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level, and also that of Lake Champlain several feet higher than the latter now is at low water, and to make the Big Chazy River navigable for a number of miles.

The proposition is highly attractive and will doubtless elicit much approval and encouragement from merchants, manufacturers and commercial organizations along the Champlain and Hudson valleys from Boston's Point to New York Bay. It would make it possible for canal barges and river and lake steamboats of considerable size to come from Montreal direct to New York. Canada has a fine series of deep canals connecting all parts of the Great Lakes with the St. Lawrence, and this enlarged Champlain Canal, in connection with corresponding works in New York, would connect them all directly with the Hudson, so that Canadian commerce, even from Manitoba and Keewatin, put aboard at Port Arthur, could come straight through to New York without breaking bulk. Canadians, of course, expect this scheme, if fulfilled, to be profitable to themselves, and there can be little doubt that it would be of much profit also to New England and New York, and would greatly promote that increase of intercourse between the Dominion and the United States which would be of immediate and enduring advantage to both nations.

CANAL ZONE GOVERNMENT.

There may be reasons of a convincing character for the establishment of a new form of government for the Canal Zone, but if so they have not been disclosed to the public and are not apparent even to those who have watched closely and who are well informed concerning the progress, the present condition and the prospective needs of the canal enterprise. In fact, the strong impression is that it will be best to leave well enough alone. There have already been several changes in Canal Zone administration which were suggested by the development of the project of astronomy at the present time, if not undertaken and which were desirable, if not necessary. But no cause for another change at this time is to be perceived. On the contrary, the present administrative system seems to be admirably in accord with the present system of prosecuting construction work on the canal, and as the latter is presumably to be continued to the end it would seem desirable if not indispensable that the former should also be continued.

So far as we can gather, the objection to the present form of government is that it is nominally military, under the direction of the War Department. There seem to be those who think that as no state of war exists at Panama a government which is military only in name should be replaced by another form or name, and some even cherish the fantastic notion that the United States Constitution should be put into full force in that region. Now the logic of the case is this: That it is desirable to have the whole of our interests there under the control of a single executive department of our government; that the canal is under the War Department and will doubtless remain there, as the results thus attained are far better than could be hoped for in any other way, and that, therefore, the general administration of the Canal Zone should also be under the War Department. A few years ago some little difficulties arose from the division of responsibility which then existed. That mistake should not be repeated. The unification of affairs, now effected with happy results, should be maintained.

THE NEWS THIS MORNING.

FOREIGN—Gomez has been recognized by all Venezuela as President, even Celestino Castro, the ex-President's brother, having accepted his rule; suits have been brought against Cipriano Castro which are expected to cost him \$2,000,000; the boundary dispute with Colombia has been settled; Mandeville de Marigny Hall was sentenced at Paris to thirteen months in prison for having passed worthless checks for \$100,000; Dr. Raacke, a former member of the Reichstag, and three sisters because his demands for money were not gratified; the attack on the millionaires in London says that fears of a Balkan outbreak are subsiding; the opinion is expressed in authoritative quarters that there will be no general election next year; the "Economist" in an article on the future of aviation expects the establishment of a new industry in the manufacture of aeroplanes in England; many pantomimes were staged on Boxing Day in London; "The Little Red Riding Hood" receiving special mention.

DOMESTIC

The President issued a statement to the effect that as the Gompers-Mitchell-Morris case was settled by the courts, he could not take any action in the matter. A great national labor exchange to enable unemployed persons to get work is among the plans to be suggested by Secretary Strauss to the council of labor next week in Washington. Sixteen cadets were dismissed from the United States Military Academy at West Point. Claus Spreckels, the noted sugar millionaire, died of pneumonia at his home, in San Francisco. The jury in the case of Beach Harris, charged with the murder of his father, Judge James Harris, failed to agree at Irvine, N. J. One of the jurors was killed by a bullet and another painfully wounded in Buffalo; the man accused is believed to have been affected by drugged liquor. Elisha McDaniel at Rochester said that the patient might recover. County Judge Moore, of Montgomery, made Christmas presents to those convicted by him in the course of the last year. Attorney General Clegg at Albany announced at Buffalo a partial list of applicants.

CITY

There was an exodus of Venezuelan exiles and revolutionary leaders for La Guayra. The assignment of Henry W. Poor to Mark Cox as an announcer at the police department was instructed to close all theatrical places to-day where there were any violations of the Sunday law. A Norwegian tramp steamer arrived in port with a story of a race with the sea. The defence in the Hains case opened at Flushing. Tammany men thought that at the general meeting of Tammany Hall on Tuesday no resolution endorsing Mayor would be introduced. The American Boy Scouts Society completed plans for its three days' convention here. Staten Islanders appeared before the public school board to protest against the abolition of \$2 school books by the Staten Island Rapid Transit Railway Company. A patient in the Post-Graduate Hospital, confined to his bed by his throat trouble, George C. Hurlbut, the librarian of the American Geographical Society, who was injured on Friday in an automobile accident, died yesterday morning. It was said that more of the street car drivers applied for their old places. An important real estate deal was reported in the residential section of Fifth avenue. Governor Hughes's highest interest in the state was to inquire into conditions at the Produce Exchange first.

THE WEATHER

Indications for to-day: Partly cloudy. The temperature yesterday: Highest, 41 degrees; lowest, 34.

A NEW YORK-MONTREAL WATERWAY.

Among the various projects for waterway improvement which are now pending or are being prosecuted on this continent, one which our Canadian neighbors have in mind is of special interest to both the city and state of New York, which it concerns at least as much as it does the Dominion itself. Hitherto Canadian canal works, in which, as we have frequently observed, Canada has been more enterprising than ourselves, have chiefly aimed at rivalry with American transportation lines, and they have undoubtedly been the means of diverting much commerce to the St. Lawrence which should have come down the Hudson. For this we cannot blame, but must rather commend and envy, our Northern neighbors. But that circumstance makes the more noteworthy and welcome the plan which is now put forward.

This is nothing less than the enlargement of the Champlain Canal in Quebec to a capacity equal to that of the large canals which this state is now constructing between the Great Lakes and the Hudson and also between Lake Champlain—which almost deserves to be ranked with the Great Lakes—and the Hudson. The Champlain Canal is a waterway about twelve miles long at the rapids of the Richelieu River, affording continuous navigation from Lake Champlain to the St. Lawrence River, and thus to the cities of Montreal and Quebec. At present it is only seven feet deep, though it is no less than seventy-five feet wide. Now, the proposal is to make it about twice as deep and somewhat wider, so that it can be traversed by barges of twelve feet draft and 1,200 tons burden. The object is not merely to increase its capacity for local traffic between the St. Lawrence and Lake Champlain, but to make it part of a great international trunk line waterway between Montreal and New York in connection with Lake Champlain and the large canal which this state is now constructing from the head of that lake to the Hudson River. Incidentally, the plan includes damming the Richelieu River at St. Johns so as to raise it

masterful, great men." We cannot doubt that it would be gratifying to the whole nation to have the portrait of Lincoln retained upon our stamps both for the coming year and for all time.

ACCOUNTABILITY OF EMPLOYEES.

That no amount of care on the part of the officials of any transportation company can obviate the danger of accident without the cooperation of employes is apparent. The best rules possible for human ingenuity to devise are of no value if they are not followed, and there is no reason to question the accuracy of the deduction of the Public Service Commission, 2d District, that of the accidents on steam railroads reported to that body "a large proportion of those investigated have been caused by the failure of employes to obey standard operating rules or special instructions which were in force for the safe movement of trains." The outcry now and then made for the conviction and punishment of the active manager of a transportation line after an exceptionally distressing accident would therefore seem infrequently to have little behind it. It is a fact too well known for dispute that constant association with any danger tends to lessen one's sense of responsibility in connection with it. The switchman at the lever whose action at the proper moment is necessary to preserve the lives of passengers becomes in time so accustomed to his work that his movements are largely mechanical, and the task becomes little more to him than the mere shifting of rails. The engineer, although he knows that in case of accident he will be the one most likely to suffer fatal injury, may take chances which would be too hazardous for contemplation by the ordinary man, and the same condition operates equally in every occupation involving danger either to the person himself or to those who are dependent upon him.

Among railroad men it is frequently remarked that it is not the new employe who is killed, but the one who has been working long enough to take chances which would not be considered by the tyro. The old chauffeur is more likely to run risks in speeding than the one unfamiliar with his car. It is the old story of familiarity breeding contempt, and yet of human nature as it is constituted, in fact of the constant demand for speed, not only on the highways but on the railways, and the sea, there must inevitably be the element of danger in any means of transportation. This necessitates the greatest vigilance on the part of operating officials, and there is every reason to believe that an overwhelming majority of cases the men in authority are keenly alive to their responsibilities. The difficulty, as would be indicated by the report of the commission, is in the thousands of less intelligent employes who must be picked up wherever they may be found, and intrusted with duties involving a mental alertness to which they have not been trained.

CHRISTMAS AFTERMATH.

As of Independence Day, one of the direct results of the Christmas holiday is an appalling list of accidents, and along with the time honored prescriptions to be taken internally to assuage the grief caused by a too traditional devotion to turkey, mince pie and candy come the external applications to heal the wounds caused by fire and accident. In the North, to be sure, there is a lack of powder burns and missing fingers due to misplaced confidence in firecrackers, rockets and guns, but in the South, where the Christmas celebration is conducted more along the line of the Northern Fourth of July, the list of troubles ranges from the loss of an arm, which followed the ignition of a giant cracker by a Tennessee youth, to that temporary loss of appetite which is so notable on the 26th of December, as well as the day following Thanksgiving.

The gravest danger which confronts the holiday merry-makers, however, is that from fire, and the list of accidents arising from this source is quite appalling; yet perhaps the surprise should be that so little damage results from fire when it is considered that most of the Christmas decorations are of highly inflammable material, and alongside the paper ornaments on the Christmas tree will generally be found the lighted candles. In fact, a Christmas entertainment where at least one little blaze is not started by too close contact of fire and fuel is an exception. Every Christmas celebration is, therefore, a potential fire panic, with the possibilities of danger to many lives.

While no one wishes in any way to abridge the holiday festivities, it is easy to reduce the danger of fire to a minimum by keeping the candles away from the Christmas trees. If the usual tinsel ornaments are used, this safeguard may be taken without in any way impairing the beauty of the tree, for the reflection of the lights in the room upon the gilded baubles gives the desired effect of brightness, and the nervousness incident to the constant apprehension of those having the celebrations in charge will be avoided. There is no expense for having lighted candles in close proximity to flimsy paper decorations in a crowded room, especially where so large a proportion of the occupants are women and children. The custom is one that is already going into disfavor, and may well be entirely abolished.

LIGHT MOTORS FOR AIRSHIPS.

At an automobile show just held in Paris several gasoline engines intended for the propulsion of flying machines were displayed. One, developing 80 horsepower, weighed 300 pounds. Another had a capacity of 100 horsepower, but its weight was only 200 pounds, or scarcely more than two pounds to the horsepower. With the first water was used to cool the cylinders, while with the second that function was performed by a rotary fan. Both indicate that progress is being made toward the attainment of lighter engines designed for aeronautic service, but even the one last mentioned probably does not represent the extreme of possible achievement.

The utmost practicable reduction in the weight of the motive machinery is essential to the highest efficiency of the aeroplane, as well as to that of the dirigible balloon. There seems to be a greater necessity in the case of the "heavier than air" machine than there is in that of its rival, because the aeroplane is dependent on motion for its buoyancy, whereas an airship like Von Zeppelin's has independent means of support in the air. Still, the disadvantage under which the aeroplane labors in this respect may be apparent, not real. There may be compensating characteristics which have not been fully recognized. For instance, the aeroplane may encounter less resistance during flight at a given speed than the self-propelled gas bag. It will not do to draw hasty inferences from the fact that up to the present time the Wright machine has made no voyage lasting more than two hours, and that the Wirtgenberger's best product came near to demonstrating its ability to remain aloft twenty-four. The limit to the quantity of fuel which an aeroplane may carry has by no means been determined. However, no matter which type of airship shall eventually prove superior to its rival in the duration of its flights, the importance of dispensing with every needless pound of weight in the motive machinery is obvious.

It is worthy of note that Sir Hiram Maxim, who has recently evinced fresh interest in aeronautics, is credited with expressing the opinion that the chief problems now to be solved relate to the engines for flying machines. In his highly promising experiments with the aeroplane a dozen years ago Sir Hiram made use of steam. He doubtless sees that a much smaller burden of fuel is required for a gasoline motor than for the type of engine he first employed. If he now concentrates his

ingenuity upon the work of adapting the internal combustion motor to the requirements of aviation, he may win fresh renown.

The absurd little attempt of a Paris waiter to pull the beard of the President of France was probably without political importance, but it was a matter of course that the culprit was a monarchist and an anti-Dreyfusite, and it was quite appropriate that he had on his person a medal of General Mercier, the friend of the illustrious Du Paty de Clam.

The city was without any sort of executive head on Saturday, and got along so well that there may be those mean enough to suggest further and more prolonged experiments of the same kind.

There is no little significance in the observation that the affair at Elk Island, near Moscow, yesterday, in which Baron Cotte was killed, was "the most serious since the uprising of December, 1905." That means that there has been about three years of reasonable quiet and freedom from revolutionary disturbance. As for this latest outbreak, it is of course as much condemned by the Constitutionalists in the Douma as by any of the bureaucrats.

Despite the exaggerated professions of skepticism on the part of some very superior critics of all things that are, it looks more and more as if the Republican majority at Washington would loyally fulfill its promise of tariff revision, and that according to the reasonable rule that the way to revise is to revise.

Now if we have, as apparently there is danger, an epidemic of "Marathon races," after the style of the six day go-as-you-please walking matches of thirty years ago, there will pretty nearly be cause for wishing that Marathon had never been fought, or at least that the bearer of the news had been content to let the Athenians wait a day.

Up to the present time winter's demonstrations have been more formidable over the Atlantic than in Europe or America, but we hear no complaint against such discrimination from landlubbers.

Professor W. W. Campbell, who has been invited to deliver the Silliman lectures at Yale, has performed a variety of notable astronomical work during the long period of his association with the Lick Observatory, of which he is now the director. For his measurements, by spectroscopic means, of the velocities of stars moving toward or away from the earth he received a gold medal from the Royal Astronomical Society of England three or four years ago, the presentation being made through the American Ambassador at the Court of St. James's. It is hard to say whether Yale or Professor Campbell is more to be congratulated upon the choice.

THE TALK OF THE DAY.

"Yes, that's the only game of chance a preacher is permitted to play."—Louisville Courier-Journal.

In accordance with an ancient custom, the Lord Chancellor of England, Sir Edward Grey, the Home Secretary, and half a dozen other official personages have received material for a new suit of black. It is a present from the City Corporation of London. In the early periods of history the retainers of great lords, wearing their liveries, were so numerous as to be dangerous both to the King and to the law. The disorders arising from them required all the vigor of the sovereign and the Legislature to restrain, and many statutes were passed between 1377 and 1504 for that purpose. Exception was, however, made in favor of gilds and fraternities and men of "the misteries" of cities and boroughs. This probably gave rise to the creation of liverymen of the several companies, and is supposed to be the foundation of this annual gift of what is called "livery cloth."

"Preachers usually marry young."

"Yes, that's the only game of chance a preacher is permitted to play."—Louisville Courier-Journal.

On the anniversary of the death of Bismarck a collection of anecdotes pertaining to the Iron Chancellor appeared in Stuttgart, among which are these: After Emperor William I had returned Bismarck's resignation, Bismarck spoke of his falling strength to the Emperor. "I am much older than you," said William, "and am still stronger than you." "Yes, your majesty," said Bismarck, "the rider usually outlasts the horse." After the peace of 1871 Bismarck went to Frankfurt-on-the-Main. When he entered the hotel, where he had often been a guest, the head porter said, "I hardly knew you, but you are in civilian clothes." "You are just like the French people," answered Bismarck, "they never knew us until we put our uniform on."

"Are you Mr. Briefelicht?"

"Yes, sir. What can I do for you?"

"I wish to retain you as my counsel. I am going to sue for a divorce."

"Ah, I'm sorry to hear that you find it necessary to take such action. What are the grounds?"

"I wish to sue to apply for your freedom."

"Cruelty!"

"Yes? What form has your wife's cruelty taken?"

"She insists on living up to the salary I have been trying to make our friends believe I get."—Chicago Record-Herald.

In a small Philadelphia restaurant that caters to persons on economy last the bill of fare is headed by this notice: "Regular dinner—Men, 25 cents; women, 15 cents." "How is this?" asked a chance customer belonging to the sex most heavily taxed. "You charge us fellows 10 cents more than you do the women. What have we done that we should be so discriminated against?" "You eat more," was the plain rejoinder. "It doesn't cost nearly so much to feed women as men, but we are the first concern in this part of town that has been brave enough to say so in plain print. Many foreign restaurants have recognized that fact, and have regulated their charges accordingly."

"My husband is so very unreasonable."

"Most husbands are. What did yours do?"

"He fixed a fishhook in one of his pockets because he pretended to be an American workman."

"At that—and then he blamed me because he forgot it was there."—Cleveland Plain Dealer.

Baltimore will have a novel contest on New Year's Day. A number of young athletes have arranged a race of twelve miles for roller skaters, the course to be twice over a six-mile stretch of asphalted streets. One of the contestants has expressed confidence in being able to go the distance in an hour and twenty minutes.

Jinks—Is he so lazy, then?

Binks—Lay 'em. Say, his motto is, 'Never put off till to-morrow what you can get somebody else to do for you to-day.'—Chicago News.

Policemen in Chicago are clamoring for an increase in pay, and Chief Shipley has recommended that salaries be raised to the scale that New York pays, from \$1,400 for patrolmen of New York to \$2,500 for inspectors. The increase would raise the police budget by \$150,000 a year.

"Planning on making many New Year's calls?"

"I guess not. Most of my friends have gone local option."—Detroit Free Press.

THE CHEAPNESS OF LIFE.

From the Boston Post.

During this year labor in the United States lost nearly 2,500 lives in the course of employment. Most industries involve risks, some greater than others. The accident rate of coal-miners is excessive. In the United States it is 2.10 per 1,000 in the United Kingdom. This proportion holds among the railroad employes. In other words, we slaughtered on the average 915 more coal-miners than England, and 1,755 more railroad men than England.

About People and Social Incidents

AT THE WHITE HOUSE.

(From The Tribune Bureau.)

Washington, Dec. 25.—The President, through Secretary Loeb, issued a statement to-day expressing his interest in the appeals of labor made in connection with the Gompers-Mitchell-Morris case, but pointing out that any action of his at present would be an interference with legal procedure.

Among the White House callers to-day were Secretary Cortelyou, Secretary Garfield, Assistant Secretary Bacon, Rear Admiral Davis, Senators Burnett and Owen, Representatives Bartholdi, Stevens, Bennett, Bede, Hepburn and Knowland, Speaker Wadsworth, with Dr. W. W. Sprague, James O'Day, of Cleveland; Harry Skinner, of North Carolina, and Chairman Frank H. Hitchcock.

THE CABINET.

(From The Tribune Bureau.)

Washington, Dec. 25.—The Secretary of State and Mrs. Root will have as their guests for New Year's Day their son-in-law, and daughter, Lieutenant and Mrs. C. Grant, 24, who will arrive from Boston in a few days. Their younger son, Edward Root, who came from New York to spend Christmas, is still here.

The Postmaster General and his son, George Von L. Meyer, Jr., who went to North Carolina for a few days' shooting just before Christmas, will return here to-morrow.

The members of the Navy and Mrs. Newberry will return to Washington to-morrow morning from Detroit, where they went to spend Christmas Day with Mr. Newberry's mother.

THE DIPLOMATIC CORPS.

(From The Tribune Bureau.)

Washington, Dec. 25.—The Cuban Minister and Señora de Quesada followed a custom which she established some years ago of giving a Christmas party for their children, Señorita Aurora Quesada and their son, and a contained star children from the diplomatic corps and official and resident society this afternoon. The girls all appeared in pink dominoes and the boys in yellow. There was a Christmas tree bearing the favors.

Lieutenant Colonel B. R. James, British Military Attaché, and the Hon. Mrs. James, have as guests Mr. and Mrs. Roger B. Merriman, of Harvard University, who arrived here to-day. To-morrow they will have their guests at luncheon at the Chevy Chase Club.

The second French secretary and Viscountess de Martel entertained a number of young people at a dance and supper.

The Hon. Ronald Lindsay, first secretary of the British Embassy at Rome, who accompanied his fiancée, Miss Martha Cameron, and her mother, to this country, soon after the announcement of his engagement, has called for his post of duty. His marriage to Miss Cameron will not take place for some time.

IN WASHINGTON SOCIETY.

(From The Tribune Bureau.)

Washington, Dec. 26.—A reception was given by Mr. and Mrs. N. S. Simpkins at their Connecticut avenue home to-night to introduce their daughter, Miss Faith Simpkins, to society.

The Secretary of Miss Margaretta Spurgeon and Lieutenant Edwin Gunner, 24th United States Infantry, stationed at Madison Barracks, New York, will take place at 8 o'clock on Tuesday evening at St. Margaret's Church.

Senator and Mrs. Beveridge entertained a large number of young people at dinner to-night, and afterwards to the theatre.

The next Secretary of State and Mrs. Philander Knox are entertaining their son-in-law and daughter, Mr. and Mrs. J. R. Tindall, of Philadelphia; their second son, Hugh Knox, who has just returned from a trip around the world, and their younger son, Philander Knox, a student at the Morris Heights School, Providence.

NEW YORK SOCIETY.

Adam's Birthday, as the Moslems are in the habit of designating the first day of the new year, will, as usual, keep many well known people out of town this week. Some of them, including at least a score of debutantes and a still larger number of the older set, have taken themselves to Washington for the coming-out ball of Miss Ethel Roosevelt at the White House to-morrow evening, for which nearly a thousand invitations have been issued, and they will remain in the national capital for the rest of the week to attend the entertainments of a more or less official character which are given by the President and by the various ministers and legations at the beginning of the year. Others will go to Tuxedo, where on Thursday night the customary New Year's Eve ball will take place at the clubhouse, preceded by dinners galore, the dance being made the occasion of house parties at most of the villas and cottages of the park colony. Yet others are spending the Christmas and New Year's holidays up in the Adirondacks, where lodges and camps have been opened, and at country seats in the Berkshires, the Hudson Valley and around New York, where the days and also the evenings are being devoted to the enjoyment of winter sports. Still others have gone South, and while Colonel Oliver Payne has a party staying with him at his place on the coast, Mr. and Mrs. William K. Vanderbilt, Sr., are making their headquarters at Asheville, N. C., and Mr. and Mrs. Pembroke Jones have a household of guests staying with them at their plantation in North Carolina.

In New York itself New Year's Eve and New Year's Day will be observed as a popular holiday, admitting of no certain amount of a formal character. To judge from the extraordinary demands for the reservation of supper tables on New Year's Eve at all the fashionable restaurants, the greater portion of New York society, besides thousands of others beyond its portals, will welcome the new year not at their homes, but amid the scenes of merriment which prevail at the popular hostleries of the night. The last day of the twelve months, and the principal clubs, those of a political as well as those of a social character, have all made special arrangements for the entertainment of their members and of the friends of the latter on the eve of St. Sylvester. Outside in the streets there will be the usual blowing of horns, shouting and general bawling, the noise mingling with the music of the old Trinity downtown, St. Patrick's Cathedral and the other metropolitan churches will ring out the old year and hail 1909.

Several weddings of note figure on the week's calendar, and among them is that of Bernon Sheldon Prentice to Miss Elizabeth Prentice, daughter of her parents, Mr. and Mrs. James W. Prentice, of East 83d street, on Tuesday. Owing to illness in the family of the bridegroom, the wedding will be informal and there will be no reception. Miss Gladys Waterbury and Mrs. Reeve Schley will be the bridesmaids, and Mrs. Dunne Humphreys the best man, which is the last day of Trinity Church, Lenox, and among those who will open their country houses there for the occasion are Mrs. William R. Bacon, the mother of the bride; Mrs. and Mrs. Frothingham Folsom, Mr. and Mrs. Samuel Frothingham and Mr. and Mrs. Frederick S. Delaford.

Hamilton Fish Benjamin's wedding to Miss Ella Louise Bacon on Saturday will also be a very quiet affair, owing to the recent death of his mother, Mrs. Samuel Nicoll Benjamin, and of his sister, Mrs. Nicholas Fish. It will take place in Trinity Church, Lenox, and among those who will open their country houses there for the occasion are Mrs. William R. Bacon, the mother of the bride; Mrs. and Mrs. Frothingham Folsom, Mr. and Mrs. Samuel Frothingham and Mr. and Mrs. Frederick S. Delaford.

Mr. and Mrs. Harry Payne Whitney expect to spend much more of their time abroad during the coming year than in the twelve months that are now drawing to a close. Harry Payne Whitney, Lawrence and J. M. Waterbury and J. S. Phelps have arranged to spend the winter of New York team in the early summer, in quest of international honors at Hurlingham, Ranelagh and other famous polo centres in England, also at Ostend and last, but not least, at Madrid, where they will have the opportunity of playing against King Alfonso in person—the only monarch who has won a polo match, which he did in 1892. Mr. and Mrs. Harry Payne Whitney will play at Holwick Hall, the place in Yorkshire which they and

the late William C. Whitney before them, have rented for nearly two decades past from Lord Strathmore for the shooting season.

Among the dances of the week is that to be given by Mrs. James Brown at her new house, in Park avenue, on Tuesday night, for her daughter, Miss Angelica Schuyler Brown, one of the debutantes of the season. Her father, James Brown, is a grandson and namesake of the founder of the famous old Anglo-American banking house of Brown Brothers.

Another dance of the week is that of the organization known as the Friday Night Cottillon, which takes place on Friday evening at Sherry's. Among the patronesses are Mrs. Schuyler Warren, Mrs. C. Ledyard Blair, Mrs. E. H. Harriman and Mrs. Frederick Pearson.

Mr. and Mrs. F. Egerton Webb and Miss Laura Webb, Mr. and Mrs. J. H. Purdy, Mr. and Mrs. George Bird and G. Creighton Webb are included in the house party which Dr. and Mrs. W. Seward Webb are entertaining at Shelburne, their place in Vermont, over the Christmas holidays.

Sailing yesterday for England were Mrs. Woodbury Kane, Sir Horace Plunkett, Eugene Delano, Jr., and F. J. Rutherford.

Mrs. B. Ogden Chisolm gave a large theatre party last night at her wintered Chisolm, who has not yet made her debut. The party met at the home of Mrs. Chisolm, No. 23 East 23rd street, and from there were taken to see "The Man from Home," and afterwards were brought back to the home of Mrs. Chisolm for supper. Among the guests were Miss Marie L. Emmet, Miss Ethel Davis, Miss Susan Miss Jeanie Emmet, Miss Katharine, Miss Miss Winifred Chisolm, Miss Charlotte Glover, Miss Katharine Sands, Miss Nina Chisolm, Miss Saile Marice, Miss Frances Henry, Miss Phyllis McVicker, Miss Cornelia Chapin, Miss Agnes Claflin, Miss Dorothy Chisolm, Frank Ruston, Stoddard Hoffman, Winthrop Keen, Gordon Hamner, John Glover, Joseph Rhodes, Joseph Miller, Harold Watson, William Ripley, James Clark, Reginald Townsend, William Pepper and Watson C. Emmet.

The second of the Saturday evening dances was held at Delmonico's last night and was well attended. The guests were received by Mrs. Charles R. Huntington and a number of the other patronesses, who include Mrs. F. Livingston Pell, Mrs. E. Morgan Grinnell, Mrs. L. Jacquelin Smin, Mrs. Ledyard Tappin, Mrs. Charles E. Sands, Mrs. Sackett M. Barclay, Mrs. Henry Lewis Morris and John Clarkson Jay. The cotillon was led by Ledyard Tappin, dancing alone, and the favors consisted of really nice ones with bells for the women and cigarettes for the men.

Miss Isabel Biddle, daughter of Dr. and Mrs. Alexander Williams Biddle, will be married to A. J. Drexel Paul on Tuesday in Philadelphia. The wedding will be small on account of the recent death of Mr. Paul's father. Mr. Paul is a brother of Mrs. Mary Astor Paul.

Mrs. Jessie Hoyt will give a dance at Sherry's on January 22 for her debutante daughter, Miss Cornelia Hoyt, and will give a luncheon for her on January 13 at her home, in Park avenue.

NOTES FROM TUXEDO PARK.

(By Telegram to The Tribune.)

Tuxedo Park, N. Y., Dec. 26.—The colonists in Tuxedo are preparing for a lively holiday week. If the weather remains cold there will be plenty of winter sports in addition to the other social affairs scheduled. The large toboggan slide near the clubhouse is ready, and as soon as the lake freezes it will be opened. The New Year's Eve dance at the Tuxedo Club will attract a large crowd of the younger people, including many of the season's debutantes, and many house parties will be given.

Among the cottagers who will open their villas for the week are Mr. and Mrs. Richard Mortimer, Mr. and Mrs. R. Fulton Cutting, Mr. and Mrs. M. V. Hoffman, Mr. and Mrs. Henry W. Munroe, Mr. and Mrs. W. E. Dinsmore, Mr. and Mrs. Newbold Edgar, Mr. and Mrs. Alfred Seton and Mr. and Mrs. Thomas G. Condon, Mr. and Mrs. Howard Peck, Mr. and Mrs. George W. Foran, Mr. and Mrs. James Brown, Mr. and Mrs. William Elliott, Mr. and Mrs. E. A. Leroy, Jr., Dr. and Mrs. George William Douglas, W. MacNeill Rodewald, Miss Rodewald, the Misses Alexander, Miss Dorothy Tucker, Miss Helen Coe, Miss Blazell, Mr. and Mrs. J. Edward Davis, Mr. and Mrs. E. L. Burrell and Mr. and Mrs. Willard L. Brown.

Mr. and Mrs. R. McCann came to-day and chaperoned a party of young people for the winter sports, followed by a luncheon party at the clubhouse.

The finals in the club championship in court tennis will be played at the court of the Tuxedo Tennis and Racquet Club to-morrow, in addition to the handicap matches both in court tennis and racket ball