Amusements.

ACADEMY OF MUSIC—2—8:15—Brewster's Millions.
ALHAMBRA—2—8—Vaudeville.
ASTOR—2:15—8:15—The Man from Home.
BELASCO—2:15—8:30—The Fighting Hope.
BIJOU—2:15—8:15—A Gentleman from Mississippi.
BLANEY'S—2—8—Vaudeville.
BROADWAY—2:15—8:15—A Stubborn Cinderella.
CASINO—2:15—8:15—Havana.
CIRCLE—2:15—The Queen of the Moulin Rouge.
COLONIAL—2—8—Vaudeville.
CRITERION—2:20—8:30—An Englishman's Home.
DALY'S—8:15—The Goddess of Reason.
EDEN MUSEE—The World in Wax.
EMPIRE—2:15—8:15—What Every Woman Knows.
GAIETY—2:15—8:15—The Traveling Salesman.
GARRICK—8:20—The Patriot.
GERMAN—8:15—Love Watches.
GERMAN—8:20—Salome.
HACKETT—8:20—A Woman's Way.
HAMMERSTEIN'S—2:15—8:15—Vaudeville.
HERALD SQUARE—2:15—8:15—The Return of Eve.
HIPPODROME—2—8—Sporting Days—Battle in the Skies—Bird Ballet—Circus.
HUDSON—2:15—8:15—The Third Degree.
KNICKERBOCKER—8:15—The Fair Co-Ed.
LIBERTY—8:30—A Fool There Was.
LYCEUM—8:20—The Dawn of a To-morrow.
LYRIC—2:15—8:15—The Blue Mouse.
MAJESTIC—2:15—8:15—The Newlyweds and Their Baby.
MANHATTAN OPERA HOUSE—8—Traviata.
MAXINE ELLIOTT'S—2:30—8:30—The Bachelor.
MENDELSSOHN HALL—8:15—Concert.
METROPOLITAN OPERA HOUSE—8—Don Pasquale and Pagliacci.
NEW AMSTERDAM—2:10—Romeo and Juliet—8:10—King Lear.
NEW YORK—2:15—8:20—Miss Innocence.
SAVOY—8:20—The Battle.
STUYVESANT—8:10—The Easiest Way.
WEBER'S—2:15—8:15—The Girl from Rector's.
WEST END—2:15—8:15—The Devil.

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New-York Daily Tribune.

WEDNESDAY, MARCH 24, 1909.

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; James M. Barrett, secretary and treasurer. The address of the officers is the office of this newspaper.

THE NEWS THIS MORNING.

CONGRESS.—Senate: No session was held. ═══ House: Mr. Payne occupied the entire session, closing his speech in explanation of the tariff bill.

FOREIGN.—Lieutenant Shackleton, of the British navy, and his party of Antarctic explorers reached a point within 111 miles of the South Pole, the furthest point south yet gained. ═══ Six thousand of the striking government postal employes in Paris voted to return to work. ═══ Austria-Hungary refused to accept the Servian note formulated by Sir Edward Grey, the British Foreign Minister. ═══ The Venezuelan government sent a warning to its representative in Bordeaux, whence Castro is to sail for South America, that the ex-President would be arrested if he landed in Venezuela. ═══ The budget committee of the Reichstag decided to report the government's naval programme calling for three Dreadnoughts and one large cruiser.

DOMESTIC.—Attorney General Wickersham announced the reappointment of Wade H. Ellis, of Ohio, as assistant to the Attorney General. ═══ The Ways and Means Committee computed that the Payne bill would increase the customs receipts by more than $11,000,000. ═══ The resignation of Henry L. Stimson as United States Attorney for the Southern District of New York was accepted by the President, who announced that he would nominate Henry A. Wise to succeed him. ═══ Governor Hughes at Albany dismissed the charges filed with him against District Attorney William T. Jerome of New York City by William F. King, representing a committee of stockholders of the Metropolitan Street Railway Company of New York; the Governor declared that nothing had been shown which furnished just ground for impeaching the good faith of the District Attorney, and that he is entitled to be considered innocent until proved guilty. ═══ Governor Hughes signed the bill of Senator T. D. Sullivan, designating October 12 as a legal holiday, to be known as Columbus Day. ═══ Legislative hearings were held in Albany on certain chapters of the proposed New York City charter, the bills for an academy of art in Central Park and the Davis Lee anti-vivisection measures.

CITY.—Stocks were weak. ═══ Ex-President Roosevelt sailed on the steamship Hamburg on his trip to Africa. ═══ Chief Clerk Culkin, of the Court of Special Sessions, was arrested on a charge of grand larceny. ═══ The Board of Aldermen refused to appropriate $25,000 for a Secret Service police fund at Commissioner Bingham's suggestion. ═══ Local traction securities showed extreme weakness on a decision of the United States Court that the Central Trust Company was entitled to a decree of foreclosure against the Third Avenue Railroad Company. ═══ Interborough officials said they were opposed to the side door cars in the subway, which the Public Service Commission has pronounced a success. ═══ The entire board of directors of the Corn Products Refining Company was re-elected. ═══ An inspector at the New York Life election testified for the state in the Scrugham trial. ═══ George Cheever, said to be a graduate of Andover and a former Yale student, was arrested for forgery. ═══ William Reddy was arrested in Brooklyn, charged with setting fires on the Standard Oil piers. ═══ Park Commissioner Smith complained of the scanty appropriation allowed him for feed for the department's horses. ═══ Miss Winnifred Holt described work done for the blind of this city. ═══ Suits aggregating $100,000 were brought against the city by contractors to recover for removing snow last winter.

THE WEATHER.—Indications for to-day: Cloudy and warmer. The temperature yesterday: Highest, 46 degrees; lowest, 30.

A STATE FARM FOR VAGRANTS.

The bill for the establishment of a state farm colony for vagrants in this state, which has been favorably reported in the Assembly, has many things to be said in its favor. It provides a solution for a real problem, and it does so in a way which has been tried successfully in Europe. The present system in this country is merely a license to tramps to continue their depredations. The expense of maintaining vagrants while under arrest falls now upon the communities where they are arrested. The result is that such communities, to avoid the expense, merely drive tramps out of their limits, and thus they are hustled on, committing minor depredations on their way, preying upon railroads and, in this state, on the canalboats. There is, moreover, a reluctance on the part of families who are so unfortunate as to have a vagrant among their members to have him sent to jail. The result is that relatives, by making good a vagrant's stealings, help to keep him a licensed minor criminal.

Police magistrates, moreover, are as often as not unwilling to commit vagrants to jail. More than one magistrate in this city, for example, habitually discharges all vagrants brought before him, and the railroads, the worst sufferers from the tramp and with the largest experience in systematic efforts to suppress him, complain that in many communities every tramp their officers arrest is at once set free. The police, whose enforcement of the law is governed largely by the disposition which magistrates make of cases before them, are consequently often indifferent to vagrancy.

The situation therefore seems to call for some specific provision of a proper place to which to commit tramps and the assumption by the state of the burden of their support in confinement. The bill pending in Albany is the result of a study made by the National Committee on Vagrancy. It is favored by Commissioner Hebberd, of this city; by the organized charities of New York and by the railroads of this state, which have found the present ways of dealing with vagrancy hopeless. The expense proposed is not great, nor would it be an additional burden upon the public, for in part it would transfer to the state costs now borne locally, and in part also it would transfer there costs now borne by the railroads and by victims of petty thefts and by families that avoid the disgrace of a jail confinement for their "black sheep." The heaviest of these costs, the depredations and property damages to railroads, are now shifted upon the community in the form of freight charges; to this the New York Central Railroad has testified. In brief, it is hoped, and with some reason, that the creation of a state farm would lead to a better enforcement of the laws against vagrancy and thus discourage vagrants from entering New York State.

DISCUSSING THE TARIFF.

Now that the tariff bill has been reported and is being digested in hundreds of editorial sanctums, its framers are likely to wake up almost any morning and find themselves famous for doing things which they have not even darkly imagined. The erudition displayed in explaining the alleged effects of changes in the tariff schedules is imposing and in itself creditable. But a good deal of it must leave the reader perplexed and wondering.

We confess that we have wrestled in vain with an exposition of the supposed exactions of the new glove schedule offered yesterday by our former neighbor, "The New York Times." Said "The Times":

> The former distinction between men's gloves and gloves for women and children has been done away with, and the increased duties fall with the greatest weight on the latter. Gloves of this class not over fourteen inches in length, which were taxed at $1 75 a dozen, are now taxed $4. For each inch in length beyond fourteen there is an added tax of 35 cents a dozen, so that gloves of seventeen inches, which were formerly taxed at $2 25, will now have to pay $5 05 a dozen, an increase of 124 per cent. . . . On the cheaper kinds of gloves it will be necessary, according to the figures of dealers furnished to "The Tribune" of Chicago, to make the following changes: From 75 cents a pair to $1 85 or $2 a pair; from $1 50 to $3, from $2 50 to $4 50, from $3 50 to $7.

If fourteen-inch gloves are to pay $4 on a dozen pairs, instead of $1 75, the increase in duty is apparently $2 25 a dozen, or 18 3-4 cents a pair. If seventeen-inch gloves are to pay $5 05 on a dozen pairs instead of $2 25, the increase in duty is apparently $2 80 a dozen, or 23 1-3 cents a pair. These are maximum increases, since they affect the varieties of gloves classed by the framers of the Payne bill as luxuries. But if the increased tax runs from 18 3-4 cents a pair to 23 1-3 cents, what excuse can be found for saying that the prices of gloves of various classes must be raised "from 75 cents "to $1 50 or $2, from $1 50 to $3, from $2 50 to "$4 50 and from $3 50 to $7"? The conclusions reached are certainly not justified by the premises.

We find in yesterday's issue of "The World" this curious explanation of the effects of the countervailing tax on coffee, coming from countries, states or provinces which impose export duties on coffee:

> Will not the maximum and minimum provision, as "The World" suggested when the bill was reported, in practice rob the consumer? The maximum rate must be enforced against Brazil because she has an export coffee duty. That would mean nearly a cent a pound tax upon three-fourths of all the coffee we get. The "retaliation" would be upon the American people. The faithful Tribune suggests that we might be obliged to use the maximum rate even against our best customer, Great Britain.

The application of the maximum rates of duty under the provisions of the Payne bill is not made to depend in the least on the levying or non-levying by any foreign country of export duties. The sole condition on which the maximum schedule becomes effective is that a foreign country shall fail to concede on the articles which we send it as low rates as it grants on similar articles imported from any other country. The collection by Brazil of an export duty on coffee will therefore not necessitate the enforcement of the maximum schedule of the new tariff law against all Brazilian imports into the United States. A few of the Brazilian states now lay such an impost, and if that tax is added to the price of coffee here the American consumer is already paying it. The countervailing duty will apparently average not "nearly a cent" a pound, but less than half a cent, and if the other coffee producing countries and the states in Brazil which do not lay export duties can send enough coffee here to control the American price, the countervailing duty will have to be paid, not by the American consumer, but by the Brazilian producer.

The Tribune has suggested that "we might "be obliged to use the maximum rate even "against our best customer, Great Britain," only in the contingency that the Payne maximum-minimum plan should be upset and the maximum duties, not the minimum, made the normal duties. We have argued against that change as bad policy, since it would work an injustice to Great Britain, and the commerce of the United States with Great Britain is more than one-fourth of its total foreign commerce. We do not think that the House's maximum-minimum scheme will be upset, and our Washington dispatches say that its advantages are now generally recognized. What The Tribune hopes for is the passage of a reasonable and effective tariff law, and, while the debate on the tariff lasts, a fair and intelligent discussion of the probable effects of the pending measure.

LORD CHARLES BERESFORD.

Lord Charles Beresford to-day hauls down his flag, resigns the command of the Channel fleet and leaves, presumably forever, the active service of the British navy, to which he has belonged for fifty years, of which for a number of years he has been the most conspicuous officer, and in which he has just completed the unprecedented record of nine continuous years of active sea duty. The circumstances are so peculiar as to be practically inexplicable. The invariable rule has been for a chief officer of the navy to hold his command—nominally "at the King's pleasure"—for three years, unless he is promoted to a more important place, unless he reaches the age of compulsory retirement or unless he wishes to retire. But not one of these conditions exists. Beresford has held his command of the Channel fleet only two years, he is not being promoted, his age limit is still two years off, and he does not wish to retire. There must, therefore, be some extraordinary reason for the action of the Admiralty in thus retiring him and in thus incurring danger of a repetition of Nelson's historic reproach to the Admiralty of his day for retiring Hood, "They have forced the first officer in our service away from his command!"

The incident cannot be explained, apparently, on the ground of any irremediable differences of policy between the Admiralty and the admiral. Had that been the reason he should have been retired some years ago. It will be recalled that Beresford has always stood consistently and aggressively for a navy at sea instead of a navy in ports and docks. His plan, which he has executed so far as possible, has been to have one great and powerful fleet in home waters, under one command and constantly ready for action at a moment's notice. For the last four or five years, it is true, the Admiralty has pursued a somewhat different policy, namely, that of dividing the fleet among a number of commands and keeping a large part of it in port. But the remarkable feature of the case is that now it has adopted Beresford's plan in preference to its own. Simultaneously with its announcement of his enforced retirement it announces the merging of the Channel and other fleets into one great home fleet, under a single command, precisely such as he has all along recommended. That is to say, the Admiralty has adopted the plan and at the same time has dismissed the author of it.

In the very process of forming the great fleet which he has so long urged the Channel fleet, which he has been commanding, necessarily goes out of existence, or is merged into the home fleet, and therefore it may be argued that his command is simply abolished, his occupation gone. But, even so, it is urged that in view of his authorship and advocacy of the plan and of his distinguished services, he himself ought to have been made commander of the new home fleet. Many will regard it as at least unfortunate that such criticism of the Admiralty's action should have arisen, and particularly that it should have arisen just at this time. For whatever may be the ultimate significance of the extraordinary revelations which were made the other day of Germany's stealing a march on Great Britain in the construction of battleships, there can be no question of two things. One is that Germany is increasing her navy at a proportionately more rapid rate than Great Britain, and the other is that the British nation is greatly concerned, not to say excited, over it. Admiral Sir William May is no doubt well fitted to command the home fleet of the British Empire, and that fleet, comprising under the one command about two hundred and fifty vessels of all classes, including twenty-two first class battleships and mounting 124 12-inch and 100 9-inch guns, will be the most powerful ever organized in the world. Yet these facts will be put in the balance against two others, namely, that "Condor Charlie," the idol of the navy, who has done so much for its efficiency, is being retired before his time, and that the British naval programme from 1906 to 1909 provides only twelve Dreadnoughts, while the German programme for the same years provides at least thirteen. There can be little doubt as to how, in the present temper of the British mind, the scale will incline.

SHACKLETON'S ACHIEVEMENT.

A new and brilliant record has been made in polar exploration. While Lieutenant Shackleton was obliged to stop short of his goal by 111 miles, the achievement is a notable one in geographic history and in adventure. Captain Scott, who led the British expedition of 1901-'04, turned back in his quest of the South Pole at latitude 82:17, but surpassed all other feats of the same character up to that time. Lieutenant Shackleton seems to have gone nearly or quite four hundred miles further, and yet he returned in safety. Comparison with the closest approach yet made to the North Pole must also be flattering to the pride of Lieutenant Shackleton's countrymen and backers. For reasons to which reference will be made presently, the Englishman's task was somewhat easier than Commander Peary's, but the American, who distanced both Nansen and the Duke of the Abruzzi, failed to reach his objective point by 174 geographical miles.

Lieutenant Shackleton enjoyed several conspicuous advantages in his undertaking. The North Pole is apparently surrounded on all sides by water and must be approached over floating ice, full of crevices and subject to the influence of winds and marine currents. For every mile that he advanced to the northward after leaving the shore of Grant Land Commander Peary was obliged to travel five or six. The South Pole is near the centre of a vast continent. Its surface is probably covered with ice, as Greenland's is, but it is stable, and can be traversed in an almost direct line. Lieutenant Shackleton left his ship for the land near Mount Erebus, in latitude 78, 720 miles in an air line from the pole. Commander Peary's last point of departure over the Arctic Sea, Cape Hecla, was a little to the northward of the eighty-third parallel, or only four hundred miles from his destination; but that distance ought to be multiplied by five or six and an addition should be made for the perils of a yielding surface to form an adequate estimate of his work.

To the success of this latest effort to reach the South Pole another important contribution was made by the improved methods adopted for the transportation of the explorer and his supplies after a landing was effected. Lieutenant Shackleton made the first use of an automobile sled, which, while it failed on the ice, was useful in preliminary expeditions. He also substituted Siberian ponies for dogs in hauling his freight. If we are not mistaken, Evelyn Baldwin, leader of the first Ziegler expedition, recognized the advantage of employing for such service animals whose food consumption was relatively smaller than that of dogs. Still, if Lieutenant Shackleton was not the original discoverer of the value of these auxiliaries, he certainly gave the world a fine demonstration of it. He taught other explorers many useful lessons.

Finally, Lieutenant Shackleton was greatly helped by experience. Captain Scott, whose record has now been surpassed, is an officer of the English navy, but had done practically nothing of this sort before he was put in charge of an expedition. Lieutenant Shackleton accompanied him at that time and assisted in planting the Union Jack at the point where they started on their return. In such work there is nothing like an intimate acquaintance with the scene of operations.

EVERYBODY'S BUSINESS.

General Bingham preached a lay sermon last Sunday on the failure of the average man to do his duty as a citizen and the consequences thereof in the form of maladministration and other political ills. He said:

> Many people don't know the names of the Assemblyman in their district! Think of that! This government business is your own business. All of you ought to read the daily newspapers. That's the way to find out things about your city and state government. You know that while you don't take any real interest in politics, there is a certain class of men who make politics their business, night and day. If you wake up you can keep track of them. If you don't they will keep on getting the best of you.

These observations are not novel, but they were made with the Commissioner's customary vigor of expression, and perhaps they carried to some of his hearers a sense of their shortcomings.

Self-government, like genius, is the infinite capacity for taking pains. As citizens we have not, certainly in New York, evolved such a capacity. This government is our business, as General Bingham well said, or, rather, one of our businesses, and, unfortunately, the others take nearly all the time. Most citizens have to divide their attention between earning a living and governing the city. Some few are able to concentrate their attention and earn a living by governing the city. This concentration gives them a great advantage. As the general remarked, they "keep on getting the best of" us.

That this government business is everybody's business is the counsel of perfection upon which a democracy is founded. It should continue to be held up as an ideal, but without losing sight of the practical fact that a great many people will go right on not knowing the names of their Assemblymen and not knowing other equally essential facts about this government of theirs. Mr. Bryce in a recent address to the American Political Science Association said: "There is "only one kind of government—government by "the few." Whether it is called an autocracy or a democracy, in actual practice the few govern. It is plain, then, that we are not governed in this city by the right few. Is the cure of the ills of democracy more democracy, as is so commonly said? Or is it a change in the character of the few who really govern, the shaping things, for example, so as to favor others than the Fourteenth Street oligarchs, so as to give play to some of that public spirit which has prompted the formation of the dozens of civic societies that patiently watch over every detail of the city government and try to make it better? In any event, as this government business is everybody's business, the constant aim should be so to simplify it that everybody can do his part with the minimum of attention. Enable the many to tell at a glance what the few are doing, and things will be better.

There used to be only fifty-seven varieties of Democrats. Now there are at least fifty-seven varieties of tariff Democrats.

> Under the Hughes bill they [the candidates] are proposed for nomination by the committee. They are then to be pulled to pieces for eight weeks by disgruntled elements in the party, which can do so and still retain their party regularity under this proposed measure. If successful at the primary these candidates enter upon the real campaign severely handicapped by the ordeal through which they have been compelled to pass. This reform bill would act upon candidates just as the cutting off of a leg of a runner would affect him before he entered a foot race.—Albany Evening Journal.

But the candidates of both parties would have to submit to the same surgery. It would thus be fair—a one-legged race.

The Hon. Champ Clark might be willing to add a paragraph to the Payne tariff bill protecting the authority of Democratic leaders in Congress.

Representative Loudenslager wants to do away with the seat lottery in the House of Representatives and have seats assigned in accordance with the principle of seniority. Why not let the Speaker distribute the seats, just as he dispenses all the other favors and prizes?

The possibility of collecting $10,000 here and there in the country, to which attention has just been drawn, may temporarily solve the Black Hand problem in this city.

THE TALK OF THE DAY.

Prince Michael Hilkoff, formerly Imperial Minister of Communications in Russia, whose death at St. Petersburg was reported a few days ago, was an enthusiast on the subject of American railroads and American railroad methods. When he was in the United States, in 1896, he spent much of his time while in New York with the late George H. Daniels, in whose company he made several tours of inspection. One day he met a New York newspaper man at Mr. Daniels's office, to whom he explained the Russian railway system, and outlined changes and improvements which he hoped to see made in that country. When he had finished his interesting talk he turned to Mr. Daniels and said: "How foolish to say all this. How much better it would have been and how much space could have been saved if I had simply said: 'What the Russians hope to do is to be as nearly like the Americans in construction and management of railroads as possible.'" Then turning to the reporter he said: "Cancel all that I told you and use only the last sentence."

"Oh, I thought we could depend on you to forward the cause of woman's suffrage."
"What, be registered like cattle, with your age set down for future reference and all that? Never!"—Life.

On March 31 San Francisco will do honor to Dr. Rupert Blue, passed assistant surgeon of the Marine Hospital Service. The Citizens' Health Committee, which backed Dr. Blue in his successful fight against bubonic plague and the causes of it—rats—has issued invitations to a banquet, at which the surgeon will be the chief guest. The committee, in extending its invitations, says that the danger of plague is entirely past, and that it is able to show that San Francisco to-day is "the most sanitary, healthiest city in the United States, if not in the entire world."

"Are you still helping that poor family?"
"I'm trying to help them. I gave the mother some money the other day so that she would feel independent of her drunken husband."
"Well?"
"Well, she had her husband arrested for beating her, and then paid his fine with the money I gave her."—Cleveland Plain Dealer.

California has dealt a deathblow to "frats" and other secret societies in her public schools in an act recently signed by the Governor. The law absolutely prohibits all Greek letter and other organizations not approved by the school authorities. Despite the wail of the youngsters, at last accounts the schools showed no signs of closing for lack of patronage.

First Seaman—I say, Bill, wot's this card?
Second Seaman—That's the saloon passengers' menu, of course.
"But wot does it mean?"
"Oh, it's a list of all the things they have for dinner—soup and fish and vegetables and meat. That's the difference between the saloon and the forecastle; they get them all separately and call it a menu. In the forecastle we get them all together and call it Irish stew."—Tit-Bits.

Sir Douglas Straight, who has for the last thirteen years edited "The Pall Mall Gazette," William Waldorf Astor's paper, will relinquish that place on March 31, on his retirement from active journalism. To succeed him the proprietor has selected Frederick J. Higginbottom, who has been a member of the staff since October, 1892. The policy of the paper will remain unchanged.

Professor—What was Nero's great crime?
Bright Pupil—He played the fiddle.—Chicago News.

"The Great Play of the Future" is the title which is now applied sarcastically to Rostand's "Chanticleer" in Paris. "There can be no doubt," says the "Temps," "as to who has finally been selected to play the leading part, since the author favors Lucien Guitry for the part which was written for Coquelin," but the "Matin" asks: "When—when will the play be seen?" and relates this story: "An employer asked his radiant clerk, 'What name will you give the little son?' 'We have decided on Chanticleer.' 'And why that strange name?' 'So that when he grows up to manhood and the first performance of Rostand's play takes place his name may secure for him a good place in the auditorium.'"

Reporter—What do you mean by saying that I use "paradoxical expressions"?
Editor—I mean that you say impossible things. This story of yours, for instance, contains the phrase "bagpipe music."—Cleveland Leader.

COMMENT ON THE COOPER CASE.

A STEP FORWARD.

From The Utica Press.

It is a step forward, and those who were brave enough to take it are rendering a substantial service to the commonwealth which cannot be rubbed out or dispelled by any subsequent legal action.

TENNESSEE AND OTHER STATES.

From The Boston Post.

When it is impossible to secure in the State of New York the conviction of Thaw or of Hains, the sturdy, straightforward judgment of the Tennessee jury stands out the more clearly by contrast.

MEANS MUCH FOR THE SOUTH.

From The New Haven Journal-Courier.

It will mean much more for the South than the South itself now realizes if these two men can be forced to serve their terms in prison. Especially is this the case at the present moment, when it is universally admitted that the South is upon the threshold of a new and wider life.

THE SANCTITY OF HUMAN LIFE.

From The Utica Observer.

Having acquitted one man and being in disagreement as to the guilt of the two indicted jointly with him, the chances seemed to favor acquittal for all. That this proves not to be the result must be gratifying to all who have a regard for law and order and who still maintain a belief in the sanctity of human life.

A CHECK ON "GUN TOTING."

From The Philadelphia Record.

It was straining a point a good deal to call the killing murder in the second degree, but a little provocation goes a long way in the South when a man has been killed, and the fact that the Coopers have been convicted and the penalty fixed at twenty years in the penitentiary will do something to tone up public opinion in that section regarding the value of human life and the practice of carrying "shooting irons."

IMPARTIAL.

From The Springfield Union.

It is well that the talk about the "flower of Southern chivalry" did not have weight to dissuade the jury from looking the plain facts in the face. It has dealt with the Coopers in a spirit of impartiality, it seems, and if the verdict is less severe than that returned in the case of the night rider leaders recently convicted in the same state it is, nevertheless, of a kind to discourage gun play as a method of settling personal and political differences.

About People and Social Incidents

AT THE WHITE HOUSE.

[From The Tribune Bureau.]

Washington, March 23.—The tariff occupied considerable attention at to-day's Cabinet meeting, which was an unusually long one. As a rule, the meeting lasts until 1 o'clock, or a little later, but at 2:20 the Secretary of War and the Postmaster General were still with the President.

Among those who called to pay their respects were Senator Cullom, who introduced Charles E. Hay, of Springfield, Ill., brother of John Hay; Senator Nelson, who is still opposing the appointment of Milton D. Purdy as federal district judge for Minnesota, and who to-day received the President's promise to name Harvey Sullivan, brother of State Senator Sullivan, as marshal of the new judicial district of Alaska; Senators Curtis and Bristow, who asked President Taft to direct the Attorney General to give early consideration to the Kansas bank guarantee law; Senator Jones, who requested a pardon for a man imprisoned for manslaughter, whose term is to expire soon, and Senator Smith, of South Carolina, who called with regard to filling the postmastership at Florence, now held by the Rev. Joshua Wilson, a negro.

The President rode with the Secretary of the Navy late this afternoon.

THE DIPLOMATIC CORPS.

[From The Tribune Bureau.]

Washington, March 23.—The French Ambassador and Mme. Jusserand, who went to New York to say goodby to ex-President Roosevelt, returned this afternoon.

The Swedish Minister and Mme. de Lagercrantz were hosts at a dinner to-night, entertaining the French Ambassador and Mme. Jusserand, the Spanish Minister, Senator Du Pont, Count and Countess von Wedel, Mr. and Mrs. Francis B. Crowninshield, Mr. and Mrs. Larz Anderson, Mrs. Julian James, Mrs. Hunt Slater, Miss de Lagercrantz and Alfred Mitchell-Innes.

The Danish Minister and Countess Moltke arranged on their recent visit to Boston, to spend the summer at Lancaster, Mass., where Mr. and Mrs. Thayer, the parents of the countess, have a summer home.

IN WASHINGTON SOCIETY.

[From The Tribune Bureau.]

Washington, March 23.—The Vice-President and Mrs. Sherman returned to the capital to-day from Utica and New York City, where they spent several days.

Lady Clifford came to Washington to-day from Palm Beach, and will stay over for several entertainments planned in her honor and for Lady Paget. Lady Clifford went South a short time ago, accompanied by Mrs. Poultney Bigelow, Miss Dorothy Bigelow and Miss Holt, all of whom returned with her. She will sail for England the latter part of this month.

Colonel and Mrs. Colin Campbell, of England, have returned to Washington with Mrs. Campbell's mother, Mrs. L. Z. Leiter, and will be here some time. Mrs. Joseph Leiter has gone to Chicago to join her husband and remain until midsummer.

The German Ambassador and Countess von Bernstorff were the guests of honor at a dinner to-night given by the secretary of the Smithsonian Institution and Mrs. Charles D. Walcott.

Mrs. James W. Pinchott is entertaining for some days the Hon. Maud Pauncefote, daughter of Lord Pauncefote, formerly British Ambassador here, and Miss Charlotte Harding, of New York.

Miss Catherine Cameron, of New York, who has a winter home here, entertained guests at dinner to-night.

Justice and Mrs. Harlan opened their doors this afternoon to a large contingent of the social world, who heard Miss Anna Vernon Dorsey in negro folksongs and monologues. The patronesses of the benefit, which was for Miss Dorsey, included Mrs. James S. Sherman, Countess Moltke, Baroness Moncheur, Mrs. Knox, Mrs. White, Mrs. Brewer, Mrs. Wetmore, Mrs. Elkins and a number of other prominent women, all of whom were present.

Mr. and Mrs. Hennen Jennings entertained a number of guests at dinner to-night.

One of the larger luncheon parties to-day was that of Mrs. Dryden, among whose guests were Mrs. Harlan, Miss Cannon, Mrs. Foraker and Mrs. Scott.

Mr. and Mrs. Clarence Moore entertained a large company at dinner to-night in honor of Lady Paget, their house guest.

The Attorney General and Mrs. Wickersham were the guests at dinner to-night of Mr. and Mrs. Franklin K. Lane. Invited to meet them were Senator and Mrs. Newlands and a number of others.

Senator and Mrs. Aldrich entertained at dinner to-night in honor of the Belgian Minister and Baroness Moncheur.

NEW YORK SOCIETY.

Mrs. Clarence H. Mackay gave a small dinner last night at her house in Madison avenue. Later in the evening she took her guests to see "An Englishman's Home."

Mr. and Mrs. Cornelius Vanderbilt will sail for Europe next month, to remain abroad until the early summer. They will return in time for the Newport season.

Mrs. George L. Kingsland, Miss Ethel L. Kingsland and George L. Kingsland are booked to sail for Europe on April 15. They will spend several weeks in London before going on to Paris, where Mrs. Kingsland has taken an apartment for a few months. She will return to New York in the fall.

Mrs. John Duncan Emmet has returned to town from Philadelphia, where she was the guest for a few days of her mother, Mrs. Drexel.

Mrs. Charles T. Barney will sail for Europe early in June to spend the summer abroad.

Mr. and Mrs. J. Norman de R. Whitehouse have returned to town from Florida, and are at their house in East 51st street.

Mr. and Mrs. Robert Endicott and the Misses Endicott will spend the spring and early summer at their country place at Geneva, N. Y. During the greater part of July and August they will be at Bar Harbor.

Mrs. Jose Aymar, who is now in Washington, will return to town next month.

Mr. and Mrs. Walter P. Bliss sailed for Europe yesterday. They will remain abroad until the summer.

CALIFORNIA DEGREE FOR MR. BRYCE.

Ambassador Urges Limitation of Athletic Sports at Universities.

Berkeley, Cal., March 23.—The degree of Doctor of Laws was conferred to-day on Ambassador James Bryce by the academy council of the University of California. This is the first time any one has been so honored by the university since the degree was conferred on President Roosevelt in 1903.

The degree was conferred on Mr. Bryce at the charter day exercises held in the Greek Theatre before five thousand persons. Mr. Bryce delivered the chief address. Referring to athletics in universities, he said:

> I learn with pleasure that you have kept within reasonable limits that passion for athletic sports and competition which has been pushed to excess in England and Australia, and which, in some American universities, goes so far that athletic proficiency is the only distinction desired by students.

Mr. Bryce will remain in Berkeley for ten days to deliver a series of lectures for the Pacific Theological Seminary.

HERMAN RIDDER INCREASES FUND.

Gives $25 Toward Purchase of Cleveland Portrait for State Capitol.

A contribution of $25 from Herman Ridder, to be added to the fund for purchasing a portrait of Grover Cleveland to be placed in the executive chamber of the state Capitol at Albany, has been received by The Tribune.

Of the three Governors of this state—Martin Van Buren, Theodore Roosevelt and Grover Cleveland—who have been chosen for the office of President of the United States, Grover Cleveland is the only one whose portrait has not been placed in the state Capitol. The Tribune has undertaken to collect a fund for the purchase of a portrait of Grover Cleveland. Contributions to the fund so far received are as follows:

Herman Ridder	$25
Previously acknowledged	456
Total March 23, 1909	$481

TO SEARCH FOR ARCTIC EXPLORER.

Admiral Schley Appeals for Funds for Cook Relief Expedition.

Admiral Schley, president of the Arctic Club of America, has issued a general appeal for funds to aid in the Cook relief expedition, organized under the direction of the Arctic and the Explorers' clubs. Contributions may be addressed to Frederick S. Dellenbaugh, secretary of the committee, at No. 29 West 39th street. The appeal reads:

> One of our intrepid and resolute countrymen, Dr. Frederick Albert Cook, is missing in the Arctic regions, where he has been lost to sight since July, 1907. In a communication from him, dated August 26, 1907, he gave the location of his permanent camp or base of supplies at Annotoak, in Greenland, about twenty miles north of Etah. From this point, after exploring around Etah in 1907-'08, he crossed to Cape Sabine about March 1, 1908, and laid his course for the Pole. The last news from him was dated March 17, 1908, at a point forty miles north of Cape Thomas Hubbard, on the Polar Sea, when he reported himself well and in good condition, and that his progress and prospects for success were excellent.
>
> Dr. Cook was to return to headquarters at Annotoak, Greenland, down Kennedy Channel through Smith Sound, and in case no ship arrived he would move to Cape York and thence to Upernavik, expecting to return home not later than September, 1908. This resume is all that can be narrated of Dr. Cook's movements or what he may have accomplished. His failure to return as he had hoped at the time named brings us face to face with the fact that we ought to take immediate steps to effect the rescue or to ascertain the fate of this heroic, resolute and noted American explorer.
>
> It is estimated that a sum not to exceed $30,000 will organize, equip, provision and enable Dillon Wallace, of very large experience in Polar exploration, to lead an expedition that will be prepared to remain, if need be, fifteen months from July, 1909.
>
> As president of the Arctic Club of America and in its behalf, I appeal to the generous, benevolent and patriotic people of our country for this sum to enable us to carry forward this humane project in behalf of our distinguished fellow countryman. My own experience in those regions teaches that a day or even an hour has a value when life is to be saved.
>
> A full and complete report will be published showing the use and expenditure of every dollar of this trust, which the Arctic Club of America will hold as sacred as its honor.

GOVERNOR LILLEY STRONGER.

Hartford, Conn., March 23.—Governor George L. Lilley is suffering from nervous exhaustion. It is believed that he overexercised on his trip to New Jersey and also took a cold, which he did not shake off. His physician recommends a complete rest in bed for a week. To-day the Governor was much better.

JAMES SPEYER HELPS GIRL ATHLETES.

The Board of Education announced yesterday that James Speyer, the banker, and his wife, had given $250 to the girls' branch of the Public Schools' Athletic League to spread the interest in folk dancing and athletics in the public schools of the greater city. The schools in Brownsville and the lower East Side will probably be the ones to profit by the gift.

THE CANAL AS A BUSINESS VENTURE.

Will Not Be a Commercial Success, Writes a Tribune Reader.

To the Editor of The Tribune.

Sir: I desire to reply to some of the criticisms in your editorial on my article on "The Panama Canal as a Business Venture." First you doubt the soundness of my statement that the canal will not be used by sailing vessels. In most of the discussions of the subject that seems to be taken as an accepted fact. Lieutenant Maury, of the United States navy, in 1866 said if there were a natural strait at Panama, because of the doldrums on each ocean, it "would not become a commercial thoroughfare for sailing vessels, saving the outward bound and those that could reach it with leading winds." Professor Johnson, the statistician of the Walker commission, after combating Lieutenant Maury's statement, concludes with "neither the Nicaragua Canal nor the one across the Isthmus of Panama would be much used by sailing vessels."

Mr. Nimmo, formerly chief of the bureau of statistics, says: "Neither the Panama nor the Nicaragua Canal will ever be available for sailing vessels on account of lack of wind and towage charges. It would be necessary not only to tow sailing vessels through any American canal, but also, as a rule, to tow them to and from the canal through the doldrums. For the same reasons no sailing vessel ever passes through the Suez Canal." The latest report of the traffic of the Suez Canal which I have seen shows that of the enormous tonnage passing through almost none were sailing craft, unless possibly a few yachts. This was true in the case of a sea level canal. But when one considers the dangers and difficulties of towing through a canal where there are two flights of three locks each I think that I must adhere to my original statement as a sound one.

You also question my statement that not more than one-fifth of the cost of excavation, construction, equipment and fortification has been completed. I quoted my authorities, but you may call it one-third if you please. Remembering that more than $30,000,000 has already been spent on the enterprise, it is not easy to accept the present official estimate of a total cost of $375,000,000 as a conservative one.

You finally ridicule my arguments by quoting certain erring prophets in the past. That is a very easy way to argue, but is not the list of those in business projects whose prophecies have been justified far greater than those whose predictions have been nullified? I was not aware that the Manchester Ship Canal was a commercial success. If so, how is it that the latest number of "The London Economist" quotes its share at 29 cents on the dollar, though it has been open more than ten years? My article was such an investigation of the question as any cautious individual would carry on who was asked to put his own money into a business enterprise with the hope of safe investment and reasonable return in interest. In the voluminous literature on the subject I have never seen a single article treating the subject in careful detail, except that of Professor Johnson, which could figure anything like a commercial success, and the reliability of his figures as to cost have already been completely disproved by the march of events.

GEORGE L. FOX.

New Haven, March 19, 1909.

WHAT $5 WILL DO FOR THE BABIES.

To the Editor of The Tribune.

Sir: A simple note signed by the initials of two persons, evidently husband and wife, and reading, "For the milk depots, in memory of a sweet baby, in lieu of flowers on his grave," brings to the New York Milk Committee a $5 bill for the suffering infants of the tenements. For the benefit of these unknown contributors as well as for any other person who may be seeking some wise way to help people less fortunate than himself, may I not through the columns of your paper, explain what $5 invested in the Milk Committee will do for the mothers and babies of the tenements?

Five dollars will provide instruction and supervision for one mother and baby by trained nurse and doctor for six months.

Five dollars will enable a mother to secure milk specially prepared and modified to meet the particular needs of her baby—the very food necessary to save its life—for one month.

Five dollars will enable a mother to secure free whole milk for home modification for her baby for two months.

Five dollars will enable a mother to secure free whole milk for herself for two months, thus enabling her to nurse her baby. One breast fed baby dies to fifteen bottle fed babies.

Is this not better than flowers on a dead baby's grave?

WILBUR C. PHILLIPS, Secretary.
No. 105 East 22d street.

New York, March 20, 1909.

THE WHITLA RANSOM.

To the Editor of The Tribune.

Sir: I have waited for some one to say something on the moral side of the Whitla kidnapping case. Mr. Whitla pays $10,000 and promises not to prosecute. What is to prevent those same men doing it right over again? It is a premium on kidnapping. I say it was wrong to pay the money to the villains.

A MOTHER.

New York, March 22, 1909.