Amusements.

ACADEMY OF MUSIC—2—8—Du Barry.
ALHAMBRA—2—8—Vaudeville.
BELASCO—2—8—The Girl of the Golden West.
BIJOU—2—8:15—The Music Master.
BROADWAY—2—8:15—The Vanderbilt Cup.
CASINO—2—8:15—The Earl and the Girl.
COLONIAL—2—8—Vaudeville.
CRITERION—2—8:20—Alice Sit-by-the-Fire, also Pantaloon.
DALY'S—2—8:15—The Fascinating Mr. Vanderveldt.
EDEN MUSEE—World in Wax.
EMPIRE—8:20—Peter Pan.
FIELDS'S THEATRE—2—8:15—Julie Bonbon.
GARDEN—2:20—8:30—The Galloper.
GARRICK—8:30—Gallops.
HAMMERSTEIN'S VICTORIA—2—8:15—Vaudeville.
HARLEM OPERA HOUSE—2:15—8:15—Frank Daniels.
HERALD SQUARE—8:15—George Washington, Jr.
HIPPODROME—2—8—A Society Circus.
HUDSON—8:15—The Duel.
IRVING PLACE—2—8:20—Leontinen's Ehemaenner.
JOE WEBER'S—2—8:10—Twiddle-Twaddle.
KNICKERBOCKER—8:15—Mlle. Modiste.
LIBERTY—2—8:15—The Clansman.
LYCEUM—2:15—8:15—The Lion and the Mouse.
LYRIC—2—8:15—Mexicana.
MADISON SQUARE GARDEN—Dog Show.
MADISON SQUARE THEATRE—2:15—8:15—Lucky Miss Dean.
MAJESTIC—2:15—8:15—The Little Gray Lady.
MANHATTAN—2:20—8:30—Before and After.
METROPOLITAN OPERA HOUSE—8—La Traviata.
NEW-AMSTERDAM—2:15—8:15—Forty-five Minutes from Broadway.
NEW-YORK—2—8:15—The Rogers Brothers in Ireland.
PRINCESS—2:15—8:15—The Bishop.
SAVOY—2:15—8:15—Mr. Hopkinson.
ST. NICHOLAS RINK—Ice Skating.
WALLACK'S—2:15—8:20—The Squaw Man.
WEST END—8:15—The Grafter.

Index to Advertisements.

	Page.	Col.		Page.	Col.
Amusements	12	5-6	Furnished Rooms to Let	9	1
Bankers & Brokers	10	1	Help Wanted	9	2
Board and Rooms	9	1	Hotels and Restaurants	8	6
Carpet Cleaning	9	1	Instruction	11	1
Citations	11	5	Lost	9	2
City Hotels	10	1	Marriages & Deaths	7	5-6
City Property for Sale	11	2	Ocean Steamers	9	6-7
Country Property for Sale	11	3	Public Notices	12	6
Desks and Office Furniture	9	2	Railroads	9	7-8
Dividend Notices	10	1	Real Estate Wanted	11	3
Domestic Situations Wanted	9	5-6	Real Estate for Sale	11	2
Dressmaking & Millinery	9	1	Special Notices	7	6
Employment Agencies	9	2	Surrogates' Notices	11	5-6
Excursions	11	5	Teachers' Agencies	11	2
Financial	11	2-6	To Let for Business Purposes	11	2
Financial	10	1	Typewriting	9	2
Furnished Apartments to Let	11	3	Tribune Subscription Rates	7	6
			Winter Resorts	11	3-4
			Work Wanted	9	1-4

New-York Daily Tribune

MONDAY, FEBRUARY 12, 1906.

THE NEWS THIS MORNING.

FOREIGN.—Advices from Venezuela by way of Curaçao say that plots are being hatched against President Castro, and that the people are generally opposed to the President's policy. ═══ The anti-foreign agitation at Canton is said to be due to the attitude of the Viceroy; a circular has been issued urging his removal. ═══ Turkish reports say that the rebellion in Yemen has been crushed, but the troops of the Porte abandoned the expedition against Shakara, losing four guns. ═══ An earthquake caused serious damage at Cantanzaro and Monteleone, Calabria; the inhabitants are camping in the streets. ═══ French and German newspapers continue to repeat their respective contentions in regard to Morocco. ═══ Advices from Constantinople say that the Turkish commission sent to investigate the frontier dispute with Persia will probably recommend the withdrawal of Turkish troops.

DOMESTIC.—The report of the State River Improvement Commission, to be submitted to the legislature to-night, it was announced, will recommend the building of many dams up the State to curb floods. ═══ The State Board of Charities will recommend, it was announced, the appointment of inspectors of education in the charitable institutions. ═══ The report of the State Gas Commission was made public in Albany. ═══ George F. Baer made a statement in Philadelphia attacking the right of the Pennsylvania Legislature to investigate the coal carrying roads. ═══ The mother of a Cornell student fell from the window of a hotel at Ithaca, N. Y., and was instantly killed. ═══ President Dolan of the Pittsburg local of the United Mine Workers gave out a statement defining his position on the proposed coal strike. ═══ The plant and equipment of the street railway in Poughkeepsie were destroyed by fire. ═══ Four masked men broke into a jail at Gadsden, Ala., took a negro assaulter to a nearby bridge and hanged him. ═══ It was announced at Washington that Representative Longsworth was much improved in health. ═══ A dispatch from St. Paul said that the Hill interests were planning to merge certain railroads, forming two transcontinental railroads, in opposition to the Harriman lines.

CITY.—Several firemen were buried by falling debris in a fire on Broadway and rescued with difficulty; the loss was about $250,000. ═══ A bark was towed into port with only one sail remaining after hitting a waterspout in Southern waters. ═══ Horsemen expressed varying opinions on the Lou Dillon case. ═══ The peace dinner of Chinatown factions was not attended by members of the On Leong Tong, and trouble was expected to-night. ═══ Mr. Ivins, at the People's Forum in New-Rochelle, attacked State and county officers because there has been so little prosecution of insurance cases. ═══ Charles C. Cameron, a grain broker, committed suicide at South Orange, N. J. ═══ The chief inspector of the Bureau of Combustibles asked more power, with a view to preventing deaths in tunnel construction. ═══ Robert C. Ogden gave an address on "Lincoln" before John D. Rockefeller, jr.'s, Bible class at the Fifth Avenue Baptist Church.

THE WEATHER.—Indications for to-day: Fair. The temperature yesterday: Highest, 28 degrees; lowest, 16.

LABOR AT PANAMA.

It is to be regretted that even a single voice was raised—though, happily, without effect—for the maintenance of the eight-hour labor law on the Panama Canal. The opinion of those who have carefully studied the situation is practically unanimous that its maintenance would not be gratifying to the workmen and would be expensive to the government. There is no demand for such a law at Panama, and if the question were put to vote among the laborers it is probable that the law would be rejected by an overwhelming majority. Few of the laborers ever heard of the eight-hour system until they went to Panama. They have been used to longer hours in their old homes and consider them no hardship, and when their wages are computed at so much an hour those of them who are industrious and efficient would much rather work the greater number of hours and so secure the larger pay.

It must be borne in mind, as we have before said, that conditions of labor on the isthmus are far different from what they are here, and that the laborers are not Americans, but aliens. Other conditions and other men, other rules. It would not be reasonable to impose upon them a system that was devised for an entirely different set of circumstances and men. Again, the efficiency of isthmian labor is, on the average, only about one-third of that in the United States. It takes three men there to do as much as one would do here. So when the Canal Commission is paying men $1 a day each it is really paying $3 for a day's work, reckoned by the American standard of efficiency. Surely that is as much as should be paid for the wielding of pickaxe and spade, if the cost of the canal is to be kept within reasonable limits. It is much more than is paid here in New-York for such labor. To reduce by law the hours of daily labor would be to increase the cost of the canal, to increase the size of the army that must be employed upon it and to increase the time required for its construction.

There is simply no use in talking about having the work done by American labor, either negro or white. The white men of this country would not go there and do that work if they could, and it is to be doubted if they could do it, even if they would. Our Southern negroes show no wish whatever to go to Panama, and it is not desirable that they should go, for the negro proportion in the population of Panama is already too large. Fully four-fifths of all the men employed on the canal in any capacity are, and doubtless will continue to be, aliens to the United States.

It would be a good thing—the best thing—to have the work done by the native labor of the isthmus and by such men brought from abroad as would settle permanently there and make acceptable citizens, well disposed toward the Panamans and also toward the United States. But, if such cannot be found in sufficient numbers—and the conviction prevails that they cannot—then those who are undesirable for citizenship should be taken thither only to work on the canal, and when that work is done should be returned to their homes. It would be a most deplorable thing to introduce 50,000 or 75,000 Chinese into so small a nation as Panama as a permanent element of its population. It would be unfortunate to introduce that number of negroes, also, not because of any prejudice against them—which we certainly have not, and which does not exist in Panama, where all races are equal—but because the numbers of the white and colored races are now so nearly equal there that such an addition of negroes would transform Panama into a "black republic," and that, in the opinion of those best qualified to judge, would be an unpropitious thing for the blacks as well as for the whites.

LEADEN FOOTED JUSTICE.

Leaden footed justice has at last succeeded in overtaking Valentine, the Brooklyn lawyer, whose misdeeds have been a public scandal for many years. The immunity which this man long enjoyed in the use of the name and privileges of an honorable profession for the prosecution of his fraudulent schemes has been a spectacle little calculated to inspire respect for the administration of justice or to hold up the standards of the bar.

In 1896 Valentine was suspended from practice for two years by the Appellate Division for improper transactions, and doubtless would have been disbarred but for mistaken sympathy. After he had been restored Judge Maddox, in a decision of another matter in which he was involved, declared that his conduct was "most reprehensible, and that he should be dealt with by the Appellate Division." Yet nothing was done, and he continued to practise law. On August 19, 1903, Justice Smith, deciding the civil suit involving the validity of the deed which he is now convicted of forging, held that he had uttered a spurious instrument. Yet no step was taken to punish the crime. More than five months later, on January 23, 1904, The Tribune took up the case and insisted that the District Attorney of Nassau County of that day should proceed against him and that the Brooklyn Bar Association should take note of this judgment. Thus spurred on, the District Attorney finally moved for an indictment, and a committee of the bar undertook to consider the case. After the lapse of two years he is brought to trial, a verdict is secured, and there is a prospect that, after two or three years more of delay through appeals, punishment may finally be inflicted. As for the disbarment proceedings, they seem to have been lost in the shuffle.

We do not suppose for an instant that the great body of lawyers, who are highminded men, have any tenderness for rascals like Valentine. But bar and courts are lamentably slow in dealing with such cases. They do not think enough of their obligation to the profession and the community in upholding standards. For their own honorable purposes they are too intent on preserving every loophole in practice to make easy the suppression of those who misuse technicalities and even overstep the bounds of legality. Thus, lawyers like Hummel and Valentine, engaged in notorious rascality, enjoy long immunity, and even when convicted by a jury such men sometimes seem to have an astonishing and mysterious power of awakening judicial sympathies and doubts until the force of the salutary lesson of conviction is lost. These long delays in punishing criminals skilled in the law are a serious danger to our social order, for they tend to shake public confidence in the sureness and thoroughness of justice.

THE NEWEST BATTLESHIP.

The war vessel which has just been launched at a British dockyard might well be named the Marvel, instead of the Dreadnought. She is in many ways an advance on any other battleship. She is being built for the nation which has done more than any other to develop the art of fighting at sea. She was designed to embody the lessons taught by the latest naval conflict the world has witnessed. And for the study of these matters representatives of her owner had unequalled facilities, for to Great Britain alone was conceded the privilege of putting trained observers on Togo's ships.

The chief military principle which the war between Japan and Russia emphasized was that the best fighting is to be done at long range. Properly to embody that idea, the men who planned the Dreadnought have given her ten 12-inch guns and discarded everything smaller for her primary battery. What an innovation this is will be appreciated better when it is remembered that battleships of the Lord Nelson and King Edward VII classes—the immediate predecessors of the Dreadnought in the British navy—mount only four guns of that calibre, and supplement them with ten 9.2-inch rifles. A necessary incident to this first change is an increase in size of the ships, in order to afford a thoroughly stable platform from which to do execution with so much heavy ordnance. The King Edward VII displaces 16,850 tons, the Lord Nelson 16,500 and the Dreadnought 18,000.

At present the United States has under construction and nearly ready for commission six battleships displacing 16,000 tons each. Admiral Dewey and some of his associates have wanted to alter the design of the Michigan and the South Carolina (which have been authorized, but not put under contract) so that they should closely resemble the Dreadnought in size and armament. For an increase in displacement the sanction of their superiors could not be secured, but it has been announced within a few days that their wish to employ big guns only for the primary battery has been granted. The tonnage of these vessels is not adequate to the support and use of as many 12-inch guns as the battleship launched on Saturday will carry, but they are expected to mount at least eight. Japan is already committed to the practice which the Dreadnought represents. Though she wisely withholds details of her plan, it is known that two battleships have been projected for her navy which will displace at least 18,000 tons.

Having become convinced that quickness in manœuvring is another requisite for which proper provision has not hitherto been made, the British Admiralty has determined to effect a marked increase in the speed of battleships. From the Lord Nelson and other ships of her class only eighteen knots are expected. On her official trial the King Edward VII developed a small fraction over nineteen knots. It is believed that the Dreadnought will be able to make twenty-one knots, the employment of steam turbines giving some assurance that this result will be attained. At present the only British war vessels in actual service which are provided with engines of that type are destroyers and one small cruiser, the Amethyst. Of course, until a test is made it cannot be known whether the hopes which are entertained regarding the new ship will be realized, but it is significant that her designers intend that she shall be able to demolish a foe at a distance of from three to six miles and also be able to walk around the enemy in order to perform the feat.

Not the least wonderful thing about the Dreadnought is the unprecedented rapidity with which work on her has been pushed. She was launched in four months from the laying of her keel. In this country, if not in Europe, launching usually marks the middle stage in a battleship's history. Such will probably not be the case with this latest product of naval architecture. A year more may possibly be required to finish her. Even so, the achievement will be exceedingly notable. American battleships have rarely gone into commission in less than four years from the laying of their keels. It is possible, not to say probable, that some of the ships which are almost ready for service will be finished within three years from the beginning of constructive work, but there is a growing conviction on both sides of the Atlantic that even that period is too long. Not only is it unnecessary, but it makes a ship unduly expensive and prevents the adoption of the latest ideas in design. If perfection had been reached, a little delay would not do much harm. But the development of the fighting ship has not yet ended, and slow building is likely to result in failure to take advantage of every available improvement. If, therefore, Great Britain demonstrates the feasibility of finishing an 18,000-ton battleship in fifteen or sixteen months, the people of other nations who take pride in their navies will be asking why they cannot secure equally happy results.

FILTRATION MANAGEMENT.

The Aqueduct Commissioners are proposing another enterprise. That is, to create a vast filtering plant for Croton water. After spending enormous sums of public money to redeem and protect that water from contamination and thus to obviate the necessity of filtration, they seem to have concluded that it was in vain, and that filtration must be resorted to, after all, at a cost of $10,000,000—and incidentally, of course, with the effect of prolonging indefinitely the commissioners' tenure of office and receipt of salary.

It may be that filtration is necessary. We are inclined to think it is, or will be in the near future. It may be—though of that we are not fully convinced—that Jerome Park is the best place for the filtering plant. But there can be, we believe, little question of the unwisdom of intrusting such an undertaking to the same management that has so unsatisfactorily prevailed in Croton water affairs for the last twenty years.

The very mention of Jerome Park by the commissioners suggests reason enough why the work, if done at all, should be intrusted to other hands. For years the commission has been trying to build a reservoir in that place. It should have been finished two years ago, but the work is not yet within measurable distance of completion. There has already been spent upon it more than the whole enterprise should have cost. The unsatisfactory management of the new Croton Aqueduct is still unfragrant in memory. As for the new Croton Dam, with its years of delay and millions of dollars of excessive cost, it is an unrivalled monument of mismanagement.

In the face of such a record it is decidedly audacious for the Aqueduct Commission to ask to be intrusted with other great works. The further extension and improvement of the city's water system should be done by men who can and will perform such work with reasonable economy and expedition.

ARGENTINE PROSPERITY.

Those who still doubt the capability of South American republics to attain a high degree of prosperity will do well to observe the existing conditions of Argentina, the second of those states in size and importance. The year just ended was by far the most prosperous in its history, but the present year bids fair to surpass it. In the first nine months of 1905, according to official statistics, the exports from the country were—excluding specie—$247,110,000 gold. At the same time the imports by way of the custom houses were $155,651,460. Doubtless there were many millions more of imports, for smuggling is rife in Argentina, but at any rate the imports fell far below exports, leaving a handsome balance of trade on the right side. The sum of exports will perhaps be better appreciated when we recall that Argentina has a population of only 5,250,000, so that, if a corresponding volume of exports was maintained throughout the year, it amounted to more than $62 a head of the population. We pride ourselves on the vast exports of the United States, but at most they are never more than $18 a head, or considerably less than one-third as much as those of Argentina.

The directions and tendencies of Argentine commerce are also well worth notice. Imports to Argentina from Great Britain increased only 5½ per cent; from Italy, only 8 per cent; from France, 20 per cent; from Germany, 20 per cent, and from the United States, 30 per cent. At the same time exports to the United Kingdom increased 25 per cent; to Italy, 80 per cent; to France, 10 per cent; to Germany, 16 per cent, and to the United States, 40 per cent. It is evident, then, that trade between Argentina and the United States is improving in a gratifying and mutually beneficent manner, a result which we may properly attribute in no small degree to the recent improvements in direct steam navigation between the two countries. It is confidently to be believed that, with adequate transportation facilities and with an enlightened system of canvassing and catering to the Argentine markets, this country could make still more rapid progress and practically dominate the import trade of Argentina.

The finances of the country, too, are getting into creditable shape. The yearly revenue is much in excess of expenditures, yet taxation is not burdensome. It has been thought wise, therefore, to accumulate what is called a "Conversion Fund" at the rate of $500,000 a month. This is deposited in bank, and now amounts to more than $11,000,000. When it amounts to $30,000,000 it will be made available for the redemption of paper money, and thus for the maintenance of the latter at its lawful value of 44 cents gold to the dollar. With these business conditions prevailing, with the population rapidly growing through births as well as through immigration, with twelve thousand miles of railroads and thirty thousand miles of telegraphs working, and with the government stable and efficient, the outlook for the great southern commonwealth is certainly auspicious.

MONEY AND BUSINESS.

Trading in securities has at last fallen below a million shares daily, and anything less than that amount of business is considered a dull market in these days of big figures. Yet there is still a considerable amount of commission house business, no decrease being noted in the extent to which the outside public is involved in the market, the decrease being chiefly due to the fact that a few large operators are not trading in ten thousand share lots. Net changes in the averages of the sixty most active railway stocks and the ten leading industrial issues were small for the week, although a few specialties continued to move erratically. The possibility of a coal strike did not cause any serious depression in the securities most directly affected, and the steel stocks were remarkably well maintained in view of the heavy selling of those properties by London. There were fewer rumors regarding deals and combinations, indicating that possibly some of the holdings had been liquidated. Money market conditions continued satisfactory for trading on margins, and statements of railroad earnings for January showed a very large increase over last year's figures, which was partly due to the favorable weather this year and interruption by storms in 1905.

Financial conditions appear to have become settled, rates scarcely fluctuating, while nothing occurs to produce irregularity. Although the natural tendency of money is in favor of this centre, and the net result in recent weeks has been an excess of receipts over shipments, the Sub-Treasury has absorbed more than the difference. While this may have been to some extent due to favorable balances on regular government business, receipts having exceeded disbursements until the deficit for the fiscal year has almost disappeared, the principal factor in Sub-Treasury credit balances at the Clearing House was the redemption of banknotes. As interior banks continue to draw on local correspondents for their payments into the 5 per cent fund, transfers of specie from San Francisco are of little weight in the aggregate. Exports of gold to Europe were again postponed by changes in the rate of Paris exchange on London, and easier discounts abroad also made a movement of specie more remote. Legislation for a large increase in the French bank circulation introduces a new factor into the situation, and each week that no gold actually goes out renders it more difficult to prognosticate on the subject. Another new high record of money in circulation was established on February 1 at $31 88 for each of over 84,000,000 inhabitants.

Developments in the general business situation during the last week were contradictory, although nearly all emanated from the same source. In fact, the sudden fall in temperature was the only new influence. It stimulated the backward retail trade in winter goods and facilitated the movement of grain to railway stations in sections that had suffered from soft roads; but, on the other hand, there were rumors of damage to winter wheat, and outdoor work was interrupted, while the increased demand for coal aroused anxiety regarding the possibility of a strike. Stocks of anthracite are known to be unusually heavy for the season, so that a single week's increased consumption need not cause alarm, and the really grave feature of the labor situation pertains rather to the effect on manufacturing activity in case work is stopped at the bituminous mines. With orders on the books covering full activity of machinery well up to the end of the year in some cases, it would be a serious matter to deprive the mills and factories of fuel. Other commercial conditions are without alteration, mercantile payments being unusually prompt and bank exchanges heavy, while failures are comparatively light.

Prices of commodities have ruled remarkably steady thus far in 1906, Dun's Index Number on February 1 showing scarcely any change compared with the position at the opening of the year, some decline in articles of food being about balanced by the advance in cost of building materials. Recent changes in prices of the leading staple products were very narrow, the most pronounced being the decline in cotton, which was partly due to previous speculative inflation and to some extent caused by the larger receipts at Southern ports and increased estimates of the amount remaining to be ginned. Aside from the vagaries of speculation, there is no prospect of any important development to cause wide fluctuations in prices until preparations for the next crop indicate how far concerted effort to reduce the acreage will prove successful. In the grain markets declining quotations were checked by an export demand that made a favorable comparison with the corresponding period last year, although the effect of the approaching change in German tariffs is seen in the outgo of corn. An unexpectedly heavy reduction in world's stocks of coffee caused an advance in No. 7 Rio to 8⅛ cents.

Satisfactory conditions prevail in the leading manufacturing industries, new orders adding to the already liberal contracts on hand, and if no cancellations occur there need be little idle machinery during the early part of 1906, at least. Forwardings of footwear from Boston are larger than in any previous year to date, and visiting buyers have returned home after placing much initial business. There is a seasonable irregularity in the hide market, and some grades of leather are easier, but prices in this industry are remarkably well maintained in view of the high position to which they were recently lifted. Cotton mills are receiving more orders for distant delivery, hand-to-mouth operations being less of a feature, and revival of export trade is encouraging. Favorable results have attended the opening of woollens and worsteds, but the mills are not purchasing raw material freely. Addition of new plants increases the capacity of iron furnaces and steel mills, but development has not extended production as rapidly as new business would enlarge consumption if deliveries could be made.

Mr. Coler does not join in the conferences to promote Mr. Hearst's ambition. The Sultan, by tradition, loves not a brother near the throne. But which of these two lords of municipal ownership is the true head of the house, with the privilege of being jealous?

The twenty-first anniversary of Gordon's martyrdom was commemorated this year in the opening of the railroad from the Nile to the Red Sea, from Atbara, on the Wady Halfa-Khartoum line, to Port Soudan, near Suakim. Ismail Pacha first planned the road in the heyday of his power, and an effort to build it was made in 1877. Gordon advocated it, and at about the time of his death the British government actually did a little work on it, only to abandon it with the rest of the Soudan. After Kitchener retook Khartoum Lord Cromer determined the road should be built, but work was not actually begun on the line between Atbara and Port Soudan until October, 1904. (The line from Wady Halfa to Khartoum had, of course, been made by Kitchener long before.) It was a characteristic manifestation of British energy and efficiency to build a railroad clear across the Nubian desert within sixteen months, and it was a fine achievement for the opening and civilization of the dark regions for which Gordon gave his life.

Brooklyn is to perpetuate the fame of one of its most eminent statesmen by naming an addition to its park system McCarren Park. Is this park to be used as a racecourse or as the site of a new Coney Island enterprise of the catchpenny sort?

The new rival of the horse can be used to accomplish many feats for which the horse is utterly unfitted. This is shown by a machine recently built for the Sirdar of Egypt for travel on the desert of the Soudan. In its construction special attention had to be paid to gearing and to appliances for preventing the accumulation of dust or grit upon the wheels, and for keeping the car from sinking in the sand. These difficulties were successfully overcome, and the Sirdar now has a machine which, as compared with the camel, the oldtime "ship of the desert," is as an express train to a canalboat. With a searchlight on a trailer, it is possible for the Sirdar to travel by night as well as by day, and the conquest of the desert may now be considered complete. Perhaps an even greater triumph of motoring has been reserved for an American in the Far West, who recently made a journey of 644 miles over the Cascade Mountains to Yakima and return "over roads which "disgrace the name, through mudholes, sage-"brush and log-barred forest trails."

There seems to be little choice in hazardousness of occupation between being a diplomat at Caracas and an admiral in the Russian navy.

If the Columbia students whose manner of living has stirred up the faculty accepted the trust of self-government in the dormitories with provisos against liquor and gambling, their offence would seem to be one not merely against good order and propriety, but also against honor. We should hate to believe that good faith was not a characteristic of American youth.

Having got rid of Oakley, Featherson and Best, perhaps Mayor McClellan can now save for the taxpayers some of the money which they threw away by extravagant salary increases in the last few weeks of their official lives.

The Ohio women who object to a punch bowl as a present for Miss Roosevelt forget that a punch bowl can be and often is used to hold innocent lemonade and blameless café frappé. The motto of the Order of the Garter ought to guide their judgment of bride and gift and givers.

PERSONAL.

Mr. Carnegie has made a conditional offer of $10,000 for the erection of a public library at Downpatrick, Ireland.

Three senior wranglers in mathematics are in the British Court of Appeal—Fletcher Moulton, just elevated to the bench; Lord Justice Ronler and Lord Justice Sterling. Mathematicians are also strongly represented at present among the high court judges; the Lord Chief Justice Buckley, Justice Channell, Justice Joyce and Justice Bray were all wranglers, and Justice Sutton was a senior optime.

While Congressman Gaines, of West Virginia, was arguing for the passage of the railway rate regulation Congressman John Gaines, of Tennessee, not related by blood, temperament or politics to the former, drifted in from the outer row to a position from which he could butt in when the opportunity came. At last he saw his chance and rose. "Does the gentleman from West Virginia yield?" asked the chairman. "Of course I do," replied the West Virginian. "I congratulate the country on hearing us both in one speech."

Dr. Henry Jackson, who succeeds Sir Richard Jebb as regius professor of Greek at Cambridge University, comes of an old Sheffield medical family. He was born in Sheffield in 1839, the eldest son of the late Mr. Henry Jackson, who was also the son of a Henry Jackson, an eminent surgeon in his time. Dr. Jackson's father was for many years the recognized leader of the profession in Sheffield.

"My books are part of myself, and without them I should not be," so said John Burns, the new president of the British local government board, in a chat with the editor of the "Book Monthly," which took place in Mr. Burns's well stocked library in the unpretentious house in Battersea. With him, as with others, love of books mitigates the asperities inseparable from a strenuous life. John Burns has always been a voracious reader, and he finds inspiration as well as pure pleasure from his books. His library runs into thousands of volumes. "A stranger could tell at once," says the Editor of the "Book Monthly," that "he knows books intimately and is accustomed to handle them in his day's work." He is sure of the place of every book, "the infallible test of a good, loving bookman." His greatest prize is a unique copy of "The Answer" of King Charles I to the deputation of Parliament which waited on the Martyr-King with the grim demand for his life. An inscription shows that it was the copy of the regicide Bradshaw.

This is told of James Lick, the eccentric San Francisco millionaire, who founded the famous observatory bearing his name. When taking any one into his service he always asked the person to plant a tree upside down—the roots in the air, the branches underground. If there were any protest the man was at once sent away, Lick saying that he wanted only men who would obey orders strictly.

The centenary of the birth of Mrs. Browning, March 6, will be celebrated by the Pioneer Club in London. Mrs. Meynell is to read a paper on the poems of Mrs. Browning.

The new Queen of Denmark is known as "The Mother of Her People." As Crown Princess she studded the land with orphanages, hospitals and homes for the aged.

THE TALK OF THE DAY.

A Kansas City lawyer named James Garner told of a strange experience he had in the sound money campaign of 1896. "We were billed to speak," he said, "in a small town in Northern Missouri, but when we arrived we found that the only hall in town had been filled with apple barrels by the free silver Democrats to prevent us holding a meeting.

"But we rustled around, and finally secured a storeroom, and held the meeting there. I was the first speaker, and when I arose I laid my manuscript upon a box in front of me and saw that it was a coffin.

"The discovery so disconcerted me that for a few seconds I could only stand and stare at the coffin. A free silver Democrat saw the cause of my embarrassment, and made it worse by shouting:

" 'Oh, that's all right, Garner. Go ahead on a dead issue, anyway.' "

FROM A GIRL'S DIARY.

'Twas just a little tilt with Love:
He came and went, and through his wings
Just brushed her heart, not Powers above
Can quiet memory's murmurings.

Were I to say, "I love you
With heart and soul aflame;
That all the stars above you
Speak nothing but your name";

Were I to say, "My life, dear,
Will soon be cast away,
Unless you be my wife, dear"—
Well, pray, what would you say?

Were you to say, "I love you,"
With all such gush as that,
I'd say the "stars above you"
Were talking through your hat.

Were you to use such folly
In asking for a wife,
I'd murmur to your "jolly,"
Just plain, "Not on your life."
—(Brooklyn Life.

They had a peculiar way of going into bankruptcy among the Marawaris in India, now unhappily giving way to the less picturesque method of the white man. When a man could not pay his bills he would summon his creditors. They were ushered into a room in which the Thakur or household god was enshrined, but covered up with a cloth and with the face turned to the wall, in order that it might not witness the scene that was to follow. The insolvent would then, in garb of mourning, lie on the floor, presenting his back to his creditors, who, on a given signal, would fall on him with shoes and slippers and belabor him till their wrath was exhausted. The beating finished, honor was declared to be satisfied all around.

THE BETROTHAL.

We rode in silent rapture, she and I,
While a row of merry milestones flitted by.
And it seemed the night grew darker
With each sputter of the sparker,
But the lovelight in my heart was burning high.

We sat behind the headlight's golden glare,
And the scent of fragrant naphtha filled the air.
While my arm, like Cupid's tether,
Stole around her waist of leather
To the music of the horn's inspiring blare.

Long I gazed into her goggles, and I said:
"Oh, promise me that some day we will wed!"
Then a chap who'd lost his hearing
Got entangled in our gearing,
And she answered: "Yes, I promise—on the dead."
—(Puck.

John Stewart McCaig, a Scotch banker, left practically all his estate, consisting of $15,000 a year and movables worth $50,000, for the erection of statues of himself and his relatives and the building of artistic towers on prominent parts of his land. His sister contested his will, but the Edinburgh Court of Sessions has upheld it.

Belgian courts have upheld the will which a man named Devie, who hanged himself in Ardenne, scratched on a piece of rusty iron with a nail. He left $80 for the fire brigade at Aden "to have such a carousal as was never seen before."

Took His Opportunity.—The visitor was admiring the rare collection of curios belonging to his host, and his attention had just been called to a superb Japanese carving in ivory.

"By Jove, what beautiful pieces!" he said, taking one down. And then he started, for the carving had been broken and awkwardly glued together again. The kindly host noted the fact the same moment, and rang for his man.

"Voles," he said, "this ivory is broken."

"Yes, sir. I had an accident," the servant answered confusedly.

"But it has been glued together," said the master of the house. "I call it unpardonable of you to glue it together—to conceal it. If you had come to me openly and said you had broken it I'd have forgiven you"—

"Excuse me, sir," said Voles eagerly, "the other's broke, too!"—(Answers.

SOMETHING TO BE THANKFUL FOR.

From The Chicago Inter-Ocean.

Sir Wemyss Reid wrote as follows of one of his early experiences as a reporter: "On the first occasion of witnessing an execution, as I stood trembling at the foot of the scaffold on which the victim was about to appear, I noticed an old reporter, for whom I had entertained a great personal respect, pacing up and down beside me reading the New Testament.

"In the passion of horror and pity that filled my young heart I concluded that my friend was seeking spiritual comfort in view of the event in which we were about to take part as spectators and recorders. I said something to him about the horror of the act we were shortly to witness.

"He looked up with a placid smile from his reading, and said gently—for he was essentially a gentleman: 'Yes, very sad, very sad; but let us be thankful it isn't raining.' And then he calmly returned to his daily reading of the Word."

LETTERS TO THE EDITOR

METHODS OF GAS METER READERS.

How Meters Work in Houses While Families Are Absent.

To the Editor of The Tribune.

Sir: In your editorial of last Sunday you ask: "Will some one tell the truth about the gas meter?"

The fact is that the gas meter is the most accurate measuring instrument known and will register accurately under conditions which would result in a breakdown to a locomotive. The reason a gas meter works while a house is locked is that the meter reader supposes the family merely temporarily absent, and to avoid another visit (in his own time), makes the reading average. This would appear as an injustice to the consumer, but is only temporarily so, as the meter reader will find he has made an error when he sees the meter and will gradually correct it. The consumer having an average bill of $10 may get two bills for $10 while the house is closed, and the gas company owes him $20. Now the reader cannot make good at once, and the following bills may run $6 to $7 monthly until the overcharge is squared. The bills will then suddenly jump back to $10, and this jars the consumer.

Of course, a gas meter will get out of order; but it is a mechanical impossibility to make a meter run more than 20 per cent fast. The State Inspector of Gas Meters, No. 1 Hanover Square, will test the ordinary house meter for a fee of 30 cents, and, where the meter is found incorrect, returns the fee and issues a certificate of such test. This can be used in claims for rebate which the gas companies usually honor. I think if this was generally known there would be less talk in the newspapers about high bills. The State inspector is supposed to test every gas meter in the State before it is set, but with the force at his disposal it is impossible. The only thing to do is to increase the number of deputies.
L. M.

Schenectady, N. Y., Feb. 9, 1906.

ASKS JUSTICE FOR OSTEOPATHY.

Dr. Hazzard Says Profession Has Been Persistently Misrepresented.

To the Editor of The Tribune.

Sir: The bill for the registry of osteopaths, introduced in the Senate by Senator Hinman, has as its object the regulation of the practice of osteopathy by law, in order that the public may not be imposed upon by unqualified persons pretending to the practice of this science. It places the control of this profession with the Board of Regents of the State University, providing that applicants to practise osteopathy must possess the same qualifications in preliminary education as are required of applicants to practise medicine or dentistry, and requiring also an equivalent degree of professional education to that required of medical practitioners. It provides that the osteopath must pass the same professional examinations as must the medical man in all subjects common in all schools, namely, in anatomy, physiology, hygiene, obstetrics, chemistry and pathology, while he is to be examined in those subjects peculiar to osteopathy by a board of osteopathic examiners, just as medical men are examined in such subjects by boards of examiners representing their respective medical schools, homœopathic, allopathic or eclectic, as the case may be.

This bill empowers the Board of Regents of the State University to establish a standard of osteopathic education. There can be no doubt that the Regents will make this standard sufficiently high to insure to the public the services of osteopaths having both general and professional educational qualifications equivalent to those required of medical practitioners. The recognized osteopathic schools of to-day are teaching a professional course which exceeds by some months the minimum course of recognized medical schools, which comes within one month of equalling the average number of months taught in the recognized medical schools, and which in number of hours taught fully equals such average medical course. The average and minimum courses here referred to are those taught in more than one hundred and fifty medical schools of the country, as shown by the report of the National Federation of State Medical Licensing and Examining Boards. This number includes all the large medical schools in the United States.

This letter is written to you with the respectful request that you publish it for the information of the public and in justice to the cause of osteopathy, which has in certain quarters been most persistently misrepresented and maligned. The osteopaths of this State are an intelligent and well educated body of men and women, who are doing much good to suffering mankind. They naturally desire proper legal regulation of their profession, which is fully as important to the public at large as it is to them. They are willing to meet all reasonable requirements, and are, in this bill, asking the State to set up a high standard, to which their profession shall be required to come. They feel that when the public knows the truth concerning their science and practice, this public will demand that all the unjust opposition now waged against them by the medical men shall cease.
CHARLES HAZZARD, D. O.

New-York, Feb. 6, 1906.

CRITICISES SIR ALGERNON COOTE.

To the Editor of The Tribune.

Sir:—In The Tribune of this morning the expressions of Sir Algernon Coote, supposed to be the premier baronet of Ireland, are given to the public of America. These kind of people when they arrive in this country are only too apt to expound to the public the utter incapability of the Irish to govern themselves; but perhaps they are entitled to be excused, as it seems to be their nature to do so. When the recent trouble between Sweden and Norway occurred we saw no account of where those "scions of nobility" depreciated the act of separation in favor of Norway. No, it is the Irish who seem to be their butt, and we are so well accustomed to such virtuperation that we receive it like a duck takes water. The opinion of Sir Algernon Coote can be taken for what it is worth by those who believe as he does, but, nevertheless, home rule for Ireland is near at hand.
AN IRISHMAN.

Norwich, Conn., February 9, 1906.

To the Editor of The Tribune.

Sir: As a constant reader and subscriber of your great paper, I request space to answer Sir Algernon Coote, an Irish-Englishman, with the title of baronet, who comes to this country, as announced in this day's Tribune, to attend a religious convention. He ushers himself in America by insulting the Irish race, by saying "the Irish are not yet capable of ruling themselves," and adds, "and not a few of them who are candid honestly admit it."

As an Irishman by birth and an American by adoption, who has lived under British rule in Ireland, I will not admit it, and any one who has watched the progress of the Irish Parliamentary party in the House of Commons in England for the last twenty years will bear me out. Possibly the Hon. Mr. Coote never heard that both houses of Congress in Washington about twenty years ago admitted Mr. Parnell to their floors, and passed resolutions of sympathy with the people of Ireland in the struggle for Home Rule; also a vote of confidence in the ability of the Irish people to govern themselves; and only last year an Australian Parliament sent a petition to the British Parliament to grant Home Rule to the Irish people, expressing an implicit confidence in their fitness for the same, and every one knows how many Irishmen are in politics in this country, and how well they have shown their fitness for the same.
T. R. K.

New-York, Feb. 9, 1906.

ARCHITECT OF THE METROPOLITAN.

To the Editor of The Tribune.

Sir: I notice in to-day's Tribune an article on a proposed theatre, in which it is stated of its architect, Bradford L. Gilbert, that it was from drawings by J. C. Cady "and him" that the Metropolitan Opera House was built. As he left my employment, as a junior in my office, some three years before the opera house was taken up, and had no connection with it in any way whatever, it seems desirable that this statement be corrected.
J. CLEVELAND CADY.

New-York, Feb. 10, 1906.

RIGHT TO CARRY ARMS.

To the Editor of The Tribune.

Sir: I see that Justice Foster would forbid the people of this State to carry arms, and that his order may be carried out he would stop the sale of lethal weapons. It may be that he has been misquoted, but as a justice of the Supreme Court he undoubtedly must know that the Constitution expressly says that the right of an American citizen to bear arms shall not be abridged. In it he would find the penalty which may be imposed upon the alien who carries arms.

Granting that arms are carried concealed by a certain class of Americans and foreigners for offensive purposes, I can see no cause to forbid arms to an American citizen whose occupation may take him into dangerous places, or out late at night. Not only do I see no reason for it, but I know that every time a case of this kind has been taken to the Supreme Court the right of the citizen to carry arms as he chooses and when he chooses has not been abridged.
W. B. HYDE.

Bay Ridge, Jan. 31, 1906.