Amusements.

ACADEMY OF MUSIC—8:15—The Great Divide.
ALHAMBRA—2—8—Vaudeville.
ASTOR—8:20—Paid in Full.
BELASCO—2:15—8:15—The Warrens of Virginia.
BIJOU—8:15—Richard III.
BLANEY'S—2:15—8:15—The Mormon Wife.
BROADWAY—8:15—A Waltz Dream.
CASINO—8:15—Nearly a Hero.
COLONIAL—2—8—Vaudeville.
CRITERION—8:15—Miss Hook of Holland.
DALY'S—8—Camille.
DEWEY—2—8—Vaudeville.
EDEN MUSEE—The World in Wax.
EMPIRE—8:20—The Jesters.
GARRICK—8:20—Fifty Miles from Boston.
GERMAN—8:15—Aschenbrödel.
HACKETT—2:15—8:15—The Witching Hour.
HAMMERSTEIN'S—2—8:15—Vaudeville.
HERALD SQUARE—8:15—The Girl Behind the Counter.
HIPPODROME—2—8—Battle of Port Arthur, Circus, Drowning Dancers.
HUDSON—8:20—The Honor of the Family.
KNICKERBOCKER—8:15—The Talk of New York.
LIBERTY—8:20—Polly of the Circus.
LYCEUM—2:15—8:30—The Thief.
LYRIC—8—Lord Dundreary.
MADISON SQUARE—8:40—The Worth of a Woman.
MADISON SQUARE GARDEN—10 a. m. to 11 p. m.—Sportsman's Show.
MAJESTIC—8:15—Bandanna Land.
MENDELSSOHN HALL—3—Piano Recital.
METROPOLITAN OPERA HOUSE—7:45—Siegfried.
NEW AMSTERDAM—8:15—The Merry Widow.
NEW CIRCLE—8:15—Lonesome Town.
NEW YORK—8:20—The Soul Kiss.
SAVOY—2:10—8:10—The Rising of the Moon, and Twenty Days in the Shade.
ST. NICHOLAS RINK—Ice skating—Three sessions.
STUYVESANT—8:15—The Music Master.
WALLACK'S—8:20—A Knight for a Day.
WEBER'S MUSIC HALL—8:15—Burlesque of The Merry Widow.

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New-York Daily Tribune.

THURSDAY, FEBRUARY 27, 1908.

This newspaper is owned and published by The Tribune Association, a New York corporation; office and principal place of business, Tribune Building, No. 154 Nassau street, New York; Ogden Mills, president; Nathaniel Tuttle, secretary and treasurer. The address of the officers is the office of this newspaper.

THE NEWS THIS MORNING.

CONGRESS.—The Senate further considered the currency question, with speeches by Messrs. Culberson and Nelson; the bill to revise the criminal laws was passed. ═══ House: In the debate on the army appropriation bill Mr. Dalzell, of Pennsylvania, made a strong defence of the policies of the Republican party, and was loudly applauded.

FOREIGN.—The House of Commons adopted without division a resolution urging the government to do all in its power to bring about the speedy transfer of control of the Congo Independent State, and, in case of failure, assuring the government of support in any measures taken by Great Britain alone or in conjunction with the powers which signed the Berlin act. ═══ Queen Wilhelmina and Prince Henry of Holland had a narrow escape from being killed by an electric car which ran into the phaeton which the prince was driving. ═══ Advices from Vienna say that the government highly appreciates Great Britain's attitude toward Austria in the Balkans, but fears serious results of an attempt to appoint a permanent governor in Macedonia. ═══ Thefts of merchandise, valued at millions of dollars, were discovered on Moscow railways, causing a sharp drop in the shares of these lines. ═══ The Russian Emperor received 320 members of the Douma, and urged the passage of the government's measures for agrarian reforms. ═══ Ex-President Soto of Honduras died in Paris. ═══ President Pardo and many Peruvian officials attended a ball for the American officers at the National Club.

DOMESTIC.—In an address to educators in Washington President Roosevelt urged the importance of character training and the inculcation of the dignity of labor. ═══ The Senate at Albany, by a vote of 30 to 19, refused to remove Otto Kelsey as Superintendent of Insurance. ═══ Upon application of the Mercantile Trust Company of New York a receiver was appointed in Fort Worth, Tex., for the International & Great Northern Railroad, a Gould line. ═══ The President transmitted to Congress the report of the Inland Waterways Commission, with a message commending the recommendations. ═══ Secretary Taft acted as toastmaster at a dinner of the University Club in Washington. ═══ The Texas Supreme Court confirmed the decision of the lower courts ousting the Waters-Pierce Oil Company from the state and assessing damages of $1,600,000.

CITY.—Stocks were dull and steady. ═══ Mrs. Paul H. Roy told how her husband shot her brother at Newington, N. H., in January. ═══ The McAdoo tubes under the Hudson to Hoboken did a rushing business on their first day. ═══ It was reported that the plan of the Oriental Bank's directors to turn over its assets to the Metropolitan Trust Company would go through. ═══ A brakeman on a New York Central freight was killed and a fireman was badly injured in a rear-end collision near Bartow station. ═══ The Armenian priest charged with blackmail testified yesterday that the Turkish government was compelling his friends to appear against him in the Hunchakist case. ═══ Chairman Stevens of the Public Service Commission of the 2d District contended in a letter that the commission had the right to fix railroad rates. ═══ "Breakdown" service was the subject investigated at the first session of the Public Service Commission's inquiry into electric light companies. ═══ An unidentified woman jumped in front of a subway train and was ground to death.

THE WEATHER.—Indications for to-day: Fair and colder. The temperature yesterday: Highest, 46 degrees; lowest, 34.

THE WATERWAYS REPORT.

President Roosevelt's transmission to Congress yesterday of the preliminary report of the Inland Waterways Commission probably opens a new chapter in legislation for the development of our unused natural resources and the creation of new sources of public wealth. This country has reached a point economically at which it must begin to take heed of the wastefulness of past methods of dealing with the natural gifts and appliances which sustain civilization. We have inherited and followed to a dangerous extent the aborigine's indifference to the needs of the future and his reckless use of the resources of the present. Setting out with the purpose of subduing a new continent, we have thought too much of utilizing and employing to exhaustion our natural resources and too little of conserving them in the interest of succeeding generations. The public now sees that it is time to call a halt and to temper our policy of subjugation and unlimited immediate use with some forethought for the future.

The nation has been wasteful in two ways. On the one hand it has alienated to private use and to practical destruction vast areas of timber, coal and mineral lands which should have been held intact as a measure of public protection. The deforestation of the areas in which water supplies must be accumulated has led to the deterioration of our rivers as sources of power and irrigation and as channels of commerce. Flood seasons, causing enormous annual losses, are followed by drouth seasons when navigation is made impossible, and the undue erosion of the soil has impoverished fertile agricultural lands and filled the beds of the water courses with soil deposits. We have allowed a vicious circle to be formed, each neglect working to emphasize the bad effects of all the others. To break the circle there must be reformatory action at all points. The forests must be restored, conserving the timber supply, and they in turn will fill the river beds, diminish extremes of flood and drouth and multiply the use of the rivers for purposes of irrigation, power and navigation. Harmonious development of the forests and rivers and the creation of thousands of miles of new waterways will vastly increase the facilities of agriculture, commerce and manufacture and make the country as a whole immensely richer and stronger.

It is conceded by the most intelligent managers that railroads can no longer be built fast enough to meet the demand for transportation. The railroads will have all they can do to serve the portions of the country deprived of water transportation and to act as auxiliaries to water traffic. The population of the United States will probably reach 150,000,000 within the next four decades, and its expanding traffic requirements can be satisfied only by turning to the river and inner coastwise systems for means of transporting freight. We have, as the Inland Waterways Commission points out, twenty-five thousand miles of navigated rivers and twenty-five thousand miles more of rivers which are navigable or capable of being made navigable. Besides there are twenty-five hundred miles of navigable canals and more than twenty-five hundred miles of coast line inner waters capable of being connected by short link canals. By a thorough system of improvement nearly every part of the Union could be brought into water connection with every other part and an exchange of products effected at a much lower average cost than is possible now.

The report of the waterways commission is, of course, tentative, for the vast scheme of conservation and development which it suggests will have to be worked out gradually and carefully. But it is highly desirable that a beginning should be made. The President is entitled to great credit for his leadership in the movement for the conservation of our natural resources. It must be ranked high among his many notable public services.

THE HUDSON RIVER TUNNELS.

Practical observation of the Hudson River tunnels on the first day of their regular operation causes many favorable impressions. The smoothness and comparative noiselessness of traction and the superb ventilation seem to leave nothing to be desired. Long and deep as the bores are, and of course quite destitute of openings save at the ends, the air is fresh and pure at every point, more than in the subway, which has resorted to the objectionable expedient of transforming sidewalks overhead into gridirons. This is doubtless largely due to the construction of the tunnels in two entirely separate tubes, each only a little larger in diameter than the cars, so that each train acts as a piston in pushing out the air before and drawing in fresh air behind it.

The tunnel lining and the walls and ceilings of the stations are not as pretentious or as ornate as those in the subway, but they are satisfactory. The massive columns and the plain masonry roof are dignified and appropriate. The platform walls are unhappily disfigured with advertising posters, but much less than those in the subway, for instead of having nightmare-like yellow tin frames nailed against encaustic tiles the placards are simply pasted flat in sunken panels made for the purpose. It may be a question whether the signs should be there at all, but certainly if they are to be there the Hudson tunnel method of placing them is incomparably preferable to that in the subway.

The cars, which after all are of most concern to the public, are a decided improvement upon those in the subway. They are obviously fireproof, since they contain no wood or other combustible material of any kind save the seat coverings, leather straps and signal ropes. The solid concrete floors of cars and platforms are not only fireproof, but are doubtless far more cleanly and sanitary than wooden floors and wooden gratings. The division of seats may or may not lessen the tendency to crowding, but it will certainly check the "Move along there!" abomination, while the upright posts are a happy thought for the convenience and safety of passengers standing or walking through the cars while the train is in motion. It is gratifying to see that in addition to exceptionally wide end doors the cars are provided with central side doors, such as were adopted at The Tribune's urging many years ago on the Brooklyn Bridge and such as this paper has since recommended for elevated railroad and subway cars. However much the tunnel cars may be crowded, exit from them is sure to be far easier and more expeditious than from those of the subway.

On the whole, then, we must regard these pioneer Hudson River tunnels as constructed and equipped in a praiseworthy manner which marks an advance upon anything of the kind which this public has had before and which is in a high degree creditable to the projectors and managers of the enterprise. Such routes of travel will not only bring the northeastern parts of New Jersey much nearer to this city in point of time, but they will also make transit to and from them actually more pleasant than that between this city and any other of its suburbs—a consideration which strongly bespeaks the need of transit improvements in other directions.

THE BALKAN PERIL.

The British Secretary of State for Foreign Affairs is far too serious and responsible a statesman to say what he did on Tuesday concerning the situation in the Balkan Peninsula unless matters there were indeed in a critical condition. He would not have reminded the House of Commons that the Turkish question, of which the Macedonian question is simply a part, had more than once led to a European war unless in his judgment, which is always calm and conservative, there was measurable danger of another such war. The powers, he said, were rapidly nearing a point at which their "concert" must be either justified or stultified. Obviously, justification is to be effected in one of only two ways. The Porte must yield to the demands of the concert, or must be coerced. If the reforms prescribed by the powers for Macedonia were honestly wrought and a governor of ability and character approved by the powers were appointed, the problem might be solved. Sir Edward Grey apparently did not speculate on the chances of the Porte's thus yielding to the concert, but the world knows well how reluctant it has always been to yield to the Giaour and how resourceful it has been in postponing the necessity for yielding.

The present situation indeed presents a striking example of this Ottoman faculty. Long ago the powers peremptorily—as it seemed—prescribed certain specific and important reforms in the administration of Macedonia. The Porte did not refuse them. It did not flout them. But on various pretexts it delayed their execution. They have never yet been executed, and the state of Macedonia is to-day probably worse than it was before the reforms were ordered. Some time ago it became evident that simple delay would not much longer avail and that some new scheme must be resorted to. It is not, of course, to be supposed that Baron von Aehrenthal's railroad policy in the sandjak of Novi Bazar was suggested by the Porte, but it is certain that the Porte could have wished and could have planned no more effective diversion in its favor than that which was caused by the announcement of that policy. Instantly the attention of Europe was drawn away from oppressed Macedonia to the commercial ambitions and rivalries of Austria-Hungary and Russia, and vital seeds of suspicion and dissension among the powers were planted in a soil which has a habit of yielding hundredfold returns.

The Austro-Hungarian plan is to extend the railroad which now runs as far as Serajevo in Bosnia down through the sandjak of Novi Bazar to Mitrovitza, there to connect with the road which already runs from the latter place through Macedonia to Salonica. Turkey has, of course, given her consent. She would have done that if for no other reason than to promote envy, jealousy and discord among the powers. Of the right of the dual realm to build such a road, under the Treaty of Berlin, there can be little doubt. That the building and operation of it would materially conduce to the restoration and maintenance of order in Macedonia is not to be doubted. But there is still in existence an agreement between Austria-Hungary and Russia that neither of them will make any forward movement in the Balkans without the co-operation or at least the assent of the other. That agreement has thus far operated somewhat as did the unhappy Clayton-Bulwer treaty in Central American affairs, in a dog-in-the-manger fashion. Now Russia complains that Austria-Hungary is violating that agreement, and demands either that the Austro-Hungarian scheme shall be abandoned or that she herself shall be permitted to build a countervailing line from Nisch, whence there is already a road to the Danube connecting with lines through Rumania to Russia, through Servia, Macedonia and Montenegro to Dulcigno on the Adriatic, crossing the existing Vienna-Constantinople line at Nisch and the proposed new Austro-Hungarian line at Pristina. It is not known whether the assent of Servia, Turkey and Montenegro has been secured for such a road. If it has, or shall be, no reason is obvious why Russia should not be permitted to build the road.

But what is desirable is that these international commercial and other rivalries shall not be permitted to break the concert of the powers or to delay the much needed work of reform in long suffering Macedonia, and it is highly auspicious that the British government, which stands entirely aloof from these railroad schemes, is apparently committed to the policy of seriously and effectively insisting upon those reforms. It probably could not in existing circumstances alone compel their enforcement. But it can and apparently will hold the concert up to its engagements and duties and compel it to determine whether it is to be justified or stultified, even though the latter alternative might, as Sir Edward Grey warned Parliament, give rise to misunderstandings which it is impossible to foretell—a diplomatic and cautious way of saying that the failure of the concert would mean chaos. The reassuring feature of the case is that the powers seem to realize the portentous gravity of the situation. If they do it should be incredible that any of them would provoke, or would fail to do everything possible to avert and to prevent, a catastrophe.

BROWNSVILLE.

So many Brownsville resolutions were voted on last Tuesday by the Senate Committee on Military Affairs that the net result seems to have mystified not a few commentators. The main issue was presented in both its negative and positive forms, and the vote on one form of presentation differed widely from the vote on another. The most direct opposites were the resolutions offered by Mr. Foraker and by Mr. Lodge. The Ohio Senator submitted his contention that the evidence proved that none of the soldiers of the three companies stationed at Brownsville had had a hand in "shooting up" the town. This was rejected by 11 votes to 2, Mr. Bulkeley voting with Mr. Foraker. Mr. Lodge's resolution declaring that the shooting was done by some of the soldiers belonging to the garrison was adopted by 8 votes to 4, Messrs. Foraker, Scott, Hemenway and Bulkeley opposing it. Mr. du Pont, who withheld his vote on this phase of the question, wanted to have the declaration of responsibility apply to only one of the three companies in the garrison. On the exonerating Foraker resolution six Republican and five Democratic Senators repudiated the theory that the soldiers at Brownsville were not implicated in the shooting. In the inculpating declaration that certain unidentified members of the garrison were implicated five Democratic and four Republican Senators joined, with four Republicans voting no.

In other words, the Senate committee, ignoring party lines, found by a large majority that the exact state of facts existed on which the War Department and the President had been forced to act. It indorsed the practically unavoidable conclusion that the garrison as a whole could not have played a passive and innocent role in the transaction and that the offenders to be dealt with, though unidentified, were to be found in the ranks of the 25th Infantry.

GENERAL BINGHAM'S CHARGE.

General Bingham made as sensational a charge of failure against the police as has ever been uttered when he said at the dinner of the Police Lieutenants' Benevolent Association at the Waldorf on Tuesday night:

> There are two places within half a mile of where we are now where any crime from the lowest to the greatest can be bought for money, and I know it, and many of you men know it, and know the places, no doubt, and I can't touch them under present conditions, and I say that to all New York, and I will prove it if they will give me the opportunity. That's one reason I want some secret service money.

The Commissioner implied that this scandal existed because of the alliance between politics and crime. How can it be that he knows, positively enough to make public utterance of his knowledge, that two places exist where crime is bought and sold, and how can he know, as his words seem to imply, the situation of those resorts and yet not be able to suppress them?

If the Commissioner is so clear regarding his facts as his words indicate he should take the public more fully into his confidence. He should let it know more exactly what he has in mind, and if he can convince it that any such shocking condition exists he will arouse enough indignation in the community to give him whatever force he regards as necessary to wipe out the evil. Vague charges of a sensational sort have been so often made in the past about the alliance of politics, vice and crime that nothing can be accomplished merely by such a statement as General Bingham has made. New Yorkers, inured to them, will wait for proof, and cynically dismiss them if evidence is not forthcoming. If they are not backed up they will not help the Commissioner in obtaining the additional men he needs, but will only injure the city's reputation throughout the country and the world, being quoted everywhere as an official statement that crime is freely bought and sold in New York.

THE SUPREME COURT'S IGNORANCE.

Mr. Gompers takes the recent labor decisions of the Supreme Court in the spirit of a philosopher. The attitude of the judges is due to simple ignorance. "The language of the decision," he writes in "The Federationist," "makes it clear that the Supreme Court has not informed itself upon modern economics." Men who are brought up on Mill and the classical writers might be expected to entertain such old fogy notions as the Supreme Court does, but if the judges had only studied Marx and Gompers they would have betrayed no such lamentable unenlightenment.

We all know what the world owes to Mr. Gompers as the inventor of his simple remedy for panics. But that is by no means all that Mr. Gompers has contributed to economics, for in his exposure of the Supreme Court's ignorance he throws new light upon the question of "restraint of trade." The court held that when the boycotting hatters threatened dealers if they bought Loewe & Co.'s hats and coerced them into refraining from doing so they were restraining trade. Such a view, of course, cannot stand critical examination by a modern economist, and Mr. Gompers proceeds to riddle it. How can there be any restraint of trade when, as he points out, the action of the union in preventing the sale of Loewe's hats "did not "result in fewer hats being purchased by the "community"? Hats continued to wear out just as if the boycott had never been declared. Men continued to buy new hats just as they had always done. It may fairly be doubted, then, whether one less hat was bought or sold because of the boycott. Of what importance is it to the public so long as every one can buy a hat just as usual whether or not Loewe & Co. can make and sell their product? The differences between the Danbury firm and the hatters' union were, of course, a private matter in which the country had no business to interfere and would not have interfered if judges had not been so lamentably ignorant of "economic principles."

Mr. Gompers has already revised the laws of political economy in the same direction in which he would revise the laws of the nation. When a crisis in industrial affairs comes union labor is not to bear its share of the general losses. On the contrary, the only safety lies in keeping wages up. Let interest rates fall and let profits disappear, but don't touch wages. So, too, if a capitalist uses arts similar to those of the United Hatters to exclude the products of another from the market that is restraint of trade. When the unions do so it is not. The unions can do no wrong. They are the privileged class under the principles of "modern economics." If Mr. Gompers can have his way he will make them just as much the privileged class under the laws of the nation, but not, of course, so long as the Supreme Court is wrapped in its present dense and pitiable ignorance of the new economy.

There are a good many "Pats," taking the name by itself, and similarly a good many "Tims," and also an equally large number of "Charlies." But when the "Pats" and the "Tims" and the "Charlies" are all mentioned together in one breath, as was done by General Bingham, are there many of them?

At last proofs are forthcoming to show that as woman becomes more nearly emancipated she becomes less fitted for domestic life. Terrible as this thought is, we cannot deny its truth in the face of the latest investigation launched by the Women's Municipal League. The plan is to discover some method of purifying dishwater so that patrons of public tables may be spared the fear of contracting germ diseases. Sterilizing solutions will be concocted and tested. Statistics will be compiled about the geographical distribution and frequency of microbes on plates and forks. Perhaps half a dozen magazine articles will be evolved before some mere man butts into the emancipated conclave with the suggestion that thorough rinsing with boiling, soapy water will send most of the wicked germs either to Nirvana or else down the drain pipe, and that anybody who can't get the better of the few survivors is bound to die soon anyhow. Being emancipated from dishwater has its disadvantages.

In the general rejoicing over the Hudson River tunnels is it forgotten that they were built by that hated and proscribed thing, private capital? Would it be any more painful to have a subway constructed in Manhattan by private capital?

The answer to "The New York World's" famous question, "What is a Democrat?" has been made infinitely more difficult by the evident inclination of the disputants to sing "My Country, 'Tis of Thee," as if the hymn were an invocation to their own private real estate holdings. Democracy becomes an esoteric concept when its leading exponents become such strict constructionists that "my people" means "people belonging to me," and "My goodness!" means "My private stock of virtue!" We do not think it fair to obfuscate still more "The World's" classical and wellnigh insoluble question by complicating the political theory of private and government ownership.

THE TALK OF THE DAY.

The imperial post of Austria has issued the jubilee stamps commemorative of the sixtieth year of the reign of Franz Josef. There are eight stamps, and these form a miniature portrait gallery of seven of Austria's rulers. The stamp of the lowest denomination—one heller—bears the portrait of Charles IV, Maria Theresia's picture is on the 2-heller stamp, and Joseph II, Leopold II, Franz and Ferdinand on the 3, 6, 12 and 20 heller stamps respectively. The 30-heller stamp has a portrait of Franz Josef as he appeared when he ascended the throne sixty years ago, and the 5-heller stamp bears the profile portrait of the Emperor which was taken shortly before his recent illness.

"Do you believe that all things come to him who waits?"

"They may start for him, but usually some man who hustles overtakes them before they get to the man who waits."—Houston Post.

The anti-duelling league of Europe has received an enthusiastic recruit in Count Genova di Revel, who was a lieutenant general in the Italian army, Minister of War and military adviser of Victor Emmanuel II. The current number of "Rassegna Razionale" of Florence contains an article by him entitled "A Veteran and the Duel," in which he denounces the practice and says: "His majesty, our King, in becoming the protector of the Italian anti-duelling league shows not only his nobility of purpose but proves that he has no sympathy for a practice so out of keeping with the spirit of our times."

"Why is Billington so unpopular with his fellow clerks?"

"He's always the first one on duty in the morning and the last to leave at night. I suppose they are practising on the way they will have to hate him when he gets to be their boss."—Chicago Record-Herald.

Early in March Mr. Price, the South Australian Premier, will arrive in England on a holiday trip. Mr. Price is a picturesque personality. He is essentially a self-made man, clever and a born orator. He rose to the Premiership of South Australia from small beginnings. Born in Derbyshire in 1852, he spent the early part of his life in Liverpool, following the calling of a stone mason. In 1883 he emigrated to Australia. Ten years later he was elected to Parliament, in 1901 he was appointed to the leadership of the Labor party and he became Premier in 1905. Mr. Price helped to erect the parliamentary buildings in which he now speaks as Premier.

"Why is she getting a divorce?"

"On the grounds of misrepresentation. She says that before they were married he claimed to be well off."

"And what does he say?"

"He says he was, but didn't know it."—Lippincott's.

Under the headline "Conried's Retirement" the "Berliner Tageblatt" says: "Conried's fame as a manager reached its zenith in the winter of 1904, when, despite the curse of Bayreuth and in the face of the war council, he took possession of 'Parsifal.' The Presbyterian bishops (?) who wept over the offence to religion helped to advertise it. The rich were seized with a 'Parsifal' fever and had to see the performance. The receipts ran up to 280,000 marks, and the back-stair dramatists wrote that Bayreuth had been outdone. The same business capacity was shown by Conried when he produced on the Metropolitan stage the operettas of Johann Strauss and Millöcker."

"Biggins thinks he knows more than anybody else on earth."

"You state it mildly," answered Miss Cayenne. "Since the assertion that Mars is inhabited, he goes further than that."—Washington Star.

"The Nu Spelin Leag of Amurrika has," says "The Glasgow Herald," "just added seventy-five more wurds to the langwage. 'Tisis' and 'tung' are two of the wurst. It wood giv us a sik feelin about the diafram to eat an eg spelt with wun 'g.' We get a numness thru all our lims at the site of such foren wurds as 'agast' and 'gard,' 'lam' and 'indetted.' There are about sixty more, but these are more than enuf for wun parragraf."

Man—Did you say your mamma whipped you because you wouldn't tell a lie?

Boy—Yes, sir. She wanted me to tell me teacher I was sorry I played "hookey," when I wasn't.—Chicago News.

About People and Social Incidents.

AT THE WHITE HOUSE.

[From The Tribune Bureau.]

Washington, Feb. 26.—The President and Mrs. Roosevelt entertained at dinner this evening, when their guests were:

The Japanese Ambassador.	Senator Aldrich.
Senator Frye.	Representative and Mrs. Lowden.
Governor and Mrs. Gillett.	Rear Admiral and Mrs. Leutze.
The Assistant Secretary of State and Mrs. Bacon.	Rear Admiral and Mrs. Pillsbury.
Rear Admiral and Mrs. Clover.	Mrs. Robert Patterson.
Mr. and Mrs. Herbert Wadsworth.	Miss May Williams.
Mrs. H. S. B. Beale.	Miss Eleanor Parker.
Miss Mary Randolph.	The Rev. Dr. Samuel M. Crothers.
Miss Marion Oliver.	Captain Van Horn.
Theodore Roosevelt, jr.	
The Secretary of State and Mrs. Root.	

The table was decorated with pinks and white carnations.

The President sent to Congress to-day a special message urging legislation for the systematic improvement of the country's waterways.

The President this afternoon shook hands with the delegates to the National Educational Association Convention and their friends, numbering more than 1,800. After the handshaking the President delivered an address.

Senator Cullom, of Illinois, called on the President to invite him to Springfield, Ill., on February 12 next year, when the one hundredth anniversary of Abraham Lincoln's birth will be celebrated. As the President had previously promised to speak at the birthplace of Lincoln, in Kentucky, next year, if he goes anywhere on that occasion, he was obliged to decline.

Representative Cocks, the Congressman from President Roosevelt's home district, escorted a party of boys from Suffolk County to the White House to-day. The President told the lads that "Suffolk County is all right," then added, "There is not much tall grass there, but there's lots of good Republicans."

Other callers at the White House to-day included Senators Lodge, Guggenheim, Borah and Du Pont; Representatives Marshall, Hull, Driscoll, Simms, Ellis, Hayes, Gronna, Cockran, Dwight and Olmstead, Interstate Commerce Commissioner Cockrell and Assistant Attorney-General Cooley.

THE CABINET.

[From The Tribune Bureau.]

Washington, Feb. 26.—Mrs. Root, wife of the Secretary of State, received at her home, in Rhode Island avenue, this afternoon and was assisted by Mrs. Wales, her sister-in-law, and Mrs. Bacon. Colonel and Mrs. William Cary Sanger, the house guests of Secretary and Mrs. Root, also remained with them during the afternoon reception and met their old friends.

The Secretary of the Interior and Mrs. Garfield entertained a number of guests at dinner to-night. Mrs. Garfield also received this afternoon a large number of persons from resident and official society.

THE DIPLOMATIC CORPS.

[From The Tribune Bureau.]

Washington, Feb. 26.—The Brazilian Ambassador and Mme. Nabuco were hosts at dinner to-night, having as their guests Senator and Mrs. Stephen B. Elkins, the Argentine Minister and Señora de Portela, the Chilian Minister and Señora de Cruz, the Grecian Minister, Representative and Mrs. Dwight, John Barrett, the British Second Secretary and Mrs. Young, Mrs. John M. Timmins, Miss Kean, Miss Wetmore, the Brazilian Second Secretary and Mme. Chermont, Mr. Kroupensky, of the Russian Embassy; Signor Montagna, Italian Counsellor, and Mr. do Amaral, Brazilian Counsellor.

The Hon. Mrs. James, wife of the British military attaché, entertained informally at luncheon to-day. Her sister, the Hon. Nina Kay-Shuttleworth, who has spent the greater part of the winter here, will go to Boston Saturday and will sail for her home in England on March 3.

IN WASHINGTON SOCIETY.

[From The Tribune Bureau.]

Washington, Feb. 26.—Rear Admiral and Mrs. William Sheffield Cowles entertained a number of guests at dinner to-night to meet Mr. and Mrs. Douglas Robinson, of New York, who are staying with them.

General and Mrs. Charles L. FitzHugh entertained guests at dinner to-night to meet the Secretary of the Navy and Mrs. Metcalf.

Representative and Mrs. Van Vechten Olcott had dining with them to-night Senator and Mrs. Depew, ex-Senator and Mrs. Dryden, Governor Magoon, the British Counsellor and Lady Isabella Howard, Mr. and Mrs. E. Tiffany Dyer, Mr. and Mrs. Gibson Fahnestock, Mrs. Cameron, Major General and Mrs. Bates, Major General and Mrs. Gillespie, Representative and Mrs. Fassett and others.

Captain and Mrs. Edward F. Qualtrough had to dine with them to-night Paymaster General and Mrs. Harris, General Woodhull, Miss Woodhull, Dr. and Mrs. Loring, Mrs. Janin, Mr. and Mrs. Weightman and Mr and Mrs. Hatch.

Mr. and Mrs. Warren C. Fairbanks left Washington to-day for their home in Chicago, after visiting the Vice-President several weeks.

Senator and Mrs. Bulkeley, Mr. and Mrs. Hugh Legare, Mrs. C. C. Glover and Mrs. McMillan were among the hosts to-night.

NEW YORK SOCIETY.

Mrs. Lewis Cruger Hasell will give a theatre party, followed by a supper at Sherry's, this evening for her daughter, Miss Mary Mason Hasell.

The third in the series of five musical mornings for the benefit of the Music School Settlement given by Mr. and Mrs. David Mannes will be held to-day at the home of Mrs. Charles B. Alexander, in West 58th street.

Miss Anna Caldwell Whitehead, daughter of A. Pennington Whitehead, was married yesterday afternoon in the Brick Presbyterian Church to Edward Rush Duer. The bride, who was given away by her father, wore a gown of white Liberty satin, trimmed with old lace. Her lace veil was fastened with orange blossoms and she carried a bouquet of orchids. She had no attendants. Mr. Duer, who is the only son of Mrs. George R. Duer, of Morristown, N. J., and a nephew of Dr. Edward L. Duer, of Philadelphia, had as his best man Charles Arthur Richards. His ushers were Frederick S. Hoppin, jr., Cecil Lyon, Frederick L. Richards, Ellery O. Anderson, Judge Frederick De Witt Wells, William M. Benjamin, Arthur Man and Oothout Zabriskie Whitehead, brother of the bride. The ceremony was performed by the Rev. Dr. William R. Richards, pastor of the church, and afterward there was a small reception at the home of the bride's father, in East 74th street. The newly married couple will spend their honeymoon in the South.

The British Consul General in New York and Mrs. Courtenay Bennett gave a largely attended reception last evening at the Majestic, 72d street and Central Park West, where they are established for the season.

Under the patronage of Mrs. J. Pierpont Morgan, Mrs. Frederic J. De Peyster, Mrs. Charles B. Alexander, Mrs. H. Fairfield Osborn, Mrs. Newbold Morris, Mrs. George L. Kingsland, Mrs. David H. Greer and Mrs. Ira Barrows, a concert and tea for the benefit of the Home Garden, Italian Children's Settlement, was given yesterday afternoon in the assembly room of the Colony Club. An attractive musical programme had been arranged, and among the artists were Mme. Bressler-Gianoli, Heinrich Meyn and others.

General Horace Porter gave a dinner last night at his house in Madison avenue.

Miss Evelyn Van Wart gave a party for children yesterday afternoon at the Waldorf-Astoria. They were entertained by a conjurer and ventriloquist, and afterward tea was served at five tables. Miss Van Wart will give a dinner this evening.

Mrs. Richard Wharton will give a bridge party this afternoon at her house in West 36th street.

Mrs. Frederick Pearson will give a bridge party next Tuesday.

Mrs. Alfred G. Vanderbilt has left town and returned to Newport.

Mr. and Mrs. Frederic R. Halsey intend to spend the greater part of the summer abroad and are booked to sail for Europe on July 2.

William Ruloff Kip has left Paris to join his mother, Mrs. J. Blake Baker, at Nice.

SOCIAL NOTES FROM NEWPORT.

[By Telegraph to The Tribune.]

Newport, R. I., Feb. 26.—Mrs. Walter N. Eldridge has returned from a visit in New York.

The Rev. George C. Houghton, of the Church of the Transfiguration, New York, is the guest of Mrs. Zabriskie here.

J. F. D. Lanier, who has been in Newport for a few days, returned to New York to-day.

A HOLLOW EARTH.

Expedition to Pole to Test William Reed's Theory.

To the Editor of The Tribune.

Sir: In an editorial of Saturday last, "As Simple as Can Be," you make light of William Reed's theories of the earth being hollow. You may have to laugh on the other side (inside) of this world one of these days, for it is possible that Dr. F. A. Cook may open the door to the inside world as a result of his explorations. What will the readers of The Tribune say when they remember your disbelief in these theories? Newspaper editors were skeptical when the steamboat made its advent; more so with the telegraph, the ocean cable, the sewing machine, the telephone, elevated railroads, electric motors, wireless telegraphy, wireless telephone and a hundred other things, all of which we have lived to see become of practical use. Why may not live to see, or see those that have seen, a hollow earth?

God in His mercy and wisdom only gives to mankind the good things it needs and uses in quantities and at the times when His creatures are capable of using them to the best advantage. The real estate fraternity, for instance, have not as yet disposed of all their holdings on the surface of the earth, and it is evident that the time for them has not come to enlarge their borders and embrace new fields of exploitation. It is, perhaps, not the opportune moment to open up new and attractive tourist routes and to turn the tide of summer travel northward and to new lands.

Besides, he has not yet convinced the average polar explorer that it is time to switch off from old methods, which bring no results, except writing books, making moving pictures and gathering matter for public lectures. These are all somewhat interesting, but they begin to lack novelty and will soon become worn threadbare. For centuries the poles have been searched for, but every search has been a failure. Is it beyond the range of possibilities that God, who moves in a mysterious way His wonders to perform, should have selected William Reed to prepare the way by his teachings to open up the gateways to this unknown inner earth—this new world?

We may scoff at Reed's theories, we may laugh them to scorn; but one thing is certain; that is, that no polar expedition will hereafter leave the shores of this outside world without seeking to test the truth or falsity of Reed's published theories, and if they will only bring back from the polar regions the solutions of some of the theories that have been advanced by this author they will have accomplished much good. This subject is being seriously considered by men of well known scientific attainments and standing, and it will not be long before an expedition will be sent poleward to test the theories as expounded and recorded in the pages of "The Phantom of the Poles." It is possible that on its return we may be able to greet men who have been the first to enter into the hidden mysteries of a hollow earth. Stranger things than this have happened.

R. S. OSBON.

New York, Feb. 23, 1908.

J. P. MORGAN SAILS FOR EUROPE.

J. P. Morgan, accompanied by his daughter, Mrs. Herbert L. Satterlee, sailed for Europe yesterday on the White Star liner Adriatic. Mr. Morgan arrived at the pier fully half an hour before the Adriatic departed and went aboard at once. His son, J. P. Morgan, jr., said that his father was about to go on his annual vacation, and that no date had been set for his return.

DR. GEORGE F. KUNZ AGAIN HONORED.

Dr. George F. Kunz received through the Norwegian chargé d'affaires at Washington, yesterday, from King Haakon VII of Norway, the Cross of the First Class of the Royal Order of St. Olav in recognition of his services to science in mineralogy. Last year he received the Cross of the Legion of Honor of France for a similar reason, and before that the degree of Doctor of Philosophy from the University of Marburg for his work in advancing the knowledge of meteorites.

MR. TAFT TOASTMASTER.

Introduces Speakers at University Club Dinner in Washington.

Washington, Feb. 26.—Four hundred college men attended the annual banquet to-night of the University Club at the Raleigh Hotel, at which Secretary Taft was the toastmaster and in a happy vein introduced the various speakers. It was the first time