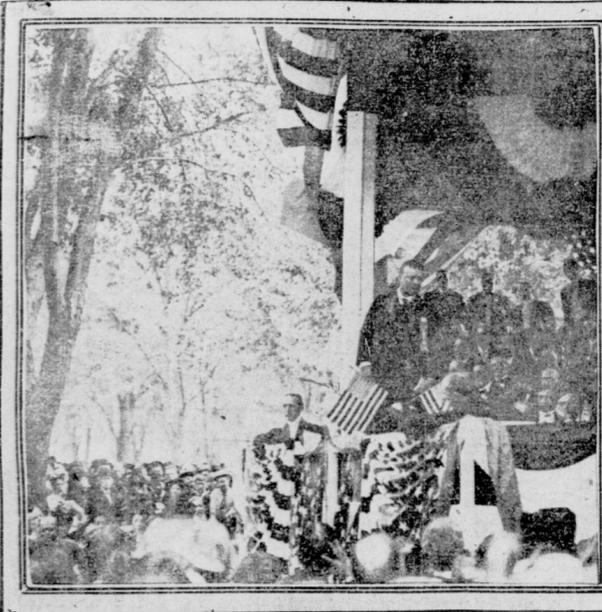




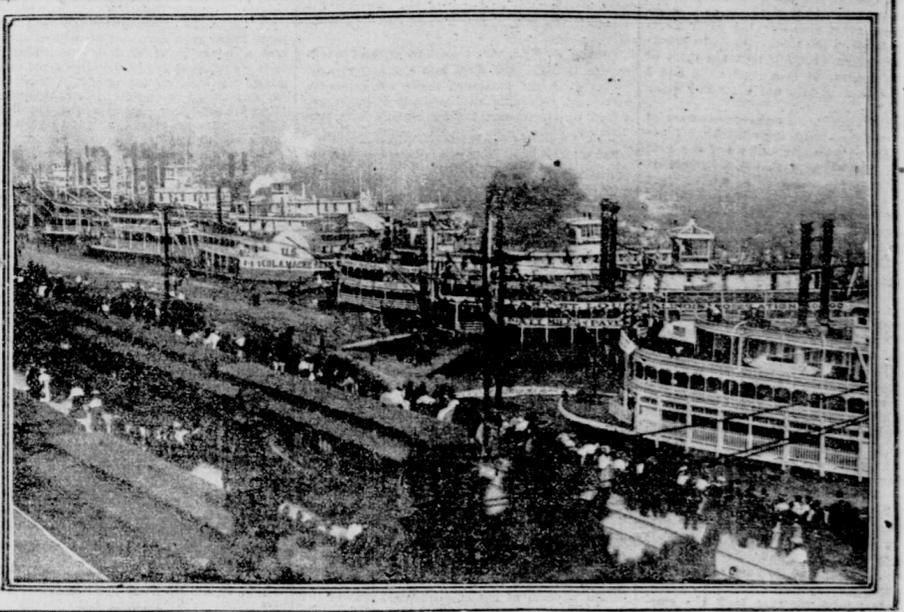
THE PRESIDENTIAL VOYAGE DOWN THE MISSISSIPPI.



ADDRESSING THE PEOPLE AT CAIRO. (Photograph by the Pictorial News Company.)



THE PRESIDENT. (Copyright, 1907, by Underwood & Underwood.)



EXCURSION BOATS AT CAIRO. (Photograph by the Pictorial News Company.)

H. H. VREELAND RESIGNS MAY HAVE BEEN FORCED.

Say He Will Devote Time to Transit Reorganization.

Herbert H. Vreeland, president of the New York City Railway Company, who was retained by the receivers for that concern as their general manager, presented his resignation on Friday to the receivers. The fact became known only yesterday. Mr. Vreeland gave as his reason the pressure of personal affairs and other business interests. The belief of some of those conducting the present inquiry into the railroad system's affairs is that Mr. Vreeland was "forced out."

This belief, too, was held in some financial circles, and there this resignation of the manager for the receivers was declared to be an indication of future resignation of his other offices with the surface lines. Mr. Vreeland now is president of the Metropolitan Securities Company, of the Third Avenue Railroad Company and of the Thirty-fourth Street Crosstown Company, and holds office or is a director in most of the subsidiary lines of the Metropolitan system.

Last night Mr. Vreeland, in a speech to the members of the Metropolitan Street Railway Association—the employees' benevolent organization—at Carnegie Hall, declared that he was abandoning the operating end to give attention to reorganization work. The hall was thronged with employees, their families and friends. When Mr. Vreeland appeared a burst of applause greeted him. He told of the prosperous condition of the association, and declared that its success lay in the fact that it enabled the officials and men to come together at times and get each other's views. Then he went on:

I have but one word to say to you, my friends. As you are well aware, the financial and legal entanglements which unfortunately have arisen in connection with the company's affairs have made it necessary for me to give attention to matters which seem to be of more pressing importance for permanent good than operating work. But you know, as I know, the man who is to continue at the head of the operating department; consequently, I need say no more on that point, but in a personal way I want to say to each of you here that my attitude toward you has not changed, and will never change, and that every member of this organization, which has become in my judgment the most efficient and loyal ever built up in any street railway system, will always find my interest as if I can be of any use to him.

Mr. Vreeland would say little more than in his formal speech in regard to the situation. "You heard what I said from the platform," he said when asked about his resignation. "There's nothing more to say than that."

"Are reports that you were forced out of the place true?" Mr. Vreeland laughed. "There's nothing to that," he replied. "And there's nothing to any reports that I shall resign my official connection with the companies in the system. All I have to say I said to the thousands in there and in my letter to the receivers."

Answering other questions, he said that the question of a receivership came so suddenly that he virtually was forced into the place of general manager.

Throughout the testimony of Lemuel E. Quigg and one or two other witnesses, notably of D. C. Moorehead, before the Public Service Commission there appeared much mention of Mr. Vreeland as the man responsible for certain affairs under question. Mr. Quigg, for instance, testified that Mr. Vreeland hired him as the "adviser generally" for the company, and frequently consulted him in regard to legislation and other affairs. D. C. Moorehead testified that Mr. Vreeland directed him to make the entries of payments to Quigg as they appeared, and that Mr. Vreeland presented the bill for \$25,000 for salary and expenses, audited and paid it himself. This tendency to saddle responsibility on Mr. Vreeland was so marked that one official who has followed the investigation from the beginning remarked:

"Vreeland seems to be elected scapegoat unanimously."

MR. VREELAND'S LETTER.

Nothing of the sort was indicated, though, either in Mr. Vreeland's letter to the receivers or in their reply to him. His letter, dated October 4, says:

When you requested me to act as manager for the receivers I felt that it was my duty without hesitation to comply and to remain in that position until permanent receivers were appointed. Now, however, I find that my appointment is now due to my personal matters and end interests and such as to make imperative the request, which I now make, that you accept my resignation as such manager.

AMERICAN SHIP SEIZED. ITALIAN VESSELS, ALSO.

Minister Wilson Demands Surrender from Argentine Rebels.

Washington, Oct. 5.—The first news of the reported insurrection in Argentina from any official source reached the State Department today from Mr. Wilson, the American Minister at Buenos Ayres, who said that the movement appeared to be confined to the province of Corrientes, where it was formidable, and the government troops and rebels had two or three encounters. The rebels had forcibly taken possession of the steamer Las Palmas, the property of American citizens, which led Mr. Wilson to demand its surrender. Besides this the rebels had seized several craft belonging to Italians, which will probably lead to representations from Italy.

FLOOR AT RALLY FALLS. Two Hundred Thrown Into Cellar and Building Takes Fire.

Waterbury, Conn., Oct. 5.—By the collapse of the floor in the North End Athletic Club, at No. 36 East Farm street, to-night, at a Republican rally, two hundred men were thrown into the cellar of the building, landing in a straggling heap in the basement. As the floor gave way a flying board knocked a lamp from its bracket and the building caught fire.

CHILDREN ON A FATAL ERRAND. Flying Auto Kills One and Seriously Injures the Other.

A speeding repair automobile of the Edison Light Company crushed the life of six-year-old Marie Fargo yesterday at Lenox avenue and 116th street. At the same time Adeline Opper, her little companion, was struck by the machine and badly injured, though she probably will live. The children were going on an errand from their home, at No. 15 East 112th street. Bystanders say the automobile approached without warning bell or trumpet. When the little bodies were picked up there were the usual cries of "Lynch the driver!" The police interfered promptly, however, and arrested Anthony F. Deering, the driver, of No. 450 West 49th street, and Thomas Mawhiney, of No. 412 West 49th street, his helper, on a charge of homicide.

A NORWEGIAN STEAMER ASHORE.

Parrsborough, N. S., Oct. 5.—A Norwegian steamer, bound from Windsor, N. S., for New York with passenger, went ashore to-day on the lower end of Cape Blomidon in a southeast storm. She lies on the beach in a dangerous position and her bottom is badly damaged. It is feared she will be a total loss.

SWINGING DOWN THE FATHER OF WATERS.

WEALTHY BREWER WAIVES EXTRADITION AND GOES TO AUBURN.

Toronto, Oct. 5.—Herman Bartels, the wealthy brewer of Syracuse, is returning to face trial at Auburn on a charge of perjury. This was the decision of his counsel this morning, after Justice Riddell pronounced judgment, saying that the original writ of habeas corpus should have been quashed when Bartels made his escape, but he saw no reason why a second writ of habeas corpus should not issue if applied for. Hartley Dewart, counsel for the prisoner, said that such an application might mean a delay of six months. He thought it better for Bartels to waive extradition and return to Auburn at once. The state officers who were here then went to Welland jail and, taking charge of Bartels, started for the States.

CRASH NEAR CLAREMONT. One Man's Leg Broken When Autos Come Together.

Two big automobiles, one at high speed, ran into each other on Riverside Drive, near 121st street, last night. Albert M. Wiley, who gave his address to the police as the New York Yacht Club and his address at the J. Hood Wright Hospital as 72d street and Riverside Drive, received a fracture of a leg. Harry Fletcher, also of the New York Yacht Club, received fractures of two ribs. Edward Pittell, of Pittsburg, the chauffeur of one of the machines, was locked up on a charge of assault.

MARRIN FOUND GUILTY OF FRAUD.

Philadelphia, Oct. 5.—Frank D. Marrin, alias "Judge Franklin Stone," was found guilty in the United States Court here to-day of conspiring to use the mails to defraud in connection with the Storey Cotton Company, of this city, which was closed several years ago by the postal authorities. The jury was out nineteen hours.

MRS. C. W. HARTRIDGE MISSING.

Clifford W. Hartridge, formerly of the Shaw counsel, was closeted with Lieutenant Herlihy, at Police Headquarters, for half an hour last night, and after his visit a general confidential alarm was sent out for the attorney's wife, whom he reported as missing for the last three days.

ROCK ISLAND WINS IN ARKANSAS.

Little Rock, Ark., Oct. 5.—Judge Trieber, in the federal Circuit Court here to-day, dealt a death blow to the Wingo foreign corporation act, passed by the last Legislature, overruling the demurrers of Attorney General Kirby to the federal court's jurisdiction in the case of the Rock Island Railroad against O. C. Ludwig, as Secretary of State of Arkansas, and the equity of the bill, and granting a temporary injunction restraining Ludwig from revoking the Rock Island's charter for violating the Wingo act.

THE UMBRIA REPORTED. Belated Steamer—Thirty Miles West of Fastnet at 11:35 P. M.

London, Oct. 5.—The Cunard steamer Umbria was reported by wireless at 11:35 o'clock thirty miles west of Fastnet.

The American Line steamer St. Paul was signalled 225 miles west of the Lizard at 3 o'clock this afternoon. The St. Paul should reach Plymouth at 5 o'clock to-morrow morning, which will make her twenty hours behind her record.

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LINE OUT FOR EX-JUDGE HARMON. Wall Street Interests Said to Favor Him as Democratic Presidential Nominee.

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FIRED SHOT AT STORMING OF SUMTER.

Everett, Mass., Oct. 5.—Lieutenant John J. Killin, U. S. N. (retired), died at his home to-day in West Everett, at the age of sixty-seven years. He worked his way from the grade of ordinary seaman and served in important naval engagements of the Civil War, on the Susquehanna, Rhode Island, State of Georgia, New Ironsides and Wabash. He fired the first shot from a federal ship at the storming of Fort Sumter.

DEWEY'S FRESH GRAPE JUICE.

Drink it right from the Press in Window. H. P. Dewey & Sons, 13 Fulton St., N. Y.—Adv't.

PRESIDENT IN CAMP. ENTERS CANEBRAKES.

Game Reported Plenty Where His Party Is Established.

Stamboul, La., Oct. 5.—President Roosevelt and his hunting companions are in camp about fifteen miles from this plantation to-night. The President left here at 10 a. m. immediately after the special train arrived from Memphis. The President emerged from his car dressed in khaki. Drs. Lambert and Rixey, John McHenry and John W. Parker, who will hunt with him, were also dressed for the canebrakes. Horses were waiting at the company's store when the President arrived, and it is said that a bear steak dinner will be enjoyed this evening. Holt Collier has killed two bears within the last few days.

PREMIER ASSAILS LORDS. Defeat of Upper House Predicted in the Coming Session.

Edinburgh, Oct. 5.—The Premier, Sir Henry Campbell-Bannerman, returned to the attack on the House of Lords this evening when, in an address before a great gathering of Scottish Liberals here, he reviewed the measures which had been rejected by that house. He dwelt with vehemence on what he called the arrogance and high-handedness of the Lords, and said he hoped to see them in sackcloth and ashes before another session had gone by. It was the intention of the government to send certain bills back to the House of Lords, after their passage, pro forma, by the House of Commons. Whatever might be the result, the Premier said, he believed that on the main issue the government must ultimately go to the country, and he knew that it would not appeal in vain.

FOURTEEN FOOT CHANNEL WANTED. Deep Waterways Convention Asks Aid of Congress in Big Project.

Memphis, Oct. 5.—The Deep Waterways Association convention adjourned since the late to-day, after passing resolutions calling upon Congress for an appropriation sufficient to obtain a fourteen foot channel from the Great Lakes to the Gulf of Mexico, through the route already selected by army engineers.

NEW DIRECTOR GENERAL CHOSEN. Jamestown Exposition's Directors Accept Resignation of J. M. Barr.

Norfolk, Va., Oct. 5.—The board of directors of the Jamestown exposition accepted the resignation of J. M. Barr as director general of the exposition to-day. Alvah H. Martin, first vice-president and governor of transportation of the exposition company, was elected to succeed him and accepted the office.

SAXONY SUES FOR PRINCESS.

Dresden, Oct. 5.—The Saxon government has begun proceedings before the Italian courts, demanding that Signora Toselli, the former crown princess of Saxony, and her husband, Signor Toselli, be ordered to deliver up the little Princess Monica Pia, youngest daughter of the former crown princess, to representatives of the King of Saxony.

FIVE THOUSAND DOLLARS REWARD!

See Page 5, Part 5.—Adv't.

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