New-York Tribune.

VOL. LXVII....No. 22,226. To-day, rain. To-morrow, showers; light winds. NEW-YORK, MONDAY, SEPTEMBER 23, 1907.—TWELVE PAGES.— Copyright, 1907, by The Tribune Association. PRICE THREE CENTS.

SAMUEL SLOAN DEAD.

EXPIRES AT GARRISON.

Was One of the Oldest Railroad Men in This Country.

Samuel Sloan, one of the best known and oldest railroad officials in this country, died yesterday at his summer home at Garrison-on-the-Hudson. For nearly fifty years Mr. Sloan had been associated with railroading in this country. Although ninety years old, he was still active and kept up his interest in his work until a short time before his death. His business interests were very large.

Samuel Sloan, for three decades one of the country's most celebrated railroad men and an associate of Jay Gould, Russell Sage and other industrial giants, was born on Christmas Day, 1817, at Lisburn, within seven miles of Belfast, Ireland. His parents, like many of the people in the North of Ireland, were Scotch Presbyterians of industrious and frugal habits. When he was about two years old his family came to America and settled in this city, where Samuel Sloan spent his boyhood. He attended the first public school in the city and afterward went to the grammar school of Columbia College and continued his studies until his father's death in 1830.

After his father's death young Sloan was compelled to give up his studies and help to support his mother and four brothers and sisters. The reputation that his father had made in the business world made it easy for him to obtain a place, and he was taken into the employ of McBride & Co., Irish importers. He worked his way up in this firm through his close application to the business, and remained with them for nearly twenty-five years. During this time, in 1843, he married Miss Margaret Elmendorf, of Somerville, N. J., and then moved to Brooklyn.

Mr. Sloan always took more or less interest in politics and the betterment of conditions, so, in 1852, he was chosen Supervisor of Kings County. In the same year he was a candidate for the Democratic nomination of his district for Congress, and on the assembling of the delegates had a clear majority. When the vote was taken, however, it was found that he had been defeated by ten votes. This was attributed to his lack of political experience.

In 1853 he was appointed one of the commissioners to frame a charter for the consolidation of Brooklyn, Williamsburg and Bushwick. This was his last political office until 1857, when he was induced to accept the Senate nomination from the 24 District as the only man with whom the Democrats had any chance. This was the year of the great financial crisis, and the elections were attended with much feeling and excitement. The district was strongly Republican, and Mr. Sloan's antagonist, Abijah Mann, jr., was extremely popular. Despite this, Mr. Sloan was elected by about fourteen hundred majority, and was the first Democratic Senator to represent the district.

Mr. Sloan served in the Senate with success, remaining there for two years. When his term ended he became interested in the Hudson River Railroad and turned his attention earnestly in that direction. The railroad had only a single track, it was unfinished and in a precarious financial condition. It was struggling at a disadvantage with the Harlem Railroad and the Hudson River boats. The New York Central at that time was in four divisions, each being owned and controlled by a separate organization. Erastus Corning was president of the entire system. Entering the directorate of the Hudson River Railroad in 1855, Mr. Sloan was soon elected president of the company. After his retirement from the Senate he assumed the active management of the road, and there soon came a change in the financial condition of the property. When Mr. Sloan became president of the Hudson River Railroad the stock was selling at $17 a share, and when he retired in 1864 the market value of the stock was $140.

When Commodore Vanderbilt bought a controlling interest in the Hudson River Railroad he changed the policy of the company and elected an entire new board of directors. So impressed was he with the energy and business ability of Mr. Sloan, he offered him the presidency of the Harlem Railroad, which was declined by Mr. Sloan, who preferred to have a free hand for his own business ventures. For a time Mr. Sloan acted as mediator and commissioner of trunk lines. In the fall of 1864 he was elected a director of the Delaware, Lackawanna & Western Railroad, which road was then incomplete. It served only, in connection with other roads, to form a part outlet for the rapidly developing Pennsylvania coal fields. Subsequently the Lackawanna was extended from Great Ben on the Erie Railroad to Scranton.

Mr. Sloan became president of the Lackawanna road in 1867 and held that office without a break until March 1, 1899. He followed the same methods with this railroad that he did with the Hudson River Railroad, and met with the same success. He extended the connections of the Lackawanna in all directions, and about $10,000,000 was spent on developing the road. It was mainly due to his efforts that the railroad tunnel through Bergen Hill, back of Hoboken, was built. When he assumed the presidency of the Lackawanna he found that its only outlet to the sea was through the tunnel under Bergen Hill, owned by the Erie Railroad. He determined to end this trouble by building another tunnel for the exclusive use of the Lackawanna. After three years' labor the work was completed. Subsequently, by his directions, an iron bridge was built across the Hackensack River. This structure is 130 feet long and cost $130,000.

Mr. Sloan was president of the Michigan Central for two years from June, 1876, in addition to his other duties. He was also president of the Marquette, Houghton & Ontonago Railroad, which he organized. For some time before its acquisition by Charles Parsons Mr. Sloan was president of the Rome, Watertown & Ogdensburg Railroad, and later was president of the Fort Wayne & Jackson Railroad. Among the corporations of which he was a director or an official are the Western Railroad, Bank of the Metropolis, Cayuga & Susquehanna Railroad, Chester Railroad, Consolidated Gas Company, East River Gas Company, Farmers' Loan & Trust Company, Greene Railroad, Hanover & Newport Railroad, Hopatcong Railroad, Lackawanna & Montrose Railroad, Manhattan Company, Manhattan Railway Company, Mechanics' Bank, Missouri Pacific Railway Company, Morris and Essex Extension Company, National City Bank of New York, Newark & Bloomfield Railway Company, New York, Lackawanna & Western Railroad, New York Mutual Gas Light Company, Oswego & Syracuse Railroad, Passaic & Delaware Extension Railroad, Passaic & Delaware Railroad, Queen Insurance Company of America, Sussex Railroad, Syracuse, Binghamton & New York Railroad, Texas & Pacific Railway, United States Trust Company, Utica, Chenango & Susquehanna Valley Railroad, Valley Railroad, Warren Railroad and Western Union Telegraph Company.

He was a member of the Union League and the Metropolitan Club. Mr. Sloan lived at No. 7 East 39th street and had a summer home near Garrison-on-the-Hudson. His business address was No. 26 Exchange Place. His son, Samuel Sloan, jr., who married Miss Katharine S. Colt, is an official in several of his father's concerns.

COUPLE LOST IN SOUND.

DISAPPEARED IN STORM.

All Day's Search Fails to Reveal Trace of Boat or Occupants.

After searching Long Island Sound all day from New Rochelle to Bridgeport on the east and City Island on the west for a young couple from New Rochelle who were last seen on the Sound Saturday afternoon during the heavy thunder and wind storm, yachtsmen late last night gave them up for lost. Early Saturday morning Miss Beatrice Penton, fifteen years old, and Guido De Angelis, twenty-three years, went out for a sail in De Angelis's little knockabout, called the Microbe.

It is believed that the boat was caught in the storm and capsized, and that the occupants were drowned. The searching parties could find no trace of the Microbe. The keeper of the Execution Rock lighthouse reported that he had seen the knockabout on Saturday afternoon about the time the storm broke, and then the craft suddenly disappeared. He said the boat was being driven before the gale and that the steersman was making frantic efforts to head her toward the New Rochelle shore.

The parents of the couple are nearly frantic with grief. Mr. De Angelis's father is a prosperous Italian connected with the engineering department of New Rochelle, while his son is a civil engineer employed in the Belmont tunnel construction work at Long Island City. He is a member of the New Rochelle Rowing Club and an enthusiastic yachtsman.

Miss Penton's father is Thomas B. Penton, jr., an insurance broker in this city, who lives in Neptune avenue, New Rochelle. Beatrice was the youngest of a family of three.

For several months young De Angelis has been paying attentions to Miss Penton, much against the wishes of her father. Several weeks ago the parent had young De Angelis summoned before Justice Van Auken, in the New Rochelle police court, and charged him with annoying his daughter because she was under age. The young man was released after promising not to annoy her any more, and Mr. Penton believed that the infatuation had ended. Saturday morning Miss Penton asked her parents if she could go bathing at Hudson Park, near the New Rochelle Rowing Club. It is believed it had been prearranged for her to meet young De Angelis and that they immediately went out on his yacht. Before starting the couple told some friends at the clubhouse that they were going bathing at Sands Point, across the Sound. It is surmised they were on their way back to New Rochelle when the storm struck them.

The searching parties were made up of members of the New Rochelle Rowing and Yacht clubs and the fathers of the yachtsman and the girl. It was first thought that possibly Miss Penton had eloped with young De Angelis, but when the latter's clothing was found in the locker at the New Rochelle Rowing Club house it confirmed the first theory that they had gone out sailing and had been lost.

Boatmen around New Rochelle say the storm was the worst that ever struck the Sound. T. R. Webber, who took a party of twenty-two school teachers of New Rochelle out in his big launch, says they had a narrow escape off Execution Light. The wind ripped off the roof of the cabin and the launch was tossed about like a straw.

DREADNOUGHT RIFLES.

New Type of Guns to Pierce 20-Inch Armor at 3,000 Yards.

London, Sept. 22.—The Admiralty has decided, it is said, that all the vessels of the Dreadnought class now building shall be armed with eight new type 13.5 guns, so disposed that they all can be fired on either broadside. The new weapon will be over fifty feet long, and a shell from it, it is calculated, will pierce 20-inch Krupp steel armor at a range of 3,000 yards.

KILLED IN PRIZEFIGHT.

Young Philadelphia Boxer Dies from Blow Over Heart.

Philadelphia, Sept. 22.—John Mees, twenty-two years old, a local lightweight boxer, known as "Young" Mees, died in a hospital here to-day from the effects of a blow over the heart received in a fight with Nell Dever last night.

Mees and Dever, who is known in local pugilistic circles as "Young" Dever, went on for a six-round bout before the Frankford Athletic Club, in the northeastern section of the city. The fighters started at a lively clip and were in the midst of a hot exchange in the second round when Mees fell from a blow over the heart and was carried helpless to his corner. His seconds tried to revive him, but he failed to respond to treatment and was hurried to the hospital, where he died after lying unconscious for several hours.

The police arrested Joseph Feeny, the promoter of the fight; Stephen Otis, the referee, and "Young" Dever. The latter was committed pending an investigation by the coroner. The promoter and referee were released on bail.

EXTRA SESSION FOR ALABAMA.

Governor Announces He Will Ask Legislature for New Railroad Laws.

[By Telegraph to The Tribune.]

Montgomery, Ala., Sept. 22.—Governor Comer announced to-day that the Legislature will be called in extraordinary session about November 7 to pass other railroad laws, so that the people "will get immediate relief without having to wait until the federal courts decide the matter."

Just what kind of bills the Governor will try to have passed is not known, but it is intimated that one of them will be to domesticate all foreign corporations. This, it is argued, will keep similar cases from going to the federal court.

The Governor says he is determined to show the railroads that "when the people ask for a thing they want it, and that they do not purpose to wait several years to get it." He will to-morrow write letters to members of the Legislature informing them of his determination to call the Legislature together and ask their opinion.

Notwithstanding the published reports in several of the papers unfriendly to the state administration that the Legislature would not stand by the Governor in his fight, all indications point the other way.

The Governor may include the question of a prohibition bill in his call.

MRS. YEAMANS TO LEAVE THE STAGE.

Actress Says She Will Retire on November 19, Her Seventy-second Birthday.

Mrs. Annie Yeamans, the veteran actress, yesterday announced her intention to retire from the stage on her seventy-second birthday, on November 19.

Mrs. Yeamans's last appearance will be at Wallack's Theatre, this city, in "The Hurdy Gurdy Girl," the new Carle Heartz musical comedy, to be seen in New York for the first time this evening.

AFTER ALL, USHER'S THE SCOTCH that made the highball famous.—Advt.

SAMUEL SLOAN.
Railroad man and financier, who died yesterday.
(Photograph by Rockwood.)

CORTELYOU LIKES PLAN

Work of Port Surveyors Here Shows Excellent Results.

[By Telegraph to The Tribune.]

Washington, Sept. 22.—Although the complete report of Surveyor James S. Clarkson on the work of enforcing the steamboat law in the port of New York has not been filed with Secretary Cortelyou, a summary in part of the results accomplished by the cruises of the tugboat Dalzelline and by the force of inspectors in charge of shore work has met with much favor in the Treasury Department.

While the steamboat inspectors of the Department of Commerce and Labor have tried to do something in the way of preventing excursion and other passenger steamboats from overcrowding, there has never been in the history of the port of New York such a complete and rigid enforcement of the law as was carried out this season by Surveyor Clarkson and Deputy Surveyor Matthew Coneys and the large force of inspectors under them. It is thought that when the complete report of the Surveyor is filed, the disclosures of carelessness and absolute defiance of the steamboat regulations will bring about a radical revision of the steamboat law. Amendments will most likely be made to include the private power boats, that under the present law are not required fully to live up to the requirements of the larger craft that carry passengers for hire.

A striking feature of the season's work is that there have been more than two hundred gross violations, and the fines from these will more than offset the $5,100 paid by the Treasury Department for the use of the tugboat Dalzelline and the salary of the thirty extra inspectors taken on for the work of sixty days during the height of the excursion season.

One violation which may cost her owners a fine of about $1,500 was the overcrowding of the steamboat New York, of the Albany Day Line, on Labor Day. Deputy Surveyor Coneys made an unexpected visit to the New York when she tied up at her pier after completing her run from Albany. She had a license to carry three thousand persons. Mr. Coneys, with three inspectors, kept count of the passengers as they went ashore. These four men agreed in the tally, and assert that the New York had 150 passengers more than she was licensed to carry. The law is especially explicit in the case of violations on steamers of fifteen tons or more, and imposes on the owners a fine of $10 for each person in excess of the number permitted by her license.

Had it not been for the efficient work of inspectors at the piers while the excursion boats were taking on their passengers the Treasury Department would have reaped a rich harvest in fines for violations. In many instances steamboat captains made efforts to take on more passengers than they were entitled to carry, and only a summary order from the inspectors to haul in the gangplank saved the steamboat owners from getting into serious trouble.

The owners and captains of excursion steamboats soon learned that Surveyor Clarkson's men meant business, and realized that it was poor business to charge an excess passenger 50 cents and then pay the government a fine of $10 for carrying him. After disposing of three or four violators in summary fashion, the other owners made an effort to live up to the law.

By comparison of receipts for this season with the receipts of three and four years ago the steamboat owners have lost considerable money through the enforcement of the steamboat law by Surveyor Clarkson and his men.

It was generally known that many of the excursion boats were carrying as many passengers as could be crowded aboard, before Surveyor Clarkson was empowered to charter the Dalzelline and put on extra temporary inspectors to enforce the law. An estimate of the losses to the various steamboat companies has not been learned, but the loss to the steamer Grand Republic alone is conservatively placed at about $2,100. The other steamboats of the various lines are thought to have lost between $800 and $2,000 each for the entire season.

The Dalzelline devoted nearly the entire time she was in service running down the smaller excursion boats that left with large parties from remote parts of the harbor, where it was impossible to send inspectors. She overhauled over three hundred and fifty power boats and found two hundred that were running in violation of every requirement of the law. All of these are liable to a fine of between $100 and $500, and it is thought that before the work of prosecution is over the government will have collected nearly $10,000 in fines.

Before the Surveyor of Customs undertook to do the work the steamboat inspectors had left undone there were hundreds of private pleasure boats running about the harbor without life preservers and other requisites demanded on the larger boats. There were countless power boats carrying for hire as many passengers as they

Continued on fourth page.

WRECK INJURES 32.

Chattanooga and Washington Limited Leaves Rails on Southern.

Washington, Sept. 22.—Thirty-two passengers were injured, none of them seriously, by the derailment of the Chattanooga & Washington limited train on the Southern Railway, just north of Ryans Siding, Va., early to-day. A broken rail was the cause of the accident. The entire train, composed of a baggage car, day coach and three sleepers, left the track, the sleepers being almost destroyed by fire. A special train was quickly made up and proceeded to this city with all the passengers of the limited. The wreck blocked the track for several hours.

Among the injured are: Mrs. R. E. Wade and young son, of New Haven; Charles Kull, of Pottsville, Penn.; W. H. Giese, of Allegheny, Penn.; C. M. Davis and W. L. Taylor, of Baltimore; James Wade, of Boston; D. A. Walton, of New Orleans; W. W. Gennet, of Bayonne, N. J.; C. D. De Linn, a cotton broker, of Collins, Miss., and Joseph Abrams, of Westfields, Penn.

Ryans Siding is a small station near Oak Ridge, thirty miles south of Charlottesville.

LONGWORTHS AT HOME.

Accident to Their Train—Some Fakes Denied.

[By Telegraph to The Tribune.]

Cincinnati, Sept. 22.—Representative Nicholas Longworth and his wife arrived at their home this morning after a two months' trip through the Far West and the Hawaiian Islands. They narrowly escaped a serious accident just as they had reached their destination. At Norwood, a suburb of this city, their train was derailed, but none of the passengers was hurt beyond a lively jolting and shaking up.

Congressman Longworth promptly denied the report that he was to be the Republican candidate for Mayor of Cincinnati this fall. He said: "I could not accept the honor if it was given me unanimously."

He said the interview in Honolulu quoting him as saying that President Roosevelt might be induced to accept a renomination for a third term was a simple "fake." He said his information gleaned on his Western trip was that Mr. Taft would have a great majority of the delegations from that region. He said the people out there seemed to want some man who would carry out President Roosevelt's policies.

Mr. Longworth said the sleeping car incident returning home had been greatly overcolored. The party of Germans who had claimed his apartment in the car had given way at once without a murmur when shown his tickets. The case of Mrs. Joy had also been greatly exaggerated, as she had been lost only a couple of hours.

NURSE ROBS PHYSICIAN.

His Surgical Instruments and Silverware Found in Her Rooms.

Mrs. Mary Brock, thirty years old, a nurse living at No. 184 Lexington avenue, was arrested last night on a charge of grand larceny made by Dr. Ernst H. F. Pirkner, of No. 33 West 97th street. He alleges that she robbed him early last January of a quantity of silverware and jewelry and a set of surgical instruments, valued at $900.

Dr. Pirkner said he engaged her last October as a servant in his family, and after some instruction she assisted him in caring for his patients.

Dr. Pirkner went to his summer home in the Catskill Mountains for a few days in January, and left the woman in charge of his home. Mrs. Brock disappeared before he returned to the city. He saw her in a crowd yesterday at the Manhattan end of the Brooklyn Bridge, and after a chase of three blocks, with the aid of a patrolman, captured her.

In the Oak street police station a pawn ticket for a microscope, valued at $150, was found in her possession. She said it was a gift from Dr. Pirkner, but this was denied by him. Detectives made a search of the woman's rooms, and in her trunks found the set of surgical instruments and much of the jewelry and silverware. She told the detectives that her husband and two children were living in France. Her husband, she said, was a soldier in the French army.

MEXICANS ORDER PARIS GOWNS.

Government to Spend $160,000 in Entertaining Secretary Root.

San Antonio, Texas, Sept. 22.—A dispatch to "The Express" from Mexico City says that when asked to-day as to the probable cost to the government of the entertainment which is being prepared for Secretary Root a high official said that it would amount to not less than $160,000 and probably more. This estimate does not include the large number of private entertainments that are planned. Many social leaders of Mexico have ordered gowns from Paris. Among the private entertainments planned is a ball given by Manuel Buch and his wife at their residence in Tacoybaya.

FRENCH BURN CAMPS.

MOORS AGAIN IN FLIGHT.

General Drude Resumes Offensive—Forced March of Troops.

Casablanca, Sept. 22.—Negotiations for the cessation of hostilities having failed, General Drude to-day resumed the offensive and burned the Moorish camps at Sidi Brahim, south of Casablanca, and dispersed the tribesmen, who offered little resistance.

These operations were chiefly notable for a brilliant forced march of the French troops, who covered forty kilometres inside of twelve hours. The expedition, consisting of 2,000 infantry, with a detachment of cavalry, artillery and native auxiliaries, left camp before dawn and formed in two hollow squares, one behind the other. In this formation the troops marched some distance under the cover of darkness, unobserved by the tribesmen. A heavy morning sea fog came up at daybreak and forced a half hour's halt, during which shots fired by the advance guards gave the alarm to the enemy. The tribesmen came up in large numbers, but a vigorous attack by the first square soon dispersed them. No further stand was made by the enemy during the march, although scattered groups of horsemen harassed the French flanks.

After the destruction of the camps had been effected the tribesmen returned to the attack, a troop of cavalry repelling a spirited charge by the Moorish horsemen. The French then abandoned their defensive formation and the column returned to camp. Their losses were one killed and ten wounded.

LUSITANIA NOT DRIVEN.

Average of 22 Knots First Day—Deterioration of Turbines.

Halifax, Sept. 22.—A wireless message from Cape Sable says that at noon to-day the new Cunard liner Lusitania, which left New York yesterday, was in latitude 40:57 north, longitude 65:54, west, or about 369 miles from Sandy Hook. The big turbine steamer was not being pushed, the average speed for the first day being 22 knots. At the time the message was sent the wind was southwest and the sea calm.

When it became known yesterday that the Lusitania had averaged only 22 knots on the first day of her first eastward passage, a former officer of the American navy who has given some time to the study of marine engines said he was not surprised at her average. He said a feature of the turbine engine is that it does its best work on the trial trip or the maiden passage of a steamer. Thereafter, he said, the turbine deteriorated. On the other hand the reciprocating engines improved through usage and were possibly at their best after a steamer had been from ten months to a year in service.

SIX DIE IN LAKE GALE.

Captain and Five Seamen Lost with Their Steamer.

[By Telegraph to The Tribune.]

Seney, Mich., Sept. 22.—The steamer Alexander Nimick was caught in last night's northwestern gale on Lake Superior. She was driven ashore thirteen miles west of Whitefish Point, a total wreck.

The captain, named Randall, and five of his crew were drowned. Three of the bodies have been picked up on the beach. Efforts are being made to recover the three others.

The lifesaving crew from Vermillion Point saved eleven of the crew, who are now being cared for at that station.

THE MAYAS ON WARPATH.

Mexican Patrol Ambushed—Seven Soldiers Killed.

Merida, Yucatan, Sept. 22.—Word has just reached here of a fight between federal troops and a band of Maya Indians near San Isidor. The Indians attacked a patrol of troops from ambush. Seven soldiers and a number of Indians were killed. The Mayas effected a fairly orderly retreat and escaped with their dead and wounded.

BIG COAL POCKETS BURN.

Loss to Erie Railroad at Hornell About $100,000.

Elmira, N. Y., Sept. 22.—The immense coal pockets of the Erie Railroad at Hornell, headquarters of the Susquehanna division, were destroyed by fire to-night, causing a loss of between $80,000 and $100,000. The pockets were inclosed in a long building and contained five thousand tons of coal. The plant was equipped with extensive hoisting apparatus.

This is the worst fire experience by Hornell in twenty years. All wires to the east were burned off, and the station is in darkness. The intense heat badly warped the rails of the main tracks, and trains are delayed.

WILLIAM BRUCE FOUND.

Arctic Explorer and Companion Arrive at Tromsoe.

Tromsöe, Norway, Sept. 22.—William Bruce, the explorer, for whose safety much anxiety has been entertained, arrived here to-day aboard the sloop Backe, which was five days in sailing from Prince Charles Island. Bruce and his companion, Hjalmar Johansen, had established a station on the west coast, their camp being located on Prince Charles Foreland, which they left not more than an hour before the previous searchers arrived. The Bache reached the Foreland on September 4, and the relief party, not finding the explorers there, waited several days. The party then organized a search, and finally found Bruce and Johansen in an exhausted condition. Bruce has now completely recovered.

The William Bruce expedition had been exploring the north coast of Prince Charles Foreland. Recently it was believed that he and his party had perished, as he had left his base of supplies in July, with the intention of returning there the latter part of August. He had taken provisions sufficient for two weeks only, and the territory to which he had gone was destitute of either vegetation or game. Mr. Bruce has made five voyages to the Arctic since 1896.

POLAND WATER, NATURE'S CURE.
Purest Spring Water in the World. Park & Tilford, Acker, Merrall & Condit Co., Poland Spring Co., 1180 Broadway, N. Y.—Advt.

PRESIDENT'S JOURNEY

BUSY SUMMER SEASON.

Message to Congress Practically Complete—The Trip South.

Oyster Bay, Sept. 22.—President Roosevelt's summer vacation at his Sagamore Hill home will end at 10 o'clock on Wednesday morning, when he, with Mrs. Roosevelt, members of the family and the executive staff, will take a special train for Washington.

During the three and a half months the President has occupied the homestead he has had the quietest and at the same time the busiest vacation since he became an occupant of the White House. The records show that since June 12 the President has received 125 persons at Sagamore Hill. Some of the callers have been distinguished foreigners, and a few have made purely social calls, but most of them have been government officials on business. While visitors have been comparatively few, the work which the President has accomplished in other directions has been great.

His annual message to Congress in practically completed. The document needs only finishing touches, and few of these. In addition to writing his annual message the President has prepared seven comprehensive speeches. One of these was delivered at Provincetown, Mass., recently, and the others will be made during the Western-Southern trip, which is to begin immediately on his return to Washington.

In striking contrast to the extreme quiet in which the President has lived at Sagamore Hill during the summer will be the whirl through the Middle West and South. This trip is to begin next Sunday afternoon from the White House. The foundation for the trip was the attendance of the President at the unveiling of the national monument to President McKinley at Canton, Ohio, on September 30. The President will make the principal address at this ceremony. From this point the President has been importuned to extend his trip in every direction. He has, however, restricted it to a trip down the Mississippi River, beginning at Keokuk, Iowa, and ending at Vicksburg, Miss., with short stops on his way back north at The Hermitage, the home of Andrew Jackson, and at Nashville, Tenn. The President will speak at Keokuk, St. Louis, Cairo, Memphis, Vicksburg, Hermitage and Nashville. At all of these places local preparations have been made for the Chief Executive's visit.

At Memphis the President has decided to break the strenuous work of living up to the programmes arranged by local committees and of gratifying the thousands eager to shake his hand. On October 4 he will plunge into the densest part of the canebrakes of Northeastern Louisiana. There are bears, wild boars, a few panthers and other game to be found in the canebrakes, but the trip has been officially designated a "camping expedition." It is to continue for seventeen days, and at its termination, on October 21, the speech promised to Vicksburg will be made. The desires of the people of The Hermitage to hear the President will be satisfied on October 22, and Nashville will hear him the day following. Washington will be reached on the return trip on the afternoon of October 23.

The special train by which the President will travel from Washington to Keokuk will be taken from Jersey City to Washington on Wednesday, and will be occupied by the President and party returning from Oyster Bay at that time.

The trip down the Mississippi River is to be made in the steamer Mississippi, and the local committees, newspaper correspondents and others who accompany the President westward will be accommodated on the larger steamer Alton, which will follow closely the Mississippi.

When the President goes into camp he will isolate himself even from individual callers, for it is the intention, as on previous trips of this nature, to keep the location of the hunting headquarters a secret. When camp is broken the President will make the only extemporaneous speeches now on his programme. These will be at Vicksburg and Nashville.

Washington, Sept. 22.—While the preparations for President Roosevelt's Western trip have not been completed, the programme has been arranged so as to make it certain that the journey will be one of the most notable ever undertaken by him. He will leave here a week from to-day, and will be absent from the seat of government until October 23 or 24. The trip has three distinct objects—the dedication of the McKinley mausoleum at Canton, the inspection of the Mississippi River, with a view to arousing interest in a ship channel from its mouth to Keokuk, Iowa, and the Great Lakes, and a period of recreation for the Chief Executive before the beginning of the duties of the winter. Incidentally there will be some speeches on the return journey, which will deal with current issues.

The stay at Canton on Monday, September 30, will be only a little longer than to permit the President to pay his tribute to the memory of his predecessor, but he will there meet Vice-President Fairbanks and a number of other persons of note, and will make a long speech. He will then go direct to Keokuk, where on Tuesday, October 1, he will be the guest at a notable public reception, will deliver an address and begin his journey by boat down the Mississippi. This is said to be, with the exception of a short voyage by President Pierce, the first trip on the river ever made by a President. At Keokuk the President's party will be met by the Governors of twenty-three states, all interested in projects looking to the deepening of the channel of the Mississippi and the general improvement of inland navigation, and these, on another boat, will constitute his guard of honor to Memphis, where the party will arrive on October 4. There will be two important stops on the voyage—at St. Louis on October 2 and at Cairo on October 3—and at both points speeches bearing on the country's future will be delivered by the President.

Reports from all points at which stops are to be made indicate that the party will be entertained on a lavish scale. At Keokuk there will be a water pageant. Many citizens will convoy the President down the river in craft of all sizes for twenty or thirty miles, and a number of them will accompany him all the way to Memphis. At Memphis the President will find the Deep Waterways Convention in session, and will deliver a speech.

Then the President will turn his back on civilization for a period of rest and sport in the wilds of Northern Louisiana. This part of the programme has been arranged largely by Civil Service Commissioner McIlhenny, a Louisiana sportsman of note. He has hunted many times over the ground, and has recommended the place as being well stocked with game, both large and small, and sufficiently secluded to prevent intrusion. The President will be accompanied to the border of this game section by a staff from the executive office, headed by Assistant Secretary Latta, and also by representatives of the press associations, but they will not accompany the hunters to camp. A miniature White House will be established at a convenient place, and Mr. Latta will keep his chief informed of important developments in