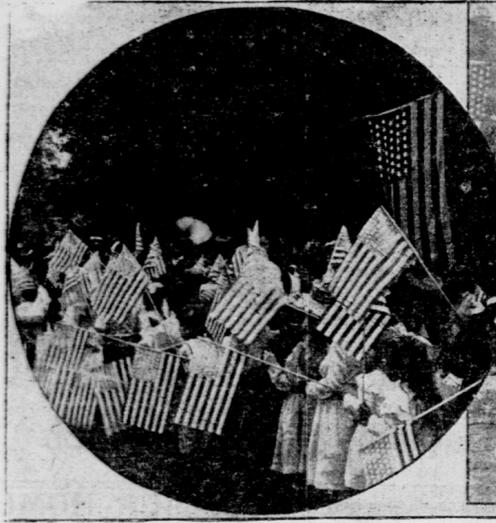




YESTERDAY'S WELCOME HOME OF THE PRESIDENT AT OYSTER BAY.



SCHOOL CHILDREN GREETING THE PRESIDENT WITH FLAGS.



PRESIDENT ROOSEVELT UNVEILING A NAVAL WAR RELIC PRESENTED TO THE VILLAGE.



LISTENING TO MR. ROOSEVELT'S SPEECH.

NEWS OF TWO CAPITALS.

LAND BILL SAVED—THE TARIFF, ISSUE—BUSY SOCIAL WEEK.

Land Bill Saved—The Tariff, Issue—Busy Social Week.

(Special to The New-York Tribune by French Cable.) (Copyright, 1903, by The Tribune Association.) London, June 27.—The government by an artificial compromise succeeds temporarily. The Irish Land bill has been saved by concessions so large that Mr. Wymondham is accused by the men of his own party of surrendering unconditionally to the Nationalists. The effect of the amendments cannot be stated with precision, but the gift of £12,000,000 has not been increased to £20,000,000, as the Nationalists had demanded. Borrowing operations have been enlarged, however, from £100,000,000 to £150,000,000. The Nationalists, who are the best politicians in the Commons, are jubilant, and the ministerialists are relieved, and the rapid passage of the Land bill now seems assured. Taxpayers will be freed, but the government will have credit for dealing in a large way with a most troublesome and intricate question. The ministers can also wind up the session promptly and postpone the general election until the new fiscal policy has been cut and dried.

The compromise by which the Cabinet has been kept together under the pretence of holding an inquiry respecting the fiscal policy has not yet broken down. The speeches at the Constitutional Club have dispelled two popular illusions: First, that Mr. Balfour has shirked the responsibilities of leadership; and, second, that Mr. Chamberlain is intriguing against him and seeking to supplant him. The truth about the cordial relations between the two statesmen was known in the House of Commons, but not in the country. There can be no excuse for misrepresentation after the declarations of yesterday from each that they stand together on colonial and fiscal questions. Lord Lansdowne's method of presenting the tariff issue as a matter for negotiation after something has been set up which can be bargained off has been adopted by both Mr. Balfour and Mr. Chamberlain and by the Unionist members, who have formed a committee for supporting them. Many Unionists who cannot be convinced that wages can be increased by the taxation of food or that the empire can be united by preferential tariffs are willing to concede that the adoption of a moderate revenue tariff may offer a sufficient leverage for the negotiation of reciprocity arrangements with the United States, France and Germany and for forcing reductions of hostile tariffs. The majority of the government supporters in the House of Commons, however, are warning the ministers not to be too precipitate and urging them to instruct the political organizations to circulate the literature supplied by both protectionists and free traders. This is carrying the policy of the open mind a long way.

There is cumulative evidence that Mr. Chamberlain has used a question which cannot be settled by an exhaustive discussion and appeal to the electoral electorate. It is already a stock theme in the leader's writings of the press, and every July review has a symposium on tariff. Lord Goschen following up his weighty speech in the House of Lords with an incisive article in "The Monthly Review," and a score of controversial writers taking up the cudgels on one side or the other. The appearance of J. A. Bright on a Liberal platform at Rochdale as the opponent of Mr. Chamberlain's fiscal revolution is an incident that recalls Mr. Cobden's movement. There has been a great stir among the dry bones of the Cobden Club, and that organization is gaining scores of recruits among the prominent members of both political parties. The free trade Unionists, like Lord Hugh Cecil and Winston Churchill, are asking the Liberals whether arrangements cannot be made by which their seats will not be contested at the general election. The formation of a new political group of Unionist seceders with a separate organization, but prepared to act with the Liberals in defence of free trade, is probable, and Sir Michael Hicks-Beach will be the natural leader and "The Spectator" the chief organ. Even the industries and trades are organizing in the House of Commons for the presentation of the fiscal question. The members connected with the iron and steel manufactures and machinery have formed committees for directing the attention to foreign cartels and trusts and obtaining defensive measures in the general tariff movement. The whole country is pulsating with interest in Mr. Chamberlain's new policies.

Lord Lansdowne receives full praise for his discreet action in recalling the British Minister from Belgrade. Some regret is expressed that he did not emphasize the English condemnation of government by assassins by prompter and more decisive measures. King Peter's reign is not regarded by experienced observers as anything more than a stopgap, and there are confident forecasts of the substitution of the son for the father and the creation of a regency under Russian auspices. Eugene Lazarovitch, a possible candidate for the Serbian throne, claiming descent from the ancient Lazar family of Macedonia, was privately married this week at St. Margaret's, Westminster, to Eleanor Cal-

EGAN'S REPLY TO CHARGES

FORTY DAYS TO DRAW IT!

What Messrs. Burke and Fleming Can Tell About Dock Board.

Joseph Egan, lessee of the Twenty-ninth-st. bulkhead, North River, whose lease Corporation Counsel Rives is trying to cancel, on the ground of conspiracy and fraud, yesterday put in an answer to the complaint of Mr. Rives. His counsel, Thomas C. O'Sullivan, used up forty days in framing a simple general denial of the charges in the complaint. In fact, it is so simple that it has aroused the suspicion in the Corporation Counsel's office that Mr. O'Sullivan must have smiled to himself when he got from Mr. Rives an extension of twenty days in which to put in an answer.

The complaint of the city alleged as follows: That Joseph Egan, lessee of the bulkhead between Twenty-eighth and Twenty-ninth sts., conspired with others in the Dock Department to defraud the city in the estimated sum of \$577,000.

That Egan was at the time, and is now, in the employ of William H. Burke, who was secretary of the Dock Board.

That the Dock Board by resolution awarded a three year lease to Egan.

That Egan and others altered the official minutes so as to make it appear that instead of a three year a thirty year lease had been awarded.

That Messrs. Cram and Meyer signed this alleged fraudulent thirty year lease.

That Egan and others changed the specified rental in the alleged fraudulent thirty year lease from \$1,250 a year to \$750 a year.

Mr. Egan's answer is a general denial of these charges. He denies that he ever conspired with any person to deprive the city of its bulkhead, denies that the minutes were altered for his benefit, or that any resolution for that purpose was illegally put through. He declares that the resolution granting the lease was regularly adopted on November 8, 1901, and that in pursuance of the resolution he has been in possession of the bulkhead since. He denies that the rent is grossly inadequate, or that it is fraudulent or void, or that it is worth \$18,000 to \$20,000 a year.

SUBPENAED FOR TO-MORROW.

Ex-Police Magistrate William H. Burke, former secretary of the Murphy-Cram-Meyer Dock Board, and John Fleming, junior partner of the firm of Brown & Fleming, have been subpoenaed by Justice Meyer to an examination to begin to-morrow at the Criminal Courts Building.

No two men, except the former Dock Commissioners themselves, know more about the inside workings of the old Dock Board than Messrs. Burke and Fleming. It is charged in the complaint of the Corporation Counsel in the action to cancel the alleged fraudulent lease of the Twenty-ninth-st. bulkhead that Joseph Egan, the lessee, was and still is in the employ of Mr. Burke.

It became known that the Erie Railroad had bought a block of North River property at Twenty-eighth and Twenty-ninth sts. for a freight yard. This made the bulkhead immediately in front of the yard extremely useful to the company, and it set about getting it. Egan was too quick for it, however. The week following the election in 1901 Egan made an application for a lease of the bulkhead between Twenty-seventh and Twenty-eighth sts. This fact should be remembered, as it illustrates the sly manner in which things were done by the old board. Perhaps Egan did not know just where the Erie was going to have its new yard. Anyway, he made a mistake in his application for a bulkhead if he had it in mind to "hold up" the company. His application went to the board, and the board at once gave him not what he asked for, but a lease of the bulkhead one block further north. When the board did this it gave Egan what he probably really was aiming to get—that is, the bulkhead just in front of the Erie's new yard. His application was for a three year lease, and this was what the board gave him in its resolution. But then something very remarkable happened. The official minutes were changed so as to make it appear that the lease had been made for a thirty year term instead of three years. The terms of the lease said that Egan should pay \$1,250 a year. This was at first incorporated in the lease, and then the figures were changed so as to make the price only \$750 a year. Whether the lease terms were changed before or after it was signed by Messrs. Cram, Meyer and Burke for the city and Egan for himself is not known, but the existence of specific figures in the minutes of the board would indicate that the alterations were made afterward. The lease itself shows that while the alteration was made in one instance it was not made in another instance, thus leaving the terms of the lease inconsistent with itself. As the custodian of the city's documents in possession of the Dock Department Mr. Burke was responsible for the safe keeping of the leases. He will have to explain to Assistant District Attorney Clarke how it happened that some one got at them and made numerous alterations.

WHAT MR. FLEMING KNOWS.

John Fleming is another star witness, provided Mr. Clarke can induce him to tell half of what he knows about the enormous profits of

Continued on fourth page.

CAR AND PASSENGERS IN CREEK

ELEVATED EXPRESS TRAIN HITS REAR OF CONEY ISLAND TROLLEY ON DEAD MAN'S BRIDGE.

Thirty Men and Women, Several Injured, Struggle in Water While Others Hasten to Rescue—Aid Called from Brooklyn.

Several people were hurt seriously last night in a collision between two electric cars at the Eighty-sixth-st. bridge over the Coney Island Creek. The accident occurred at 9 o'clock, when there was a rush of people from Coney Island, and later there were alarming reports, happily dispelled, that there had been serious loss of life in the collision.

The police at a late hour gave out the following list of the persons who had been injured:

- CINGOTTA, Mrs. Mary, No. 425 East Fourteenth-st., Manhattan; broken jaw.
CINGOTTA, Joseph, husband of Mary Cingotta; contusions of the back and left leg.
COOK, John, motorman of elevated car; badly bruised.
DESTESARO, Giuseppe, No. 266 Avenue F., Brooklyn; severe bruises.
HINCHMAN, John J., No. 65 Rugby Road, Brooklyn; left leg broken.
NARSISIS, John, No. 156 Nevins-st., Brooklyn; foot crushed.
ROURKE, Edward J., a policeman, No. 517 Fifty-eighth-st., Brooklyn; several right ribs broken.
RYDER, Tullie, No. 1214 Gate-ave., Brooklyn; leg badly bruised.
SHARPE, C. W., conductor of trolley car; severely bruised.
THURBER, Mary, No. 132 West One-Hundred-and-Twelfth-st., Manhattan; right arm broken.
TRICK, Henry, motorman of trolley car; severe contusions on body.
WALLER, John J., conductor of elevated car; body bruised severely.
WEIBLER, Mary, No. 1410 Gates-ave., Brooklyn; severe bruises on face and knee.
WOHLER, Henry C., No. 316 Nostrand-ave., Brooklyn; cuts on arm.

An elevated express train running over the Sea Beach Line, well filled with passengers, on its way to Coney Island, ran into trolley car No. 1,083 of the Third-ave., Brooklyn, line. The trolley car was well filled, seventy-five persons in all having boarded it at Coney Island. The heavy impact of the elevated car smashed the trolley car and flung it off the tracks into Coney Island Creek.

About thirty of the people on the car fell into the water, and several of them might have been drowned had it not been for the arrival of Patrolman Linkletter. Officer O'Rourke, who was among the injured, also assisted in the work of rescue. Despite his broken ribs, O'Rourke rescued from the water F. H. Cole, of No. 17 East Twelfth-st., Manhattan; F. Roehmarz, of No. 123 East Fourth-ave., Brooklyn; Miss Grace Goodrich, of Peabody, Mass.; Miss J. J. Haldeman, Rugby Road, Rugby Park, South; and Mrs. William Gilmier, of Sixtieth-st. and Twentieth-ave., Brooklyn.

Several men who were passengers on the elevated train helped to rescue other persons from the creek. Most of the people who were taken out of the creek received no injuries worth mentioning, but they were wet thoroughly. Ambulances were sent to the scene of the accident from the emergency hospital at Coney Island and from the Norwegian Hospital in Brooklyn. Six of the injured persons were taken to the Norwegian Hospital for treatment. Most of the other injured persons went to their homes after being treated by the ambulance surgeons.

It was quite dark at the bridge known as Dead Man's Bridge when the accident occurred.

HUNT FOR ROGERS HEIR.

Lawyers Seek Whereabouts of Witnesses of Alleged Marriage.

According to reports there is, or will be, another claimant to the estate of Jacob S. Rogers, the engine builder, of Paterson. An alleged heir, a son, George, born in 1849, is being hunted for. An advertisement in a morning paper requested information of any one knowing of the whereabouts of George A. Yost and Betty Yost, daughter of George A. Yost and Betty Yost. The whereabouts of the surviving witness, W. W. Davis, and the physician who was present at the birth of the son in 1849 is also wanted. De Forest Bros. of No. 39 Broad-st., counsel for the estate, had an intimation of a possible contest when a lawyer called on them over a week ago and spoke of the claims of the alleged heir.

Mr. Rogers died in July, 1901, and when the will was probated some time after it was found that he had left the bulk of the estate to the Metropolitan Museum of Art. Various nephews and nieces who had been left nominal sums contested the will, but did not succeed in getting any more than was bequeathed to them, with a little added by the executors. The estate was valued at over \$5,000,000.

For years Mr. Rogers lived alone in Paterson. A lawyer who has been connected with the estate said yesterday:

"If such a thing were possible that a new heir should turn up, his claim could be thrown out of court under the laws of New-Jersey, in which State the will was probated, the legal limit of a year in which to file claims, has expired."

RUTLAND R. R. for Manchester, Brandon (Lake Dunmore, Hyde Manor), Burlington. "Across the Islands of Lake Champlain," Montreal, Quebec. Four trains, full details, 359 E'way, N.Y.—Adv.

CRASH ON BEACH TRAIN.

Four Passengers Hurt in a Collision on the Long Island Road.

Four persons were rather badly injured last night in a collision on the Long Island Railroad at Vesta-ave. and New Lots Road. The train of three coaches, was on the way from Long Island City to Manhattan Beach, and was only fairly filled with passengers. The injured were:

- BROWN, W. F., Jr., eighteen years old, of No. 758 Union-st., Brooklyn; contusion of the leg.
MINER, Mary P., of East Twenty-seventh-st., near Voches-ave., Sheepshead Bay; contusions and shock.
LEE, Harold S., sixteen years old, of No. 719 President-st., Brooklyn; sprained shoulder.
WHITE, Theodore H. D., twenty-six years old, of No. 115 East Twenty-fifth-st., Manhattan; back sprained.

All the injured were attended by Dr. Jones, the ambulance surgeon. Mary F. Miner was taken to the Bradford Street Hospital. The others were taken to the Flatbush-ave. station, thence to their homes in carriages.

There were about a dozen others in the forward car. They were badly shaken up and frightened, but were able to get out of the car and take care of themselves.

When the passenger train reached Vesta-ave. and New Lots Road a freight train was moving on the main track from a siding. The two engines came together with a crash, and both were left wrecks. The crews jumped and escaped injury.

The first of the three coaches was thrown off the track and overturned. Not many were in the other cars. They were soon out, and helped to take care of the injured and excited passengers.

About 10 o'clock there was a collision between two freight trains at Vesta and Sutter aves., only a short distance from where the other accident took place. A string of loaded cars was backed into another train. Several cars were smashed, but no one was injured.

BIG IRRIGATION SCHEME.

Nearly 3,000,000 Acres Set Aside in the State of Washington.

Washington, June 27.—The Interior Department has withdrawn from all forms of settlement except homestead entry 127 townships in the Walla Walla, Waterville and Yakima land district, in Washington State, under the Reclamation act. This withdrawal, involving almost three million acres, is the largest in the recollection of officials here, and is for irrigation purposes in what is known as the Big Bend project.

CANAL DEBATE AT BOGOTA.

Colombian Government Sustained by an Overwhelming Vote.

Washington, June 27.—The State Department has received a dispatch from Minister Beaupré at Bogota, saying that the canal discussion had been opened in the Colombian House by a Representative opposed to the canal treaty, who began by calling for the documents relating to the treaty. The government objected, on the ground that it was not ready to present the treaty to the House, but would do so later. The government's position was sustained by a vote of 38 to 5.

NO MORE NAVAL CONSTRUCTORS.

Washington, June 27.—Because the Bureau of Navigation has recommended against it, on the ground that no more officers can be spared from the line, Secretary Moody has declined to assign any additional midshipmen to the construction corps of the navy this year. The shortage in the corps is being keenly felt.

LODGE DENIES REPORT.

The Senator Thinks Mr. Hanna Will Be Campaign Manager.

(By telegraph to the Tribune.) Boston, June 27.—Senator Henry Cabot Lodge is somewhat amused at the report circulated in certain quarters that he will succeed Senator Hanna as chairman of the Republican National Committee before the next campaign opens. He says he would not take the place if it was offered to him, and believes that Senator Hanna will be retained as the Republican campaign manager. Senator Lodge will sail for Europe to arrange the preliminaries of the meeting of the Alaskan Boundary Commission as soon as he has helped the little coast town of Nahant, in which he lives, celebrate its fiftieth anniversary.

"You can say for me," said Senator Lodge to a Tribune correspondent, who visited him in Nahant, "that there is nothing in this report; nothing at all. I cannot imagine how it started. It is not a place I would seek or desire. Indeed, I could not accept it if it was offered to me."

"Senator Hanna is a most excellent man for the place. I sincerely hope his health will permit him to keep it. I believe he will. I had my experience as campaign manager in 1883 when I was chairman of the State committee of Massachusetts. We were successful in defeating Ben Butler, and elected George D. Robinson Governor. Since then my political work has been along other lines, and my hands are full for some time to come."

"I will leave for London about the middle of July. On July 14 Nahant will celebrate her fiftieth anniversary. I have been requested to deliver an address, and will remain for that. Secretary Moody, who is an old Essex County man, has taken enough interest in the anniversary to send us a delegation of war vessels, and their sailors will take part in the parade. Secretary Root and Senator Turner, the other members of the boundary commission, will join me in Europe in August."

CROWD ATTACKS CAR.

Wants to Lynch Janitor, Who Repelled Mob at Dispensary.

Angered because a child had been run over and seriously injured by a Twenty-eighth-st. croquet-horsecar, between Sixth and Seventh aves., yesterday afternoon, a mob of several hundred people tried to assault the driver, Jeremiah Lyons, of No. 459 West Twenty-seventh-st. The child was Ethel Rosenberg, three years old, of No. 142 West Twenty-eighth-st., and the accident happened near her home.

About fifty men surrounded the front end of the car and threatened the driver. Lyons protested that it was not his fault. Some one in the crowd threw a stone, and it barely missed its mark. Lyons called to Kane, the conductor, and they retreated inside the car. The driver held the front door while Kane held the rear. The crowd kept increasing. Several men tried to open the doors, but the driver and conductor were reinforced by passengers. The windows of the car were open, and people began throwing stones and tin cans into the car. No one was injured.

The child, whose right leg was fractured, in the mean time had been taken to Dr. Crammer's dispensary at No. 139 West Twenty-eighth-st. There another crowd, consisting chiefly of small boys, collected. Patrolmen Lafferty and McLaughlin had been attracted to the scene, and took command of the car. Several of the boys tried to get inside of the dispensary, and Charles Eibelout, the janitor, was ordered to drive them away. He drove the boys back, but when he turned his back they closed in again. Eibelout had a chisel and a hammer in one hand. It is said that in his excitement he swung the chisel and hammer about indiscriminately. The boys in the front rank of the crowd were pushed forward by those in the rear and they came in contact with the tools.

At least six of the boys were hit, but the police only learned the names of the two boys who were rendered unconscious. They were Matthew Matz, fourteen years old, of No. 152 West Twenty-eighth-st., who received scalp wounds and lacerations of the arms and body, and Joseph Ohner, of No. 428 Tenth-ave., who sustained a scalp wound, a cut on the face and bruises on the body. The news spread to the crowd surrounding the car that the janitor had assaulted the boys, and a mob of nearly a thousand started to rush into the dispensary, many shouting that they would lynch Eibelout. The two policemen beat their way through the crowd to the door. They picked the boys up and carried them inside and then stood guard at the door. The crowd began to threaten the policemen.

Some one in the mean time had called the reserves from the Tenderloin station, and soon fifteen men were on their way, in charge of Sergeant Wall. They reached the dispensary just as the policemen had threatened to shoot any one who attempted to enter the door. The reserves cleared the street in quick time. The three injured children were removed to Bellevue Hospital.

The police arrested Lyons on complaint of Mrs. Rosenberg, and Eibelout on complaint of friends of the injured boys. Both are charged with assault.

The Four-Track News for July is full of bright, newsy articles of interest. Just the thing for this season of the year, 5 cents at newsstands.—Adv.

PRESIDENT GETS HOME

WELCOME AT OYSTER BAY.

Unveils Cannon and Speaks—Pedler Tries to Reach Him.

(By telegraph to the Tribune.) Oyster Bay, N. Y., June 27.—Bronzed and ruddy from his recent Western trip President Roosevelt reached here at 4:23 p. m. to-day, by special train from Long Island City. With him were Secretary Loeb, Assistant Secretary Barnes, Mr. Halter, his official stenographer, and Mr. Travers, vice-president of the Oyster Bay Board of Trade. Several messengers, Secret Service men and detectives, under Inspector McClusky, reached here before the train's arrival.

The station platform and its neighborhood were thronged by a dense multitude, which had assembled to do honor to his homecoming. Throughout the afternoon Oyster Bay was alive with flags and bunting, and flag waving residents and visitors, every train adding steadily to the mass. Time and again, as the hour for the arrival of the train approached the detonations of ex-Assemblyman Maurice E. Townsend's arvil salutes defied the lazy calm of the afternoon.

Hints of the welcoming controversy were also apparent in the presence of a second band hired by Mr. Townsend and his adherents, which paraded the town and gave a welcome to the President. Later in the progress of the procession Mr. Townsend sprang to the side of the President's carriage and attempted to shake his hand, but was thrust aside by one of the secret service agents walking beside the carriage. The President, however, who had witnessed the incident, shouted an order, and Mr. Townsend, his face beaming, was allowed to approach the carriage and shake the President's hand.

THE TRAIN BEHIND TIME.

The President's train arrived eight minutes behind schedule time. No sooner, however, had the singing of the wheels along the rails reached the ears of those waiting at the station, and long before the train had even rounded the curve, the general enthusiasm became intense. As the train rolled slowly into the station, and the secret service men having alighted, the President was discovered on the rear platform of his car; cheer after cheer went up, the band played, flags were waved and enthusiasm generally reached concert pitch.

So dense and so agitated became the throng on the platform that the Presidential party had literally to fight its way across the platform to the roadway to join the procession. The President was welcomed by E. Morgan Griffin, president of the Board of Trade, on behalf of the people of Oyster Bay. The President, on foot, was then escorted up Audrey-ave. to the Town Clerk's office.

The special committee of the Board of Trade led the procession, followed by Julius Blum, the marshal, and his aid, Daniel Smith. Then came the members of the Board of Education, led by President A. L. Cheney. These were followed by the scholars of Cove School, which the President's children have attended, in charge of Miss Sarah A. Provost, the principal. The pupils of the Oyster Bay School, with other visitors and residents, brought up the rear, both bands accompanying the procession. All the pupils flourished miniature flags, most of the little girls being attired in white, and many of them bearing garlands.

DRUNKEN PEDLER TRIES TO REACH PRESIDENT.

It was while the procession was approaching the Town Clerk's office that a pedler of flags and buttons, who was evidently intoxicated, attempted to approach the President's carriage. One of the Secret Service men thrust him aside, and on his resisting struck him on the jawbone with his fist, sending him staggering against a woman who was standing with her child nearby. All three fell to the ground.

When the President arrived at the Town Clerk's office Mrs. Roosevelt and Theodore, Jr., Ethel, Kermit, Archie and Quentin Roosevelt were already awaiting him on the steps. Mrs. Roosevelt had previously, from the terrace of Christ Episcopal Church, reviewed the parade of the school children as they passed from the Oyster Bay school to the railroad station to greet the President. The welcoming committee had also acted as an escort to her own party, which included Mrs. J. West Roosevelt. Having joined Mrs. Roosevelt at the Town Clerk's office, the President proceeded to unveil the thirty-pound cannon, which is a trophy of the Civil War, obtained from the Navy Department by Jerome B. Johnson, the Sheriff of Nassau County. Mounting the steps of the Town Clerk's office, and holding his silk hat in his left hand, a favorite attitude, the President then spoke as follows:

My friends and neighbors, I thank you heartily—more heartily than I can express—for your coming out to greet me to-day. I wonder if some of you remember, and I shall never forget, the way that you came out to greet me about five years ago, when I got back from Santiago. Since I last saw you I have been across the continent. I have travelled from this shore across the Alleghenies, across the Mississippi Valley to the side of the Great Lakes, and over the Rocky Mountains to the shore of the Pacific, and the thing that has struck me most in that journey of nearly fifteen thousand miles right across the continent has been the essential unity of our people. Wherever an American President goes in the United States he feels himself to be at

Continued on fourth page.

SEABOARD AIR LINE RAILWAY.

Good music, grand scenery, glorious sail, make travel by Hudson River Day Line enjoyable.—Adv.