New York Tribune.

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THE NEWS THIS MORNING.

CITY.—Stocks were irregular. ═══ J. Bruce Ismay announced that hereafter all ships of the International lines would be equipped with lifeboats and rafts enough to carry crew and passengers; the Senate committee continued its hearing and ordered Ismay and Franklin to appear before the full committee in Washington; Howard S. Harrington, Admiralty lawyer, said Ismay's presence on the Titanic would be a big factor in the question of negligence of the White Star Line, which might therefore lose millions in damage suits; White Star Line representatives tried in vain to see Titanic survivors at hotels, the intention being, it was said, to head off possible suits for damages; one hundred and fifty survivors of the Titanic's crew sailed for Europe on the Red Star liner Lapland; Vincent Astor sent $10,000 for the relief fund, which reached a total of $72,042. ═══ Governor Dix sailed with his wife and secretary for Europe. ═══ Two men held up a Grand street saloonkeeper at pistol point and made their escape in a taxicab, but taxicabs being scarce there its presence was noted by a policeman, and an arrest soon followed. ═══ American Marconi Wireless dropped 200 points, and a curb broker told how he made $350,000 during the boom in the stock. ═══ Grand Chief Stone of the Locomotive Engineers said a strike would be called to-morrow if the railroads had no counter proposition to make to the employes' demands. ═══ Wilson's managers were convinced by another poll of this state, this time by the Progressive Democrats, that New York's electoral votes should go for him, but those who know "Boss" Murphy did not think the New Jersey Governor had any chance of getting them. ═══ Nearly two thousand East Side residents swarmed into the Postoffice Building, having been summoned by the Federal Court to elect a trustee for the bankrupt firm of M. Rosett, bankers.

DOMESTIC.—The Senate passed without a dissenting vote a resolution advising the President that the Senate would favor treaties with the maritime powers to better secure the safety of passengers and crews of vessels at sea. ═══ The House passed by a unanimous vote the bill requiring publicity of all contributions and expenditures made in the interest of candidates for nomination for President and Vice-President. ═══ State appropriations for 1912 totalling $45,726,000 were approved by Governor Dix, it was announced at Albany, making a net increase for this year of $9,309,000. ═══ Reports reached Jackson, Miss., that two hundred persons had been drowned by floods in Bolivar County, Miss. ═══ The strike at Lowell was declared off; the workers gained a partial victory. ═══ The Catholic University at Washington received $25,000 for the founding of five scholarships to combat socialism. ═══ Stockholders of the Virginian Railway were called to authorize a bond issue not to exceed $75,000,000. ═══ The twenty-first Continental Congress of the Daughters of the American Revolution closed at Washington after passing resolutions on the death of Major Archibald W. Butt.

FOREIGN.—Captain Haddock of the White Star Line steamship Olympic, on its arrival at Plymouth, denied that he had sent any misleading report about the Titanic last Monday; it was announced that Mrs. Ava Willing Astor would come to this country to be with her son at the earliest possible moment; the various relief funds exceeded $400,000. ═══ Members of the crew of the Olympic at Southampton canvassed their comrades on a proposal not to embark on the next voyage to New York, owing to the insufficient provision on that vessel of lifesaving apparatus. ═══ The Hamburg-American Line has decided to increase the number of lifeboats on its steamers and to improve all lifesaving appliances, so that every person on their boats can be accommodated. ═══ The French Line steamer La France sailed from Havre for New York on her maiden voyage. ═══ The American Consul at Chihuahua, Mexico, reported that two American citizens had been detained there by the rebels since March 16. ═══ The Turkish government gave orders for the removal of all mines from the Dardanelles, thus reopening the straits to navigation.

THE WEATHER.—Indications for today: Cloudy. The temperature yesterday: Highest, 57 degrees; lowest, 39.

ELEMENTS OF DISASTER.

Significant facts have promptly been established by the inquiries of the Senate investigating committee in the case of the Titanic. It is certain from the testimony of the second officer, given on Friday, that the captain and other officers received warning of ice ahead by wireless telegraph from another vessel only a few hours before the catastrophe occurred and that the captain computed the very hour at which they were likely to encounter the bergs and floes which had been reported, fixing it close to the time at which the ship did actually strike.

It would seem to go without saying that the captain should have been warned before starting to exercise all possible vigilance and that after the warning from the Amerika at noon of Sunday that vigilance should have been redoubled. There is no indication that these things were done. The ship was run at high speed, steadily increasing as the danger zone was approached. On Friday she made 515 miles, on Saturday 519, on Sunday she was making still more, and it was intended to make a top speed spurt on the closing day of the voyage. At noon of Sunday came the warning of ice ahead, which the captain reckoned they would encounter at about 11 o'clock at night.

Yet there were no preparations for the emergency. There was no drill of the crew. There was no slackening of speed. The captain himself did not go upon the bridge as the fatal hour approached when he expected to meet the ice. There was no special lookout set. As heedlessly as though such a thing as an iceberg had never been heard of the ship went rushing to her doom at twenty-three knots speed.

These things were the elements of disaster, just as surely as the lack of lifeboats meant death after disaster came. Upon only one theory do they seem explicable. That is, that proprietors and officers alike were obsessed with the infatuation that the ship was unsinkable. It will be recalled that such confidence was repeatedly expressed at the offices of the company after the first news of the accident arrived. No matter if she had rammed an iceberg, we were told, the ship simply could not sink. The same delusion seems to have possessed many who were on the ship, after the collision occurred. How vain it was the tragic sequel showed. It may be comprehensible that contemplation of the immense size and power of the ship did lead men to imagine that she was invincible against the mishaps which would be fatal to lesser crafts. But it is incomprehensible and unpardonable that prudent, expert and responsible men should thus be led to neglect ordinary precautions for assuring the safety of the two thousand and more lives which were in their keeping.

SHIFTING THE LANES.

A shifting of the transatlantic lanes is the first salutary effect of the Titanic disaster. The most important steamship companies have accepted the suggestion of the United States Hydrographic Office that the southern east and west routes ought to be laid much further south through the region of the Atlantic which is annually invaded by icebergs. Indeed, they have even decided to retreat a little below what the Hydrographic Office fixed as the line of safety. The government authorities hold that the warm winds and water of the Gulf Stream will dissipate any Arctic ice before it gets to the 40th parallel of latitude. But the companies have agreed to follow a westbound course along the 39th parallel between the 45th and the 50th degrees of longitude, thus keeping clear of the ice and fogs which infest the sea area to the east and south of Newfoundland. The eastbound route will be 20 minutes north of the 38th parallel, so that it will be even safer than the westbound one.

The voyage west has always been more dangerous than the voyage east. Being able to gain in time travelling east, the liners could afford to use the more southerly route. Losing time coming west, they have ventured into higher latitudes in order to find a shorter passage and there they encountered both fog and ice. Tens of thousands of lives have been risked every summer merely to cut down the sailing time and to save on coal and incidental expenses.

The increased distance on the new routes will be about 180 miles, prolonging the passage by eight to eleven hours. But that is a small disadvantage compared with the greater protection secured to life and property. A few years ago the more northerly routes put steamers into closer touch with land through the wireless stations at Sable Island and Cape Race. But now that the range of the wireless has been greatly extended, communication with land is no longer dependent upon those stations, messages being easily passed along from one ship to another all the way across the Atlantic. The Newfoundland Bank is one of the most dangerous of all ocean areas, for it is the habitat of ice and fog, and every seaman dreads its neighborhood. Most travellers across the Atlantic are not driven for time. They want a safe and pleasant voyage rather than a swift one, and will be vastly better satisfied to travel the longer southern route, on which weather conditions are better and one of the greatest perils to navigation is totally eliminated.

THE PRIVILEGE OF HELPING.

The readiness with which this community has responded to Mayor Gaynor's request for a fund for the relief of the Titanic survivors is highly gratifying. Never niggardly in the face of misfortune or need, the people of the city have given eloquent testimony on this occasion to their sorrow and sympathy and desire to be of help. Contributions to the fund have come in at the rate of about $1,000 an hour, and it is to the credit of the community that they have come from all classes of its citizenship. Each gift has borne its acknowledgment of human brotherhood in affliction and its message of sympathy and good will. Each has shown that to give was a privilege.

Especially fine has been the work of the women's relief committee, which has contributed not only money and worldly goods but personal service to help the unfortunates. What endless funds, what mere man, with the readiest sympathy and the best intentions in the world, could not do for the sufferers those gracious women workers did and are doing. Immigrant of the steerage and her erstwhile social superior of the first cabin received from them the sweet help of a sister.

When the Titanic, plunging to the sea's bottom, carried with her to their death men of untold wealth and high social station beside penniless immigrants the tragedy read to the world a lesson of democracy. The splendid spirit of helpfulness with which this community has come to the relief of the survivors, regardless of race, creed or worldly position, completes that lesson in a noble and inspiring fashion.

"WOMEN AND CHILDREN FIRST."

By signing the fifty-four hour labor bill Governor Dix showed that this state was prepared to recognize in the industrial field what all the world recognized in the Titanic disaster—the fitness and need of protecting the weaker members of society. This measure will not bring about a millennium in the world of labor. It will not prevent women and children, under the lash of economic necessity, from working when they should not work. But it will prevent employers with a mistaken notion of "efficiency" and business economy from dragging a ten-hour workday out of factory hands for whom even nine hours' labor represents a heavy strain on energy and endurance.

There were only a few hundred women and children on the Titanic. The Consumers' League estimates that there are 400,000 factory women in this state, and there are thousands of boys who will come under the provisions of the measure limiting the hours of labor of women and minors to fifty-four a week. The danger which confronts them is not as sudden and awful as that of the disaster at sea. Yet the dull wearing away of a woman's life in factory toil, with its drain on the present and its taking of toll of the future generation, may be a tragedy as terrible as the sudden wiping out of life. And needless. The change in conditions which will be brought about under this law will not be great enough to imperil any business enterprise or produce any noteworthy property loss. Such a law is no more "paternal regula-

tion of business" or "interference with individual rights" than are the existing laws preventing employment of minors in specified occupations under certain conditions or the measure recently signed by Governor Dix preventing employment of women for a certain period after childbirth.

The new law writes into the statutes the unwritten law "women and children first." It is peculiarly fitting that New York should have taken just at this time a forward step for the safety of the present generation and the wellbeing of the next.

NO EXCUSE FOR DELAY.

Chairman Moon of the House Committee on Post Office and Post Roads exhibited a refreshing candor when he apologized the other day to his colleagues for thrusting upon them the unwelcome opportunity to vote on a section in the postoffice appropriation bill providing for a lowering of parcels post rates and the establishment of a special experimental rural parcels post. The lack of a modern parcels post system in this country is a material factor in keeping up the high cost of living, since it prevents a ready exchange of commodities between city and country. The establishment of a real parcels post would be of great economic advantage to the country as a whole, yet many Congressmen, although admitting that fact, are reluctant to vote for it because of the probably mistaken opinion of the small country merchant that it would be injurious to him.

Mr. Moon has a tender regard for those of his associates who fear that they would alienate votes by approving the experiment suggested by the committee. Yet his conscientiousness as a legislator compels him to ask them to face a personally embarrassing issue. With genial sympathy he assured his friends and neighbors on the floor of the House that he knew how "bothersome" the parcels post problem was to them. "If "you were allowed to vote your convic- "tions without your constituents know- "ing it," he remarked, "I dare say that "the majority of you would vote to post- "pone this matter until after the elec- "tions."

"Until after the elections" means in the idiom of Congress until after doomsday, for as soon as one election is over the members of the lower branch who have survived begin to square themselves for the next one. Mr. Moon believes in having the parcels post agony over now, and the country will agree with him that the question should be taken up at once, even at the cost of a few pangs to those Representatives who want to avoid going on record either for or against the committee's proposals. The present system is retained in the assumed interest of a small minority. Congress should not protect that minority at the expense of rational economic progress which would benefit the whole nation.

A FEDERAL HEALTH BUREAU.

The Owen bill for the creation of a National Bureau of Health, which was favorably reported in the Senate last week, is a compromise measure representing the utmost that Congress is likely to do toward strengthening and co-ordinating the activities of the federal government in regard to health. The original desire of its promoters was for the creation of a department of health bringing together in one central organization a number of independent and overlapping bodies dealing with different phases of this subject. But that plan was abandoned as impracticable, at least for the present.

The opposition to the measure is its greatest asset. It has been denounced by all the quacks in the country as the formation of a "doctors' trust." And it has been bitterly fought by those who opposed the pure food and drugs act, apparently in the belief that any extension of the federal government's activities regarding public health would interfere with their interests. The administration of the pure food and drugs act would be one of the functions of the new bureau of health, which does not seem to suit the purposes of those who have anything to fear from government regulation of food and drugs. Apparently they apprehend that the creation of a bureau of health would mean in course of time increased stringency in federal health regulations. But that would be a point in favor of the proposal, so far as the public is concerned. At any rate, there is a good deal to be said on behalf of the bill on the ground that it would tend to bring system and co-ordination into what are at present scattered federal activities.

COLORED MOVING PICTURES.

The long and diligent quest for a practicable method of securing in photographs the exact colors of nature, which, if successful, would effect one of the greatest conceivable revolutions in pictorial art, has recently taken a new and highly interesting turn in the attempt to apply appropriate tints to the moving pictures of the cinematograph. Ordinary stereoscopic views have long been colored with great success by the simple expedient of applying by hand the proper transparent pigments to the slide. But thus to treat the thousands of minute positives which compose a single film, and to do so with sufficient accuracy to assure satisfactory results, would be a task of prohibitive difficulty and cost. The ingenuity of inventors has, therefore, been taxed to devise some method, either chemical or mechanical, of attaining the desired result which will be at once inexpensive and effective.

The first essays, which have not yet been altogether abandoned, were in the direction of coloring the films themselves by mehanical means, chiefly with the use of stencils. This method involves the use of three films pierced as stencils, one for each of the three primary colors, and its chief fault is that in it the colors are too obviously overlaid upon the black or gray of the photograph. The next step was an adaptation of "three color" photography, through a projection of the primary colors through color screens. And just as the moving picture itself is produced by the very rapid successive projection of single scenes, so the proper blending of the three primary colors into the tints of nature is attained not by simultaneous use of the three screens, but by rapid use of them singly in succession. All three colors must, however, be used upon each of the pictures on the film, and as these latter pass before the lens at the rate of sixteen a second, it follows that the color screens must change forty-eight times a second. This great speed imposes much wear and tear upon the apparatus, but the results are highly successful.

It would be wearying to the non-scientific mind to dwell upon the numerous methods which have been attempted with more or less success, especially as not one of them, however admirable its results in some respects, can be considered as even approximating perfection. The use of several color screens may be effective, but it is cumbersome. What is wanted in the cinematograph, as well as in the ordinary photograph, is a method of recording the precise tints of nature directly upon the original negative and of transferring them thence to the positive print, whether upon paper or film. Then the finished picture will be an exact replica of the exquisite projection which is seen upon the focussing screen of the camera. There are those who doubt the intrinsic possibility of such an achievement; but there are also many who hold that it would be relatively no more remarkable than the original invention of photography and that it is no more to be regarded as impossible than that should have been before the days of Niepce and Daguerre.

It is a safe assumption that the young woman survivor of the Titanic who was married yesterday will not take a sea journey for her wedding trip.

"Tell my wife in New York that I've done my best in doing my duty," was the message sent by Mr. Benjamin Guggenheim. Could there be a better obituary?

Governor Dix, departing for Europe, is reported by his secretary to be in great need of rest and vacation relaxation. Many citizens will wonder whether he got so tired fulfilling his Executive duties or Murphy's orders.

The referendum may be a horrendous thing in politics, but it seems to present itself as a very useful article to managers of baseball organizations who want to "feel the public pulse" on the hour for starting the game, and street railway presidents who want to settle in popular fashion the vexing problem of the "near" or "far" side stop.

THE TALK OF THE DAY.

The bravery displayed by the musicians on the Titanic and the similar exhibition on the English ship Birkenhead recalls also the patriotic conduct of the band on board the German gunboat Iltis, which went to the bottom of the Chinese Sea on August 25, 1896. The scene was at that time described by one of the few survivors of the disaster, which claimed 118 of the Iltis's crew. He said that the men stood at parade, the band played "Heil Dir im Siegerkranz" with all the precision and force of which they were capable and, swinging their caps, the officers and men went down cheering the Kaiser.

"I suppose even a rich man has his troubles."

"Yes; but he can always find somebody to take an interest in them."—Louisville Courier-Journal.

LICENSED LYING.

[Note—The trout fishing season is now open.]

I'll haste me to some bosky fen
Through which a streamlet flows,
And there permit the world of men
For aught I care to doze;
For by decree of licensed scroll
I may fulfil my wish:
With rod and reel invite my soul
To lie around and fish.

By nature gifted with a sense
(Like all mankind) to brag,
I'll find a ready recompense
On later days, to drag
My fishing exploits into tales
To make my neighbors sigh;
I'll presto minnows into whales—
I'll fish around and lie.

A. W. UTTING.

"Did you have any luck with the shrubs you bought from that agent last fall?"

"Yes, indeed. One or two of the dozen now look as though they may grow."—Detroit Free Press.

German newspapers are telling this story under the headline, "An April Fool Boomerang." At a social gathering in Berlin, where a number of men connected with the theatrical profession were present, one of them told the correspondent of the Paris "Excelsior" that at the Potsdam Theatre there would be a rehearsal the next day of a play entitled "The Family," in which the question of parental authority would be the "point" of the first act. The second act would deal with "European politics" and the whole would be unusually interesting because the Kaiser wrote the play. It was an April fool joke, of which "Excelsior" was the victim, "but the funny part of it came," was the comment, "when Berlin papers printed the story as news from Paris."

A little fellow who had just felt the hard side of the slipper turned to his mother for consolation.

"Mother," he asked, "did grandpa thrash father when he was a little boy?"

"Yes," answered his mother, impressively.

"And did his father thrash him when he was little?"

"Yes."

"And did his father thrash him?"

"Yes."

A pause.

"Well, who started this thing, anyway?"—McCall's Magazine.

THE MONROE DOCTRINE.

Relation of Its Integrity to a Bigger American Navy.

To the Editor of The Tribune.

Sir: Americans who imagine that the Monroe Doctrine is acquiesced in by European powers should keep in touch with recent articles appearing in German publications. The "Grenzboten," a leading German review, in the current number makes a sharp attack on the Monroe Doctrine, and the "National Zeitung," in commenting on said article, urges the "fatherland to examine closely whether things resting on such shallow legal and historical foundations as the Monroe Doctrine need be tolerated, or whether, at the bottom, they are not merely American arrogance, which require sharp and decisive opposition."

German colonizing concerns are lords and masters of over eight thousand square miles of Brazilian territory, in South America. The Hanseatic Company, of Hamburg, practically rules in the State of Santa Cathrina, and in the adjoining State of Rio Grande do Sul are still other German colonies thousands of square miles in area. Unquestionably a strong sentiment exists among Germans in favor of bringing South American territory under the German flag.

While the American people are practically unanimous in upholding the Monroe Doctrine, nevertheless, in our usual happy-go-lucky way of conducting national affairs, we overlook the fact that Germany is adding four capital ships to her navy each year. Naval strength is measured today by capital, or "all-big-gun," ships, and if the present Congress adjourns without making an appropriation for two new battleships, within less than three years, viz., by January 1, 1915, Germany will have twenty-one capital ships to the ten capital ships owned by the American people. The excuse is "economy—we must save money," but the same body that grudges $30,000,000 for two new battleships makes an increase of $75,000,000 a year for pensions, in addition to the $160,000,000 a year now spent.

The American people will never again let the Monroe Doctrine go by default, as it did during the Maximilian Empire (1862-1865). "Peace at any price" and "taking a back seat" are not American policies. Ten capital ships against twenty-one would cer-

tainly furnish the basis of a long and costly war at a possible rate of $10,000,000 a day for Uncle Sam. (The Spanish war cost us $4,000,000 a day.)

True economy will mean the avoiding of any possibility of such a war by spending $20,000,000 or $30,000,000 a year for new battleships as insurance money against the horrors and cost of war. A nation that spends annually $1,700,000,000 for liquors can surely afford this amount.

A. H. DADMUN,
Corresponding Secretary Navy League of the United States.
Washington, D. C., April 16, 1912.

LINERS IN PAIRS.

To the Editor of The Tribune.

Sir: Permit me to suggest the following as a remedy against disasters such as befell the Titanic for the future:

An agreement between the various steamship companies, or between the various maritime nations, or, if necessary, by legal enactment, compelling passenger steamers to cross the Atlantic only in pairs, at a distance apart throughout the entire voyage of say five miles.

With the existing community of interest between the different companies such an arrangement could be easily effected, and in place of the proposed plan to send one steamer daily from New York to Europe two boats of approximately the same size and speed could be cleared every other day.

Moreover, by this arrangement the timid would be reassured, travel increased and the presence of a sister ship would be a source of mutual interest and inspiration each to the other during the entire voyage, and, above all, would prevent a repetition of the Titanic affair. B. H. STENZEL.

Brooklyn, April 19, 1912.

To the Editor of The Tribune.

Sir: Is it not feasible to have two steamers in company crossing the Atlantic?

Had a sister steamer been one mile or less south of the Titanic, with the boats of both steamers available, it would seem that many more—possibly all—lives could have been saved.

And is it not time that the custom of a captain going down with his ship should be discountenanced? If all the passengers and the crew were rescued, why should not the captain save his own life? I count it an ignominious death. The gallant captain of the Titanic was no doubt blameless, and had there been opportunity to leave the ship after having done his duty should he not have valiantly faced life?

A. L. THOMPSON.
Landrum, S. C., April 15, 1912.

BIGGER LIFEBOATS.

To the Editor of The Tribune.

Sir: The idea of building an immense oceangoing vessel like the Titanic with no more lifeboats than some small tramp steamer plying along the coasts, so that if the few in them are not picked up by some passing steamer they are left to freeze and starve to death!

A steamer of this size could easily have been equipped with four seaworthy power boats, each holding 500 to 600 passengers in case of emergency for a few hundred thousand dollars more and not one would have been lost or driven insane in this great disaster. HENRY BANGE.

New York, April 19, 1912.

"REMEMBER THE SLOCUM."

To the Editor of The Tribune.

Sir: Re your quotation to-day from "The Newark Star," "Had the Stars and Stripes floated from the giant's taffrail her lifeboats would have carried over two thousand people," it is impossible to be sure that they would, worthy editor, and before we open our mouths to brag of "what would have been if," etc., let us remember the General Slocum.

For frantic boast and foolish word,
Have mercy on Thy people, Lord.

JOHN T. WILSON.
Paterson, N. J., April 19, 1912.

CHILD AND WOMEN LABOR LAWS.

To the Editor of The Tribune.

Sir: The law of the sea, "women and children first," should be the law of all continents. Governor Dix has the opportunity to make it the law of New York State. There are hundreds of us who are praying that, as captain of the Ship of State, he may exhibit the heroism and executive ability of brave Captain Smith, and, ordering every selfish interest to stand aside, may sign the bill limiting the hours of labor of women and children in New York State to fifty-four hours a week.

The measure has been for some time in his hands, but as yet we have received no intimation that he is to sign it. It is incredible that a Governor as deeply interested as is Governor Dix in conservation of resources should not be heartily in favor of a measure conserving human resources as this does. Perhaps he intends to let it become a law without his signature, but if, as stated in this morning's papers, he is to sail for Europe to-morrow, I trust that he will step aboard the Lapland after having put the finishing touch to legislation whose rallying cry has been "Women and children first!" WALTER LAIDLAW.

New York, April 19, 1912.

"MAIN STREET" BY TRIANGLE

Princeton's Dramatic Talent Seen in Annual Musical Comedy.

The Princeton Triangle Club gave its annual New York dramatic entertainment in the grand ballroom of the Hotel Astor yesterday afternoon and evening. This year's show was entitled "Main Street," of which the book and lyrics were written by G. W. Bunn, jr., '12, and the music by E. P. Nevin, '12; F. H. Dyckman, '14, and others. Mr. Nevin is the son of Ethelbert Nevin. A large and evidently delighted audience was present at both performances.

"Main Street" has a real plot about so many things that no ordinary notice could do justice to them. But in it there is a Broadway actor, amazingly portrayed by E. M. Barnhart, '12, and a more or less elderly couple, equally well enacted by W. M. Ellis, '12, and E. V. Connett, '12. The club orchestra played the music and played it well, and the music was more than equal to that of many a Broadway "musical" offering.

$25,000 TO FIGHT SOCIALISM

Catholic University Chosen by Donor to Conduct Propaganda.

Baltimore, April 20.—Cardinal Gibbons, who is chancellor of the Catholic University, at Washington, is the recipient of a gift of $25,000 for the university. The donor is a wealthy Hebrew from the Middle West, but his name is withheld. He said that he regarded the Catholic Church as the great bulwark in the United States against "bad features of socialism and anarchy and for the upholding of law and order."

Moved by these considerations he offered the amount named, to be paid in five annual instalments, either to found a lectureship by means of which socialism would be studied, analyzed and attacked, or five scholarships for students who would pursue special investigations along the same lines.

The Cardinal accepted the scholarship offer and expressed his gratitude.

EX-AMBASSADOR LEAVES PARIS.

Paris, April 20.—Robert Bacon, the retiring American Ambassador to France, and Mrs. Bacon were the centre this morning of a large crowd which had gathered at the St. Lazare terminus to bid them farewell on their departure for the United States. Louis Lépine, Prefect of Police, and Myron T. Herrick, the newly appointed ambassador, were present.

People and Social Incidents

AT THE WHITE HOUSE.

[From The Tribune Bureau.]

Washington, April 20.—While the President and Mrs. Taft and the members of their family have declined to enter into social affairs in any way, they opened the East Room this afternoon to about five hundred girls from the young women's seminaries of Washington, whom they invited several weeks ago to a musical. The President and Mrs. Taft received the girls, who were in charge of teachers from the schools. Mrs. Burmeister, of Baltimore, gave a musical programme, including some negro folksongs, and stories were told by Miss Louise A. Williams. The state dining room was not opened, as on formal occasions.

Mrs. Taft, accompanied by Miss Taft and Miss Isabel Vincent, of Bryn Mawr, who arrived to-day, will leave here to-morrow for Charleston, S. C. They will return at the end of next week.

Robert Taft, who has spent the spring holiday at the White House, will return to his classes at Harvard to-morrow. His guest, John Heron, will accompany him.

THE DIPLOMATIC CORPS.

[From The Tribune Bureau.]

Washington, April 20.—The Austrian Ambassador and Baroness Hengelmüller will entertain a dinner party on April 29. This will take the place of the dinner they postponed on account of the Titanic disaster.

Chevalier Giuseppe Catalani, recently appointed counsellor of the Italian Embassy, has arrived to assume his duties.

The French Ambassador and Mme. Jusserand will entertain at dinner on Thursday.

Another postponed dinner party in the diplomatic corps, which will take place on April 29, is that to be given by the German second secretary and Mme. Kienlin.

IN WASHINGTON SOCIETY.

[From The Tribune Bureau.]

Washington, April 20.—Social affairs will be revived in the latter part of next week, and even on Monday night the Belasco Theatre will be crowded when the Mask and Wig Club, of the University of Pennsylvania, will present "Miss Helen, of Troy." Mr. and Mrs. Joseph E. Thropp will entertain the students at a tea and dance on Monday afternoon. Their house guest, Miss Polly McLearn, daughter of Mr. and Mrs. John E. McLearn, of New York, and the schoolgirl element and debutantes will assist in extending hospitality. Mrs. L. Z. Leiter, Mr. and Mrs. Joseph Leiter, Mrs. William J. Boardman, Mrs. Winthrop Murray Crane, Mrs. Charles C. Glover and other prominent people are acting as patronesses for the students.

Mr. and Mrs. Arnold Hague have gone to Newport to arrange for opening their cottage. They will return before closing their Washington house for the season.

Medical Director W. R. DuBose, U. S. N., and Mrs. DuBose announce the engagement of their daughter, Miss Helen DuBose, to Dr. Luther Sheldon, U. S. N. The marriage probably will take place in the fall.

Mr. and Mrs. Peter Goelet Gerry will be the guests of Mrs. Richard H. Townsend for the horse show in May.

Mr. and Mrs. Joseph Leiter are preparing to take possession of their new country house in Virginia, and will spend the greater part of the coming season there with their two sons.

NEW YORK SOCIETY.

What promised to be one of the most brilliant post-Easter seasons in the history of New York society has suddenly been brought to an abrupt end by the Titanic disaster. In the last week no end of dinners, theatre parties and dances were abandoned, and conditions will be the same this week, most of the hostesses who had arranged for entertainments having recalled their invitations.

Even those who had no relatives or intimate friends aboard the liner have cancelled their social engagements, and are devoting their attention to raising funds for those survivors of the wreck who are in need of financial assistance. In the drawing rooms, clubs, hotels and restaurants where society is accustomed to gather little else besides the great sea disaster is talked about.

For the week opening to-day there is little else on the programme than weddings and charitable entertainments. On Wednesday Miss Beatrice Quennell, daughter of Mrs. Robert Quennell, will be married to Albert R. Gallatin, son of Mrs. James Gallatin, in the Church of the Ascension, with which the bride's father was associated for many years. Miss Quennell's only attendant will be her sister, Miss Grace Quennell. Frederic Gallatin, jr., will act as his brother's best man, and the ushers will be Francis Dawson Gallatin, J. Prentice Kellogg, C. Wheaton Vaughan, Alexander M. Hadden, of this city, and Charles N. Welsh, of Philadelphia. The ceremony will be performed by the Rev. Percy Stickney Grant, and a reception will follow at the St. Regis. Mr. Gallatin will give his farewell bachelor dinner on Tuesday evening at his house, No. 119 East 38th street.

Another bride of Wednesday will be Miss Genevieve Marie Amy, daughter of Mr. and Mrs. Ernest Julius Hyacinthe Amy, to Warren Kinney, in the Church of St. Ignatius Loyola. The ceremony will be performed at 11:30 o'clock, and will be followed by a breakfast at the home of the bride's parents, No. 48 West 70th street. Miss Isabelle Amy will be her sister's maid of honor, and her three cousins, Miss Clemence E. Amy, Miss Marie and Miss Gladys O'Donohue; Miss Elizabeth M. Bister and Miss Olive C. Owens will be the bridesmaids. Morris Kinney will act as his brother's best man, and the ushers will be Ernest V. Amy, Sherburne Prescott, Robert V. Mahon, Beverley Keator and Randall M. Keator.

Miss Alice Andreae, daughter of Mr. and Mrs. Otto Andreae, jr., will be married on Saturday in St. Mary's Church, Tuxedo, to Woodbury Seamans, son of Dr. and Mrs. William S. Seamans, of this city. Miss Gertrude Andreae will be her sister's maid of honor and the bridesmaids will be Miss Anzonella Kane, Miss Marie Seton, Miss Emily Rushmore and Miss Elizabeth Deming. William S. Seamans, jr., will act as his brother's best man, and the ushers will be George A. Washington, 2d, John Tucker, Crawford Burton, Clement L. Despard, Griswold Lorillard and Henry T. Fleitmann. The ceremony will be performed by the Rev. William Fitz Simon, and a reception will follow at the villa of the bride's parents.

One of the last of the April brides will be Miss Valerie Worthington, who will be married to Langdon Haywood Roper, son of Mr. and Mrs. Charles Roper, of Pelham Manor, on Tuesday, April 30, in the Church of St. Barnabas, Irvington-on-Hudson. The ceremony will be followed by a reception at the country place of the bride's parents, Mr. and Mrs. Henry F. Worthington, at Irvington. Miss Gertrude Carrington, of Chicago, will be the maid of honor and Mrs. Lowry Gillett the matron of honor. R. Clifford Black will act as best man, and the ushers will be Witherbee Black, Theodore Montgomery Hill, Henry Haywood Fox and Walter Cooke, jr.

The marriage of Miss Katherine Shaw, daughter of Mr. and Mrs. Thomas Francis Shaw, to Thomas Dickson takes place at the house of the bride's parents, No. 31 West 55th street, on the same day. Only relatives will be present at the ceremony, but invitations to the reception which follows have been more general. Miss Shaw will have no attendants.

Miss Anita Merle-Smith, daughter of the Rev. Dr. and Mrs. Wilton Merle-Smith, will be married to James McAlpin Pyle, son of the late James Tolman Pyle, on April 29 at the home of the bride's parents, No. 3 West 54th street. Owing to the recent death of Mr. Pyle's father the wedding will be small, and only relatives and a few intimate friends will be present. The ceremony will be performed by the bride's father. David McAlpin Pyle will be his brother's best man.

One of the principal charitable entertainments of the week is the performance of "Tags and Tatters," to be given by some of the cleverest amateurs in society on Friday evening at the Berkeley Theatre. Mrs. S. Hinman Bird is to have the leading masculine role, that of Prince Konrad of Rumania, who later becomes the chief of a gypsy band, and Miss Jeannette McAlpin will appear in the leading feminine role, as Princess Thalia. The others in the cast will be Miss Rosalie Ellimsn, as Rudolf; Miss Mildred Gilbert Townsend, as Mirza; Miss Nathalie Kelly, who will be Nina; Miss Zoe Hannah, Alekko; Miss Gwendolyn B. Condon, as Katinka; Mrs. Louis du Pont Irving, as Anton; Miss Florence Wyeth, as Emperor Joseph II, and Miss Grace Henry, who will be Mother Anna of the gypsy band. In the chorus will be Miss Caro Brown, Miss Ursula Brown, Miss Jessica Bishop, Miss Frances Henry, Miss Rosalind Romeyn, Miss Margaret Harris, Miss Margaret Knapp, Miss Margaret Strong, Miss Ruth Moller, Miss Marjorie Weeks, Miss Noel Johnston, Miss Emily Coe, Miss Alice B. Damrosch, Miss Genevieve Sanford, Miss Catherine Burton, Miss Eugenie Philbin, Miss Lisa Stillman and the Misses Thorne, Flagg, Smith, Monroe and Landon.

The house committees of the New York Nursery and Child's Hospital will give a tea on Thursday afternoon at the branches, at No. 171 Lexington avenue and at No. 161 West 61st street, between 4 and 7 o'clock. The object of the reception is to bring both branches more generally before the public.

On the committee at the 61st street branch are Mrs. George H. Benjamin, Mrs. G. Morgan Browne, Mrs. Prescott Hall Butler, Mrs. Henry Mills Day, Mrs. Gherardi Davis, Mrs. F. Ashton de Peyster, Mrs. George Augustus Lung, Miss Eleanor Le Roy, Mrs. William Robison, Miss Ruth Lawrence and Mrs. Frank S. Witherbee, while the committee at the Lexington avenue branch comprises Mrs. Henry Clay Adams, Mrs. Edward J. Berwind, Mrs. Winthrop Burr, Mrs. Thomas Hicks, Mrs. Oliver Bronson, Mrs. Robert Nicoll and Mrs. William M. Kingsland.

Mrs. J. Henry Alexandre, Mrs. Heber R. Bishop, Mrs. Edmund L. Baylies, Mrs. J. Nelson Borland, Mrs. E. J. Berwind, Mrs. John R. Drexel, Mrs. Stuyvesant Fish, Mrs. William B. Osgood Field, Mrs. Frederic Gallatin, Mrs. Edwin Gould, Mrs. John H. Iselin, Mrs. Pembroke Jones, Mrs. Oliver Gould Jennings, Mrs. Lewis Gouverneur Morris, Mrs. William Barclay Parsons, Mrs. Moses Taylor Pyne, Mrs. Hilborne L. Roosevelt, Mrs. James Speyer, Mrs. W. Seward Webb and Mrs. M. Orme Wilson are among the patronesses of the special matinee of "Disraeli," to be given on Thursday at Wallack's for the benefit of St. Mary's Free Hospital for Children. The cast will be composed entirely of children.

The annual meeting of the Army Relief Society will be held at the house of the president, Mrs. Daniel S. Lamont, No. 2 West 53d street, on Wednesday at 3 o'clock. The object of the society is to provide relief in case of emergency for dependent widows and orphans of officers and enlisted men of the regular army of the United States and to solicit and create scholarships and supervise educational opportunities for such orphans. Mrs. Cornelius N. Bliss, jr., is the treasurer of the society and Mrs. Henry Bischoff the corresponding secretary. The annual garden party for the benefit of the society, which was to have been given at the end of next month, has been indefinitely postponed, owing to the Titanic disaster and the death of General Grant.

Mr. and Mrs. Bradley Martin, who have had so many entertainments given in their honor since their arrival here at the end of last month, are booked to sail on Thursday for Europe. They will join their daughter, Lady Craven, in Paris before opening their house, Chesterfield Gardens, London, for the season.

Mr. and Mrs. Archibald Rogers, Miss Ellen Rogers and Kenneth B. Schley will return to New York to-day from Hot Springs, Va. The engagement of Miss Rogers to Mr. Schley was announced a few days ago.

Mrs. Samuel L. Cromwell was among those who sailed for Europe yesterday on board the Lapland.

Mr. and Mrs. C. Alan Hudson have returned from Europe and are the guests of Mrs. Hudson's parents, Mr. and Mrs. Waldron Post Brown.

Mrs. J. Fred Pierson will leave town for Richmond, Va., on Tuesday to visit Mr. and Mrs. Frederick Scott.

Miss Kate Cary is due to arrive in New York on Tuesday from Europe. She will go to her villa at Lenox at the end of the month.

Mr. and Mrs. Joseph Palmer Knapp will sail for Europe on Wednesday on board the Mauretania.

Mrs. William Addison Alexander is booked to sail on Saturday for Europe to spend several weeks abroad.

Mrs. Arthur Murray Dodge will leave town on Friday for a Western trip.

Mr. and Mrs. Cleveland H. Dodge have gone to Washington to remain for a few days.

Mrs. J. Norman de R. Whitehouse, who went abroad early in the year, sailed from Europe for New York yesterday.

Mrs. Joseph Stickney will sail for Europe on Wednesday, to remain abroad for several months.

SOCIAL NOTES FROM NEWPORT.

[By Telegraph to The Tribune.]

Newport, April 20.—An informal luncheon was given this afternoon at the naval training station Newport by Captain Albert Gleaves, U. S. N., in honor of Commander Retzmann and Lieutenant Commander Retz of the German cruiser Bremen.

Mr. and Mrs. James Andrews Swan have returned to Newport after spending the winter in New York.

Mrs. French E. Chadwick, Mrs. Alexander J. Anderson, Miss C. Ogden Jones, Mrs. Lyman C. Josephs, Mrs. William Ennis and a number of others of the Hall colony gave a card party this afternoon for the benefit of the Newport animal refuge.

IN THE BERKSHIRES.

[By Telegraph to The Tribune.]

Lenox, April 20.—Mr. and Mrs. George E. Turnure are guests of Mr. and Mrs. Frederick S. Delafield, at Little Farm. Mr. and Mrs. Turnure will open their country place here in May.

Mrs. Samuel F. Rothingham arrived to-day from New York.

Frank Crowninshield and Edward Crowninshield, of New York, are at the Meakle cottage, in Stockbridge.

Mr. and Mrs. Robb De Peyster Tytus arrived to-night at the Gray House, from New York.

Henry Salstonstall Appleton, who has been at Grey House, has gone to Boston.

Miss Julia Hunnewell, of Wellesley, is a guest of her sister, Mrs. George Baty Blake.

Miss Heloise Meyer has gone to Boston to visit Mr. and Mrs. Arthur Bemis.

Mrs. Thomas G. Pick, who has been in Pittsfield, has returned to New York.