

Index to Advertisements.

Table with 3 columns: Part, Page, Column. Lists various advertisements such as Automobiles, Real Estate, and Business Opportunities.

New-York Daily Tribune.

SUNDAY, DECEMBER 16, 1906.

THE NEWS THIS MORNING.

CONGRESS—The Senate was not in session. House: The day was devoted to pension legislation, three hundred and fifty bills being passed in less than an hour.

FOREIGN—The correspondent of The Tribune at Paris describes the plight of the priests whose pensions are probably to be cut off, and mentions the details of the letters which were seized at the nunciature in Paris. A great crowd assembled at the episcopal palace at Paris, where formal notice to depart was served on Cardinal Richard; there was no violence, and general indications again point toward a peaceful enforcement of the separation law. Terrorists in Moscow fired ten shots and threw a bomb at the residence of the former Governor General; he was only slightly injured, and captured one of his assailants. The condition of the Shah was reported unchanged; the health of King George, of Bristol, is believed in Berlin that Chancellor von Billow had risked his office and shown unusual courage in urging the dissolution of the Reichstag. Count Lamsdorff is reported seriously ill at St. Petersburg. The Sultan of Morocco promised Raisuli a free hand against Tangier if he did not interfere in the city.

DOMESTIC—The Isthmian Canal Commission announced that foreigners would be barred from competition for Panama Canal contracts. A medal was presented to Commander Robert E. Peary by President Roosevelt, in behalf of the National Geographic Society, at a dinner in Washington. Rumors that two regiments had been ordered to Hawaii in case of possible trouble with Japan in those islands were denied by the War Department at Washington. The agreed statement of facts in the San Francisco Japanese school children test case was submitted to Secretary Root. The cruiser Montana was launched at Newport News. Wages were raised in cotton mills in Lowell, Mass.; Manchester, N. H., and Woonsocket, Pawtucket, and East Providence, R. I. Mrs. J. B. Burglar broke into a bank at Shortsville, N. Y., and made a big haul. The Chicago Traction Committee and representatives of the street railways came to an agreement on the proposed new city car line, and the passage of an act authorizing the purchase will be recommended. The Rev. Augustus Groblin, the oldest minister in the United States, died at the Synod of North America, died at Lyons, N. Y.

CITY—Stocks were strong. It was learned that the Lenox Library site was sold for \$3,000,000 several days ago. All the members of the George J. Gould family, except Mr. Gould, were suffering from whooping cough. The city has a bid for 25 per cent for a controlling interest in the Chatham National Bank. The British warship Healden arrived here after a fourteen days' trip from Hampton Roads. The city has a bid for 25 per cent for a controlling interest in the Chatham National Bank. Joseph H. Pirth announced that he will decline the Democratic nomination for Speaker in the New York Legislature. Albert T. Patrick would appeal in person to Governor Higgins to save her husband's life. Edward A. Slattery was appointed expert accountant in the Bureau of Municipal Investigation. The State of New York has named the Director of the Bureau of Assessments and Assessors.

THE WEATHER—Indications for to-day: Fair and colder. The temperature yesterday: Highest, 67 degrees; lowest, 42.

LAWS AND LAW ENFORCEMENT.

There are strong reasons for agreeing with what Dr. Woodrow Wilson said on Friday night about the desirability of rightly respecting and enforcing the laws which we have, instead of looking to the enactment of new laws for abatement of all our ills. It is quite true, as we have often argued in these columns, that "what this country needs"—one thing which it needs, though not all—"is a more searching process in the application of the laws." We need to cultivate greater respect for the law because it is the law, instead of a mere fear of it because it imposes a penalty for its violation. There are too many who, instead of striving to fulfill the law in letter and in spirit, devote their attention to keeping it in letter while they break it in spirit, or to seeing how great an extent they can violate or nullify it without incurring its penalties. The need of a more scrupulous regard for existing laws cannot be too strongly urged.

Yet we must repeat that this is only one thing, and not the only thing, which the country needs, and, despite Dr. Wilson's protest that he does not know that this country needs any more laws, we must contend confidently that there is need of new legislation, and that such need is not only occasional, but practically incessant. To that fact Dr. Wilson himself might have borne witness had he quoted another passage from the writer from whom he took his text:

The old order changeth, yielding place to new, And God fulfills himself in many ways, Least one good custom should corrupt the world.

Indeed, he does himself bear witness to it in his own admirably successful administration of the great university of which he is the head. The Princeton of to-day is not the Princeton of Burr and Witherspoon. Its laws are not the laws of their time. It has been necessary to make change after change, and some of the most radical and beneficent changes have been made under the presidency of Dr. Wilson. May not the need of the nation be comparable with that of the university?

We would not, any more than would Dr. Wilson, regard the state as an earthly Providence, and seek in multiplication of laws a panacea for our ills. But we should regard it as illogical and unreasonable to hold that a code which was ample for a simple and primitive social organization is necessarily ample also for a much more cultivated and complex organization—any more than that the food and clothing which are suitable for a mollusk should be equally suitable for a man. Railroad transportation, for example, could not properly be regulated by the laws which were sufficient for the teamster. The sanitary and building laws which served New York in Peter Stuyvesant's day would be grotesque to-day. Every new invention, every improvement in the appliances of civilization, demands new applications of constitu-

tional principles—in a word, new laws. And, since progress is unceasing, the need of new laws, or of revision and amendment of old laws, is incessant. It is not to be supposed, of course, that Dr. Wilson meant literally that no new laws should be made, that we should now be content with the laws of a generation ago, or even that next year's needs should be satisfied with this year's provisions. But it is well to bear in mind that, just as patriotism requires respect for an enforcement of existing laws, so statesmanship requires legislation to keep pace with the continually advancing and expanding needs of the country.

A "RUSH" SEASON IN FREIGHT.

It will be recalled that a short time ago Mr. James J. Hill declared that freight congestion was a problem of tremendous seriousness to the country. It is commonly called a "shortage of cars," but, as Mr. Hill pointed out, it is really a shortage of everything which goes to facilitate the transportation of goods. Not only are there not enough cars, but freight yards are not big enough, terminals are not adequate, there are not enough sidings and switches. In ten years the railroads have only expanded 25 per cent, while the business of the country has increased 110 per cent. Mr. Hill sought to put the blame of this condition upon the talk of government ownership of railroads, but, it seems to us, with little justification, for capital will hardly be frightened by so remote a risk as government ownership.

What is, then, the real reason why capital does not go into increasing the facilities of the railroads in proportion to the public demand? Why should the transportation of freight be in the disorganized condition it is to-day? The present condition contains a menace to our prosperity. The free movement of freight throughout the country is necessary to industrial progress. Delay costs money. Interest charges, while awaiting shipment, increase prices. Uncertainty when shipments will be delivered deters buyers. Perishable goods are lost. Seasonable goods lose their chance of sale. In a thousand ways such a freight congestion as exists in this country now disturbs business conditions and introduces a dangerous element of uncertainty into them. Besides, we may read in the papers every day of the actual suffering which it imposes upon the people. The Northwest, with money in its pockets, is freezing for want of coal, because for weeks, perhaps months, the railroads have lacked facilities to carry coal thither. There you have the effect of the so-called "car shortage" upon one of the necessities of life.

We read with satisfaction that the Interstate Commerce Commission is about to investigate the subject. It is a proper matter for its attention, and investigation will be in the public interest, for the business of this country has a right to know why the much vaunted unregulated private management of the railroads should have permitted this deplorable situation to exist and to increase from year to year. The investigation will go into several phases of the question. Are the railroads making the utmost use of the facilities which they possess? Are all the cars in use? Are cars allowed to remain empty in yards or on sidetracks for an undue length of time? When loaded are they allowed to remain too long before being hauled to their destination? On arriving at their destination do they stand too long before being unloaded? These are questions of efficiency in management.

Another matter on which there is a justifiable amount of public curiosity, considering the history of railroads, is discrimination in management. Do some industries or corporations have no difficulty in getting cars while others have? When cars reach their destination loaded and crowded, do some terminals, do some concerns enjoy the right to take their own time about unloading them, for lack of cars? Do private freight cars in these days of crowded terminals and sidings enjoy any special consideration? But these are mere details. If all are answered they will not account for the essential difficulty, namely, that the railroad facilities for handling goods do not increase proportionally with the growth of business. That is, as Mr. Hill intimated, the vital question. We refuse to believe that capital is afraid of railroad improvements as an investment. We read of capital planning new lines and facing the opposition of existing roads, just as if there were not enough business for present facilities, instead of too much, as Mr. Hill complains; and of railroads lined for giving rebates which are excused on the ground that only so can they secure the business necessary to their prosperity. We read also of the "cutting of melons," of the division of surpluses, of extra and unexpected dividends coming to bless the grateful stockholder. Why, then, is there no money for more cars, more sidings, larger freight yards and improved terminals? Can it be that a situation something like that which makes strap-hung so attractive to traction managers exists in the freight business? Does it pay better not to have adequate facilities for the "rush" season in freight? Is it more profitable to provide facilities which, ordinary conditions tax and let the crowded seasons, the times when "crops are moving" or holiday goods are in transit, take care of themselves? The Interstate Commerce Commission will confer a great public benefit by throwing light on this vital and recurring question which underlies the present temporary trouble in shipping freights.

A WAY OUT IN FRANCE.

A way out of the State and Church difficulty appears to have been opened in France, of which many are hastening to make use. It will be recalled that the French government last week offered to let the Catholic priests and their congregations go on undisturbed with the free use of the churches provided they would comply with the general law of 1881. That law, applicable to all public assemblages, simply requires two persons to file in advance notice of the proposed meeting and therein to assume for themselves responsibility for its law-abiding character. Such notice is required for each individual meeting, but the government to facilitate matters, offered in the case of the churches to accept one such notice in advance for all the meetings of a year at each church. It was understood that the Vatican did not approve this arrangement, and so few if any such notices were at first filed. But the statement from the Vatican on Friday removed what seemed to have been a misapprehension, declaring directly that "the Holy See is not opposed to the making of applications under the law."

That opens the way to at least the undisturbed continuation of public worship and the performance of pastoral functions by the clergy. It is agreeable to observe that laymen in large numbers are hastening to avail themselves of the opportunity, and it is to be assumed they will do so generally throughout the republic. The government persists in its sequestration and control of the church buildings, but at the same time it guarantees that they shall continue to be used for religious purposes, and for no other. The government also appears to be willing to continue, at any rate for nine years to come, the payment of stipends to those members of the clergy who are willing to comply with the law and to be regarded as French citizens. Of course, there are other disputed points in the situation, which will require tactful consideration before a complete settlement can be effected. But with the question of continuing church services compromised and the status of the clergy defined, the crux of the case would seem to have been passed. There is the more ground for confidence in a satisfactory settlement because of the known dispositions of both parties to the dispute. The Catholic Church is essentially a conservative

and law-maintaining institution. Anarchy is abhorrent to it. It may protest against laws which it deems unjust, but it will not preach lawlessness. On the other hand, we cannot regard the French people, or their leaders, as anti-religious or anti-Catholic. Some of the socialists may be. But socialists do not rule France. Among the republican masses of that country and among the republican statesmen who direct public affairs there is much sincerity and there is much sincere loyalty and devotion to the Catholic Church. What is necessary is a double-mindedness between that clericalism which, doubtless without the approval of the head of the Church, has at times lent itself to mischievous political intrigues against the integrity and peace of the republic and that Catholic Christianity which seeks only the spiritual welfare of the people. Of the former we cannot imagine the Vatican or the French hierarchy would approve. To the latter we would believe the French government to be opposed.

JAPAN.

The effort to create a "war scare" between America and Japan would be conical if it were not either malicious or potentially mischievous. We are told that the Japanese are exceptionally astute and farseeing, and yet at the same time are asked to believe that they are deliberately seeking a conflict which every intelligent man knows would certainly be disastrous to them. As for the tale of the two travelers and the eternal friendship which they swore at a chance meeting, it is quite eclipsed, in the reverse. For, while it was undisputed a year ago that Japan had nothing but the most grateful and affectionate feelings toward this country, we are now assured that she has for us an insatiable and deadly hatred. There has, of course, been absolutely nothing to cause such a change. A few people on the Pacific Coast have acted unwisely and discourteously, as we think, toward the Japanese; but in so doing they have commanded no sympathy from the nation at large; rather have they incurred its earnest disapproval. And yet we are invited to believe that one of these old friends, after their unbroken intimacy and confidence for fifty years, is suddenly converted into a determined enemy.

Nor is there any more reason or justice in the contention that the arrogance, pretensions and aggressions of Japan must be checked for the good of the world and that Europe and America must unite to crush this troublemaker of the race. For in what do Japan's arrogance, pretensions and aggressions consist? Merely in claiming to be the peer in natural right of any other nation and in proving practically that she is. Is it arrogance for the Japanese to practise in their military campaigns such perfect sanitation as no other country has ever approximated to? Is it pretension for Japan to have 97.16 per cent of her boys and 91.16 per cent of her girls in school? Is it an intolerable aggression for Japan to open freely to all the world the doors of Eastern commerce—as America and England strove to do, but strove in vain? What is this dreadful wrong which Japan is perpetrating against the civilized world? What is the terrible menace which she offers to the welfare of the human race?

So far as we can ascertain, the root of Japan's offending lies in this, that she is making progress—moral, intellectual and material—more rapidly than some other nations, and that she is vindicating her title to equality with others by showing herself to be, in fact, their equal. That is all. And the outcry against her amounts practically to a determination not to let her become our equal—not, to be observed, by ourselves rising to a standard which she cannot reach, but by forcibly holding her back from a standard which she can reach. A few generations ago in this country the education of Negro slaves was forbidden, lest it should be impossible longer to hold them in bondage. It is a similar spirit which would now seek forcibly to hold Japan back from the heights she is attaining, lest it should be impossible longer to treat her as an inferior. There is nothing in Japan's advance save the elements which have marked the advance of other nations. Japan is simply doing what other nations have done; and if she is doing it a little better and a little more successfully than they, that may be cause for their humiliation, but it surely is not just cause for condemning her.

We confess for ourselves a strong predilection for the Caucasian race, as also for the English language, and for the American system of government. But there are other languages with virtues and with claims to respect comparable with those of the English. There are other governments just as valid as our own and as worthy of respect. So there may be other races as good as the Caucasian. At any rate, every race and every tribe has a right to try to prove that it is as good, and if it succeeds its success should be fully and freely recognized. It would give Japan a fair field and no favor in which to show, if she can, her equality with Europe and America; and in all those competitions of governments, tongues or races—we would seek to maintain our own supremacy, not by preventing others from rising, but by ourselves rising higher.

NEW BATTLESHIP DESIGNS.

President Roosevelt is said to regard with disfavor any attempt to build more powerful war vessels than those of other nations, and his views are likely to prevail. Nevertheless, popular curiosity concerning the plans which Secretary Bonaparte sent to Congress last week is justifiable for several reasons. They are the fruit of a year's study by naval experts in this country, and a comparison is naturally invited with the latest designs of other naval powers. The primary battery of the proposed battleship was to consist, like the Dreadnoughts, of ten 12-inch breechloaders. The Satsuma will carry only four guns of that size, the rest of her heavy ordnance having a calibre only 10 inches.

It was reported from Washington that the broadside fire of the new American vessel would be 25 per cent more powerful than that of "any other now afloat or building." This statement was evidently meant to apply to the Satsuma as well as to the Dreadnought, but as the public does not yet know how the guns of the Japanese battleship are to be arranged it was obliged to accept a part of the announcement on faith. Superiority over the Dreadnought in at least one important respect, however, would be altogether feasible, if all of the American battleship's guns were mounted in pairs along the central line of the vessel. That course will be adopted with the Michigan and the South Carolina, whose construction has just been begun. Inasmuch as the Dreadnought will carry one pair of guns on each side, nearly amidships, she can bring only eight of her ten 12-inch broadside fire. The Michigan and the South Carolina are to have only eight guns each, but they can be used all at once in broadside.

About the fore and aft fire of the proposed battleship reports from the capital were silent. The Dreadnought can train six guns directly forward and six directly aft. The practicability of duplicating that performance would depend on the relative height of the turrets. If the central one were higher than those next in front and next behind, and if all three were higher than the turrets at the bow and stern, the result could be attained. This principle was followed on the Michigan and the South Carolina, but the feasibility of mounting 12-inch guns at two levels does not demonstrate the safety and expediency of mounting them at three levels. If our designers have devised a satisfactory method of matching the fore and aft fire of the Dreadnought, they have solved an exceptionally difficult problem. Though the secondary battery of a modern battleship is needed only to repel the attack of torpedo boats, there seems to be a difference of opinion as to the size of guns best adapted

to the purpose. The largest ones which are to perform this function for the Dreadnought are 18-pounders. The Satsuma will employ for the same service projectiles weighing forty-five pounds and guns having a calibre of 4.7 inches. Mr. Bonaparte's advisers recommended the adoption of 5-inch guns. If the suggestion were followed in equipping any future battleship of the United States, a better protection against torpedo craft would be assured than is promised at present to any other vessel of the class.

We are through with "thru."

That proposal to establish a great Negro state in Africa, to be populated by Negroes from the United States, might be more practicable if there were any land available for the purpose in the Dark Continent. As we remember the map, every inch of the seacoast has been preempted, chiefly by European powers, and there is no considerable tract inland which can be regarded as a No-Man's Land.

The carrying of the Japanese school question into court in California is altogether commendable as precisely the course which should be pursued. As the plaintiff is a child of ten years, the issue will be tried on its essential merits, and the verdict will be based on the general principle of racial discrimination or non-discrimination, and not on any side issue or technicality of age qualifications.

Honor is to be given to the minister in Baltimore who has closed his church against a club which proposed to hold a raffle in it, and has also resigned the chaplaincy of the club. As for the other minister in the same city, who has invited the club to hold its raffle in his church, we should be interested to hear the next sermon he preaches against the sin of gambling.

The great "tie-up" of the elevated railroads in Brooklyn on Friday evening gave thousands of men and women the unwelcome alternative of remaining prisoners in trains stalled between stations for an hour, or of walking for some distance along narrow and unlighted footpaths without safety railings at the sides and in dangerous proximity to an exposed third rail, of stepping over the third rail two or three times, and finally of climbing up to a platform as best they could without steps. All that could have been avoided if, instead of stubbornly holding the stalled trains a dozen yards apart, the trainmen had run them up close together, so that passengers could walk from one train to another and so on to the nearest station. A little practical common sense now and then would save the public a lot of discomfort and danger and avert a lot of indignant denunciation.

THE TALK OF THE DAY.

"The Yale Alumni Weekly" it is learned that there are 17,793 living Yale graduates of the 20th men who received Yale degrees, about 120 die each year, and an average of 700 is added to the list every year by graduation. The mortality rate so far this year has been exceptionally low, only fifty-five having died since January 1.

St. George was observed to be retiring at full speed. "What?" gasped the excited multitude; "running away from the dragon?" "Yes," panted the great man. "I can slay ordinary dragons, but when they have flashing eyes that blink you and stare at you and odor that suffocate you it is time to take to the tail timbers."

George just cleared the road before another racing automobile shot past and vanished in the gloom.—Chicago Daily News. A letter from Australia published in the Paris "Figaro" gives this description of the "suicide for advertising purposes" of Charles Follard: "He had given the police notice, and the body was found, as indicated, floating in the wind, and went on to tell the notable features of the work. I have taken this step because my work has been rejected by American and English publishers, and because by this means only can I hope to have it noticed."

"This is the third case of the kind in a short space of time. Last September a teacher, Miss Edith Allardy, took her life in order to attract attention to her own book, 'The Wind, which was at about the same time Lionel Terry shot and killed an old Chinaman in Wellington, New Zealand, because by that means he hoped to force people to read his book on 'The Yellow Peril.'"

Towne—She says you're "an impertinent cad." What have you said or done? Browne—Nothing; that's the trouble. When we were out walking she said she was going to know her face most becomingly, and she said, "I know I'm a perfect fright." I didn't say a word.—Philadelphia Press.

Monarchs must know more than one language. King Edward, who travelled so much, speaks French better than some Frenchmen, and also German. The Czar of Russia speaks French as well as his native tongue, and knows the numerous dialects. Emperor William of Germany speaks French and English correctly, and is also well versed in Latin. The King of Spain, the youngest of all, speaks German with ease, and also French and English. Because of his marriage he now practices the latter. The King of Portugal speaks English, English, German and Spanish. The King of Italy is a master of French, Spanish, as well as also well versed in the various Italian dialects. The Sultan of Morocco is now studying French and English. He already knows enough of Spanish to make himself understood, especially when it comes to saying "no" or asking for money.

AN UNSOLVED PROBLEM.

The President can tell you your duty to the State. Why, then, do you stay great? He sends a message often. To let us know his will. President Theodore Roosevelt remains a problem still. He's afraid to tackle. The servant girl's puzzle. Unsolved, Philadelphia Public Ledger.

THE TWO "JEFF" DAVISES.

From The Baltimore Sun. Jefferson Davis, the Confederate leader, was a man of much of great intellectual powers, of invincible self-respect. He was a public speaker with unusual fluency, readiness and ability. Senator "Jeff" Davis was reported in the dispatches a few days ago as stating that the Senate needs "stirring up," and he expects to help in the stirring up, because of the reports in the dispatches to make an impression on the Senate. Senator "Jeff" Davis' oratorical triumphs have been achieved mostly in the backwoods parts of Arkansas. He is a spellbinder of the "shirt sleeves" type. Jefferson Davis, the Confederate leader, was a man of much of great intellectual powers, of invincible self-respect. He was a public speaker with unusual fluency, readiness and ability. Senator "Jeff" Davis was reported in the dispatches a few days ago as stating that the Senate needs "stirring up," and he expects to help in the stirring up, because of the reports in the dispatches to make an impression on the Senate. Senator "Jeff" Davis' oratorical triumphs have been achieved mostly in the backwoods parts of Arkansas. He is a spellbinder of the "shirt sleeves" type. Jefferson Davis, the Confederate leader, was a man of much of great intellectual powers, of invincible self-respect. He was a public speaker with unusual fluency, readiness and ability. Senator "Jeff" Davis was reported in the dispatches a few days ago as stating that the Senate needs "stirring up," and he expects to help in the stirring up, because of the reports in the dispatches to make an impression on the Senate. Senator "Jeff" Davis' oratorical triumphs have been achieved mostly in the backwoods parts of Arkansas. He is a spellbinder of the "shirt sleeves" type.

CANNED OYSTER FACTS.

From The Baltimore American. For 1905 Maryland dropped from first position in the oyster catching business. The quantity of oysters marketed, but managed to cling to second place in the world, because of the superior quality of the consequent higher prices of the Maryland product. During the year covered by the report Maryland packed 13,875 cases of oysters, which were valued at \$4,648. South Carolina during 1905 packed 12,725 cases of oysters, but the value of these was only \$2,611. A little during the year that, though 13,555 cases were put up in South Carolina in excess of the quantity packed in Maryland, yet the value of these was only \$2,611. This vast difference in the price which the oysters of the Chesapeake command, as compared with those of the other oyster regions, is due to the fact that no other oysters have a show in the markets when the Chesapeake variety is to be obtained.

About People and Social Incidents.

AT THE WHITE HOUSE.

[From The Tribune Bureau.] Washington, Dec. 15.—The President received a call to-day from a delegation of automobile manufacturers who urged him to attend the Automobile Show, to be given at Madison Square Garden the week of January 12. It is not likely that he will feel at liberty to leave Washington at that time. William F. Cook ("Buffalo Bill"), who is interested in irrigation in the West, called at the White House to-day to discuss the subject with the President and to invite him to go on a hunt in the Rockies. The President said he would like nothing better than to shoot big game, but did not see his way clear to make such an excursion for some time to come.

The shortage of freight cars in the Northwestern States, which is causing great suffering in the small towns, occupied the President's attention to-day. He discussed the situation at length with Representative Townsend, of Michigan, one of the authors of the Esch-Townsend Railroad Rate bill, who has introduced a measure in the present Congress to investigate the subject, with a view to fixing the blame and finding a remedy. Other callers at the White House were Senators Burrows, La Follette and Simmons, Representatives Cocks, Curtis, Wilson, Watson, Lacey, Bennett, Hale, Blingham, Dwight, Murdoch, John Wesley Gaines, McKinley, Frederick Landis, Governor Humphrey and Adamson, Governor Warner of Michigan, "Private" John Allen, Interstate Commerce Commissioner Lema, Andrew Furuseth, secretary of the Seaman's Union, of San Francisco; Colonel George Pope, of Hartford; George N. Pierce, of Buffalo; Alexander Winton, of Cleveland; H. H. Franklin, of Syracuse, and H. T. Clinton and C. R. Mabley, of New York.

The President and Mrs. Roosevelt are entertaining Mr. and Mrs. Douglas Robinson, at the White House. They arrived there last night. Mrs. Roosevelt this morning called on Mrs. Samuel Spencer, widow of the president of the Southern Railway. President Roosevelt went to the Geographic Society dinner after the dinner given in his honor by the Vice-President and Mrs. Fairbanks.

GUESTS OF THE VICE-PRESIDENT.

[From The Tribune Bureau.] Washington, Dec. 15.—The Vice-President and Mrs. Fairbanks were hosts at a dinner to-night in honor of the President and Mrs. Roosevelt. Their other guests were the Speaker of the House and Miss Cannon, Justice and Mrs. Holmes, Justice and Mrs. Day, the Ambassador to Great Britain and Mrs. Whitelaw Reid, Senator and Mrs. Hale, Senator and Mrs. Blackburn, Senator Daniel, Bishop and Mrs. Cranston, Mr. and Mrs. Albert Shaw, Assistant Secretary and Mrs. Newberry, General and Mrs. Joseph W. Roberts, and Mrs. Thomas F. Walsh. Mr. and Mrs. D. M. Hauser, ex-Governor Murphy of New Jersey, George A. Davis, Cassidy, of Pittsburgh, Miss McMillan, Mrs. Sheridan and Lieutenant and Mrs. Timmons. The Vice-President and Mrs. Fairbanks have as house guests the Ambassador to Great Britain and Mrs. Whitelaw Reid and Mrs. Cassidy, of Pittsburgh, the mother-in-law of their son, Warren Fairbanks.

THE CABINET.

[From The Tribune Bureau.] Washington, Dec. 15.—The Secretary of State and Mrs. Root entertained a dinner party to-night. Mrs. Taft, the wife of the Secretary of War, will go to New York to-morrow and return here Tuesday.

THE DIPLOMATIC CORPS.

[From The Tribune Bureau.] Washington, Dec. 15.—The Minister from Norway and Mrs. Hauge will leave Washington for New York Tuesday and will return here in time for the New Year's reception at the White House. They have given up a protracted visit to Mexico on account of important affairs in Washington, and not being able to get possession of their new house for three or four months yet, are trying to find a suitable home for the Norwegian Legation until spring. The naval attaché of the German Embassy and Mrs. Hebbinghaus were hosts at a dinner to-night, entertaining Captain and Mrs. Rodgers, U. S. N.; the naval attaché of the French Embassy and Mrs. de Biannet, Mrs. Nicholas Fish, Mrs. Oliver, Mrs. Stoddard, Prince and Lyner, of the German Embassy; Prince Koudachoff, of the Russian Embassy, and Mr. Szent-Ivany, of the Austrian Embassy.

IN WASHINGTON SOCIETY.

[From The Tribune Bureau.] Washington, Dec. 15.—Captain and Mrs. Richardson Clover entertained at dinner to-night in compliment to Mr. and Mrs. Charles Sherrill, of New York. Mr. and Mrs. John R. McLean gave a ball to-night in compliment to Miss Evelyn Chew, a debutante of this season. All the younger members of society attended. Mrs. Charles Keep entertained a luncheon party to-day in compliment to Miss Moody, sister of the Attorney General. Mr. and Mrs. William Slater will introduce their daughter, Miss Eleanor Slater, to society at a large ball given on the evening of December 15, left here to-day for New York. Lieutenant Commander Long, U. S. N., now of the Mayflower, has gone to Lakewood with Captain Cloman and will be his best man. There will be no other attendants. The Rev. Dr. Guthrie, of California, will officiate. Mr. and Mrs. Herbert Wadsworth have returned to their home, in Dupont Circle, and have as their guest for the evening Mrs. Wadsworth's niece, Miss Lucretia Le Bourgeois.

NEW YORK SOCIETY.

This is the last week before Christmas, and much of it will be devoted to the business of shopping in connection with that festival. Indeed, the stores are already thronged from morning till night with people—so crowded that the selection of purchases involves the expenditure of much time, and results in a fatigue that is calculated to impair the mental and moral faculties. Comments that figure on the programme of the next eight days.

Looming large upon the schedule is the dinner given by Mrs. Charles B. Alexander in Sixth Street, for her daughter, Miss Harriet Alexander, who is one of the debutantes of the season. Mrs. Alexander's dinner will be given at the Metropolitan Hotel, in East 64th Street. Mrs. R. Livingston Beckman, Mrs. Charles H. Coster and others will give dinners in connection with the affair, afterward taking their guests to Mrs. Alexander's dance, where the cotillon will be led by Worthington Whitehouse, dancing with Miss Harriet Alexander.

On Friday Mrs. David Pierce Morgan gives a large dance for her granddaughters, Miss Gladys Klase and Miss Mildred Carter, at Sherry's, and on Saturday Mrs. Gerald Livingston Hoyt has a dinner dance at her home, in East 86th Street. On the following evening Mrs. Charles H. Cuyler, who was Mrs. James Brown Lord, gives a theatre party, a supper and a dance at Sherry's for her niece, Miss Helen Cuyler, of Philadelphia. Besides these, there will be a number of other dances of the subscription order, the most important of which will be the Metropolitan Dance, for young people not yet out of Sherry's, on Saturday, and the so-called Saturday Evening Dancing Class at Delmonico's. The Saturday Evening Dancing Class is still under the management of Mrs. Charles R. Huntington, while the Metropolitan dances are under the patronage of Mrs. Vandewater, Mrs. Charles Coster, Mrs. Charles B. Alexander and others. Thursday is the day set for the wedding of Dr. Herbert Lloyd, son of Mr. and Mrs. Francis D. Lloyd, to Miss Julia A. Trowbridge, and the ceremony will be solemnized in the old Brick Presbyterian Church, in Fifth Avenue. The wedding will be followed by a reception given by Miss Trowbridge's sister, Mrs. Douglas L. Elliman, at her house, in East 87th Street. Invitations have been issued by the managers of the so-called University Cotillon for their annual dance at Sherry's, which takes place on Thursday, December 27, the hosts being, as usual, the graduates of Yale, Harvard, Princeton and Co-

lumbia. The committee in charge of the affair includes Harold R. Vanderbilt, J. Watson Webb, M. Taylor Paine, O'Donnell Iselin, Clarence C. Paul, Gordon Auchincloss and Seth L. Pierpont, among the patronesses are Mrs. Howard Mansfield, who is again acting as hostess, Mrs. Arthur M. Dodge, Mrs. R. Fulton Cutting, Mrs. H. Fairbank Osborn, Mrs. C. O'Donnell Iselin, Mrs. Henry H. Langdon and Mrs. William Douglas Stone. No date has as yet been set for the marriage of Miss Emmett Field, youngest daughter of Mrs. and Mrs. Munnell B. Field, to Frank Kenneth Driscoll, only son of the late Frank Driscoll and grandson of Dr. Henry Driscoll, who was for many years dean of Columbia.

Mr. and Mrs. William K. Vanderbilt, Jr., sailed for Europe yesterday on board the Kronprinz Wilhelm. They will be joined at Southampton by the Duchess of Marlborough, and will then proceed to the Mediterranean for a cruise of three months on the steam yacht Valiant. Mr. and Mrs. William K. Vanderbilt, Jr., will probably sail for the other side early in January and join the party on the cruise, which will take them to Cairo, Sicily, Greece and Constantinople. Mr. and Mrs. Nellius Vanderbilt, Mr. and Mrs. Alfred G. Vanderbilt and Mr. and Mrs. Reginald Vanderbilt are also booked for Europe early in January.

Grace Church chantry was the scene yesterday afternoon of the wedding of Miss Mildred Bigelow, daughter of Poutney Bigelow, to Newell W. Tilton. The bride wore a gown of white satin, ermine, and a bouquet of pink roses, mingled with sprigs of lilacs-of-the-valley. She was given away by her father, Poutney Bigelow, who was attended by little Ethel Harrist, a white cloth frock, a big brown velvet hat, trimmed with brown feathers, and a sable muff, while from one arm was hung a basket of mauve orchids. William Tilton was his brother's best man, and the ushers were John M. Vickar and Benjamin Tilton. After the ceremony, performed by the Rev. Hugh Birchbeck, there was a reception given by Mrs. J. Borden Harriman at her house, 240 West 64th Street. Among those present were the bride's mother, the Hon. John Bigelow; Mrs. James McVickar, who is the sister of Mrs. Poutney Bigelow; Mrs. Charles Taylor, Mr. and Mrs. Henry F. Dimock, Mr. and Mrs. Reginald Jaffray, Miss Ann Morgan, Rawlins Cottrick, Mrs. Clement C. Moore, Mrs. John McCullough and Miss Mildred Carter.

Mr. and Mrs. George Vanderbilt will spend the greater part of the winter at Washington, where they have rented a house for the season. Mr. and Mrs. Pierre Lorillard will also be at Washington this winter, where they have taken a house.

Mr. and Mrs. Marshall Roberts have been placed in mourning by the death in London of their little girl, two years old, who had been very delicate since her birth.

The marriage in London of Walter Spencer Morgan, Burns, son of the late Walter H. Burns and nephew of the late Morgan, to Miss Evelyn Coughlin, daughter of the late Morgan, was celebrated in the morning at the residence of Mr. and Mrs. Pierre Lorillard, where they have taken a house.

Miss Katherine Van Rensselaer Fairfax came out yesterday afternoon at a reception given by her mother, Mrs. Hamilton R. Fairfax, at her house, in East 83rd Street. The reception was assisted by Blodgett Sanford, the debutante, Miss Gladys Robinson, Miss Rosalie de Forest, Miss Beatrice Barbery, Miss Jane Gardner, Miss Elsie Morrill, Miss Beatrice Barclay and Miss Dorothy Harvey.

Mrs. George Baylies Sanford gave a reception yesterday afternoon at her house, in East 83rd Street, for the debut of her daughter, Miss Elsie Baylies Sanford, who was assisted by Blodgett Sanford. The debutante, Miss Elsie Baylies Sanford, was assisted by Blodgett Sanford, the debutante, Miss Gladys Robinson, Miss Rosalie de Forest, Miss Beatrice Barbery, Miss Jane Gardner, Miss Elsie Morrill, Miss Beatrice Barclay and Miss Dorothy Harvey.

Another debutante reception of yesterday was that given by Mrs. Samuel C. Van Dusen, for her daughter, Miss Elizabeth Breese Van Dusen, at her house, in East 83rd Street. In the receiving party were the debutante's younger sister, Miss Helen Van Dusen, Miss Mary Van Dusen, Miss Frank Van Dusen, Miss Mary Van Dusen, Miss Frank Van Dusen, Miss Louise Taft, niece of Secretary Taft; Miss Marjorie Lindsay, of Ottawa, Canada; Miss Emily Gilbert, Miss A. Keene, Miss Eleanor Whipple and Miss Dorothy McAlpin. The reception was followed by a dinner and an informal dance and a supper. Mrs. Van Dusen will give a dinner on Wednesday evening for Miss Van Dusen, at her house, in East 83rd Street, and will afterward take her guests to the Belasco Theatre.

Mr. and Mrs. Frederick W. Vanderbilt have returned to town from Newport.

Lady Herbert, who has been visiting her parents, Mr. and Mrs. Richard T. Wilson, for the last few months, has sailed for England to spend Christmas there with her sons.

Mr. and Mrs. Jarvis P. Carter are at No. 11 East 81st Street for the season.

Miss Beatrice Kobb, daughter of Mr. and Mrs. Gustav Kobb, will be married to Raymond Lindores Little, son of Mr. and Mrs. Joseph J. Little, on January 8, at All Angels' Protestant Episcopal Church, West End Avenue and 84th Street. The ceremony will be performed by the Rev. S. De Lancey Townsend and the Rev. Dr. Ernest M. Stiles. Miss Hidegarde Kobb will be her sister's maid of honor, and Miss Alice Demorest, Miss Elsie Little, Miss Margaret Behr, Miss Helen Clucas, Miss Gladys Waterbury and Miss Florence Tracy, the bridesmaids. Arthur West Little will be his brother's best man, and G. M. V. Kobb, Frederick Hussey, J. Donald Morrow, Basil Wright and Eltinge Warner, the ushers. As Miss Kobb's family is in mourning, there will be no reception.