

TRANSATLANTIC TRAVELLERS.

On the Lahn arrived yesterday:

G. B. Amigo. | Miss Annie B. Cairow.

Among those to sail to-day on the Pennsylvania are:

Miss Lillian A. Crockett. E. Frost. Miss L. M. Spencer. | Consul General Justo Garcia y Velez. Henry S. Wells.

Sailing on the Kroonland are:

Max Bloch. N. Yamonoto. | Mr. and Mrs. F. W. von Dacherhausen.

Among the passengers sailing on the Alleghany are:

Mrs. William C. Bennett. J. Ph. C. Chapman. Mr. and Mrs. R. E. Hazard. | Mr. and Mrs. I. J. Greenwood, jr.

Those sailing on the Neckar are:

José Arpa. Mr. and Mrs. A. L. Bunting. Nelson Lloyd. | Comisario Regio Rosill Ewieco.

The Mesaba will carry abroad:

Mr. and Mrs. M. Edwards. Mr. and Mrs. H. E. Jewett. Frank Lynden. | James Taylor. John H. Yates.

On the St. Paul will sail:

Gaston Akoun. J. H. Caswell. Mrs. William Butler Duncan, jr. J. Hatton. | John McGinnis. F. S. de Souhant. Mr. and Mrs. Hamilton Fish Webster.

On the Cunard liner Ivernia will sail to-day:

Sister M. Francis de Sales. Mother Mary Agnes. | Captain F. S. H. Baldrey. Captain A. W. Crawford.

NOTES OF THE STAGE.

Probable Opening of Century Stock Company To-night—Inspection This Morning.

All last night workmen were busy in the Bijou Theatre, rushing the repairs and changes ordered by the Mayor before the theatre can reopen. The work, it was promised by Mr. Rosenfeld, would be finished at 10 this morning, when an inspection will be held by the authorities, and, if everything is found satisfactory, Mr. Rosenfeld will be allowed to open the season of his Century Stock Company to-night, with a performance of "Much Ado About Nothing," with Miss Jessie Millward and others in the cast. The drama will be preceded by a short allegory, played by Miss Florence Kahn and others, and this, in turn, will be preceded by an orchestral concert, which is to begin at 7:30.

Louis Loeb is at work on a full length portrait of Miss Robson, in the character of Mary Ann, in Israel Zangwill's play, which he expects to exhibit at the Society of American Artists in the spring. Mr. Loeb has also painted Zangwill's portrait.

The cast for the skit, "Shylock Before the Court of Appeals," by J. J. McNally, to be played at the Actors' Home benefit on Tuesday, March 1, at the New-York Theatre, has been arranged by Daniel Frohman, as follows:

Shylock, Maclyn Arbuckle; Antonio, Ralph Delmore; Bassanio, Frank Burbeck; Gratiano, Forrest Robinson; Solanio, Joseph Whiting; Lorenzo, Fred W. Sidney; chief justice of the Court of Appeals, Lawrance D'Orsay; Tubal, Tully Marshall; officer of the court, Eugene O'Rourke; Duke of Venice, Louis F. Hendricks; Portia, Miss Alice Fischer; Nerissa, Drina De Wolfe; Jessica, Bijou Fernandez.

Miss Constance Lounsbery, of this city, has written a one-act French play, "L'Escarpolette," which will be produced by Mme. Moreno, who is at present playing in "La Sorcière" with Sarah Bernhardt, at a series of special matinees beginning on February 25. Miss Lounsbery is at present in Paris superintending the rehearsals of her play. "L'Escarpolette" will probably be presented in this country next fall.

At the New-York Eye and Ear Infirmary last night it was said that Miss Viola Allen was recovering and had sat up about an hour yesterday, while it could not be told just when she would be out.

NOTES ON THE WAR.

The uncertainty of war news is strikingly shown in the contradictory reports concerning the Russian invasion of Corea. One dispatch stated that they had crossed the Yalu River and had occupied Wiju. A second denied that they had crossed that river at all. A third declared that they had not only occupied Wiju, but had actually pushed on as far as Ping-Yang. Assuming this last to be true, the Russians have penetrated Corea to the distance of a hundred miles, and are little more than a hundred miles from Seoul itself. Ping-Yang lies about thirty miles from the west coast of Corea, on the Ta-Dong River, and is the most important city in Corea north of Seoul. It is, indeed, the third city of Corea in size, and perhaps the most famous of all in Corean annals. It was founded more than three thousand years ago, and was for ages the capital of the kingdom. Chinampho, at the mouth of the Ta-Dong River, being its port, as Chemulpo is the port of Seoul. In the oldtime wars, in the days of Kublai Khan, Ping-Yang was the scene of more than one decisive battle. In modern times it was invested with a peculiar interest to Americans by the fact that it was the scene of the massacre of the crew of the American ship General Sherman, in 1866, a tragedy which led to the sending of an armed expedition to Corea to destroy a lot of forts in punishment for the outrage. In fact, that incident had much to do with the ultimate "opening" of Corea to the world. Still later, in the war between Japan and China, ten years ago, Ping-Yang was the scene of one of Japan's most overwhelming victories.

If the Russians really have reached Ping-Yang, they must be in great force to venture so far without the support of a fleet off the coast. If no military opposition was offered to them, they probably marched thither with ease, for there is a good road all the way down from the Yalu River, along which it has been proposed to construct a railroad, and on which, indeed, some railroad construction work has been done. Such a march by the Russians would indicate that the Japanese have made no important landings on that coast of Corea north of Chemulpo. It will be recalled, however, that the Japanese are said to have landed an army of 60,000 at Won-San, on the east coast, just opposite Ping-Yang, and not more than seventy-five miles from it across country. It is not known that there is any good road across the mountains at that point. But there may be, and if there is, the Japanese army may utilize it in advancing against the Russians. The Japanese won their great victory over the Chinese there by marching against them from two directions at once. If the Won-San army should come across country, and another army come up from Seoul at the same time, the strategy of ten years ago might be repeated against the Russians.

But it seems incredible that the Russians should have been permitted to penetrate Corea so far without resistance, unless the Japanese are planning to trap them by sending a fleet to the Yalu to cut off their lines at the rear. On the other hand, it seems incredible that the Russians should have marched into such a trap, especially if they are removing their military headquarters from Port Arthur to Harbin. An invasion of Corea with New-Chwang or Moukden as a base would be ratfonal. With Harbin as a base it would be preposterous.

Harbin would, of course, be an admirable base from which to conduct a Fabian campaign, intended to wear out the Japanese. But the talked-of Russian army of 400,000 men could scarcely be collected and organized there before the early summer. Meantime Port Arthur, the whole of Shing-King and much of Kirin, and, of course, the whole of Corea and the Corean frontier, would be abandoned to Japan. Then Japan, instead of trying to climb over the Manchurian mountains, might herself adopt Fabian tactics, fortify herself in Corea and Southern Manchuria with an army of 400,000 men, too, and await the Russian advance. Her position, backed by her fleet with full command of the sea, would be uncommonly strong.

China's request that the tombs of her emperors at Moukden shall not be desecrated is eminently reasonable and deserves respectful compliance. It is reported that she makes it substantially as a demand, upon which her neutrality in the war is conditioned. That, too, is reasonable. She might be foolish to join in the war, even if the tombs were desecrated, as at least she would have ample provocation to such a course. We must remember that the present dynasty at Peking is of Manchurian origin. Moukden was its old home and cap