Amusements.

ACADEMY OF MUSIC—8:15—Quincy Adams Sawyer.
ALHAMBRA—2—8:15—Vaudeville.
AMERICAN—8:15—Fedora.
BIJOU—8:15—The Music Master.
COLONIAL—2—8—Vaudeville.
CONEY ISLAND — Dreamland — Luna Park — Bostock's Great Animal Arena.
EDEN MUSEE—World in Wax.
EMPIRE—8:30—The Freedom of Suzanne.
HAMMERSTEIN'S VICTORIA—2—8:15—Vaudeville.
HARLEM—2—8:15—Camille.
HERALD SQUARE—8:15—The Rollicking Girl.
HIPPODROME—2—8—A Yankee Circus on Mars and The Raiders.
HUDSON—8:30—The Heir to the Hoorah.
KNICKERBOCKER—8:15—Sergeant Brue.
LYRIC—8:15—Fantana.
NEW-AMSTERDAM—8:15—Trilby.
NEW-YORK—8:15—Little Johnny Jones.
NEW-YORK ROOF GARDEN—8:15—Damrosch and New-York Symphony Orchestra.
WEST END—8:15—The Second Mrs. Tanqueray.

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Positive Evidence.

Positive evidence of THE NEW-YORK TRIBUNE'S popularity as an advertising medium is shown by giant strides in advertising for the first four months of 1905.

An Unparalleled Growth.

During January, February, March and April, 1905, THE NEW-YORK DAILY AND SUNDAY TRIBUNE printed 676,588 lines of advertising (excluding TRIBUNE advertisements) more than in the same months of 1904.

A GAIN OF OVER 1,191 COLUMNS;
OR, IN OTHER WORDS,
AN AVERAGE GAIN OF NEARLY
800 COLUMNS OF 216 LINES EACH A MONTH.

TO GET RESULTS ADVERTISE IN
THE NEW-YORK TRIBUNE.

CIRCULATION BOOKS OPEN.

New-York Daily Tribune

TUESDAY, MAY 23, 1905.

We desire to remind our readers who are about to leave the city that THE TRIBUNE *will be sent by mail to any address in this country or abroad, and address changed as often as desired. Subscriptions may be given to your regular dealer before leaving, or, if more convenient, hand them in at* THE TRIBUNE *office.*

See opposite page for subscription rates.

THE NEWS THIS MORNING.

FOREIGN.—There are rumors that the Russian fleet intends to move north of Luzon, but definite advices are lacking regarding the position of the warships of either belligerent. ==== Sharp skirmish actions were reported from Manchuria, in one of which, according to Japanese advices, the Russian losses were three hundred. ==== An attempt by the Opposition to force a reply to a motion of the Liberal leader in the House of Commons caused great disorder and forced the Speaker to suspend the session. vestigation of that subject.

DOMESTIC.—There will be no decision in the Loomis-Bowen case until the testimony of Minister Russell, who is on his way to Washington, has been heard. ==== Commissioners Cockrell and Pifer gave their views on railroad rate regulation to the Senate Committee on Interstate Commerce, which has nearly ended its in-

CITY.—Stocks were weak. ==== The Citizens Union committee on nominations decided to send a copy of its declaration of principles to Tammany Hall. ==== It was declared that directors of the Equitable Life Assurance Society would demand the resignation of Gage E. Tarbell after getting the Frick committee report. ==== Chief Croker of the Fire Department had a narrow escape from death in his automobile. ==== A score of persons were injured in a collision between 2d and 3d-ave. elevated trains in which two cars were telescoped. ==== It was found that the bill amending the election law will create 400 new election districts.

THE WEATHER.—Indications for to-day: Partly cloudy, with occasional showers. The temperature yesterday: Highest, 70 degrees; lowest, 53.

PANAMA AND SOME OTHERS.

The policy of the administration in regard to current purchases for the Panama Canal seems to be getting much vindication from current news of a kind scarcely anticipated, we imagine, by its critics. Only the other day, for example, the country was confronted with lurid portrayals of the industrial Chaos and Old Night that would come upon us if foreign manufacturers were permitted to compete for orders for double tracking less than fifty miles of railroad on the isthmus. Yet here is the general manager of one of our great steel companies announcing that the Russian government has practically decided to place in this country an order for 40,000 tons of rails for its Siberian road, and that it is considering the placing of orders here for double tracking the whole 5,000 miles of that railway. We are inclined to think a good many Americans will ask, If our manufacturers can in the face of European competition win such a contract in Asia, why should they lie awake o' nights worrying over the prospect of having to meet the same competition in a job of only 1 per cent of that magnitude at Panama?

Again, here is the Editor of "The American Manufacturer"—who certainly should be an authority upon the subject, and one friendly to American industries—frankly declaring, as The Tribune has from the first declared, that in open competition with all the world at Panama American manufacturers would be able to win nearly all the contracts. They would, he confidently asserts, win on all but two items—namely, ships and rails—and they would win on rails, too, were it not for the requirements of the "pool" that the domestic rate shall be maintained. If they would only consent to sell rails at their foreign market prices in that foreign market, and not insist upon regarding Panama as a domestic market, they could capture contracts for rails there as easily as in Russia. He adds significantly that "the President's order will enable the canal commission to buy material "cheaper, and political 'graft' methods will be "obliterated." Precisely.

A diverting touch of comedy is supplied by the grimaces of disappointment of those who looked to see the canal commission, under this order, immediately purchase vast supplies in advance of present needs, and indeed stock up with all the goods that would be needed for many years to come. There was never the slightest ground for expecting any such thing. For one thing, in the trying and destructive climate of some parts of the canal zone it would be a wasteful thing to accumulate there certain classes of supplies much in advance of actual needs. For another thing, there was a pretty plain intimation at the outset that the President's policy contemplated no such thing, but was merely tentative until Congress should determine the question. Thus in the very first outgiving of the news from Washington it was stated, in our special dispatches, that the President had ordered that supplies should, "in the absence of action by Congress," be purchased in the cheapest market, and it was added that, "of course, the commission will cheerfully carry "out any instructions which may be given by "Congress." The whole tenor of the news was that this order was issued because Congress had failed to act upon the matter last winter, and was intended to operate only until such time as Congress should act at the coming session. If any of our critical friends are chagrined at that limitation of the order, they have only their own overexuberant imaginations to blame.

A POLITE INVITATION.

The Tammany answer to the invitation of the Citizens Union to co-operate for non-partisan government will be awaited with some interest. As a "feeler" to get at the quality of Tammany politeness the invitation ought to be a great success. It puts Mr. Murphy and the Mayor to the task of playing Gaston to Mr. Cutting's Alphonse. We have considerable curiosity to see how amiably and tactfully Tammany can intimate that true non-partisanship consists in falling in line for the election of an administration pledged to thoroughgoing party responsibility. The invitation may also be useful as a balancing pole. It is only May, and Mr. Cutting does not desire to get off the fence until September. He knows perfectly well that the only chance for a non-partisan Mayor is in an anti-Tammany combination. But to give up balancing now would be to surrender the tactical advantage of seeming to be able to pick and choose. Consequently "the regular Democratic organization of New-York County," as Mr. Cutting expresses it, is to be treated just like the Republican organization, notwithstanding the repeated assurances in previous campaigns of Democrats in the Citizens Union that Tammany was not the Democratic party, but a band of robbers masquerading in Democratic livery.

It is all well enough to send an invitation to Tammany, and the results may add to the gayety of a dull time; but if there is anybody in the Citizens Union who is old enough to remember two years back he will not cherish any expectations of practical co-operation with Tammany on a platform of non-partisan municipal rule. Two years ago Mayor Low was a non-partisan candidate for re-election. What was the chief burden of the Tammany campaign argument? The duty of all Democrats to elect a Democratic Mayor with a view to the next year's Presidential election. The city must be made a pawn in the game of national politics. Comparatively little criticism was made upon the Low administration, aside from the demagogic cry about thousands of children deprived of all school advantages and the promise to provide full day sittings for all, which Mayor McClellan has not kept. Tammany's main reliance was an appeal to party spirit. Two years before that Tammany turned in desperation to an exponent of reform who had been for years an advocate of non-partisanship in municipal elections. One of the features of that campaign was Mr. Shepard's recantation of the non-partisan doctrine and his declaration as his excuse for accepting a Tammany nomination that he had become convinced of the virtues of party responsibility and the wisdom of joining to build here a strong organization of conservative Democracy. At the election four years before Mayor Van Wyck was chosen as the representative of boastful and defiant partisanship, and his administration, for which Mayor McClellan four years ago publicly announced there was nothing to apologize, was nothing less than truculent in its avowals of strict party rule.

This is the organization which is being invited to give adherence to the non-partisan doctrine. How engaging would Tammany be coming into a non-partisan conference with the plan for Mayor McClellan's renomination as a sine qua non of fusion and an offer to profess non-partisanship in return for a Citizens Union indorsement! Then Mayor McClellan and the silver tongued Grady, Mr. Shepard and the anti-machine Shevlin, Congressman Tim Sullivan, back home disgusted with national legislation and ready for strictly municipal politics, Mr. Cutting and ex-Mayor Van Wyck could all go on the platform together, pleading with the people to forget party ties and vote for independent non-partisanship. We don't expect to see such a campaign, but it would quite beat any circus that has visited the city for some years, and we do not in the least mean to cast any odium on the marvellous educational, athletic, zoological and hippodromic exhibitions with which we have recently been favored.

CITY POPULATION ESTIMATES.

We print in another column a letter from the Hon. S. N. D. North, the Director of the Census, in which he vigorously defends the accuracy and value of the city population estimates issued annually by the Census Bureau. We have frequently commented on the misleading character of these estimates, and recently we called attention to the fact that while the bureau's estimate gave Washington a population of 302,883 in 1905, an enumeration taken by the District of Columbia police showed a population of 322,572. We stated that the discrepancy was not at all surprising, because the Census Bureau's figures were obtained by an arithmetical process which took no account of possible variations in a city's rate of growth. The bureau assumes that every city's annual increase in population since 1900 must be one-tenth of its total increase between 1890 and 1900. We have maintained—and we think with justice—that this is a misleading assumption; for the great majority of American cities grow unevenly, and the progress made in one decade is no safe index to the progress likely to be made in the next.

Mr. North seems to think that the arithmetical method of computation works out fairly well in practice, and he cites the recent State census in Michigan to support his contention. We have not denied that a State's progress is fairly measurable by the a priori method. Conditions equalize themselves in large areas, one city's variations correcting another's. In one city a mathematical computation may hit the mark exactly—as in Detroit—but in another—as in Washington—it may go far astray; for, with all due deductions for carelessness, it is hardly probable that the police in Washington made an overcount of twenty thousand. It seems more reasonable to presume that Washington is growing faster now than it grew between 1890 and 1900. Conditions may have changed materially; and as Mr. North himself admitted in a letter to the Secretary of Commerce and Labor, written last June, the Census Bureau's method is attended with accuracy only when it "concerns conditions which cannot be affected by local influences and variants."

But it is just in the growth of towns and cities that "local influences and variants" come most decisively into play. One hundred examples might be cited of changing decennial ratios. Chicago's population increased between 1880 and 1890 110 per cent. Between 1890 and 1900 it increased 54.4 per cent. Certainly the arithmetical method will not show at what rate it is increasing now. New-York City's population increased 25 per cent between 1880 and 1890. Greater New-York's gain between 1890 and 1900 was 37.8 per cent. Here, too, are variations which make futile a resort to the a priori method of computation. Baltimore's rate of increase was 34 per cent between 1880 and 1890, and 17.1 between 1890 and 1900. In the Western States, where the conditions which determine progress are still in the making, changes in rate are still more eccentric.

In crucial instances, in fact, the Census Bureau refuses to apply its own method. Omaha's population in 1890 was 140,452. In 1900 it was 102,555. By the bureau formula it should have been about 92,000 in 1903; but the 1903 bulletin arbitrarily gives Omaha a population of 113,361. Galveston in 1900 had a population of 37,789. By the projective method it should have had a population of over 40,000 in 1903; but the bureau assigned it a total of 31,472. Why? Because of the loss of life in the great hurricane of 1900. But if catastrophes are allowed to vitiate the a priori method's accuracy, why should it be proof against the hundred other checks or spurs to growth which may affect a city's destiny? And if it is not proof against these derangements, what practical value has it as a means of determining an individual city's growth? Mr. North urges that the annual estimates are necessary for the calculation of city death rates. But if that is their main service, why not merely publish the formula by which they are obtained and let the city health authorities work out their own percentage problems? That would save a lot of trouble and not a little expense.

INEFFECTUAL FINES.

It is evident that the District Attorney and some of the courts have reached the conclusion that imprisonment is the proper penalty for drivers of automobiles who repeatedly break the law by running their machines at an excessive speed. In that view we are sure intelligent public opinion fully coincides. Every passing hour adds to a long list of casualties due to such reckless disregard of legal obligations and human life. Last Sunday was naturally a field day for the men who care nothing for decency and the rights of others when they are in command of a powerful engine and feel their wonted passion for spurting, and some, at least, of the offenders would have got no more than their deserts if they had been sent to jail.

It seems to be the impression of a good many automobile drivers that they are at liberty to violate the speed law as often as they choose to pay a trifling fine for the privilege. That is an idea which needs to be knocked out of their heads as soon as possible. What they require is such treatment as will force into their minds a practical, if not a moral, perception of the fact that their offences are flagrant and intolerable. Hitherto they have not seemed to feel the slightest sense of mortification at being arraigned as lawbreakers and found guilty. Too often, indeed, they have appeared to think that they had done a rather creditable thing which it would be a pleasure to repeat at the earliest opportunity. Even the killing or maiming of a fellow being rests lightly on their consciences, if it touches their consciences at all, and is quickly dismissed from their thoughts. To men so destitute of moral sense, so callous and so slightly inconvenienced by a small fine it is necessary to impart a lesson which they are capable of appreciating.

As we have often said before, the great majority of those who use automobiles are careful not to abuse them. If they are at fault in any respect, it is in failing to exercise all the influence which they possess for the suppression of the reckless and the impudent.

THE CASE OF THE CALCHAS.

The action of Russian courts in the case of the Calchas makes an interesting contribution, not to international law, but to current discussion and interpretation thereof, and, on the whole, its tendency appears to be in a commendable direction, although there are some details which at present do not convey their own vindication. The fact that the Superior Admiralty Court at St. Petersburg has approved the release of the vessel, despite the demand of a Russian admiral and the original decision of a Russian prize court for its confiscation, is an agreeable one, which will strengthen confidence in the impartial justice of Russian courts, while the extent to which this decision accords with the American doctrine concerning contraband goods will be especially gratifying to this country.

The release of the vessel is noteworthy because, in addition to a cargo of merchandise intended for Japan, she is said to have carried official Japanese dispatches. Hitherto the carrying of belligerent dispatches has generally been held to compromise a vessel to a hopeless degree and to warrant her confiscation, regardless of any other circumstances. That rule, obviously, was harsh and unjust in cases where dispatches were carried without the knowledge of the owner or master of the ship, as they often were. Its relaxation in behalf of the Calchas marks another step in the direction of conserving and maintaining neutral rights, and away from the brutal old theory that neutrals have no rights which belligerents are bound to respect. Upon what ground the court holds the two months' detention of the vessel to have been legal, and therefore not calling for indemnity, is not yet made known, but we may assume it to be simply that suspicion against the vessel was sufficiently strong to warrant detention until full investigation could be made. Innocent men are sometimes arrested and imprisoned for a considerable period before the prosecution fails to prove its case against them and their innocence is judicially affirmed.

In respect of the cargo, the decision is mixed. The cargo consisted chiefly of goods which might or might not be contraband, according to circumstances. Of such goods the court has decided that the flour was not contraband, but that the cotton and lumber were. We suppose it held that the cotton was intended for the manufacture of guncotton for military uses, and that the lumber also was for use in the campaign. Of course, it was for the prosecution to prove that such was the case, or should have been, according to American and Anglo-Saxon principles of jurisprudence, though Russian courts may agree with those of France in regarding a suspect as guilty until his innocence is proved, throwing the onus on the defence instead of the prosecution. What is most significant and gratifying, however, is the fact that this high Russian tribunal declares flour to have been non-contraband. Thus it accords with the American contention, that foodstuffs and other goods are to be considered as "conditional contraband"; that is, they are or are not contraband, according to circumstances of destination and intended use; and it reverses and practically rebukes the autocratic contention of the Russian government that if an article can in any case be contraband it is in every case to be regarded as contraband.

It will be disappointing to the American shippers to have their cotton and lumber confiscated as contraband. Nevertheless, in its recognition of the "conditional contraband" principle, the decision of the court is an emphatic moral victory for American theories of law, and it will go a long way toward securing for that principle that universal recognition which will make it practically a canon of international law. We are not sure but that Russia has stood alone in denying that principle. But her government will scarcely continue to deny it, now that its courts recognize and confirm it; and if her government follows the precedent set by its courts there should be no great difficulty in securing general agreement upon that principle by some post-bellum universal congress at The Hague.

SLOW WORK.

The fifth and last of the new Staten Island ferryboats has finally been launched. Of course, much work remains to be done on these vessels and a considerable time must elapse before they are running regularly between the Battery and the Richmond County terminal. It is unfortunate that so long a delay is now inevitable, for the city is growing so fast that an increase of swift and rapid communication between all of its various divisions is exceedingly important. Staten Island contains an extensive territory well adapted to domestic needs, and it undoubtedly will in years to come be inhabited by a multitude of New-Yorkers. The reasons for bringing that day nearer as fast as possible might not be quite so obvious if Tammany were less deliberate in completing the approaches of the second East River bridge, but the apparently needless prolongation of that work may induce many persons who are looking for homes to wish for a prompt improvement of the present precarious connection with Staten Island.

Private enterprises in the great field of metropolitan transportation are carried out, as a rule, with expedition and sagacity. Armies of men are now at work in various parts of the city on such contracts under energetic direction. If private tasks of that character were pushed forward with no more determination than the city government often exhibits there would be a loud chorus of just complaints. A good example ought not to be lost on the municipality.

It is now reported the Baltic fleet will coal in American waters. It seems to take Rojestensky a long time to get coal enough to get the steam up for that meeting with Togo.

An accident like that which happened yesterday on the 3d-ave. elevated road, just above the Harlem River, suggests the expediency of introducing apparatus which will automatically prevent rear-end collisions. The Interborough company has it already in the subway, and is fully acquainted with its virtues. On perfectly straight stretches of track there is less danger that one train will run into another, but extra precautions are needed at curves and the approaches to bridges.

The reckless automobile driver is fast becoming a public pest.

We greatly regret that in our recent editorial comment on the decision in the Kingwood Coal Company case we did injustice to the Baltimore and Ohio Railroad and some of its stockholders, mistakenly trusting to the accuracy of a news article published by a contemporary. It was stated that the Baltimore and Ohio was guilty of the discrimination charged in supplying coal cars. It appears, however, that this railroad was not connected with the litigation. The suit was instituted by the Kingwood Coal Company against the West Virginia Northern Railroad Company, which is a short line that connects with the Baltimore and Ohio and runs up into a certain section of the coal region. It is an independent line, said to belong to an individual who also owns considerable coal mining property, and built the railroad to furnish an outlet for his coal. In handling the shipments from the mines coming over this railroad the Baltimore and Ohio only acted as a common carrier, the same as it hauls traffic that comes or originates anywhere along the lines of its system. We are informed that the Baltimore and Ohio does not have any interest in the West Virginia Northern Railroad or its builder's coal mines and that the distribution of cars to the mines along the West Virginia Northern Railroad is entirely in the hands of its owner.

THE TALK OF THE DAY.

A justice of the peace living near Osage, Kan., has sent the following inquiry to "The Free Press," of that place: "Please let me know if there's bin any changes in the code of Kansas sence I got mine, as some o' these triflin' lawyers tries to make out that my rulin' ain't accordin' to the code, an' if I'm right, an' they ain't, I want to disbar 'em an' fine 'em for contempt an' show 'em what's law. All I wants to do is to do right."

BILL SIKES UP TO DATE.

Behind an adventitious tree
The modern burglar stands;
A lithe and sinewy figure he,
With kids upon his hands;
For thus he trumps the thumb-mark trick
Taught us by foreign lands.

His dress suit bag contains the tools
With which his bread he earns—
Sheffield no finer instruments
From steel, well tested, turns.
His bag holds silent matches, too—
No other sort he burns.

His motor car's a stylish one;
His goggles and his mask
Provide him with a neat disguise
For his nefarious task.
What village constable would dare
To any questions ask?

Plotting, crib-cracking, moting off,
Onward through life he goes;
No burgling task's by him begun
Till he has planned its close—
Something attempted, some one "done,"
And not till then repose.

Thanks for the moral, burgling friend.
We from your acts collate;
Your strange experience on one thing
Makes clear past all debate:
Whatever be our walk in life,
We must be up to date!

—(London Truth.

In the archipelago of Mergui, off the coast of lower Burmah, Asia, live the "sea gypsies," according to "The Indianapolis News." Instead of carts, they own covered boats, in which, with their families, dogs, cats, chickens and pets, they float about on the sea and wander from island to island. By day they fish or harpoon turtle or dive for oysters, but every night they put back to the shore. If the weather is bad at sea, they land with their dogs and then poach, catching porcupines, squirrels, armadilloes, hog deer and the like, of which they make savory stews, as American gypsies do.

Mother—Willie, you must stop asking your father questions. Don't you see they annoy him?
Willie—No'm; it ain't my questions that annoy him. It's the answers he can't give that make him mad.—(Philadelphia Public Ledger.

The will of an Australian detective provided an unusual way for dividing his property among his six children. His estate, about $35,000, consisted mostly of realty. He ordered that six envelopes should be placed in a box, each child to draw one and have the portion of the property described on the paper inside the envelope.

THE BACKYARD FARMER.

And now the backyard farmer
Rises early every morn,
To plant the bulbous radish,
And the lettuce, and the corn.
He is most enthusiastic,
And he's up at half past five,
To hoe, and weed, and water,
And see how the onions thrive.

He is dreaming of the summer,
When the green peas will be ripe,
And he can have fresh salads
With his roast beef and his tripe.
He is thinking of the autumn,
And the big potato crop,
And he hoes, and weeds, and waters,
Till he really hates to stop.

He hoes, and weeds, and waters,
And the perspiration flows
Like a river from his forehead,
And it drips down off his nose.
Happy, happy backyard farmer,
With his plantlets and his seeds,
Though his crop this year, as always,
Will be principally weeds!

—(Somerville Journal.

There is a discussion in the English papers as to which is the oldest inn in England. A writer in "The Estates Magazine" thinks the Ostrich, at Colnbrook, Middlesex, is one of the oldest. There is every reason to believe it has been in existence 700 years, and even then took the place of an earlier inn burned down by Henry I, in consequence of the misdeeds of the tenant. The story of the Seven Stars, in Manchester, can be traced clearly back to 1356. Its existence as a licensed house dates down to that year. Among the relics of the Seven Stars is an old clock which has stood at the top of the staircase for more than two hundred years.

First Waiter—Did that Arizona ranchman give you a tip?
Second Waiter—I should say he did. He told me if I didn't step lively he'd blow off the top of my head.—(Detroit Free Press.

A British officer, in his expense list on government service, put down, "Porter, twopence." The War Office, in a verbose letter, pointed out that refreshments, while in the execution of public duty, were not chargeable to the nation. The officer replied that the item did not represent refreshments, but a fee to a carrier. The Office replied: "You should have said 'porterage.'" The officer treasured the hint. Next time he had occasion to take a hackney coach he put down in his accounts, "Cabbage, 2 shillings."

In Ancient Days.—Nero was not satisfied with the slaughter he was causing in the arena.
"This is too tame," he said; "I'll have to get an automobile."
Then he donned a pair of goggles and a rubber coat and announced to the Roman Senate that he was dressed to kill.—(Brooklyn Life.

About People and Social Incidents

AT THE WHITE HOUSE.

[FROM THE TRIBUNE BUREAU.]

Washington, May 22.—President Roosevelt received the Duke of Sutherland this morning, and later entertained him at luncheon. Hugh O'Beirne, chargé d'affaires of Great Britain, escorted the duke to the White House on his first visit and made the introduction.

Lieutenant Commander De Faramond de Lafajole, naval attaché, and Captain Fournier, military attaché, of the French Embassy, presented to the President to-day a handsomely bound copy of the French Military and Naval Annual, with the compliments of President Loubet.

Senator William Warner, of Missouri, called on the President with a party of friends and presented Arnold Shanklin, of St. Louis, who is seeking a consulship.

Fifty delegates to the Seventh Day Adventist Conference, which is being held in one of the suburbs of the capital, were received by the President at noon.

Among the other callers at the White House were General Chaffee, Representative Slemp, of Virginia; Frank Hecker, of Detroit, formerly a member of the Panama Canal Commission; John S. Wise, of New-York; H. A. Taylor, Assistant Secretary of the Treasury; Representative Tawney, of Minnesota; James R. Garfield, Commissioner of Corporations; William D. Murphy, of New-York, and Rear Admiral Rixey, Surgeon General of the Navy.

THE DIPLOMATIC CORPS.

[FROM THE TRIBUNE BUREAU.]

Washington, May 22.—The Chinese Minister gave an informal dinner this evening. As the new legation is on the heights of the recently developed northwest, with green hills around to serve as a playground for the children of the household, the Minister will remain in Washington until late in June.

Mr. Dawson, the American Minister to Santo Domingo, is coming to the United States on leave. He reports that all is quiet in the Dominican Republic.

NOTES OF SOCIETY IN WASHINGTON.

[FROM THE TRIBUNE BUREAU.]

Washington, May 22.—Rear Admiral and Mrs. Van Reypen have issued invitations to the wedding reception of their daughter, Miss Alletta Van Reypen, to Baron Serge Korff, of Russia, on June 5, from 5 to 7 o'clock, at their home, No. 1,021 15th-st.

Professor and Mrs. Alexander Graham Bell gave a dinner to-night in honor of Miss Van Reypen and Baron Serge Korff. The other guests were the naval attaché of the French Embassy and Viscountess de Faramond, Mr. and Mrs. Victor Kauffmann, Mr. and Mrs. Gilbert Grosvenor, Mr. and Mrs. David Fairchild, Miss Helen Mackay-Smith, Miss Grace Bell, Mr. Wyeth and Mr. Marlett.

Miss Cornelia McLanahan, daughter of Mr. and Mrs. George W. McLanahan, who went to Europe last January, will be married early in June to Mr. Curtis, of New-York. They met abroad, and the wedding will take place in Venice.

Mr. and Mrs. Boardman and their younger daughter, Miss Josephine Boardman, will sail for Europe on June 16. They will go direct to London, and at the close of the season there will spend some time at a watering place on the French coast.

Judge and Mrs. Charles F. Stearns are visiting Mrs. Stearns's parents, General and Mrs. Lieber.

Mr. and Mrs. Henry May and Miss Isabel May will sail for Europe in June in time to take part in the closing gayeties of the London season. They will then visit Lord and Lady Bagot at their estate in Staffordshire. Lady Bagot is a cousin of Mr. May.

Miss Helen Patten has decided to go to the Philippines with Secretary Taft's party to visit her sister, Mrs. Corbin, wife of the commander of the Philippine division.

General and Mrs. Gillespie will sail on June 4 to spend at least a year in travel.

Mr. and Mrs. James R. Garfield gave a dinner to-night.

Mr. and Mrs. C. C. Glover entertained this afternoon at an al fresco tea at their country home near Washington. They were assisted by their daughter, Mme. van Swinderen, wife of the Minister from the Netherlands.

NEW-YORK SOCIETY.

Mr. and Mrs. Alfred Seton, jr., who are sailing on Saturday for Europe, gave a large farewell dinner at the clubhouse at Tuxedo last night. They will spend the summer abroad.

Mr. and Mrs. Joseph Earle Stevens returned to town from Tuxedo yesterday.

The Countess of Kintore and Lady Hilda Keith Falconer, who arrived on Saturday from England on the American liner Philadelphia, are the mother and sister of Lord Falconer, who has been here for some weeks.

Mrs. Flora Bigelow Dodge, who has been repeatedly reported engaged to the Hon. Lionel Guest, younger son of Lord Wimborne and first cousin of the Dukes of Marlborough and of Roxburghe, has now announced her impending marriage to him. She is a daughter of John Bigelow and sister of Poultney Bigelow, and obtained a divorce a year ago at Sioux Falls, S. D., from Charles Stuart Dodge. They had two children, a daughter, fifteen years old, and a boy, ten. Lionel Guest's brother, Frederick Guest, of the Royal Horse Guards, is to marry next month in London Miss Amy Phipps.

Mrs. Alfred G. Vanderbilt entertained a party of friends yesterday on the coach Venture on its run to Belmont Park. Her guests included Miss Evelyn Parsons, Miss North, Mrs. Austen Gray, Worthington Whitehouse, Willing Spencer, T. B. Clark, jr., Mifflin Wharton, Peter G. Gerry, Thomas Slidell and Mr. Barclay. Alfred G. Vanderbilt was the whip.

Mr. and Mrs. John R. Drexel go on Friday to the Adirondacks for ten days, before proceeding for the summer to Newport. Mr. and Mrs. George G. Haven start for Lenox for the summer on June 5, and Mr. and Mrs. George Bird, jr., go to Islesboro, Me., for the summer on June 19.

Miss Rosalie Gardiner Jones will take the place of Miss Hildegarde Turle as bridesmaid at the marriage on Saturday next of Miss Honor Barr and John Sheafe Douglas. Miss Turle having been placed in mourning by the recent death of her father, Robert H. Turle, ex-president of St. George's Society. It is for the same reason that the ceremony, instead of taking place, as arranged, in St. Thomas's Church, will be celebrated quietly at the home of the parents of the bride, Mr. and Mrs. William R. Barr. Mrs. Turle and her husband were to celebrate their silver wedding next Saturday, in conjunction with Miss Barr's marriage, but all festivities arranged in connection therewith have now been abandoned.

Mrs. Benjamin Knower and Miss Margaret Knower go abroad next Saturday, and on their arrival in Europe will stay with Mr. and Mrs. Henry Coleman Drayton at their apartments in Paris. Mrs. Drayton was Miss Constance Knower.

Mrs. Charles H. Marshall also goes abroad on Saturday.

Mr. and Mrs. Prescott Slade are booked to sail for Europe on June 7 and Mr. and Mrs. Nathan Seeley go abroad on June 22.

Henry Chauncey Cryder, who is to marry Miss Louise Hollins, daughter of William M. Hollins, on June 6, at St. James's Church, Madison-ave., gives his farewell bachelor dinner on Thursday week, at the Union Club, when his guests will include his best man and ushers, Charles K. Beekman, J. Chauncey McKeever, Theodore A. Havemeyer, A. Gordon Norrie and Richard T. Wainwright.

Mrs. Henry F. Dimock left town yesterday for her country place at South Coventry, and Mr. and Mrs. Charles D. Dickey go to-day to their summer home at Glen Cove, Long Island.

Judge and Mrs. Horace Russell and the Misses Russell start on Thursday for Southampton, Long Island, where they will spend the summer. On the following day Mr. and Mrs. William J. Schieffelin start for Bar Harbor.

On Friday Mrs. O. B. Jennings takes a party on her yacht, the Tuscarora, to Cold Spring, Long Island, before going to Newport. Mrs. Alfred Chapin and Miss Chapin start for Canada for the summer. Frederick Sturges and Miss May Sturges go to their country place at Fairfield, Conn.

Mr. and Mrs. Ira A. Kip have issued invitations for a day's outing at their new country place at Orange, N. J., on June 3. It is to serve by way of a house warming. The guests will go out in special cars in the morning, which will be devoted to pigeon shooting. After luncheon there will be hurdle races, flat races and steeplechases.

The marriage of Miss Mary Constance Berry to Mortimer Percy Arnold will take place at the home of Mrs. Thomas Andrews, the grandmother of the bride, No. 48 East 67th-st., on June 10, instead of at the Fifth Avenue Collegiate Church, as originally planned. The change is caused by the recent death of the bridegroom's mother. Miss Virginia Dean will be the maid of honor and H. A. L. Hoguet the best man.

There was a large attendance yesterday at the marriage of Miss Elsie Waterbury, daughter of Mr. and Mrs. James M. Waterbury, to Gouverneur Morris, son of the late Gouverneur Morris. It took place at St. Peter's Church, West Chester, and was followed by a large reception at Spencer House, the Waterbury home, near Baychester. A special train took the guests from town, and many of those having country homes in Westchester drove to the quaint little church, where the ceremony was performed by Bishop Potter, assisted by the rector, the Rev. Dr. Frank N. Clendenin. The bride had one attendant, her cousin, Miss Dorothy Pierrepont Edwards. The bride's brother, James M. Waterbury, jr., was the head usher. Mr. Morris, who is a contributor to magazines, is a descendant of Lewis Morris, one of the signers of the Declaration of Independence.

MR. CHOATE'S PARTING GIFT.

Memorial Window to John Harvard Unveiled at Southwark.

London, May 22.—Ambassador Choate this afternoon unveiled a memorial window to John Harvard in St. Saviour's Church, Southwark, in the presence of a large gathering, including the members of the American Embassy, Mrs. Joseph Chamberlain, the Archbishop of Canterbury, the Most Rev. Randall T. Davidson and Henry Norman, M. P. The Ambassador, in presenting his parting gift to Great Britain, said he desired to signalize his long residence and work in Great Britain and thought there was no more fitting manner than, as a loyal son of Harvard, to dedicate a window to John Harvard in a church so closely identified with the founder of the great American university.

The Archbishop of Canterbury in accepting the gift said that when the story comes to be told to future generations it will be recorded that no one has done more to knit the strands of friendship between the two countries than Mr. Choate. He was happy to think that all the work done for American colleges was done as well for Great Britain and that all the work of British colleges was done as well for the Americans.

This was Mr. Choate's last public appearance in England.

The American flag floated over the Southwark church during the ceremony.

MR. SWENSON GUEST OF KING.

Copenhagen, May 22.—The retiring American Minister, Mr. Swenson, and Mrs. Swenson dined with King Christian and the royal family yesterday. The King proposed the health of the Minister and his wife, expressing deep regret at Mr. Swenson's departure. The Minister will take formal leave of his majesty next week. Thomas J. O'Brien, who succeeds Mr. Swenson, has arrived here.

JUDGE TOURGEE'S FUNERAL.

Bordeaux, May 22.—The funeral of Judge Albion W. Tourgée, the American Consul here, will take place at the English Church at 10:30 a. m. to-morrow. The body will be taken to Paris for cremation.

BARON VON SECKENDORFF PROMOTED.

Berlin, May 22.—Baron Rudolf von Seckendorff has been chosen by Emperor William for Chief Justice of the Imperial Supreme Court, although his appointment has not yet been gazetted. Since 1899 the baron has been Under Secretary for the Prussian Ministry.

FOREIGN DELEGATES ENTERTAINED.

Boston, May 22.—About seventy of the delegates to the international railway congress, representing seventeen foreign countries, to-day inspected Boston's railway and wharf facilities. They were in charge of a committee, composed of President Lucius Tuttle of the Boston and Maine, George L. Connor, passenger traffic agent of the New-York, New-Haven and Hartford; A. S. Hanson, general passenger agent of the Boston and Albany, and other railroad officials. They were accompanied by Mayor Patrick A. Collins and Henry M. Whitney, president of the Boston Chamber of Commerce.

EMPRESS'S FALL SEVERE.

Augusta Victoria's Departure from Wiesbaden Postponed Until Thursday.

Wiesbaden, May 22.—It is announced that Empress Augusta Victoria will not leave Wiesbaden for Berlin until Thursday, from which it is supposed that she suffered more from her fall than the physicians' bulletin conveyed. The cut on her forehead will probably leave a slight scar. Her majesty has occasional attacks of vertigo, and to one of these is attributed her loss of balance on the stairs. An unofficial version of the accident says the Empress also sprained her right ankle.

MR. HERRICK DEDICATES MONUMENTS.

Cheered at Services in Honor of Ohio Veterans at Vicksburg—Vardaman There.

Vicksburg, Miss., May 22.—Forty monuments erected by the State of Ohio to its soldiers who fell in the siege of Vicksburg were dedicated in the National Military Park here to-day. The services were largely attended. Governor Herrick and his staff, with a party of one hundred veterans from Ohio and the 1st Regiment of the Ohio National Guard, were cordially received.

Governor Herrick and Governor Vardaman reviewed a procession of the Ohio and Mississippi National Guard. Later at the park the dedicatory programme was carried out. An address by Governor Herrick was listened to with marked attention, and a reference to the