

Index to Advertisements.

Table with 4 columns: Part, Page, Col., and Ad. Includes categories like Amusements, Apartments, Automobiles, and various services.

New-York Tribune.

SUNDAY, MAY 22, 1910.

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THE NEWS THIS MORNING.

CONGRESS.—Senate: The session was devoted entirely to memorial services in honor of Representatives David A. De Arman, of Missouri, and Francis W. Cushman, of Washington. House: Party issues held the attention of the House today, while the proposed appropriation of \$2,000 in the sundry civil bill to enable President Taft's Tariff Board to collect information for him was pending.

FOREIGN.—Count Jacques de Lesseps flew across the English Channel in a 50-horsepower Blériot monoplane in fifty minutes, landing safely a mile inland. He expects to make a return trip to Calais to-day. Ecuador and Peru have accepted Secretary Knox's offer of mediation; the action of King Alfonso in withdrawing his assent has caused confusion in Washington. Few changes in the policy of Edward VII are expected to be made by King George; it seems probable that the new ruler will gratify the wishes of the extremists.

DOMESTIC.—President Taft sent a telegram of congratulation to President Gomez of Cuba on the occasion of his 60th birthday. President and Mrs. Taft, ex-President Roosevelt, William Jennings Bryan, King George of England and other distinguished guests were elected life members of the World's Sunday School Association in convention in Washington. In a speech before the Louisville Bar Association at Albany, N. Y., on the 21st, declared that New York's hope for clean government was centered in Mayor Gaynor; he attacked the former city officials. Speaking at a Chicago dinner, Lewis Nixon declared that the United States should not share the use of the Panama Canal with any other nation.

CITY.—Stocks were strong. An order from abroad for 50,000 bales of cotton at 15 cents a pound was figured out as showing a profit of \$500,000 for James A. Fatten. The Erie Railroad signed a new agreement with its conductors and trainmen, involving an increase of about 10 per cent. The receiver of the receiver of the Fidelity Funding Company a judgment creditor alleged that there were assets exceeding \$2,000,000, and his attorney for the receiver is winding up the concern's affairs. An assistant butler employed by Senator Aldrich committed suicide in a city hotel.

THE WEATHER.—Indications for today: Partly cloudy; possible showers. The temperature yesterday: Highest, 77 degrees; lowest, 59.

RAISING COMMUTATION RATES. There is much popular outcry against the threatened raising of commutation rates on suburban railroads, as was to be expected. Its justice in a matter to be determined by mathematical processes. It is natural for men to object to an increase in the cost of anything, especially of one of the necessities of life. Thousands of people have settled in the suburbs and have become commuters for the sake of economy, and they have reckoned the cost of transportation to and from the city as fixed at a certain figure. If now that figure is arbitrarily raised, their budgets will be disarranged and in many cases real hardship will be experienced.

It is reported that the increase of rates is to be substantially uniform on all roads. Yet existing rates are by no means uniform. On the contrary, they vary so much that on some roads the proposed increase would leave the rates still lower than they are now without increase on other roads; and the fact that they are highest where there is least and lowest where there is most competition for traffic gives some color to the suspicion which is extensively cherished that the rates are fixed arbitrarily rather than on the basis of reasonable profit. If that suspicion is unjust, proof to the contrary would do much to induce the taking of a more favorable view of the changes now proposed.

It must be conceded that on some roads the fares are now very low, if not so low as to provoke a question as to their profit. Thus, to a certain place the distance is twenty-one miles and the monthly rate is \$6.45. That means 10 1/2 cents a trip, or 2 1/2 cents a day, and a rate of a fraction over five mills a mile, provided the passenger travels thirty days in the month. That is certainly cheap transportation, on a first class railroad, with forty trains a day each way. Another place is thirty-one miles out, with a rate of \$7.50, which means 12 1/2 cents a trip, or 2 1/2 cents a day for thirty days, and a rate of a fraction over four mills a mile, with thirty-five trains a day each way.

Those are certainly low rates, probably as low as any in existence. Whether they are too low to afford a profit remains to be proved. It does not cost much to transport travellers when a practically fixed number is to be carried every day. And the roads which carry most at the lowest rates have an appearance of great prosperity, and their year-end reports and quarterly dividends do not belie their appearance. It must be borne in mind, too, that low commutation rates have tended to the populating of the regions through which the roads run, and that this, in turn, has brought to the roads enormous and profitable traffic in non-commuting passengers and in freight. It is difficult to avoid the conviction that the development of large suburban communities with multitudinous commuters has contributed greatly to the prosperity of the railroads, and it is not pleasant to see a man kick down the ladder up which he has climbed to success, or a corporation, either.

The problem is, as we have suggested, properly to be solved through the processes of bookkeeping. But that bookkeeping should comprehend not alone the transportation of the armies of commuters at so much the month or year, but also the larger transactions which have come to the roads because of the growth of the commuter patronage. We should be surprised to learn that in that larger sense the commuter business was unprofitable, even at the lowest rates which now anywhere prevail.

1836 it underwent the most astonishing and abrupt transformations in size, shape and appearance. Of course, before it gets beyond the range of telescopes and photographic plates there will be ample opportunity for fresh freaks. Up to date, however, almost the only remarkable thing about its conduct is the recent trickiness of the tail.

Still, even if the expected meeting of the appendage and the earth had really occurred, it is improbable that any direct evidence would have been afforded. Astronomers believe that there were such encounters in 1819 and 1861. The first one was not suspected until a month afterward, and the only knowledge of it was obtained by calculation. The second was foreseen, and when it was over the tail made a fine show in the western sky, but while it was in progress there was neither electrical disturbance nor luminous display. The mere absence of unusual manifestations last Wednesday night and during the next forty-eight hours does not necessarily prove that the earth has not again gone through a comet's tail.

ANCIENT HISTORY. "The History of the Yacht Antletiam," just made public by Mayor Gaynor, emphasizes the swiftness of the flight of time since the Gaynor administration began. It reads like a romance of the era of Croker or Kelly, when fine distinctions had not yet been drawn between working the city and working for the city, between an officeholder's owing service to the public and the public's owing an officeholder entertainment as well as support. It appears that "Colonel Mike" Padden, eulogized by Mayor McClellan as "the best Water Register the city ever had," was possessed of an ambition to shine in naval as well as military annals, and, as the custodian of water mains, induced the municipality to purchase for him an official yacht, to be used in the pursuit of harbor water thieves. The log of that yacht is now exposed to the gaze of the interested by "Colonel Mike's" successor in office. From the entries it may be deduced that the influence which the yacht exercised in discouraging water piracy was wholly moral, and that the mariners enlisted in the Padden naval establishment were most completely occupied when they drew their pay.

Drawing pay seems, indeed, to have been considered the most solemn of their functions by officials of the McClellan administration of the kidney of "Colonel Mike." The Water Register who had won the outgoing Mayor's unqualified admiration and indorsement was incidentally "fired" by the incoming Mayor on the strength of a report showing that the office desk assigned him had been long covered with cobwebs. But who can blame the "colonel" for cutting out the sedentary office life, when a high-geared roadster and a harbor yacht both beckoned him to outdoor joys? If he fell from power and station it was only because he was living up to the ideals of his time and kind. He was the "best Water Register ever" because he made the place yield "the best results ever" to those who were fortunate enough to attach themselves to his salary list. He was certainly good to the Antletiam's gallant crew. Now the Antletiam is to be condemned and sold at auction. As we said before, it seems a long time since the McClellan administration and "Colonel" Padden went out of sight.

MR. BRYAN AS A PROHIBITIONIST. A great many people will be interested in the Hon. William J. Bryan's views of the liquor traffic and its regulation, for Mr. Bryan is still the most potent personal force in the party which is supposed to stand for the least possible restriction of the liberties of the individual. Mr. Bryan has been three times a Democratic Presidential candidate, and it is not improbable that he will receive further nominations. What he thinks, therefore, of the need and possibilities of liquor traffic regulation is of more than personal importance.

Mr. Bryan has never shown much consistency as a political theorist. He says that he is an orthodox Jeffersonian and that he believes in limiting the powers of government to the minimum, leaving a free field to individual judgment and activity. Yet no statesman in our day has proposed more plans than he has for magnifying the powers of government and committing the federal administration to a larger regulation of the affairs of individuals and associations of individuals. In his advocacy of government ownership and operation of all the instrumentalities of interstate commerce he out-Hamiltons Hamilton, although professing unchanged allegiance to the antipodal philosophy of Jefferson.

Most Jeffersonians will doubtless find a similar inconsistency between Mr. Bryan's regard as a Jeffersonian for home rule and local sovereignty and his belief that the state can impose prohibition on its subdivisions and that the nation can impose prohibition on the states. To judge from his speech in Chicago on Wednesday to the Catholic Total Abstinence Union Mr. Bryan is, so far as the prohibition of the sale of liquor is concerned, not only a "state-wider" but a "nation-wider." He told the members of the union:

I hold that every unit ought to have authority to act on this subject, except as it is restrained by a larger unit. That is, that the block, the ward, the city, the county, the state and the nation should have the undisputed right to exclude the sale of liquor within its limits, or to fix such restrictions upon the sale of liquor as they may deem necessary for their protection and welfare. I believe, also, that the larger unit has a right to control the smaller one on this, as on other subjects.

He said, further: If the people of a ward object to having a saloon in the ward, I think they ought to have the right to exclude it. If the people of a town object to having a saloon in the town, I think they ought to have the right to exclude it. If the people of a county object to having a saloon in the county, I think they ought to have the right to exclude it, and so with the state and with the nation.

These views may be logical and commendable from the point of view of an enemy of the liquor traffic. But are they Jeffersonian or Democratic? It will be interesting to receive the testimony of "The Louisville Courier-Journal," "The Houston Post" and "The Nashville American" on that point.

THE COMET'S RECORD.

How near the earth came to the expected passage through the comet's tail may never be known with certainty. That the head crossed the sun's face on schedule time is now pretty well established. What a few astronomers believe was the tail was seen in the east two successive mornings after that event. Now, these facts might be reconciled in any one of several ways. Instead of being perfectly straight and pointing directly away from the sun, the appendage might have been bent backward considerably. Some comets do have curved tails. There is at least a chance that the train passed under or over the earth, so to speak, without touching. Though the length was estimated at 20,000,000 or 25,000,000 miles just before the expected encounter it might suddenly have diminished enough to miss the mark when swinging past. Finally, while a short, fanlike projection from the head was reported from the Carnegie Observatory in California on Friday evening, it is conceivable that the tail may have completely disappeared for a time.

For this last supposition there would be a plausible reason. On the occasion of the next previous visit of Halley's comet to the centre of the solar system the appendage, after fully developing, became invisible for two months. If it has partly or entirely disappeared again no surprise should be felt. Why the phenomenon did not occur before the closest approach to the sun, as it did in 1835, instead of waiting until several weeks after that stage of the journey was passed, would be a puzzle, no doubt, but less of one than the phenomenon of vanishing from sight so abruptly.

The behavior of Halley's comet during the last few months has been much less eccentric than when it was last watched by astronomers. In 1835 and

cess of the remarkable campaign of which the anniversary is this year celebrated.

EXPLORATION'S END.

The North Pole is ours, the South Pole will no doubt be England's ere long; the few miles that kept Sir Ernest Shackleton from his goal will probably be covered by his former chief, Commander Scott. Tibet has yielded its comparatively unimportant secrets; the rest, the interior of Africa, parts of Asia, the north coast of Australia and stretches of South America—all this is merely a question of the filling in of outlines. Exploration on the heroic scale is a finished chapter in the history of mankind.

Thus another field of romance is closed to us. Its possibilities have been dwindling through many centuries in quality as well as in extent, and perhaps the stay-at-home, the reader of the explorers' narratives, is the one most deeply bereft. What pleasures marked "terra incognita," "land of the cyclopes" and "anthropophagi," of regions of fire and dragons! Each successive narrative has held less of the thrill of danger and hardship and daring has diminished with progressive knowledge of conditions to be met and consequent perfection of equipment. The final campaigns for the conquest of the North Pole were planned and conducted with the scientific accuracy of a Moltke.

Expectancy of the results of an exploring expedition has not stood on tiptoe in many years; it has calmly awaited the return of the traveller in his easy chair, because it has been enabled to gauge the tenor of his report with great accuracy. Long before Peary reached the pole we knew what he would find there. To-day, before the planting of some nation's flag furthest south, we are already familiar with the surroundings in which it will be funged to the breeze. The last of the explorers in the old sense was probably Captain Cook; he found the men of the Stone Age still living and at work on their jade implements in the Pacific. The hope of our prehistorians that the interior of China might yield a record of if not a direct link with the neolithic age has, we believe, been abandoned. The future of exploration, both as an adventurous undertaking and as a resultant branch of literature, is not promising. Interplanetary visits we may well leave in the realm of fiction, where they have long been familiar.

Our greatest hope at present for something new, for the prolongation of the life of the romance of exploration, lies in the statement of no less an authority than the famous Mr. Hagenbeck that a prehistoric monster akin to the diplodocus in the swamp wildernesses of Rhodesia. No doubt an expedition will be sent in search of this jurassic giant, whose existence, if found to be true, will do much for the rehabilitation of the damaged reputation for veracity of many an early traveller, whose discredited tales of monsters will thus be proved to have a firm foundation in the fact of the survival of early forms of animal life long beyond the duration of the geological eras to which science has assigned them.

And now the comet is said to look like a fan-tailed pigeon! Judging from the numerous disappointments of would-be observers, we should imagine that it more resembled a mockingbird.

There will be many who will strongly dissent from Mr. Lewis Nixon's theory that this country should refuse the use of the Panama Canal to free nations on the same terms with itself. It is true that the canal is costing this country a large sum, but the policy of discrimination which Mr. Nixon suggests would cost it far more, at least in reputation.

The May Vote parade on Fifth avenue was lovely! not effective.

Digests of the proceedings in the two smuggling cases decided on Friday in the federal courts ought to be included in the steamship and other guides for transatlantic travellers. Those over-thriftly persons who want to save a few dollars in duties by false declarations should realize that they may be called on to give up a few thousands later in penalties and fines.

An Hungarian scientist now covers the floor of the Caribbean with submerged cities. One of these days we shall hear that the entire surface of the globe was once land.

Germany has now seven officially licensed aeroplanes, or "sky pilots," to give the old world its suggested new and more dignified meaning. In Austria only three candidates have thus far succeeded in passing the required examination. Of the seven Germans, only one has a license for a Wright machine.

THE TALK OF THE DAY.

The number of suicides among the students in Russian schools has increased to such an extraordinary extent, says the "Russische Korrespondenz." That Mr. Schwartz, the Minister of Education, is making a searching investigation with a view to ascertaining the cause. The investigation is being conducted in a most thorough and painstaking manner. The fact that tender natures cannot long endure the harsh and heartless discipline of the schools and the petty nagging of the police to which the students are subjected. These are doubtless the causes of many of the voluntary acts by which the thradom comes to an end. The authorities have endeavored to make people believe that the young suicides were all "children of misfortune," but the writer thinks the public knows the cause.

LOGICALLY DEMONSTRATED. "Women are worth more than men; I can prove it, too," she said. "He proved it, too," he said. "And answered: 'Go ahead.'"

"A mia is so good as a mile," said she. "You can grasp that without aid." "But I have a man's hand," said he. "You'd better go to a lawyer."

"Do you know how the one goes," said a court reporter of the Boston murder trial, "what the case stands to be?" "The accused is a man named 'Merry'." "When the judge says 'Merry' to the jury, the man showed signs of being the man who was reminded of his predicament, and said: 'He is merry still, and will be to the end, for Lustig is the German word for merry or jolly.'"

A New Jersey woman wrote to a newspaper the other day that she did not want the paper any longer. She said she had been reading it two weeks in order to understand the politics of this country, and was utterly unable to do so. We do not know how she got on, but it is certainly a poor one if it cannot make political plain in two weeks—Springfield (Ohio) News.

A twelve-year-old lad and a younger sister got the better of a railroad company when Henry Horrigan and his sister, Helen, bought half-fare tickets from New State, Portland over the Northern Pacific. Henry weighs 32 pounds, and Helen, eight years old, weighs 10 pounds. Both are in the half-fare class, but their combined weight

is equal to that of four ordinary passengers who have to pay full fare. There was a protest when the conductor entered the Pullman car in which the youngsters had a section. He admitted that the girl might be riding on half-fare legitimately, but declared that the railroad company was losing money in hauling Henry for a little less than \$3 to Portland.

A GREAT CONVENIENCE.

We have found an explanation of the "It's the comet that's to blame." Every brain gets relaxation. From all burden it is freed. If it's the comet that's to blame, or we lose a baseball game, we remark in tones emphatic, "It's the comet that's to blame."

Now the grafters with their folly And the flimsy financiers Have forsaken melancholy For the new scheme that appears. A dementia marks its orbit. As it leaves a wake of fame: Men of letters, authors, poets, It's the comet that's to blame!

Hail, thou ready explanation, It's the one that has to go. If a k-i-s-s upsets a nation Or if it's the comet that's to blame, Who's the one that's to blame? Who's the one that's to blame? Who's the one that's to blame? Who's the one that's to blame?

—Washington Star.

AMERICAN INTERVENTION

Correspondent Thinks Immediate Action Necessary as Regards Nicaragua.

To the Editor of the Tribune: Your editorial of this date's issue under the caption of "Telling Them To Be Good" is quite an encouragement for those of us who really look for the establishment of peace and good government in Nicaragua.

As you wisely say, that "miserable bickering is getting to be intolerable," some efficient and prompt remedy should be applied to prevent further bloodshed and the prevalence of anarchy.

The step taken to prevent the bombardment of Bluefields by the Madriz forces is plainly justified, as you remark, "in both law and equity"; but this is not enough to bring the war to an end and to protect foreign interests seriously affected and gravely menaced now by the endless fighting.

If the United States government does not take an immediate and efficient step in the disgraceful affairs of Nicaragua its policies are going to be impaired in the whole Central American section, and might even be the cause of that government's becoming a laughing stock on the continent after Secretary Root's prompt and forceful note to the chargé d'affaires in Nicaragua, December 1, 1909, in which it is clearly stated:

"From every point of view it has evidently become more difficult for the United States further to delay more active response to the appeal so long made to its duty to its citizens, to its dignity, to Central America and to civilization."

If these words mean something and are the result of thoughtful deliberation (as we believe), the United States government is bound to interfere in the Nicaraguan imbroglio, not necessarily by a military occupation of that country but by practical mediation which can check through the one manous element in Nicaragua that is strongly opposed to any intervention of the United States.

This intervention will destroy at once the pernicious system of which that faction is the beneficiary by measures of unseemly oppression and acts of ransacking which the revolution has been struggling to destroy in an effort of half a century's fighting.

It is what has the power and the ability to restore decency over there? In the same hand which with the stroke of a pen brought to a finish the feudal reign of the oppressor Zelaya. ADOLFO VIVAS. New York, May 19, 1910.

PAYING TO SING.

To the Editor of the Tribune: Sir: I noticed an account in yesterday's Tribune of the formation of the MacDowell Chorus, under the direction of Kurt Schindler. On making inquiry it appears that the singing members are asked to pay annual dues, the non-professional \$15 and the professional \$2. I would be obliged if you would take the opportunity, through the columns of the Tribune, to explain why singing members of such a chorus are called upon to pay for the privilege of singing.

On making inquiry it appears that other similar societies, such as the Mendelssohn Glee Club, the Musical Art and the Toronto Club? OTTO PREGENZA. New York, May 9, 1910.

[The answer to this question is obvious. The MacDowell Chorus has a right to establish the conditions under which it accepts members, regardless of precedent. Mr. Pregenza is not obliged to join, but if he joins he must accept the conditions of membership. Similar societies follow various practices in the matter of dues; some charge a high rate, some a nominal rate, and some pay active members a nominal or considerable sum. In other words, Mr. Pregenza's question "why singing members of such a chorus are called upon to pay for the privilege of singing" can be answered simply by the statement that this particular chorus has decided upon this method.—Ed.]

AN ENGLISH WOMAN'S THANKS.

To the Editor of the Tribune: Sir: May an English woman, through your columns, render a tribute of gratitude to the British people for the honor and service in honor of King Edward, which was appreciated to seating capacity, to-day? All seats were free, books specially printed for the occasion were supplied, and not even a collection was taken up, gladly as those present would have contributed. The service was dignified and impressive, the music beautiful and the arrangements perfect.

The English residents of New York who were so fortunate as to attend owe a debt of gratitude to clergy, vestry officers and choir which can never be paid.

FRANCES HARMER. New York, May 20, 1910.

THE ANGLICAN CHOIR PROJECT.

To the Editor of the Tribune: Sir: I wish to thank "E. J. G. P." for his notice in your issue of May 16, in behalf of an Anglican choir. It would seem to be too late now to bring a choir together for the services to King Edward, but let us prepare for any future occasion. Therefore I will now name "the St. George's Anglican Choir," to be composed of British organists and chorists in greater New York and vicinity. The organization can be linked with the British Universities and Schools' Club, the St. George's Society and other associations, and can be brought together at least twice a year.

G. J. Brewer is just the leader wanted, and we will assume that he will be pleased to accept the position of conductor. The intention is to render and interpret our favorite and well known chants and hymns in the fashion of the Mother Church, and in getting together periodically to do something to break up the present aloofness characteristic of British-Americans, which is harmful and certainly unfruitful.

If you will kindly give me an address, I will give him, giving his address, we can all forward names to him for registry.

A CHURCHMAN. Brooklyn, May 19, 1910.

THINGS COST MORE IN A BIG CITY.

From The Tacoma Ledger. Geo. W. Butch Chicago put a warm one on "Hull" and "Hull" put a warm one on "Butch." Chicago City aldermen were satisfied with \$10!

People and Social Incidents.

AT THE WHITE HOUSE.

[From The Tribune Bureau.] Washington, May 21.—The President devoted his entire morning to discussing with Senators and Representatives the legislative situation. The opinion generally expressed was that Congress would adjourn not later than July 1. The Congressional list included Senate Page, Dick, Nelson, Lodge, Jones, Stephenson, Warner, Smith, of Michigan; Scott, Guggenheim, Burkett and Overman and Representatives Gregg, Burleson, Handy, Gillette, Jamieson, Campbell, G. O'Connell, Reeder, Stephens, McDonald, Cooper, of Wisconsin; Rucker, McCall, Dwight, Hinshaw, Austin, Hamilton, Kendall, Volstead, Davidson, Dieken, Miller, of Kansas; Nichols, Madison and Rothwell.

Daniel H. Keefe, Commissioner General of Immigration, called on the President. The President, accompanied by his brother, Charles P. Taft, who arrived at the White House to-day; General Edwards and Captain Butt, played golf this afternoon.

IN THE CABINET. [From The Tribune Bureau.] Washington, May 21.—The Attorney General, Mr. Clegg, joined the cabinet for a short visit to Philadelphia. He and Mrs. Wickensham will have as guests near the end of this month the brother-in-law and sister of the Attorney General, Lord and Lady Haddfield, of England, who are en route to their own country from a year's trip around the world.

The Secretary of War has gone to Savanah Station, Va., to join the officers attached to the War College now on a tour of instruction through the battlefields of the Civil War in Virginia.

THE DIPLOMATIC CORPS.

[From The Tribune Bureau.] Washington, May 21.—The Ambassador from Germany, who is now in New York, will return here on Tuesday.

The Minister from Denmark will go to Lancaster, Mass., the summer home of Mr. Francis Nathaniel Thayer, at the end of this month, where he will join Countess Moltke, to remain until they sail for Europe in July.

The British second secretary and Mrs. Kennard, who sailed for England to-day, will visit the family of Mr. Kennard to-day and travel in Europe until November, when they will return to Washington.

The Spanish Legation will be moved for the summer to East Gloucester, Mass., at the end of this month. The first secretary and Mrs. Edward Loftus will leave here on May 31 for that place, and will remain at East Gloucester until July 1, when they will sail for England, to be absent until winter.

The Minister from Panama has as guests his cousin, Fabio Arce, recently appointed Panaman Minister and secretary of the legation, respectively, to Chili.

IN WASHINGTON SOCIETY.

[From The Tribune Bureau.] Washington, May 21.—Mrs. L. Z. Letter, who was to arrive here to-day, after special car from Chicago, accompanied by Mr. and Mrs. Joseph Letter, has been detained in the West, and will not reach here until Wednesday. They will remain here for the wedding of Miss Townsend and Peter G. Gerry on Thursday, and will then proceed to Berkeley, where Mr. Letter is building a new summer home.

Mr. and Mrs. Larz Anderson left this morning on their houseboat "Roxana" for Annapolis, taking with them a party of friends. They will remain there for the graduation exercises and ball, and will probably go to their summer home in New England at the end of the month.

Mr. and Mrs. John King, of New York, who have been the guests of Mr. and Mrs. Clarence Moore for a week past, returned home this morning.

Mr. John T. Granger was hostess at a tea this afternoon for her daughter, Mrs. Felix R. Holt, wife of Paymaster Holt, U. S. Army. Mrs. Holt made her debut and married in the same season, has been in the Philippines with her husband, and has just returned here for the summer. Assisting Mrs. Granger were Mrs. Arthur Bernard and Mrs. Thomas Owen, while among Mrs. Holt's girl friends in the tea room were Miss Winifred Davis, Miss Natalie Briggs, Miss Kate McCarty and Miss Dove.

Representative Boutelle and Miss Alice Boutelle left to-day for Detroit, where the former will address the Bankers' Association and the latter will visit friends. Mrs. Boutelle and Miss Boutelle will go to Maine early next month to remain until the close of Congress.

Among the large dinner parties to-night were those at the home of Assistant Secretary of State and Mrs. Huntington Wilson and a party of thirty-two, given at the Chevy Chase Club by Miss Wetmore.

The ushers selected for the wedding on June 4 of Miss Grace Bell and Mr. Foran were Captain Archibald Butt, John Hart, Preston Chase, George W. Brown, New York; William Hitt, Gardner Hubbard and Julian Ripley.

NEW YORK SOCIETY.

King George's resolve to have his coronation in October next, instead of a year hence, bids fair to affect the plans of New York society almost as seriously as the death a little over a fortnight ago of Edward VII. It is to be expected that a number of persons from here who are otherwise accustomed to spend the autumn at their country seats on Long Island, in Westchester County and on the other side of the Hudson River. Under ordinary circumstances, autumn is the most festive and agreeable period of the year, and with its gay house parties, its racing, its horse shows, etc., has the effect of attracting only Americans from all parts of the Union but also foreigners, who find that it is the time most propitious for making the acquaintance of New York and of its people under favorable conditions. This year, however, many of those who are usually most active in promoting the success of the fall suburban season in New York society, yet not ready announced their intention of leaving home or hotel suites in London for the coronation ceremonies. If the summer season in London has been rendered so gloomy by the deep mourning entailed by the death of Edward VII as to drive all the Americans out of the city, it is to be expected that a number of persons from here who are otherwise accustomed to spend the autumn at their country seats on Long Island, in Westchester County and on the other side of the Hudson River. 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