

About People and Social Incidents.

AT THE WHITE HOUSE. (From The Tribune Bureau.) Washington, Feb. 24.—The President entertained at luncheon this afternoon Secretaries Root, Taft and Garrison at the White House. Secretary Taft returned to-day from his speaking trip, and much of the discussion about the board was brought out by his report of the political conditions in the localities visited.

Governor Gillette of California was introduced to the President to-day by Senators Flint and Perkins. The Governor will remain in Washington for about ten days to urge the Rivers and Harbors Committee of the House to improve the California rivers.

Other callers at the White House to-day include Senators Proctor, Bourne and McCumber, ex-Senator Stewart, Nevada; Representatives Olcott, Hamilton, Gronna, Cushman, Wylie, Ellis, Young, Madden and Snyder, Interstate Commerce Commissioner Knapp and a delegation representing farmers of several states, who urged the President to advocate the passage of the Barker bill, which provides for the teaching of agriculture in the normal schools.

THE DIPLOMATIC CORPS. (From The Tribune Bureau.) Washington, Feb. 24.—The Italian Ambassador and Baroness Mayor des Planches will reach Washington at noon to-morrow after a visit of two weeks in Cuba as the guest of the American Minister.

IN WASHINGTON SOCIETY. (From The Tribune Bureau.) Washington, Feb. 24.—Senator and Mrs. Dewey entertained a number of guests at dinner to-night, having in the guests, among others, Justice of the Supreme Court, Mr. Brewer, Senator Daniels, Senator and Mrs. Burrows, Senator and Mrs. Clarence D. Clark, Senator and Mrs. Elkins, Senator and Mrs. Scott, Senator Warren, Senator and Mrs. Hopkins, Senator and Mrs. Bulkeley, Senator Dillingham, Mr. and Mrs. John W. Foster, Mr. and Mrs. Miss Sherrill, Miss Josephine Patten and Miss Squire.

NEW YORK SOCIETY. Tableaux vivans as a general rule fall short of the masterpieces which they picture in life, but the tableaux presented yesterday afternoon and evening on the stage in the big ballroom of the Plaza in connection with an entertainment for charity were in the opinion of all those who had the privilege of gazing upon them immeasurably superior. Thus, according to general consent, Sir Joshua Reynolds' "The Graces" never appeared so attractive on his famous canvas as when portrayed yesterday by Mrs. John Jacob Astor, Mrs. Henry Rogers Winthrop and Mrs. Edward R. Thomas, and England's greatest admiral, Lord Nelson, would have had a still greater excuse for his infatuation for Emma, Lady Hamilton, if she had really resembled Mrs. John Jacob Astor, who portrayed Mrs. Jones' "Hope," Mrs. James B. Rust, Miss British Ambassador at Naples, another of Romney's masterpieces, entitled "Nature," was pictured by Mrs. Frederic O. Beach, and Miss Elsie Howland was Le Brun's "Girl with a Muff."

THE TALK OF THE DAY. "Palmyra is a good business," according to a practitioner who was confessing to "The Philadelphia Record," "I've been in it for twenty-four years, and it's a poor day I can't make \$15 or \$20. The public love to be fooled, and men need a sneer and say women are easily taken in, for men are my best customers," said the palmist. "Oh, more women come to me on the average than men, but the men believe every character of thing, and in my experience a man, even the shrewdest, is more gullible than a woman. Of course," she added, modestly, "the business takes a pretty quick reader of character and one who can flatter fully."

THE BALTIC. There will be much satisfaction and reassurance in the confirmation of the report from Copenhagen that Russia has abandoned her plans for fortifying the Aland Islands. Ever since the revelation of those plans Sweden has earnestly protested against them, on both legal and moral grounds, arguing that to fortify those islands would be a distinct and flagrant violation of the Treaty of Paris of 1856, in which Russia agreed not to fortify the islands or to put military or naval establishments upon them, and that it would be a direct menace to Sweden and could indeed have no other purport.

THE NORTH RIVER TUNNELS. The comment may seem trite, but it is true and it is also vitally significant, that to-day marks the beginning of a new era for the northern part of the state of New Jersey, and also in only a less degree for the city of New York. For many years direct land connection between the communities on the opposite banks of the North River has been desired, contemplated and planned. Nearly a generation ago the work of providing it was begun, but it lagged dismally, and only in recent years has it been taken up anew and pushed with a zeal and energy comparable with its urgent importance. To-day sees it completed so far as to afford the desired transit through one set of tunnels, with an assured prospect of duplicate and triplicate sets in the not distant future.

MR. ASQUITH. Precedent and precedence prevail at St. Stephen's, in the present case happily according with fitness, and in consequence Mr. Asquith becomes the placeholder of Sir Henry Campbell-Bannerman as leader of the House of Commons and substantially acting Prime Minister. This arrangement is precisely what was to be expected. For with the single exception of Mr. Morley Mr. Asquith is the senior Liberal of ministerial rank in the Commons, and Mr. Morley is so much more a philosophical statesman than a practical party leader that he probably would far prefer to see Mr. Asquith than himself in Downing Street.

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A NECESSARY CHANGE. The Public Service Commission has invited the Interborough Rapid Transit Company to show cause why it should not put additional doors into its subway cars. When the hearing is held the commission will be fortified by the report of Mr. Blou J. Arnold, the traction expert, that such doors may be practically built into the existing rolling stock without weakening it, that they will shorten the loading and unloading periods at the stations, and thus permit the running of many more trains. At present it is possible to operate about thirty trains an hour. With additional doors it would be possible to operate forty trains an hour. The stops at the express stations would be cut down twenty-five seconds. Cars of the present type are an actual handicap to the operating company. They restrict its capacity to carry passengers, and unless alterations are made it will be impossible, long before additional subways can be built, for the company to handle the crowds.

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permitted the equipment of the subway with cars having only narrow doors at the ends, for the city had had a protracted experience of the disadvantages of such cars on the elevated roads. It had also seen on the Brooklyn Bridge how much more quickly cars with additional doors could be loaded and unloaded. Patching up of the present equipment in the way suggested by Mr. Arnold will serve very well as a makeshift in the case of the existing subway, but no such mistake should be repeated in the subways that are to be built. They must be designed to carry the largest number of passengers possible with the utmost speed and comfort. There are weighty reasons why this should be so, aside from the convenience of the public. A subway is the most expensive type of railroad that can be built. On account, therefore, of the tremendous outlay of capital necessary for its construction it should be equipped so as to admit of the greatest possible number of trains and carry the greatest possible number of passengers. Its earnings to the mile will thereby be made as large as possible and the construction and operation of subways will be rendered more attractive to capital. Subways are too expensive a mode of transportation not to be used to their utmost capacity. The signal for, for instance, on the present express tracks places an arbitrary and unnecessary restriction upon the frequency with which trains can be operated. It thus limits the line's earning capacity, and so, like the present type of cars, it is prejudicial to the interests both of the public and of the rapid transit company. But in the equipment of future subways it will be necessary to bear in mind also the comfort of the travelling public. In the present type of car there are too few seats in proportion to the passengers carried. The distinct purpose hitherto has been to provide the minimum of seats and the maximum of standing room, for it has been the policy of the companies to carry most of their passengers to and from work standing. The new subways should be equipped with cars having a considerably increased seating capacity.

PHYSICAL VALUATION. It is enlightening, in regard to the attitude with which the currency question is approached, to observe that an influential group proposes to complicate so vital a matter with so disputatious a topic as the physical valuation of railroads. The sooner Congress learns to treat the currency as a problem worthy of patient consideration by itself, and not as one to be invaded with measures adapted to carrying out the market for railroad bonds or to the carrying out of separate projects, the better it will be for the country. In no other nation would currency reform be entangled with an utterly unrelated economic reform of uncertain value.

For many years prior to the organization of the simplified spelling board there had been a feeling on the part of the heads of the higher institutions of learning that the idea had permeated the academic student body of the country, and several college presidents were outspoken in their expressions of disapproval of a system which brought young men to their doors who were unable to spell correctly an overwhelming proportion of the simpler words in general use, not to mention the more involved creations of several syllables. Magazine articles without number were written analyzing the causes of the bad spell under which the country seemed to be laboring, but the problem at last became too great, and the advocates of old-fashioned spelling gave it up and left the field to the simplified spellers, who, hopeless of ever bringing the student mountain to the Mahomet of correct spelling according to the dictionary, determined to bring Mahomet to the mountain.

Apparently, however, one Massachusetts man had not entirely given up hope, for in his will, which has just been left for probate in Salem, it is found that he left \$5,000 to be used "to inculcate the art of real spelling in the minds of posterity." Being an old-fashioned man, the testator had rather old-fashioned ideas as to how best to accomplish this end. He seeks no psychological grounds for the existence of so many educated misspellers, and acts on the assumption that inability to spell, like inability to dodge an automobile, swim or repeat the alphabet backward, is due to lack of practice. He therefore specifies that the income from this fund shall be used to provide cash prizes and medals for winners of spelling contests which are to be held once a year, and in order to avoid any misunderstanding as to his purpose he definitely bars "simplified spelling."

Just what chance the new movement will have in competition with that of the simplified spellers, with their large endowment fund, doth not yet appear, but with a generous amount of public sentiment behind a movement for the good, old-fashioned spelling of our fathers it may yet be possible to tell from the sort of spelling affected by the writer of a letter whether he is or is not a man of education. Just at present such a communication is entirely non-committal on this point. The writer may be a college man who can make the dead languages sit up and take notice and read the cuneiform inscriptions in the ruins of Babylon backward, while he exhibits the eccentricities of the simplified spelling cult, or he may be just simply ignorant. The letter tells no tales. But in the dispatch from Salem there is a gleam of hope. All is not lost so long as the \$5,000 is in sight.

The Supreme Court's decision that the Hepburn railroad rate act, which was intended to continue and amend the Elkins law and the Interstate commerce commission law, did not repeal the legislation which it enlarged is welcome and not at all unexpected. The intent of Congress is not in this instance frustrated by poor statutory draftsmanship.

Senator Knox's bill authorizing the retirement on full pay of any federal judge who has reached the age of seventy, after serving ten years, ought to receive favorable consideration from Congress. The federal district and circuit judges are plainly underpaid, salaries of \$6,000 and \$7,000 being hardly commensurate with the importance and character of their labors. It is only fair that liberal retirement allowances should make up in part for rather meagre compensation while on active duty.

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Father—Why, when I was your age I didn't have as much money in a month as you spend in a day. Daughter—And I don't have as many children. Why didn't you talk to grandfather?—Illustrated Bits.

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New York Daily Tribune.

TUESDAY, FEBRUARY 25, 1908.

This newspaper is owned and published by The Tribune Association, a New York corporation, office and principal place of business, Tribune Building, No. 15 Nassau street, New York; Open Mills, president; Nathaniel Tuttle, secretary and treasurer. The address of the office is the office of this newspaper.

THE NEWS THIS MORNING.

CONGRESS.—Senate: Mr. Gallinger and Mr. Dewey spoke in support of the ocean mail subsidy bill, and Mr. Whyte an amendment. House: The committee on Rules was overruled by its chairman, Speaker Cannon; enactment of the army appropriation bill was begun.

FOREIGN.—The combined British army and navy have captured an increase of \$3,000,000; the naval plans provided for an expenditure of \$4,500,000 more than last year's figures. Lord Fitzmaurice, Under Secretary for the Foreign Office, defined the attitude toward the Congo question, laying stress on the desirability of co-operation with the United States. The report that Sir Henry Campbell-Bannerman had offered to resign as premier was denied. Great Britain visited the American battleships in Callao Harbor; Admiral Evans's system of shore patrol has resulted in excellent order being kept; R. P. Lewis, a sailor, who died on board the Illinois, was buried on Sunday. The American torpedo flotilla will leave Taleahuano to-day for Callao, where it is expected to arrive on March 1. Private advices to Germany of firms trading in Japan, confirm reports of financial trouble in the Eastern empire; transfers from London to Tokio are expected to disturb European money markets. Nunzio Nasi, former Minister of the Italian colony, was named to the Senate as a high court at Rome, to eleven months and twenty days in prison for thefts from the Sate Treasury. Three persons, all members of the Italian colony, were hanged in Kolofon, in the morning hours. A provisional agreement ending the strike in the Tyne shipyards was reached at London.

DOMESTIC.—The United States Supreme Court decided that Section 1 of the Elkins act had not been repealed by the Hepburn railroad rate law, and that fines were legally imposed on the Great Northern Railroad for granting rebates in violation of that section. Secretary Cortelyou issued a call on national banks for deposits for about \$200,000 of the public funds held by them. A sharp attack on the system of finance in New York City was made by Assemblyman Bennett at Albany in advocacy of a resolution calling on the Elgin, Joliet and Eastern Railway to pay for full information in regard to the city's debt. It is expected that there will be contests in all Massachusetts Congress districts between the Taft men, who want the Hepburn railroad rate law, and those who favor the Elkins law. The reply of the State Superintendent of Insurance to the Legislature on the Elgin charges, action on which is pending in the State Senate, was made public, in which he defends his course in office and declares the allegations CITY.—Stocks were dull and irregular. It was said that Benjamin B. Odell, Jr., was making plans to resign as mayor of the city and state Republican organizations. Members of the city's water board evidently considered the Peckskill epidemic highly dangerous to the city's water supply. The investigation into the affairs of Borough President Haffen's office was begun. The Hudson & Manhattan Railroad Company was ready to vary at Columbus, to do no more than one of them probably, and he certified the list as the Taft delegation from Erie County. No other Republican in the county had any voice in the matter, whatever the name of the state convention. The collector of the port here called into consultation one or two others and selected men to represent the Republicans of Erie County in the state convention, and this list was sent to Vorys at Columbus, to do no more than one of them probably, and he certified the list as the Taft delegation from Erie County. No other Republican in the county had any voice in the matter, whatever the name of the state convention. The collector of the port here called into consultation one or two others and selected men to represent the Republicans of Erie County in the state convention, and this list was sent to Vorys at Columbus, to do no more than one of them probably, and he certified the list as the Taft delegation from Erie County.

THE VOTE IN OHIO. "The Sandusky Register" tells us that our comments on the result of the recent primary election in Ohio were "based on a misapprehension of facts." We said on February 13, when the returns from the election came in, that the Republicans of Ohio had "indicated as plainly as possible that they stand by the administration and its policies and favor a unanimous endorsement of Secretary Taft as Ohio's 'choice for the Presidential nomination.'" This view was accepted by practically every newspaper in the United States outside of Ohio. Nor was there any reason why the vote at the primaries should not have been construed as a complete victory for the Taft forces. Virtually every county in the state which voted elected Taft delegates to the state convention. In those counties which did not hold primaries there were no contests, and delegates were named by other means avowedly to avoid expense. But as far as could be judged no effective opposition to Mr. Taft's candidacy was manifested in any part of the state. "The Register," in the face of the utter collapse of the anti-Taft movement, insists that the result of the contest for delegates on February 12 had no significance. It asserts: "We wish to say that there is no 'clearly defined and expressed wish of the Republican voters of Ohio so far." To support this assertion it cites what it says happened in Erie County, of which Sandusky is the chief city. Here is the substance of its complaint: "We have had no primaries in this county; the people have not even been asked to vote for delegates to the state convention. Nine-tenths of the voters of this county do not even know, except through the newspapers, whether anybody is to represent this county in any state convention. The collector of the port here called into consultation one or two others and selected men to represent the Republicans of Erie County in the state convention, and this list was sent to Vorys at Columbus, to do no more than one of them probably, and he certified the list as the Taft delegation from Erie County. No other Republican in the county had any voice in the matter, whatever the name of the state convention. The collector of the port here called into consultation one or two others and selected men to represent the Republicans of Erie County in the state convention, and this list was sent to Vorys at Columbus, to do no more than one of them probably, and he certified the list as the Taft delegation from Erie County.

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