

About People and Social Incidents.

AT THE WHITE HOUSE.

(From The Tribune Bureau.) Washington, June 29.—President Roosevelt signed a large number of acts of Congress to-day and vetoed two measures which did not meet with his approval.

Senator Dryden called at the White House to urge the President to consider the bid of the New York Shipbuilding Company for one of the new battleships.

Among to-day's callers were Senators Spooner, La Follette, Elkins, Flint, Warren, Fulton and Smoot; Representatives Humphrey, Mondell, Roderberg, Martin, Mann, William Alden Smith and Curtis.

Secretary Loeb has made all arrangements for the trip of the President and the White House office force to Oyster Bay at a moment's notice.

SOCIETY AT THE CAPITAL.

(From The Tribune Bureau.) Washington, June 29.—The Minister from the Netherlands and Mme. Van Swinderen, who have spent the heated term at the country place of Mme. Van Swinderen's parents, Mrs. Mrs. C. C. Glover, will leave Washington on Tuesday afternoon for New York, and on Monday morning will journey around the lower end of Manhattan island to Long Island.

Miss Cannon, daughter of the Speaker, has arranged to go to New York at the close of Congress, where she will remain for a week or ten days.

Mrs. Peter G. Hains, wife of Brigadier General Hains, will leave Washington within a day or so for Cape May, where she will spend July and August.

Mrs. and Mrs. Henry Oxnard, of New York, who leased General Nelson A. Miles's house the last two years, have given up the house, and Captain and Mrs. Samuel Reber, son-in-law and daughter of General Miles, have taken possession.

Mrs. Reber and her children will leave Washington on Sunday for the Great Lakes, having taken a cottage in that part of the country for the summer.

NEW YORK SOCIETY.

New York society will be extensively represented at the wedding of Miss Emily A. Mayer, daughter of John Mayer, to Joseph Grinnell Willis in St. Peter's Episcopal Church, at Morristown, to-day afternoon. The bride, whose mother, the late Mrs. John Mayer, was Mrs. Katharine Havesymer, daughter of Mrs. Theodore A. Havesymer, has recently become a convert from Roman Catholicism to the Protestant Episcopal Church, to which both her father and her future husband belong.

Mrs. and Mrs. W. Bayard Cutting are booked to sail to-day for Europe, where they will spend the summer with their son and daughter-in-law, W. Bayard Cutting, Jr., and Lady Sybil Cutting.

Mrs. and Mrs. J. Sergeant Cram, though they spend much of their time at Hempstead, are still keeping open the house in East 4th street which they leased last spring on their return from their honeymoon. They expect to take possession of their new home in East 38th street in the fall. It adjoins the house of Mrs. Henry A. Cram.

Mrs. and Mrs. William Woodward will leave town to-day for Baltimore, where they will spend the greater part of next week.

Mrs. and Mrs. R. H. Williams, Jr., have gone to Southampton, Long Island, where they are staying with Mr. and Mrs. Newbold Edgar.

Mr. and Mrs. Gordon Norrie have closed their house in Fifth avenue for the season and have left town for their place at New London.

Edward H. Bulkley has left town for Newport.

Mr. and Mrs. Rudolph Agassiz, of Boston, are the guests of Professor Alexander Agassiz at Castle Hill.

Mr. and Mrs. James B. Haggin returned to-day from a visit to New York.

Mr. and Mrs. Charles F. Hoffman, who recently returned from Europe, arrived at their cottage, Armea Hall, this evening, for the season.

James DeWolff Cutting, of New York, is the guest of Mr. and Mrs. J. D. Davies Burden at Fairview.

Mr. and Mrs. F. Arnold, of South Orange, are the guests of Dr. and Mrs. J. J. Mason.

Lieutenant Commander and Mrs. Cameron McIlwain left to-day for New York for a brief visit.

Mrs. Zabriskie is arranging to give a series of entertainments in honor of her daughter, Miss Zabriskie, who was introduced to society last winter in New York.

THE BERKSHIRES.

(By Telegraph to The Tribune.) Lenox, Mass., June 29.—Sir Mortimer Durand, the British Ambassador, is expected to arrive at Desford tomorrow to remain over July 4.

Mrs. S. W. Griffith gave a small luncheon to-day for Miss Virginia Roosevelt, of New York.

Miss Anna B. Shaw will entertain at luncheon tomorrow at the Homestead.

Mrs. Samuel Sioane, Jr., and her guest, Mrs. Robert I. Sankel, of New York, who have been enjoying an automobile tour in the Berkshires, started to-day for New York.

Mr. and Mrs. Richard C. Dixey, with Miss Katherine Bullard, of Boston, in motor car from Boston to-day, were delayed at Jacob's Ladder, Bear Mountain, for several hours, by their heavy car becoming imbedded in a spring in the highway.

Mr. and Mrs. Robert Gibson, of New York, arrived at the Hotel Aspinwall to-night. Other arrivals here include Mr. and Mrs. Francis P. Hoyt, Mrs. S. J. Clark, Miss Clark, Mrs. A. B. Robinson and Miss Emile Roache, of New York.

At Heater Hall in Stockbridge, are Mrs. E. C. Holman, Mrs. Holman, Mrs. and Mrs. Edward Chamberlin, Mrs. John Hinchings, of Buffalo, and Mrs. J. K. Hinchings and Miss Hinchings, of Brooklyn.

SOCIAL NOTES FROM NEWPORT. (By Telegraph to The Tribune.) Newport, R. I., June 29.—The heat was so oppressive to-day in Newport that little life was manifest in the cottages, and the result was that there were few cottagers out until late in the afternoon, when a breeze came in from the ocean and made things more comfortable.

Mrs. Elisha Dyer, Jr., entertained a large party of women at luncheon at Wayside, and Mrs. Captain J. P. Merrill entertained in a similar way at the War College.

This evening's cottage dinners were given by Mrs. Edward J. Berwind and Mrs. Royal Phelps Carroll, while a large number of cottagers drove to Bailey's Beach and enjoyed a dip in the surf by moonlight.

It was announced to-day that James Brown Potter had rented for the season the villa at the end of Bellevue Avenue known as the Chalet, and that, with Mrs. Potter, he would arrive in a few days.

Lispenard Stewart sent cards to-day for a dinner to-morrow night at White Lodge in honor of Miss E. Witherbee.

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accountability to the law because of their elusive and impersonal character. But at last we have begun to enforce laws and to impose penalties long a dead letter. Better still, we have begun to draw some helpful distinctions between the rights of corporations and of natural persons.

The weather is doing much to make Congress willing to quit.

The wisecracks who are offering deep explanations of the great political significance of Tim Sullivan's resignation from Congress will find the mystery solved if they will look at Article III, Section 8, of the State Constitution, which declares no person to be eligible to the Legislature who at the time of his election is, or within one hundred days previous thereto has been, a member of Congress.

Harvard has just finished her 270th year by giving Yale an illustration of her vigor.

The teller of the Zion City Bank testifies that since 1899 John Alexander Dowie has drawn money from the bank at the rate of \$84,000 a year. This does not suggest a locust and wild honey diet or a griddle of camel's hair such as sufficed Elijah I.

There has been a vast increase in the mint output this season, both in Philadelphia and in Kentucky.

The House of Representatives proposes to waive the provisions of the immigration laws for the benefit of "religious refugees." Isn't this a queer discrimination for a country which is supposed to recognize no religious tests in applying the laws and in granting citizenship?

An edict has gone forth in Philadelphia that at the "sacred concert" on Sundays only sacred music shall be played. That looks like a shrewd plan to abolish the "sacred concert" altogether.

"I do not expect much opposition now at the Democratic gubernatorial convention," says the Hon. John B. Moran, of Massachusetts. "Only a few leaders are opposed to me, and they are not able to withstand public opinion." Here is a politician apparently who will test the imperturbable hauteur and hitherto unmeltable frigidity of the Hon. Josiah Quincy.

The minority of the Senate Committee on Interstate Commerce has decided to issue, in the course of the recess, a belated report against the Railroad Rate bill. This is an extreme illustration of the habit in politics of locking the stable door after the horse has been stolen.

THE TALK OF THE DAY. The Lord Chief Justice of England used to sing in a choir of a parish church. A woman once asked the vergier to point out Sir Richard Webster, as he then was. The vergier replied: "Well, ma'am, that's the vicar, and them's the curates, and I'm the vergier; but as for the choir, as long as they does their duty we don't inquire into their hante-cents."

WHEN SPRING GOES MAYING. Was ever known a stranger thing? But yesterday I met with Spring— With fresh plucked roes playing. Through blossomed meadows straying. "Now hither go you, sweet?" quoth I. "Go with me, both low and high, This day I go a-Maying."

Quoth I: "But yours is every rose!" Quoth she: "A fairer one than grows In all my garden of the world Is this I hasten after." Quoth I: "What bear it back to me?" "To you, and many a one," quoth she. And went her way with laughter.

And, lo! at twilight in my door Came Spring, and in her lap she bore A little, winged, trickery lad. With fresh plucked roes playing. "Why, Spring, 'tis he!" I cried to her. "What else did you expect, fair sir?" Quoth she, "when Spring was in life." —Theodosia Garrison, in Life.

A number of statesmen at Washington the other day discussed the foolishness of worrying about things not likely to happen, or which, if they do happen, will be so remote as to be of little consequence to the worrier. One of the statesmen, according to "The Buffalo Commercial," told this story to illustrate his point: "Reminds me of a thing that happened in my school days. We used to have a lecture every Friday afternoon, and one Niagara Falls for his topic. He told us all about the geological formation of the falls, described the different periods that it is said to have passed through, and then went on to say that the falls were slowly wearing back toward Buffalo, and that in the course of some two hundred thousand years they would have worn back to Erie, Penn., and that town would be left high and dry. Just then one of the girls in the class began to sob wildly. 'What's the matter?' asked the teacher, in alarm. 'Oh,' she wailed, 'I've got a sister living in Erie!'"

Three Methodists—"As for me," said Aunt Clara, "I haven't any use for a woman that takes her time in putting up her hair when she goes to see one of these heart interest plays. She's too busy with her hair to be the genuine thing." —Chicago Tribune.

The historic walls of Cadiz are being pulled down. It has long been the dream of the people of Cadiz to demolish these picturesque but useless walls, to make room for factories and modern buildings. This dream is not without interest to the foreign traveler, since it includes the laying out of gardens and building of modern hotels. It is proposed to utilize the material obtained in lengthening existing piers and reclaiming land from the sea, thus enabling vessels to load and discharge cargo alongside of wharves, instead of, as now, by means of lighters in the often ruffled waters of the bay. The advantage of this to the desired revival of trade in Cadiz cannot be overestimated.

"That new farmhand of yours used to be a book-keeper." "How do you know?" "Every time he stops work for a minute he tries to put the pitchfork behind his ear." —Fliegende Blätter.

The "up-to-datens" of this country was illustrated by that telephone marriage down at Pearl-Point, Miss. The other day. The minister secured to tie the knot lost himself and did not show up. When he found his way home about 11 p. m. he telephoned the waiting couple, and was finally prevailed upon to conduct the service by telephone.

When Mrs. Flatheigh closed the refrigerator with the mirror in the front door of it, Flatheigh laughed. "Every time she stops work for a minute she goes to see one of these heart interest plays. She's too busy with her hair to be the genuine thing." —Chicago Tribune.

to the attention of the outsiders of both parties, among whom was Mr. Gorman. As a matter of fact, the Senate Finance Committee had very little to do with the recasting of the Wilson bill. It made a draft and reported it. But that draft was torn to pieces in the Senate, and all the essential changes were dictated later by Mr. Gorman and the group of Democratic Senators who stood out against free sugar and free raw materials. Republican Senators, too, as well as Democrats, had a hand in the alterations. Mr. Quay had to be pacified before he promised to abandon his forty day speech, and the cotton and other schedules of the bill were drawn with Republican co-operation. Mr. Voorhees, of Indiana, was the chairman of the Finance Committee and nominal floor leader. But he exhibited no interest in the tariff bill, turning the floor work over to Mr. McPierson, of New Jersey, and Mr. Vest, of Missouri, while Mr. Jones, of Arkansas, assumed the role of general harmonizer and negotiator, and took responsibility for the scores of amendments finally tacked on the measure to carry it through the Senate. But Mr. Gorman was the real mediator, and was properly recognized as the power behind the revision when he and Mr. Wilson were bracketed as joint authors of the 1894 bill.

Mr. Gorman never shrunk from assuming responsibility for his work; and there is nothing to be gained by trying to minimize his role in the tariff fight of 1894, or to gloss over the distinctly free for all character of that notable contest.

HARVARD'S VICTORY. Doubtless Yale partisans felt their spirits sink into their boots last Thursday when they saw on the Thames or the ticker—the Yale boat trailing across the finish line in the rear of Harvard. But we are persuaded that, having recovered from the shock, they are all ready to acknowledge that Harvard's well earned victory, after a long and depressing series of defeats, is a good thing for the boating interests of both universities. It is exceedingly creditable to Harvard that her valorous temper, though occasionally a trifle wilted, perhaps, has never been broken by the buffets of fortune, but condolences indefinitely renewed could hardly have failed to produce a demoralizing effect.

One of Harvard's chief troubles—perhaps the main cause of her tedious inferiority on the water—has been her shifting and incompetent processes of preparation for the annual race at New London. This year a continuity of sound methods was rewarded by a brilliant victory over a stubborn foe. As for Yale, a long supremacy had not engendered carelessness and disdain of an ancient and honorable antagonist, but, nevertheless, a chastening experience will do nobody at New Haven harm, and the general public is well pleased.

THE PERIL OF THE CZAR. While reports concerning the movements and intentions of the Czar are contradictory, the probability seems to be that he will not leave Russia, but will remain at Peterhof all summer. This is the most secure of his residences and the one most advantageously situated in case of any desperate emergency. Extraordinary precautions are being taken to assure his safety, and his mode of life will apparently be not very different from that of his father during some of the years of terror.

That there is need of such precautions is only too clearly indicated, partly by the appalling list of assassinations of prominent men in Russia in the last year and partly by the undisputed reports of serious disaffection in the army, and in that very part of the army upon the loyalty of which the Czar has most confidently counted. When the Czar's own household regiment is found to be tainted with treason it certainly seems to be time for strenuous measures.

Army disaffection should, of course, not be surprising news to those who have diligently followed the progress of affairs in Russia. Months ago we told in detail in these columns the story of the revolutionist propaganda, which involved high officers as well as the rank and file of the Russian army. That account is now amply verified, and the army is seen to be as little trustworthy against domestic treason as it is ineffective against foreign foes.

Such a state of affairs must surely give the Czar much food for thought. With the army loyal and effective it would be a grave thing to antagonize the Russian nation. With the army untrustworthy and in part actually turned against him such a conflict would seem to be madness. The psychological moment may not yet have passed in which the Czar might identify himself with his people and make his headship of the nation secure. But it will not be prudent too long to neglect opportunities of doing that. Charles I of England and Louis XVI of France let the golden moments pass, with disastrous results. It is for Nicholas II to avert such results by avoiding the causes which produced them.

TAMING THE TRUSTS. Colonel Bryan's latest manifesto on the trust question, issued from the ancient capital of Norway, has been received with mixed feelings by the conservative Democrats, who have been trying to persuade themselves that the Nebraska statesman has become an arch-conservative. Our former neighbor, "The Times," is disposed to twit Colonel Bryan with being so little up to date as to imagine that he can make an issue of trust regulation in the campaign of 1908. By that time, it argues, the trusts will all be tamed and under bonds to keep the peace. "The Boston Herald," however, is not a little worried by the Democratic leader's announcement that "private monopolies must be exterminated." Does this mean, it asks, that natural monopolies, like the supply of water, gas, telephone service, etc., in cities must be taken over by the municipalities? If so, it is hardly prepared to admit the authenticity of Colonel Bryan's conversion, or to reckon him in the category of the "safe and sane."

With these differences of opinion among the guardians of Jeffersonian tradition we have no special concern, but we are inclined to agree with Judge Peter S. Grosscup, of the United States Circuit Court, that Colonel Bryan's recent deliverances on the trust question are too vague either to excite alarm or to point the way to wholesome action. It is proper enough to denounce law-breaking corporations and to threaten private monopolies with extermination, but, as Judge Grosscup pointed out in his address in Kansas the other day, it is futile and misleading to attack the principle of incorporation as such and to inveigh against it as if it were an iniquitous economic invention. Jeffersonian philosophers may dream of restoring the old system of unrestricted competition among individuals, but the world has outgrown that system, and to discard the principle of combination would be to set the world's progress back a century. We cannot afford to lose the advantages of combination in production and industry, and it is a mistaken policy to discredit or seek to discredit the principle underlying the vast displacement of individual by corporate enterprise. The thing to do is to check the abuses that have come from a too rapid development of corporate enterprise and to harmonize their uses with individual rights and interests.

Judge Grosscup truly says that in approaching this problem public opinion has been working more or less "in a fog." But the fog is beginning to break. We have been blinded by our devotion to the Jeffersonian doctrine of laissez faire to the dangers of an extraordinary concentration of power in the hands of corporate combinations possessing none of the responsibilities, but enjoying all the immunities, of individuals. We have been extremely careless about holding these corporations to strict

shutting the noise, dust and bad air of the railroad yards away from the postoffice window. In addition, most liberal concessions not before incorporated in the contract are made to the government with respect to the running of pneumatic tubes over the railroad property and the connection of the postoffice with any future subway.

As the vital point in an uptown postoffice is as much convenience in handling local mail as close accessibility to a railroad, the modifications of the contract are most important and beneficial. The old one seems to have been drawn up chiefly with the idea that the one thing needful was connection with the Pennsylvania tracks, and that it was wise for the government to secure this on such terms as the railroad found it convenient for its business to offer. It is fortunate that Mr. Willcox took a different view, and that Mr. Cortelyou coincided with him and refused to approve the contract until it was put in satisfactory form, though when he refused the matter had gone so far that approval might have been considered little more than a ministerial act, which he was bound to give on the settled terms.

NO MORE THIRD TRACKS. In denying permission to the Interborough company to lay and operate additional tracks on the East Side elevated roads the Rapid Transit Commission has acted in accordance with what we believe to be the almost unanimous sentiment of the people of the city. So long as nothing better could be had, the elevated roads were tolerated as necessary evils. Twenty months ago, when the subway was opened, it was instantly perceived that facilities which were distinctly superior to those previously enjoyed were within the range of possibility. It was found that neither unsightly structures nor a racket which impaired the value of property along the route was essential to transportation. In addition to avoiding these nuisances it was feasible to carry passengers more quickly and pleasantly than before. When these discoveries were made it seemed extremely probable that in the future the new practice would be preferred to the old by the municipal authorities. The emphatic but deliberate denial of the Interborough company's request now confirms that expectation. Hereafter the public is likely to hear no more about those third tracks, except as the use of the one laid on the Third avenue line may be prohibited by the courts.

No one denies that the present means of getting up and down town are inadequate to existing and future needs. It may be assumed that the Rapid Transit Commission will devote itself more energetically than ever to the task of providing them. A natural sequel to discouraging one plan having that object in view would be the active promotion of others which will prove more serviceable and more popular. These, of course, are subways, at least one of which should run nearly or quite the whole length of Manhattan Island on the East Side. It is to be hoped that bids for its construction will be invited as soon as the legal and engineering preliminaries to such an action have been attended to. The subject requires little time now for the general subject has received much consideration already, and there is a practical assurance of approval by the various tribunals whose sanction is essential.

One project which has recently been discussed contemplates the construction of a subway from the Bronx to Coney Island. It has been made quite clear whether this would begin at the Harlem River or at some point further north, but at any rate it would come down as far as the Manhattan Bridge, and then cross to Brooklyn. Such a subway, wide enough to accommodate four tracks and following either Third avenue or Lexington avenue, would be of much service to persons coming to business in the lower part of the city every day. If the Port Chester road, which has at last secured its franchise, should really be built, provision should be made for the passengers that it will bring from the region lying between Mount Vernon and the Connecticut boundary. An outlet for this traffic would be afforded if the East Side subway began at the Harlem, for that is where the Port Chester road will end. As the Tribune recently pointed out, however, the usefulness of the subway would be enhanced if it were extended further north—say through Jerome avenue toward Woodlawn. Residents of The Bronx have a peculiar claim on the sympathy of the city government.

We see no reason for supposing that Mr. Belmont will hesitate to bid on the East Side subway when the chance is offered to him. No body realizes better than he that new transportation lines create new business. The remarkable patronage of the subway came partly from people who had been accustomed to use the elevated roads and had been particularly either never rode at all before or else were tempted into riding more frequently than before. The facts are public property, however, and if Mr. Belmont lets the chance of controlling the new subway slip through his fingers we believe that other capitalists will be quick to show their appreciation of the opportunity.

REWRITING HISTORY. In a speech in the Senate the other day, replying to certain charges made against him in "The Cosmopolitan Magazine," the Hon. Joseph W. Bailey referred incidentally to Senator Gorman's activities in remodeling the Wilson "Tariff bill" of 1894. Mr. Bailey was a Representative in Congress at that time, and, as a rising man in the Texas delegation and in the Southern wing of the party, had an important share in shaping the tariff policy of the Democratic majority. He should be expected to remember the incidents of the memorable struggle over free sugar and free raw materials between the House and the Senate, which ended with a complete abandonment of the House's position. Yet we find him offering a version of the Wilson bill's retouching in the Senate which makes one wonder what form that interesting episode in politics will take some fifty years hence, when, with accumulated coloring and emendations, it passes into history.

Mr. Bailey is chiding the "Cosmopolitan" writer for saying that as chairman of the Senate Finance Committee Mr. Gorman effected those changes in the Wilson bill which President Cleveland subsequently denounced as "perfidy and dishonor." As the Texas Senator justly pointed out, Mr. Gorman was not then or at any other time chairman of the Senate Finance Committee; nor was he even a member of that committee in 1894. Yet in his eagerness to magnify this error (at most a trivial one, for what Mr. Gorman accomplished he accomplished as chairman of the Democratic caucus, not as chairman of the Senate Finance Committee) Mr. Bailey is willing, apparently, to create the impression that Mr. Gorman had no controlling or authoritative part in the Senate's revision. He says, ingeniously:

"Every man who knows anything about tariff legislation knows perfectly well that for many years the practice has been that the majority members of the Committee on Ways and Means in the House of Representatives have written the tariff bill, and only submit it to the full committee after they have completed it. The minority are then permitted to read it and to criticize it, but they are not permitted to change it. The same course of procedure is followed in the other Republican Senate bill, and it is agreed that no steam or other form of motive power involving combustion shall be used under the building, and that bridges one hundred feet wide may be built across the open most on the three sides, and that the reserved space shall be used by the railroad for light only. Thus the space between the building and the streets may, if it is found desirable, be glazed over, giving light to the tracks, but

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"Every man who knows anything about tariff legislation knows perfectly well that for many years the practice has been that the majority members of the Committee on Ways and Means in the House of Representatives have written the tariff bill, and only submit it to the full committee after they have completed it. The minority are then permitted to read it and to criticize it, but they are not permitted to change it. The same course of procedure is followed in the other Republican Senate bill, and it is agreed that no steam or other form of motive power involving combustion shall be used under the building, and that bridges one hundred feet wide may be built across the open most on the three sides, and that the reserved space shall be used by the railroad for light only. Thus the space between the building and the streets may, if it is found desirable, be glazed over, giving light to the tracks, but

shutting the noise, dust and bad air of the railroad yards away from the postoffice window. In addition, most liberal concessions not before incorporated in the contract are made to the government with respect to the running of pneumatic tubes over the railroad property and the connection of the postoffice with any future subway.

As the vital point in an uptown postoffice is as much convenience in handling local mail as close accessibility to a railroad, the modifications of the contract are most important and beneficial. The old one seems to have been drawn up chiefly with the idea that the one thing needful was connection with the Pennsylvania tracks, and that it was wise for the government to secure this on such terms as the railroad found it convenient for its business to offer. It is fortunate that Mr. Willcox took a different view, and that Mr. Cortelyou coincided with him and refused to approve the contract until it was put in satisfactory form, though when he refused the matter had gone so far that approval might have been considered little more than a ministerial act, which he was bound to give on the settled terms.

NO MORE THIRD TRACKS. In denying permission to the Interborough company to lay and operate additional tracks on the East Side elevated roads the Rapid Transit Commission has acted in accordance with what we believe to be the almost unanimous sentiment of the people of the city. So long as nothing better could be had, the elevated roads were tolerated as necessary evils. Twenty months ago, when the subway was opened, it was instantly perceived that facilities which were distinctly superior to those previously enjoyed were within the range of possibility. It was found that neither unsightly structures nor a racket which impaired the value of property along the route was essential to transportation. In addition to avoiding these nuisances it was feasible to carry passengers more quickly and pleasantly than before. When these discoveries were made it seemed extremely probable that in the future the new practice would be preferred to the old by the municipal authorities. The emphatic but deliberate denial of the Interborough company's request now confirms that expectation. Hereafter the public is likely to hear no more about those third tracks, except as the use of the one laid on the Third avenue line may be prohibited by the courts.

No one denies that the present means of getting up and down town are inadequate to existing and future needs. It may be assumed that the Rapid Transit Commission will devote itself more energetically than ever to the task of providing them. A natural sequel to discouraging one plan having that object in view would be the active promotion of others which will prove more serviceable and more popular. These, of course, are subways, at least one of which should run nearly or quite the whole length of Manhattan Island on the East Side. It is to be hoped that bids for its construction will be invited as soon as the legal and engineering preliminaries to such an action have been attended to. The subject requires little time now for the general subject has received much consideration already, and there is a practical assurance of approval by the various tribunals whose sanction is essential.

One project which has recently been discussed contemplates the construction of a subway from the Bronx to Coney Island. It has been made quite clear whether this would begin at the Harlem River or at some point further north, but at any rate it would come down as far as the Manhattan Bridge, and then cross to Brooklyn. Such a subway, wide enough to accommodate four tracks and following either Third avenue or Lexington avenue, would be of much service to persons coming to business in the lower part of the city every day. If the Port Chester road, which has at last secured its franchise, should really be built, provision should be made for the passengers that it will bring from the region lying between Mount Vernon and the Connecticut boundary. An outlet for this traffic would be afforded if the East Side subway began at the Harlem, for that is where the Port Chester road will end. As the Tribune recently pointed out, however, the usefulness of the subway would be enhanced if it were extended further north—say through Jerome avenue toward Woodlawn. Residents of The Bronx have a peculiar claim on the sympathy of the city government.

We see no reason for supposing that Mr. Belmont will hesitate to bid on the East Side subway when the chance is offered to him. No body realizes better than he that new transportation lines create new business. The remarkable patronage of the subway came partly from people who had been accustomed to use the elevated roads and had been particularly either never rode at all before or else were tempted into riding more frequently than before. The facts are public property, however, and if Mr. Belmont lets the chance of controlling the new subway slip through his fingers we believe that other capitalists will be quick to show their appreciation of the opportunity.

Amusements. AERIAL GARDENS—The Governor's Son. ALHAMBRA—The Italian, the Russian and the Pinkette. BELASCO—The Girl of the Golden West. BRIGHTON BEACH PARK—3.30—8.30—Pavane Bill's Wild West Show. CASINO—2.15—5.15—The Social World. CONY ISLAND—Thompson & Dundy's Greater Luna Park—Dreamland—Boston's. EDEN MUSEE—The World in Wax. HAMMERSTEIN'S VICTORIA—2.15—8.15—Vaudeville. LYCEUM—2.1