Amusements.

ACADEMY OF MUSIC—8—The Wizard of Oz.
AMERICAN—8:15—Down the Pike.
BELASCO—8:15—The Music Master.
BIJOU—8:25—Mrs. Black Is Back.
BROADWAY—8:30—The Two Roses.
CARNEGIE HALL—2:30—Philharmonic Society Concert.
CIRCLE—2—8—Vaudeville.
CRITERION—8:20—The Second Fiddle.
DALY'S—8:15—Judith of Bethulia.
EDEN MUSEE—World in Wax.
EMPIRE—8:30—The Duke of Killicrankie.
GARDEN—8:20—The College Widow.
GARRICK—8:15—Brother Jacques.
HAMMERSTEIN'S VICTORIA—2—8:15—Vaudeville.
HARLEM—8:15—The Serio-Comic Governess.
HERALD SQUARE—8:10—The School Girl.
HUDSON—8:20—Sunday.
IRVING PLACE—8:20—Die Goldene Eva.
KNICKERBOCKER—8:15—The Usurper.
LEW FIELDS'—8:15—It Happened in Nordland.
LIBERTY—8:20—Little Johnny Jones.
LYCEUM—8:30—Mrs. Gorringe's Necklace.
LYRIC—8:15—The Fortunes of the King.
MAJESTIC—8:15—Dorothy Vernon of Haddon Hall.
MANHATTAN—8:15—Leah Kleschna.
METROPOLITAN OPERA HOUSE—8—La Boheme.
NEW-AMSTERDAM—8:15—Humpty Dumpty.
NEW-YORK—8:15—Woodland.
PRINCESS—8—Othello.
SAVOY—8:15—Mrs. Wiggs of the Cabbage Patch.
WALLACK'S—8:20—The Sho-Gun.
WEBER MUSIC HALL—8—Vaudeville.
WEST END—8:15—His Last Dollar.

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New-York Daily Tribune.

FRIDAY, DECEMBER 16, 1904.

THE NEWS THIS MORNING.

CONGRESS.—Senate: A resolution providing for consideration of the Swayne impeachment charges was adopted; the Philippine Public Improvement bill was discussed at length, several radical amendments being offered. House: The Hill financial bill was taken up and discussed, the Democrats filibustering against it, and Speaker Cannon breaking a tie vote.

FOREIGN.—The attack on the last Russian battleship afloat in the harbor of Port Arthur was marked by great bravery on the part of the Japanese officers and men in torpedo boats who made the attempt, which proved practically successful. ═══ A conference in regard to reforms in Russia was held by Emperor Nicholas and his leading Ministers, and it is expected that he will issue a manifesto on his name day, December 19. ═══ A German captain reported at Che-Foo that he had seen a Japanese cruiser apparently ashore at Yung-Ching Bay, sixty-three miles southeast of that port, with a merchantman rendering assistance, but the distance made the observation uncertain. ═══ Joseph Chamberlain addressed a great gathering in the East End of London and expressed his confidence that the subject of tariff reform would remain a vital issue.

DOMESTIC.—Further light on the practices of the Mormon Church was given by witnesses before the Smoot Investigating Committee of the Senate. ═══ The Board of State Canvassers met at Albany and canvassed the returns certified by the several county boards; it was found that President Roosevelt's plurality was 175,552, and Governor-elect Higgins's, 80,560. ═══ Senator Foster, of Louisiana, warned the South that some of the arbitration treaties now being negotiated might affect the repudiated reconstruction debts. ═══ Mrs. Chadwick refused Mr. Beckwith's request that she make a complete statement. ═══ A seizure of a rich store of smuggled goods was made on the cruiser San Francisco at Newport News. ═══ Three men were killed and four injured by an accident to a boiler on the battleship Massachusetts. ═══ Superintendent Boyd of the Department of Public Works, opened at Albany the first bids for the construction of the barge canal; nearly all bids were within the estimates of the canal engineers. ═══ It was announced at Woonsocket, R. I., that two Frenchmen were to build a $500,000 worsted mill there, exemption from taxation for ten years having been granted by the City Council. ═══ Attorney General Cunneen, at Albany, denied the application of William R. Hearst for the institution of actions against three New-York City gas companies. ═══ The fourth annual conference of the State sanitary officers opened a two days' session at Albany.

CITY.—Stocks strong and dull. ═══ Governor Odell announced his appointment of justices to fill vacancies; Governor-elect Higgins announced the selection of two secretaries. ═══ Dr. Darlington revoked the permit allowing the Metropolitan Milk and Cream Company to do business. ═══ Chief Engineer Parsons reported in favor of allowing advertisements, under restricted circumstances, in the subway. ═══ The prosecution in the Nan Patterson trial practically closed its case. ═══ It was found that provisions in city contracts with paving companies stipulated that the latter should see that icy streets were sanded. ═══ Thomas W. Lawson and Colonel W. C. Greene continued their war of words.

THE WEATHER.—Indications for to-day: Snow. The temperature yesterday: Highest, 29 degrees; lowest, 13.

BROOKLYN AND SUBWAY PLANS.

Any plans looking to the building of an independent subway through Manhattan and The Bronx should also provide for extension under the East River, so that convenient access may be had to it from all parts of Brooklyn. The Brooklyn people should insist on this consideration. Otherwise the system would be of little or no benefit to one million of the inhabitants of the city. A mere connection at the South Ferry or at some bridge terminal will never solve the problem, but will only repeat the melancholy story of the City Hall crush.

There is no place in Manhattan where Brooklyn people can be brought and dumped down to change cars without creating intolerable congestion. Any line intended to give the inhabitants of New-York easy transit through the business portion of the metropolis must have its continuous and uninterrupted outlet at the south and east as well as at the north. It would be as reasonable to stop at the Harlem River and make passengers there change cars as to stop at the East River. True, a tunnel under the East River is more expensive than one under the Harlem, but there are many times more people to be accommodated by it. Whatever may be done to give the Brooklyn Rapid Transit cars access to a few points in Manhattan, thereby meeting the demand for a one fare trip from Brooklyn homes to the office and factory centres, no real unity of life can be secured and no comfortable interborough transit can be attained until the Manhattan lines giving access to the various points—railroad stations, theatres, hotels—which are the common gathering places of the inhabitants of the whole greater city are prolonged across the water barriers to be convenient to the people of both Brooklyn and The Bronx.

There is no room here for proper connections, even if they were desirable. But if the independent tunnel is prolonged for a reasonable distance through Brooklyn, transfers could be conveniently made at different points to various Brooklyn car lines. There would be no one place where everybody would change, thus reproducing the dangerous Brooklyn Bridge congestion, but passengers would be collected and distributed from station to station with the same ease as at the present subway stations. The motto of all rapid transit projectors should be: No more terminals. All new lines should be continuous to the points beyond which there is no daily crush.

It is to be hoped that the present subway when completed will run continuous trains from the city line of The Bronx over the Long Island Railroad tracks to Jamaica. An independent line would be a mere local fragment of a rapid transit system which did not cross the East River. If it came down Third-ave. and the Bowery and on to the neighborhood of South Ferry a spur might easily be turned across the river somewhere about Maiden Lane, once proposed by Mr. Parsons as a good place for a tunnel, or perhaps, better still, a little above the Brooklyn Bridge, coming out on the other side so as to continue traffic over the elevated railroads. These railroads already reach Manhattan over the Brooklyn Bridge, and hope for larger facilities on the Manhattan Bridge, but in both cases that means stopping at the edge of Manhattan and congestion. Such plans should be supplemented by more through lines into Brooklyn, distributing some of the changes over that larger territory. The agitation for an independent subway offers an opportunity which Brooklyn should not neglect to secure attention in a large way to its transit needs.

MORE POWER TO DR. WOODBURY!

As every intelligent citizen knows by this time, or ought to know, the business of sprinkling and sanding the streets is in a state of confusion owing to miscalculations and misunderstandings of one sort and another. The Commissioner of Street Cleaning, a resolute, persistent, ingenious and indefatigable man, earnestly desires to get control of these two details of municipal housekeeping by means of new legislation, and if his methods of persuasion are as well adapted to the latitude of Albany as to the aldermanic chamber he may reasonably hope to succeed. It is desirable that he should, for under his management the monopoly which he wants to establish would be a public benefit. Dr. Woodbury sought to accomplish the same object last winter, but the Mayor considered some provisions of the bill objectionable and caused the project to be dropped, but there will be no repetition of that mistake this year, and we can see in advance no reason why the legislature should not acquiesce.

It is a well attested fact that a preliminary draft of the charter, by the advice of Colonel Waring, vested control of sprinkling and sanding in the Commissioner, but that intended provision was lost in the final shuffle, perhaps not altogether without design on the part of somebody. However that may be, the charter is silent on the subject, and the consequence is that old methods, or no methods at all, are still employed, uncertainty respecting legal obligations and privileges exists, and the people are the losers, as usual. We have no doubt that Dr. Woodbury would perform both operations efficiently if he had the requisite authority, and we hope he will get the opportunity that he covets.

At this time of year the sanding of the streets which need it is of particular interest and consequence. It is a painful thing to see the horses trying to keep their footing on the slopes of Murray Hill, for example, and making a wretched failure of it. Still more painful is it to see one of the poor creatures floundering about with a broken leg. Yet probably humane persons whom such a sight distresses seldom stop to think how common it is and how great a total of misery and loss results. We wish a complete record of such accidents for the last few days might be published. It would not be pleasant reading, but it would be instructive. It is believed that paving contractors are bound to sand the streets at necessary times and places where unexpired contracts apply, though recent contracts contain no stipulation to that effect. But compulsory measures have not yet been taken, and meanwhile an important requirement is largely neglected. Commissioner Woodbury has explained that if he had the work to do it would not cost much, because suitable sand is cheap, and on days when it needed to be done there would usually be plenty of otherwise unemployed carts and men at his disposal.

Under present conditions Murray Hill and other uptown slopes cause a great deal of trouble, but several of the cross streets leading to ferries and filled with heavy traffic are perhaps even harder on horses, though less talked about. It is discreditable to the city that an evil which might easily be reduced to small proportions should continue unabated except here and there in a haphazard way. New-York is rich and can well afford to do the work. The people are sensible and kind hearted, and they want it done in the proper manner. Dr. Woodbury asks for the necessary authority, and he ought to have it as soon as possible.

ORANGE'S TROLLEY COMMOTION.

Individually and collectively Orange is greatly wrought up over allegations of "graft" in connection with a trolley ordinance now pending, and it seems altogether likely that the Essex County Grand Jury may be called upon to look into the matter. The surface facts are plain and simple enough, but the causes which are producing results seem to be somewhat mystifying.

To begin at the beginning, it should be understood that there is a trolley line running through the East Orange section of Central-ave. While the franchise application was pending before the East Orange aldermen efforts were made to amend it by limiting the period of its life, but Thomas N. McCarter, president of the Public Service Corporation, refused absolutely to accept anything but an unlimited franchise, and he got what he wanted. The railroad was promptly built so far as that authorization warranted. Next in order it was necessary, from the company's point of view, to get from Orange a similar franchise. When the first move was made the municipal campaign happened to be on, and it was amazing to note how many of the local statesmen wanted it understood that they were "for the people all the time and agin the trolley company from now until eternity." Both Republican and Democratic city conventions pledged themselves and their adherents and representatives against perpetual franchises. The aldermen who were seeking re-election thought that that was not enough. They introduced and had passed what has come to be known as the "model ordinance." This provided for a twenty-five year franchise and had numerous other sections which demonstrated clearly that the Aldermen were warm champions of the city's rights and did not care how much they hurt the feelings of the company.

That was before election. After the voters got through with their work on November 8 the Mayor changed the situation by vetoing the ordinance. His action did not, apparently, cause much surprise, but it did startle some people when the aldermen sustained the veto, and this, too, in spite of the fact that on its original passage only one vote was recorded against the ordinance. The story, of course, did not end there. Such a franchise as the Public Service Corporation wanted was embodied in a new ordinance and promptly introduced by an alderman who had voted for the model ordinance.

The new ordinance came up at a meeting of the aldermen last Monday night. President McCarter of the Public Service Corporation was introduced, and he said flatly that his company could not accept anything less than a perpetual franchise, because he could not finance the road on any other basis. Besides, he wanted to know how he could possibly accept a limited franchise in Orange after peremptorily refusing to consider such a proposition from East Orange. To this the retort was made that the company could surely draw its own check for the money necessary to build the road, and that the aldermen of Orange could not afford to stultify themselves in view of their record on this question and the unmistakable manifestation of public sentiment.

But a majority of the aldermen had evidently been converted to the company's way of thinking. How, or why, or where, they said not. They shed no light on the manner of arguments which enabled them to see the error of their ways, but simply voted "aye" when their names were called on the question of passing the ordinance through its preliminary stages. With one exception these men were all pledged up to the neck *not* to vote for such an ordinance. Possibly they reversed themselves in order to make a Christmas gift to the struggling, deserving, "poor but honest" Public Service Corporation; possibly they were fascinated, hypnotized and overwhelmed by the irresistible eloquence of its handsome young president; or, possibly—oh, pshaw, what's the use of trying to guess what influenced those fellows!

The Public Service Corporation is not a philanthropic institution. It is not in business merely to guard the public health. Naturally, and properly, too, the business of the managers of this corporation is to improve the value of its property and increase its assets, and if they can get by lawful means for nothing, or next to nothing, franchises of great value they are not blameworthy. Men elected by the people, sworn to protect the public interests and specifically pledged as to a certain line of policy are in a different position, and when they forswear themselves and renounce their solemn pledges there ought to be some way of bringing them to book.

The trolley ordinance is expected to come up for final passage next Monday night, and unless means be found between now and then to convince several aldermen who have been suffering from temporary aberration it seems certain to pass. If it could be held up for the remainder of this month, it would be equivalent to killing it.

"PHYSICIAN" AND "DOCTOR."

The Society of Medical Jurisprudence on Monday night took action leading toward the stricter and more exact use of words which ought to be commended by all people having at heart that feature of good English style. Hereafter the society is to designate its medical members as "physicians" and not as "doctors." One of the most frequent mistakes made by people who use the language loosely is the employment of generic words where the specific are demanded.

Few persons realize that a physician is a doctor, but that there are plenty of doctors who are not physicians. The elements of etymology show that doctor means teacher, the idea being, of course, that a man who has attained a doctorate in any subject is so well versed in that subject that he can teach it.

The medical practitioner's occupation is that of a physician, and his title is that of doctor simply because after a rigorous course in medicine the academic degree of doctor of medicine has been conferred on him. If a man has a doctorate in laws or in divinity he is as much entitled to be called "doctor" as he who has a doctorate in medicine. Yet we constantly hear people say, "He's a doctor," meaning a physician, as if "physician" and "doctor" were necessarily synonymous.

COMMERCE OFF POINT JUDITH.

An appeal will be made to Congress this winter for an appropriation to assist in completing a breakwater to the southwestward of Point Judith. Nowhere along the Atlantic coast of the United States, except at Hatteras, is shipping exposed to greater peril in stormy weather than in the vicinity of the western entrance of Narragansett Bay, and the aggregate value of the property thus endangered—steamers, coasting schooners and tows of coal barges—probably exceeds that of the coasting traffic south of the Chesapeake. With conspicuous wisdom Congress authorized the creation of a harbor of refuge near Point Judith several years ago by the construction of a V-shaped breakwater. Great benefits have already been derived from the work, but it is still unfinished.

Within the last few months an emergency has arisen which may have been foreseen, but for which the existing breakwater does not provide. In September last the Life Saving Service found it impossible in bad weather to get boats out from the shore to relieve the crew of a leaking vessel that had sought shelter behind the artificial barrier to the waves. The gap between the western side of the point and the eastern arm of the breakwater is wide enough to give a heavy southeaster a chance to interfere. To meet the difficulty two plans are naturally suggested. The eastern arm of the V could be extended shoreward, or a separate breakwater could be pushed out from land. On some accounts the latter procedure is preferable, for by a judicious choice of position the new work could be made to overlap the old and yet leave an entrance to the harbor of refuge. This second project has the unanimous approval of the army engineers who have studied the situation, and is also regarded with favor by the maritime interests of New-England and the Middle Atlantic States.

More money is needed because enough was not supplied to begin with. Construction has proved more costly than was expected, but there is no evidence of fraud, waste or extravagance. The pending proposition is really designed to carry into execution the original idea of the projectors of the harbor of refuge, and is not an independent scheme. The arguments which were applicable five or ten years ago apply now. A number of boards of trade on the seaboard from Maine to Georgia have united in asking for $300,000 for immediate use. Under the circumstances Congress should not hesitate to comply.

COTTON IN THE REPUBLIC.

Before there was any indication of what the cotton crop this year would amount to the speculation on the production of 1903 was extremely active and lively, and quotations rose to heights not known for a long period. A speculator named Sully bore the brunt of raising prices and keeping them at lofty figures. Some wealthy operators whose names were kept in the background were largely responsible with him for the extravagant prices of the white staple. For a number of months the speculation was fast and furious. The planters who had the courage to hold fast to their stocks until quotations reached their highest limits profited heavily by the bull movement. But Sully finally went into bankruptcy, and the market assumed its normal condition.

The government estimate of the cotton crop for 1904 is enormous, exceeding twelve millions of bales, the highest estimate ever made public. There is a possibility that it may be too high, but it has been computed with much care and by a large force of agents. Its recent promulgation has caused a serious setback to cotton speculation. The price is now very low, in comparison with last year's figures, and it is difficult to see how any marked advance can be reached unless a great mistake has been made in the estimates. The cotton growers who have been meeting at Shreveport, La., have adopted a resolution in favor of holding the product for a price of 10 cents a pound. But the number of planters is large, and it would be extremely difficult to bind them all to adhere to such a schedule. Many of them are now holding back portions of their crop because the figures offered are low, but will bring forward most of the cotton on hand before beginning the planting of a new crop.

We hear a great deal of the destruction by the boll weevil, but that cannot affect this year's total. The weevil may, however, do much harm in 1905, but the prospects are that plenty of cotton will be grown next year.

The impeachment of Judge Swayne serves to throw in high relief the splendid record of the federal bench. Of all the judges, Supreme, Circuit and District, only two have ever been removed by impeachment, Judge Pickering, early in the last century, who had become insane and irresponsible, and Judge Humphreys, who joined the Confederates in the Civil War. Two other judges were tried and acquitted. One of them, Supreme Court Justice Chase, of Maryland, was prosecuted for political reasons. He was an ardent and indiscreet Federalist, and offered to Jefferson the occasion for his attempt to break down the independence of the judiciary. Justice Campbell, of Alabama, before joining the Confederates, resigned his seat in the Supreme Court, and after the war practised at its bar. All the other Southern judges of that court remained loyal. Such a history of over a hundred years reflects credit on the system and testifies to the honesty and discretion of the Presidents in the use of the appointing power.

Boss Murphy is off for Florida. Is the lighting scandal so bad as that?

Commissioner Ware of the Pension Bureau says he is "going back to Kansas, among the cyclones, to get a rest." The Commissioner deserves his rest, and it may add to his enjoyment to know that largely through his efforts the Pension Bureau will hereafter be a more restful place, though it probably will never be in demand among those seeking an easy place.

The Chinaman who refused to serve a respectable negro in his restaurant should go South and become a candidate for office.

Leading savings banks, already confident of a change to be made at the coming session of the legislature, intend to pay interest at the rate of 4 per cent a year on the deposits of the last six months. It is the general opinion that so many considerations favor liberal treatment of the depositors that the Albany authorities can well afford to be generous.

Patti, at the close of a concert in St. Petersburg for the benefit of the Red Cross, announced that, as her first success was achieved in St. Petersburg, it was fitting she should close her career as a vocalist there. The great ovation she received, as well as the fact that the concert netted more than $37,000, made a brilliant ending for a notable career, if, indeed, her career really is ended at last. Patti's "last farewells" have furnished the occasion for many jests for a decade or more, but, all the same, those who have heard her know that she can still coin her notes into gold, and it would not be surprising if Patti should have at least another "final farewell."

The University of Chicago will find two or three millions in its ample stocking at Christmas time. Dr. Harper's customary holiday trip to New-York seems to have been effective, as usual.

THE TALK OF THE DAY.

The frigate Constellation, the oldest ship in the American navy, after having been thoroughly overhauled and made taut and trim again, was recommissioned yesterday at the New-York Navy Yard, in Brooklyn. Launched in 1797, the historic ship has had a memorable career, and those who have examined her in her refitted condition express the opinion that she is good for another hundred years. Her active days are probably over, however, and it is as a receiving ship at Newport that she will still play an honorable part in the American navy, to which she is an inspiration.

GETTING INFORMATION OUT OF PA.

My pa, he didn't go downtown,
Last evening after tea,
But got a book an' settled down
As comf'y as could be.
I'll tell you I was offul glad
To have my pa about
To answer all the things I had
Been tryin' to find out.

And so I asked him why the world
Is round, instead of square,
And why the piggies' tails are curled
And why don't fish breathe air?
And why the moon don't hit a star
And why the dark is black
And jest how many birds there are
And will the wind come back?

And why does water stay in wells
And why do June bugs hum
And what's the roar I hear in shells
And when will Christmas come?
And why the grass is always green,
Instead of sometimes blue?
And why a bean will grow a bean
And not an apple, too?

And why a horse can't learn to moo
And why a cow can't neigh?
And do the fairies live on dew
And what makes hair grow gray?
And then my pa got up an', Gee!
The offul words he said.
I hadn't done a thing, but he
Jest sent me off to bed.

—(Council Bluffs Nonpareil.

A recent issue of "The Cape Mercury" contained the following advertisement: "Wanted, for German West Africa, a man to look after one horse, two cows and three pigs. One who can impart the rudiments of French, singing and the piano to children preferred."

Filial Sorrow.—The late William M. Evarts used to tell a good story about himself. While he was in the United States Senate his wife and children were in their mountain home in Vermont. One of the latter was looking out of the window thinking of her father, and wishing that she could see him, when a donkey in a contiguous pasture came to the fence, poked his head over the top rail and brayed most dolefully. The child wiped a few lonesome tears from her eyes and then called to the donkey: "Never mind! Don't be lonesome, for papa will be home Saturday evening."—(Cleveland Plain Dealer.

Fremantle, Western Australia, is a town with some queer names. The Mayor is a Cadd, the chief printer is Cant, a contractor named Thick has sued a local soup preserving company, and a man named Offspring Webb was recently fined for keeping an unlicensed dog.

THE FUTURE HYPNOTIC HOUSEHOLD.

[Dr. Quackenbos urges the establishment of an institute of hypnotism, saying the general practice of the science would be beneficial to all.]

Don't snap your fingers near my ma;
You'd change her smile into a frown—
She has been hypnotized by pa.
And thinks she's got a brand new gown.
Don't snap them, either, where pa is,
Or else there'll be an awful clash—
Ma now controls those thoughts of his
And makes him give her all his cash.

The parlor's dark; pa went in there
And hypnotized my sister's beau
Until he said: "Well, I declare,
It's getting late and I must go."
My sister—she got angry then;
Pa made her anger disappear—
He made a pass or two again
And now she thinks her beau's still here.

Pa's went around all smiles to-day.
Last night a bill collector came—
Pa hypnotized him right away
And the collector signed his name
And gave pa the receipted bill.
You see, the other man obeyed
My pa's intense hypnotic will
And thought at once the bill was paid.

I lead my classes at our school—
Pa simply makes a pass or two
And then I know each word and rule
And all the sums I have to do.
Don't snap your fingers if you go
Into the kitchen—make no fuss.
Pa's hypnotized the cook, and so
She'll stay another week with us.

—(Chicago Tribune.

The Rhodes scholars at Oxford are now adjusting themselves as best they can to the new and in many ways strange academic life of the oldest of English universities. Owing to the wise conditions of the bequest, there will be little opportunities for them to cultivate clannishness, as they are distributed through the various colleges, and it is possible for one to go through the university without much or any acquaintance with the students of other colleges. The American students are wisely entering into the life of the various colleges in the English spirit, as in this way only can the full advantages of Oxford be obtained. Whether the result will be what Cecil Rhodes hoped and dreamed it would be, it is yet too early to predict, but the experiment is one full of promise for the growing friendship and better understanding between the two countries.

THE GRIP.

What is it fills the heart with woe,
And makes the spirits sink so low,
And causes tears to freely flow?
The grip.

What is it fills the soul with dread,
And makes the nose and eyes grow red
And makes a man wish he were dead?
The grip.

What is it gives a man the chills,
And calls for powders and for pills,
And runs up mighty doctors' bills?
The grip.

What is it curls a person's hair,
And fills his think tank with despair,
And makes a saint desire to swear?
The grip.

What makes the people sadly moan,
And mope and mumble, grunt and groan
The worst the world has ever known?
The grip.

—(Chicago Chronicle.

About People and Social Incidents.

AT THE WHITE HOUSE.

[FROM THE TRIBUNE BUREAU.]

Washington, Dec. 15.—President Roosevelt entertained Secretary Taft at luncheon this afternoon. Mr. Taft called at the White House early in the morning to make a report of his trip to Panama, but found the President's office so crowded with visitors that he was able to do little more than shake hands. The President told him he was anxious to have a talk with him as soon as possible, and suggested that he return for luncheon, an invitation the Secretary accepted with alacity. At the meal Secretary Taft gave his chief a comprehensive outline of the journey he has just completed, and added his impressions of the people he met and the problems that confront the United States on the isthmus.

Representative Tawney, of Minnesota, chairman of the House Committee on Industrial Arts and Expositions, had a long talk with the President to-day over the question of aiding the Jamestown exposition. He proposed that the government, instead of having buildings and exhibits, as it did at St. Louis, should give a great naval display. "I believe that the other nations will gladly assist in a naval exhibition," said Mr. Tawney after his talk with the President, "for it costs them as much to maintain their warships in one place as another. In addition to the show of warships, I would suggest a big merchant marine exhibition for Hampton Roads. The President has no definite plan to suggest, but hopes that there will be a fitting celebration at Jamestown."

President Roosevelt told a committee from Savannah to-day that he would not be able to include Georgia in his Southern trip next sping. His itinerary will be made as brief as possible, he said, and will probably be limited to Louisville and a few towns in Texas on the way to and from San Antonio, where the Rough Riders are to hold their reunion.

Among the callers at the White House were W. G. Duston, of Dwight, Ill., commander in chief of the Sons of Union Veterans, and a number of the officers of the organization; Senator Beveridge, who came to discuss the Statehood bill, and ex-Representative James Hamilton Lewis, who is attorney for a number of vessel owners whose ships were seized by the Canadian authorities for violation of the sealing laws. The cases will be brought before the Joint High Commission, which is expected to hold a session some time this winter to take up the differences between this country and Canada again. Just when the commission will hold its session has not yet been decided.

THE DIPLOMATIC CORPS.

[FROM THE TRIBUNE BUREAU.]

Washington, Dec. 15.—The Minister from Bolivia and Señora Calderon, gave a dinner this evening for their debutante daughter, Señorita Calderon. Their guests were the Minister from Costa Rica and Señora Calvo, the Minister from Chili and Señora Walker-Martinez, Miss Pauline Morton, Miss Southerland, Mlle. des Portes de la Fosse, Señorita Walker-Martinez, Miss Anderson, Signor Montagna, of the Italian Embassy; Alfredo Calderon, of the Peruvian Legation; Mr. De Lima y Silva, of the Brazilian Legation; Señor Zaralia, of the Argentine Republic; Señor Bermudez, of the legation of Uruguay, and Señor Ramirez, of the Chilian Legation.

Countess Cassini will give a tea at the Russian Embassy to-morrow afternoon for Baroness Tuyll, wife of the first secretary of the Netherlands Legation.

NOTES OF SOCIETY IN WASHINGTON.

[FROM THE TRIBUNE BUREAU.]

Washington, Dec. 15.—Admiral and Mrs. Dewey gave a dinner to-night, when their guests were Count and Countess Hultfeldt von Moltke, Mr. and Mrs. Thoron, Mr. and Mrs. Legare, the naval attaché of the French Embassy, and Viscountess de Faramond, Captain and Mrs. Wood, Miss Townsend, Miss Hagner, Major McCawley and Lieutenant Butler.

Mrs. Rochester, wife of General William B. Rochester, and sister of Bradley Martin, formerly of New-York, is ill at the family home in this city. Mrs. Fenton, the daughter of General and Mrs. Rochester, now in the Philippines with her husband, Captain Fenton, has been called home, and will sail from Manila this week on the transport Sherman. Major Rochester, the oldest son, has been ordered to Manila, and will sail for his post soon.

NEW-YORK SOCIETY.

Mr. and Mrs. James M. Waterbury, of Spencer House, West Chester, N. Y., have announced the engagement of their daughter, Miss Elsie Waterbury, to Gouverneur Morris. The latter is a son of the late Gouverneur Morris and a descendant of Gouverneur Morris, the statesman and diplomat of Revolutionary times. The present Gouverneur Morris, fourth of his name, is a graduate of Yale and a member of the Racquet Club. His mother was Miss Henrietta Baldwin. No date has been set for the wedding.

Mrs. Herbert Livingston Satterlee, Mrs. R. James Crost, Mrs. Anson Phelps Stokes and Mrs. J. W. Millet were among the patronesses who received the guests at the first of the Cinderella Cotillons of the season at Sherry's. This organization has been in existence for some twelve years or more and was originally formed by Mrs. Cadwalader Jones, Mrs. Anson Phelps Stokes and Mrs. John S. Barnes, who still continue to manage it. Stokes Phelps led the cotillon last night.

Among other entertainments yesterday was the first dance of the series known as the Century Dances, at Delmonico's. Several of the patronesses received the guests. They included Mrs. Montgomery Schuyler, Mrs. Oliver Livingston Jones, Mrs. J. R. Lawrence and Mrs. W. R. Barr. Dr. George H. Bell led the cotillon, dancing with Miss Julia Calhoun.

Among the receptions given yesterday afternoon was one by Mrs. Frederick W. Whittridge at her house in East Eleventh-st., for the debut of her daughter, Miss Eleanor Whittridge. Mrs. Whittridge is a daughter of the late Matthew Arnold. She will give a dance next month for her daughter, who was assisted in receiving yesterday by Miss Malvina Hoffman, Miss Maud Borland, Miss Ruth King and Miss Pauline Riggs.

Another debutante who was launched in society yesterday was Miss Dorothy Snow, at a reception given for her by her mother, Mrs. Frederick A. Snow, at her house in West Forty-seventh-st. Receiving with Miss Snow were Miss Sylvia Parsons, Miss Annah Ripley, Miss Dorothy Kane, Miss Lydia Mason Jones and Miss Georgette Borland.

Yet another debutante reception was that given by Mrs. W. Howard Gilder at her house in Park-ave. for her daughter, Miss Gilder, and Mrs. Henry Glover had an "at home" at her house in West Fiftieth-st. for the coming out of her daughter, Miss Helen Glover.

Mrs. Stuyvesant Fish has issued invitations for a large dinner on January 3, and will afterward take on her guests to the dance given by Mrs. Rhinelander Stewart on that evening.

Mrs. G. Granville Wright gives a large theatre party to-night for Miss Nannie Wright, one of the debutantes of the season, and will afterward take her guests on to Sherry's for supper.

Mrs. William M. V. Hoffman gives a reception this afternoon at her house in West Fifty-first-st. for her sister, Mrs. Frederick Jennings Parsons, of Paris.

Mrs. J. Nelson Borland will have another "at home" at her house, in East Thirty-seventh-st., for her daughter, Miss Georgette Borland, one of the debutantes of the season.

Mrs. Prescott Hall Butler has arrived in town for the season, and is at her house in Park-ave.

January 17 has been set as the date for the marriage of Miss Catherine Morgan Dix, daughter of the Rev. Dr. and Mrs. Morgan Dix, to William H. Wheelock, in Trinity Chapel.

Mrs. William G. Read, jr., and the Misses Read will sail for Italy on January 7. They have left their house in West Fifty-first-st., and are staying at the Holland House until their departure for Europe.

Mrs. H. Fairfield Osborn entertained a party of young people last night at dinner, and afterward took them to the Cinderella Dance at Sherry's.

GATHERED ABOUT TOWN.

"Stolen fruit is reputed to be sweet," remarked an observer and philosopher who earns his daily bread behind the desk of an uptown hotel, "but larceny never injected one-tenth part of the saccharine into the product of the vine or the fig tree that is enjoyed by some of our veteran guests of the feminine gender who find a way to violate a rule of the house on the quiet—by taking to themselves an inhibited privilege. One old lady arrived from the country just before the snow began to fly to resume the apartments she has occupied for so many consecutive years that she always employs the term 'my rooms' when she alludes to them. Her baggage came a day ahead of her, as a familiar harbinger of winter, and, besides the trunks, were assorted packages so neatly wrapped and carefully consigned that a novice would never have guessed the contents of any of them. Cooking in the guest rooms is, of course, a flagrant violation of an edict as old as the hotel, but this old lady dearly loves to cook a bite to eat or brew a bit of tea in the seclusion of her own apartment, and, while I opened none of the packages, the aroma of one of them was a breath from Ceylon, and another as surely suggested the drink berry of Brazil, and my head for a football if two other parcels undone to the core would not have yielded the dairy and poultry products of a Long Island farm. Economy as the child of necessity does not explain this planning for clandestine cookery—the woman is wealthy, but she evidently chuckles to herself every time she does her little gas stove stunt without being caught in the act. And she is not the only daughter of Eve who manifests the disposition to hoodwink the hotel man."

Only a few days before the Pennsylvania priest lectured the girls of his parish on the foolishness of sequestered courtships, in dimly illuminated cosey corners, one of the feminine guests of a Broadway hotel might have been seen—in fact, she was both seen and overheard—employing her conversational powers, aided and abetted by a pair of purposeful eyes, as she appealingly confided to the man behind the desk the fact that she was not the recipient of half the attention accorded a married friend. "I am allowed," said she, "to sit in the full glow of the electric, and to sit alone while she is carried away to a quiet corner, where the lights burn low. I guess she is more engaging because the risk is greater."

One evening recently a man of middle age, on the eve of departure for an extended trip abroad, was party of the first part in the final formalities of executing his "last will and testament," in the writing room of a Fifth-ave. hotel. The notary had just registered the acknowledgment of the two necessary witnesses, both of whom were older than the principal in the transaction, and that the testator might not be depressed by a proceeding that is calculated to remind the most flippant that they are mortal, he said, "Both of these witnesses may be dead long before you are." One of the witnesses promptly responded: "Well, I'd like to be agreeable but I am sure you will pardon me if I refrain from saying, 'I hope so.'" He was excused, and the quartet adjourned to the opposite side of the grill work partition, where the incidents of the business session were submerged in highballs and Manhattan cocktails.

It is a cold day, indeed, when an artist might not find a subject in the ceaseless flow of pedestrians near the Grand Central Station worthy of his brush or pencil. One afternoon just before the mercury took its cue from slumping copper stocks the sidewalk patrons, including the saunterers on observation bent, were treated to a rare portrayal of the "kangaroo"—the walk that gives Darwin and his theory a day in court. It was a well matched team performance. Two East Side maidens—a blonde and a brunette, of course—in skirts that fitted them like gloves, with self-assurance written on their features and wearing jauntily adjusted picture hats, tripped along at a lively gait, conscious of their triumph and recking not that they were breeding "rubbernecks" at every step. Never for an instant did they forget the cultivated gait; and just as they were moving westward a woman tethered to a headstrong pup was being piloted apparently against her will—certainly so as to the measure of her speed—in the opposite direction.

She was a tailor gowned passenger on a southbound car of a Harlem line. She paid her fare in pennies, and as she dropped the final one of the five into the hand of the conductor she was attracted by obvious superconsciousness that she had made herself the centre of attraction. But it wouldn't do to have even fellow passengers whom she would never see again think for an instant that the "chicken feed" was the limit of her finances. She had money a-plenty, and with an ostentatious flourish she brought her handbag to the level of her elbows and dug up a "roll," with which she made a "flash"; then counted it "in the presence of the passenjaire." There were several $5 bills among the smaller ones, and, having made it clear that she was far from being "broke," she assumed an air of complete content and perfect happiness.

James M. Burnell, of Denver, who was for a dozen years business manager of "The Rocky Mountain News," is staying at the Waldorf. Mr. Burnell has long been identified with mining operations, and five years ago he was attracted to the possibilities of gold production in Bivia. He has since spent the greater part of his time in that country. He returned recently, and in talking of the conditions that must be encountered to secure satisfactory results he said: "The difficulty of access to the gold yielding territory, which is about one hundred and sixty miles northeast of La Paz, the capital, has thus far protected it from any considerable invasion by foreigners. The district in question is situated on the 'Tpuani' River, which is one of the many streams that constitute the southwestern headwaters of the Amazon. The altitude is about 1,800 feet, while 13 miles to the westward is the Andean peak, 23,00 feet high, which Miss Peck, the mountain climber, made an unsuccessful attempt to ascend. The distance from the Atlantic coast is about eight hundred miles, and entrance to the