

About People and Social Incidents.

AT THE WHITE HOUSE.

Washington, Oct. 30.—Mrs. Roosevelt, accompanied by Mrs. Ethel and Quentin Roosevelt, returned this morning from a trip down the Potomac aboard the Sylph. The voyage would probably have been longer but for the fact that Mrs. Roosevelt wished the children to return to school in time for the early Monday morning session.

THE DIPLOMATIC CORPS.

Washington, Oct. 30.—The Italian Minister, Baron Mayor des Planches, will leave Washington tomorrow morning, accompanied by Professor Antonio Ravallo, commercial attaché of the embassy, for New-York, where he will stay a week at the Albemarle. The Ambassador will sail on November 7 on the Kaiser Wilhelm III.

NOTES OF SOCIETY IN WASHINGTON.

Washington, Oct. 30.—Mrs. Frederick Keep has returned from abroad, where she spent the summer. Mr. and Mrs. Horace Kirke Porter will not occupy the house they had last winter, No. 21 Lafayette Square. Mrs. Donald Cameron, the owner, who is now abroad, will live there this season.

NEW-YORK SOCIETY.

Grace Church, decorated with white chrysanthemums and palms, was the scene yesterday of the marriage of Miss Lillian L. Fordyce Barker to Franklin B. Lord, Jr. There was a large gathering of the fashionable set for this, the first of the long series of weddings which are scheduled to take place between now and Christmas.

NOTES FROM TUXEDO PARK.

Tuxedo Park, N. Y., Oct. 30.—The house parties which began on Friday night at Tuxedo Park had an excellent week end, many of those who came out on Friday for the Halloween dance remaining over till this afternoon. Last night many large dinners were given. Mr. and Mrs. Winthrop McKim entertained a large party at the clubhouse. Among the guests were Mrs. Greenville Kane, Mr. and Mrs. William H. Fox, Mr. and Mrs. George W. Fox, General and Mrs. H. G. George, Mr. and Mrs. Stoddard, Miss Bigelow and Dudley Bush.

ARTISTS PLAN CONSOLIDATION.

A proposed plan of union of the National Academy of Design and the Society of American Artists will shortly be announced. It is now under the consideration of a joint committee, composed of three members of the council of the Academy and three of the board of control of the Society.

GERMAN WARSHIPS LEAVE KIEL.

Berlin, Oct. 30.—The German cruiser Lübeck and ten torpedo boats of the Third and Fifth divisions put to sea this morning from Kiel for an unknown destination. Their departure gave rise to a rumor that they are bound for St. Petersburg to bring the Russian Emperor and her children to be the guests of Prince and Princess Henry of Prussia. No official confirmation of the report is obtainable.

THE GOTHA COURT SCANDAL.

Gotha, Oct. 30.—The Divorce Court to-day decided itself competent to try the suit brought by Prince Philip of Saxe-Coburg-Gotha against the Princess Louise for an absolute divorce and for an adjustment of their joint property interests, on the ground that the prince on becoming a Hungarian citizen did not lose his membership of the house of Saxe-Coburg-Gotha, and is therefore still subject to his house and to the laws of his family.

FUNERAL OF EDWARD VAN INGEN.

The funeral of Edward Van Ingen was held yesterday at 4:30 p. m. at St. Bartholomew's Church, Madison-ave. and 4th-st. The chancel and pulpit were decorated with festoons of flowers, the coffin was draped with the colors of the Netherlands.

JOHN GIBB'S WILL FILED.

Riverhead, Long Island, Oct. 30.—The will of the late John Gibb, of Brooklyn, who was for many years a resident of West Islip, was offered for probate before Judge Belford to-day. The value of the estate is not mentioned. Sarah M. Gibb, the widow, receives a life interest in all the property in the will, which was a young lawyer, and the children of Edward Gibb and Howard Gibb, both deceased and both sons of John Gibb.

that he employed steam instead of gasoline to drive his generator; but he has engine, dynamo and electric motor all in one machine. Use was made of a large crane device in hauling rails for a year or two, and then it dropped out of notice. Hellmann showed that his method was not absolutely impracticable, but he was unable to convince the world of its superiority over the steam locomotive, and he could not command the means for a second experiment. A combination resembling more closely that of Hellmann's that which is to be tried in 5th-ave, has recently been proposed for the propulsion of single railway cars. Both in Europe and the United States gasoline engines, dynamos and electric motors have been associated for that kind of service in the last year or two. Still, precedents are not always good arguments, and those which can be cited in justification of the method about to be tried in this city are more than offset by examples of greater simplicity. A larger number of cars are run by steam alone or gasoline alone to-day than by any sort of combination. The one which was built for experimental use on branches of the Union Pacific, for instance, would be hard to beat. This is equipped with a gasoline motor of 100 horsepower, and has won much admiration. Mr. Harriman passed on his way home from San Francisco last week long enough to inspect it, and experts think that it deserved the interest which he exhibited.

The patrons of 5th-ave, stages probably care little for the amount of machinery employed to run them if the vehicles are themselves neat, convenient, comfortable and rapid. The type of omnibus now on trial is believed to be speedy, is only one story high and can be entered and left with less trouble than has hitherto been required. If the managers of the line should be satisfied with the experiment, therefore, it is not likely that the public would complain.

"The Brooklyn Eagle" thinks that the Hippodrome ballot was more than a straw vote. Does our esteemed contemporary think it was more than a postal card canvass?

Even Murphy now concedes that Ivins is Tammany's formidable enemy. A few days ago the game was to win over Republicans to McClellan through fear of Hearst. That was found to be a failure, and Murphy now hopes to win back Ivins by agitating reckless experiment to support Mr. Ivins, lest perchance the larger of the Tammany fragments adhere to Mr. Hearst. Drawing his support as he does in great measure from Democratic sources, if Mr. Hearst is a danger to Mr. McClellan is a vote thrown away. Murphy declares that he is not a danger and that the contest is between Mr. Ivins and Mr. McClellan. He, of course, predicts that Mr. McClellan will win. Every opponent of the system of "honest graft" should make a point of seeing that he does not win. Tammany officially eliminates Mr. Hearst from consideration. The question is simply the old one of Tammany or anti-Tammany, with the Tammany ranks invaded and disordered.

HEARST THEN AND NOW. In its frantic efforts to rally to itself the support of respectable people, Tammany has developed a sudden antipathy to Mr. Hearst and assumed to play the part of savior of society. On the strength of its highly moral horror of yellow journalism and anarchy, it asks Republicans to forget its record as an ally of vice and crime and desert their own excellent candidates at the moment when the rivalries which have sprung up among their natural enemies promise them victory and the defeat at one time of sensational radicalism and conservative "grafting."

The Tammany organs are now full of attacks on Mr. Hearst's personal character, his professional methods and his political principles. He is charged with having incited the murder of President McKinley and we do not know what else. The Tribune has never admitted Mr. Hearst. It has severely condemned his incitements to class hatred and the license which he permitted himself in denunciation of President McKinley. We think his election to the Mayoralty would be most unfortunate. But, whatever may be said in criticism of Mr. Hearst, his journalistic methods or his political programme, it lies not in the mouth of Charles F. Murphy or George B. McClellan to say it. They were his allies and patrons so long as it suited their own selfish purposes. There is nothing new in their charges. They fully understood everything they now know when they were asking and enjoying his editorial support and giving him high office. Did his cartoons provoke the assassination of President McKinley in 1901? Who rewarded him for the deed in 1902 by a seat in Congress? Who but George B. McClellan ran on the same ticket with him? Does he make a demagogic appeal to voters? In whose behalf did he make it against Mayor Loo two years ago? Is he unfit for office? Who sent him back to Congress last year? All the official prestige which Mr. Hearst has is due to Tammany Hall. Mr. Murphy and Mr. McClellan have been his partners. They have been only too glad to profit by his appeals to ignorance, sensationalism and prejudice. Their devotion to conservative society is coincident with the loss of his support. They never feared the mob so long as they were successful bidders for its vote.

There is an old saying that when thieves fall out then honest men may get their due. When the members of a political combination based on graft, sensationalism and demagoguery fall out the way to put down these evils is to support against the divided enemy the forces which have stood firm against that enemy when united. The way to suppress Hearstism is not to reward Murphy, the recent patron of its heresies. The way to escape from the "honest graft" and subservience to corporations which have characterized the McClellan administration is not to put in power a disgruntled band of its former supporters. Every honest man should rather vote for independence, upright and sanity as represented by Mr. Ivins in his warfare at once on corrupt conservatism and radical demagoguery.

FIFTH AVENUE OMNIBUSES. An odd system of traction is about to have a trial on 5th-ave. A type of automobile omnibus which is unlike anything seen here before is to be made the subject of experiment. From a description it appears that reliance will not be placed on electricity alone or gasoline alone, but on a combination of the two. Power having been generated by an internal combustion engine, it will be used to drive a dynamo, and the current thus generated will run an ordinary electric motor, whose energy will be communicated by means of sprockets and a chain. It is not easy to perceive the beauty of such a plan. Satisfactory results with storage batteries not having been secured, it would have been natural to abandon electricity altogether. Instead, the electric motor will be retained, and in place of accumulators each vehicle will carry around its own power station. The arrangement is not only curiously one is tempted to say ridiculously-complicated, but it is also extravagant. Three pieces of machinery are employed where one would suffice. The first cost of the equipment, therefore, must be greater than that of a simple gasoline engine. Besides, every transformation which mechanical energy undergoes before it is applied involves a loss. More fuel will be required to perform a given amount of work than if the engine operated without any intermediate machinery.

The idea itself is not new. Twelve or fifteen years ago an inventor named Hellmann persuaded a French railroad company to build and test a locomotive designed on the same principle as the new omnibuses for 5th-ave, except

that he employed steam instead of gasoline to drive his generator; but he has engine, dynamo and electric motor all in one machine. Use was made of a large crane device in hauling rails for a year or two, and then it dropped out of notice. Hellmann showed that his method was not absolutely impracticable, but he was unable to convince the world of its superiority over the steam locomotive, and he could not command the means for a second experiment. A combination resembling more closely that of Hellmann's that which is to be tried in 5th-ave, has recently been proposed for the propulsion of single railway cars. Both in Europe and the United States gasoline engines, dynamos and electric motors have been associated for that kind of service in the last year or two. Still, precedents are not always good arguments, and those which can be cited in justification of the method about to be tried in this city are more than offset by examples of greater simplicity. A larger number of cars are run by steam alone or gasoline alone to-day than by any sort of combination. The one which was built for experimental use on branches of the Union Pacific, for instance, would be hard to beat. This is equipped with a gasoline motor of 100 horsepower, and has won much admiration. Mr. Harriman passed on his way home from San Francisco last week long enough to inspect it, and experts think that it deserved the interest which he exhibited.

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and this loss was occasioned not only by avoiding reasonable competition, manipulating bids and opening the way to collusion with favored contractors, but by passing and paying for work of an inferior and defective character. Mr. Durham, controlling the Comcels and the heads of the departments by which bids were accepted, was thus shown to have profited to a certain extent on every dollar paid out in excess of a fair and honest price for these public improvements. He and his partner, McNicholl, excuse themselves on the ground that they did the work at prices accepted by the city, the 80 per cent profit they exacted being only "honest graft." But they will have to meet later in court an attempt to show that the contracts they obtained were obtained through criminal conspiracy.

The defence they make may or may not be accepted by an unsympathetic jury. It is in perfect harmony, however, with the theory on which they have long acted in politics, and on which Tammany is now asking an endorsement from the voters of this city. Why should not the Tammany men who put themselves to the trouble of governing New-York not be permitted to improve the opportunities for private gain which come to them through their control of the franchise granting power or of other powers equally granting power and equally formidable? Isn't the naked issue put before the people of New-York by Tammany's past record and present attitude. Philadelphia's experience shows to what lengths the logic of "honest graft" can be carried. Do we want to give our "honest grafters" here a free field for similar experiments?

THE FALL OF CZARDOM.

Czardom has fallen. That is the purport of the news from Russia. The Czar himself has not fallen. Perhaps he has actually risen to a higher and nobler status. He has not abdicated his throne, but he has abdicated his autocracy. Henceforth he would reign as a constitutional sovereign, with a responsible Ministry and an elective Parliament. So much, at least, it is apparently safe to say, without waiting for the precise text of the imperial mandate which was signed yesterday. For, even if that instrument were not a complete surrender to the popular demand, it would be impossible now to turn back a revolution which has gone so far. In yielding at all at this crisis autocracy has potentially yielded altogether. We said in January last that, no matter how long the deferral, it was bound to come, and meantime, the Czar, who could not have been as he was before Father Gapon led his flock to the Winter Palace. And now the end has come. The "Russian system" founded two centuries ago is at an end, and the autocratic Czar consents to become a constitutional Emperor.

This epoch making change, the greatest Europe has known in a full generation and one of the greatest it has known for centuries, is distinctly a triumph of the people. No revolution in history was ever more so. There have been great changes when one monarch has overthrown another or when some great popular leader has swayed a government. Not so has it been in Russia. We were commenting only the other day upon the apparent lack of leadership in the revolution. There has been no Bismarck, no "Man on Horseback," no Danton, no Mirabeau. There has been only the multitudinous mass of the Russian people, moving blindly but with unerring instinct; at first as slowly as a glacier, at last with the fury of an avalanche. In prophecy of the last comparable occurrence in Europe before this, John Hay wrote:

The people will come to their own at last. God is not mocked forever! The Russian people have indeed come to their own at last. How they will deal with it the world waits to see with hopeful expectation. It is first to be seen whether the tardy concessions extorted from the hesitating Czar will be accepted by the people in good faith, so that he will be retained upon the throne. There have been those of late who have clamored that the throne itself must go, and many have feared that any concessions now made would be too late to prevent an anti-dynastic movement of irresistible force. Yet there is ground to think that a conservative second thought will impel even the Radicals to pause before taking that extreme plunge, and to accept in good faith the Emperor's grant of constitutional liberty. Then it will remain to be seen to what effect the Russian people will make use of their newly gained power. It has been a commonplace that the Russians are wholly unprepared and unfitted for democratic institutions. Yet it must be remembered that in their local village administration, and even in provincial affairs, they have long been accustomed to a large measure of self-government. It would not be difficult or fanciful to trace a material resemblance between the village assemblies of Russia and those town meetings which were the preparatory schools of American republicanism; and it may be that even the hitherto hapless moujik will to-morrow rise up, not unworthy of his newly gained dignity.

Under the resolution he has accepted, but now that it is practically effected, a leader is offered to it whom it will do well to accept. In making the Treaty of Portsmouth Count Witte did the measure of a life. Yet to-day he is called to a more arduous work, to a more important service, and, if he succeeds, to a higher glory. No man can envy him the tremendous responsibilities he is assuming. If, however, there is a man in Russia able to assume them and to discharge them aright, he is that man. Yesterday he won an unexampled victory in persuading the Autocrat to abdicate his autocracy without the further popular compulsion which was prepared and impending. To-day his task is to win and to hold the confidence of the people and their assent to and co-operation in the scheme of constitutional government which he has devised. A fortnight ago Count Witte declared that the Czar's greatest desire was to become a constitutional sovereign, and that his ideal was Edward VII. If now, as at once the mentor of the Czar and the mediator between him and the people and also the leader of the people, he can bring to pass the fulfillment of that high desire, he will perform a service and achieve a renown unsurpassed in all the history of the Russian Empire.

QUESTIONS FOR MAYOR McCLELLAN. Mr. Ivins has addressed a number of pertinent inquiries to Mayor McClellan, and, among others, these, briefly put: Why do you claim credit for public improvements instituted by your predecessor? Why do you keep in office a Commissioner of Water Supply, Gas and Electricity who has been discredited and repudiated as Oakley has been? Is the appointment of Parsons in the Park Department temporary and for political purposes only, and do you, or do you not, intend to replace him with another Pallas as soon as the election is over? Why, after it had been pointed out to you that the Staten Island ferry was municipalized by Mayor Loo, did you take full credit for it in your speech at the opening of the ferry? Why, in speaking of the tax rate, which you say you have been able to diminish, did you not mention that, while it is smaller by two points this year than for 1904, it is larger by eight points than it was in 1903, it is larger by eight points than it was in 1904, it is larger by eight points than it was in 1905, it is larger by eight points than it was in 1906, it is larger by eight points than it was in 1907, it is larger by eight points than it was in 1908, it is larger by eight points than it was in 1909, it is larger by eight points than it was in 1910, it is larger by eight points than it was in 1911, it is larger by eight points than it was in 1912, it is larger by eight points than it was in 1913, it is larger by eight points than it was in 1914, it is larger by eight points than it was in 1915, it is larger by eight points than it was in 1916, it is larger by eight points than it was in 1917, it is larger by eight points than it was in 1918, it is larger by eight points than 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