

THE PRESIDENT NOT BADLY HURT

A Trolley Car Runs Into His Carriage Near Lenox, Mass., To-day.

Special Service Agent Craig Is Killed and Mr. Cortelyou Is Bruised.

The Rest of the Party Is Badly Shaken Up and the Horses Are Killed.

The President Suffers Some Bruises and Scratches—Motorman Is Arrested.

Lenox, Mass., Sept. 3.—A terrible accident overtook the president's coach a short distance from Pittsfield.

The president received a cut on the head, Governor Crane was bruised and William Craig, the secret service man, was instantly killed.

The president was able to resume his journey to Lenox, but sent word that there should be no cheering.

After leaving Senator Dawes' house the four carriages containing the president and his immediate party were driven down South street, two carriages on either side.

When near the country club, and at a railroad crossing, the trolley car was noticed coming at a terrific rate of speed.

Mr. Craig signalled to the motorman to stop, but apparently he paid no attention to the warning and the car came plunging on.

The president's carriage was literally smashed to pieces. A witness of the accident stated that the president was speeding his car in order to reach the club.

The president was cut on the right side of his chin and face is much swollen.

Secret Service Agent William Craig was killed outright, and D. J. Pratt, the driver of the coach, sustained a severe skull, which it is feared will result fatally.

The coach which was a regulation trolley vehicle was struck at about 9:30 o'clock. The accident happened at a point about a mile and a half from the country club near the Pittsfield country club house.

While the president and his party were on a coaching trip from Dalton, Governor Crane's home, to Lenox, a distance of about twenty miles over the Berkshire Hills.

The car struck the coach in the rear and smashed in the back of the vehicle, tipping it over and bringing its occupants to the ground.

The car was not badly damaged. Motorman Madden and Conductor Kelly were at once arrested and taken to Pittsfield. Pratt, the driver of the coach, also was taken there and placed in the Pittsfield hospital.

The president, who, in falling from the coach, sustained only slight bruises and a few scratches, was taken to the Lenox Hotel. Cortelyou who suffered in a manner similar to that of the president, went to the country club where their wounds were dressed.

In a short time they proceeded to the Curtis hotel at Lenox, arriving there at 11 o'clock.

The president retained complete composure, although he was solicitous for the rest of those in the party. The excitement was intense and rumors flew thick and fast that the president had been killed.

After remaining at the scene of the accident for an hour the president determined to return to Lenox. He was driven to the train.

In the next carriage to the president's when the accident occurred was Dr. G. A. Lung of the navy who accompanied the president for just such emergencies as this and who was promptly on hand to render assistance.

The president's program to-day included a journey from the city to Lenox, Conn., and he was to stop at Lenox, Stockbridge and Great Barrington in Massachusetts and at New Milford and Bridgeport in Connecticut.

At Bridgeport the yacht, the "Sylph," was to take him back to Oyster Bay. The accident, however, caused a change in the intermediate steps from Lenox to Bridgeport, with Motorman Madden and Conductor Kelly being arrested and taken to Pittsfield.

The president's physician, Dr. Lung, stated that the president had received slight contusions about the head and face but that the injuries are not at all serious.

William Craig's Record. The president asked Governor Crane to look after the remains of William Craig and the governor will personally do so. Craig has been in the secret service at the White House for many years. He was 48 years old and was a giant in physique.

He weighed over 200 pounds and was more than 6 feet tall. He was a former member of the Queen's grenadiers, and was an expert broadswordman. Years ago he gave exhibitions with Duncan Ross and was credited with many victories over him.

Craig caught and arrested a crank at Montpelier, who was attempting to reach the president on his trip.

Wrecked Carriage Fell on Roosevelt. People who saw the accident report that the carriage was struck as it was crossing the tracks and that it was badly damaged.

JOHNSON IN THE SADDLE

He Explains Why, Though Opposed to 16 to 1, He Endorses the K. C. Platform.

He Stands by Any Party That Tries to Overthrow Monopoly and Trusts.

Democratic State Convention in Ohio is a Very Unanimous Affair.

THE TICKET. For Secretary of State—Rev. Herbert Bigelow, Cincinnati.

For Supreme Judge—Michael Donnelly, Napoleon. For Food and Dairy Commissioner—P. H. Bruck, Columbus.

His Face Is Swollen. The President Speaks a Few Words at Stockbridge.

Stockbridge, Mass., Sept. 3.—President Johnson arrived in Stockbridge shortly before noon. His face was badly swollen and he was suffering pain, but not to disconcert the crowd, many of whom had driven some distance, he spoke as follows:

"I presume you have heard that our party met with an accident in which one man was killed. Therefore, I shall not address you beyond thanking you for your kind reception and request that you make no applause or demonstration of any kind."

The president went immediately to his train. "PRESIDENT UNHURT." The Dispatch Sent to Washington by Secret Service Man.

Washington, Sept. 3.—Chief John A. Wilkie of the secret service is in receipt of the following telegram concerning the accident to the president's party:

Lenox, Mass., Sept. 3.—Wilkie, Treasury Department, Washington: President's carriage struck by electric car at 9:30 this morning. Craig killed. President unhurt. "Taylor."

Richard Taylor is one of the secret service operatives with the president.

It Shook Wall Street. New York, Sept. 3.—News of the accident to President Roosevelt and party was received in Wall Street shortly before 11 o'clock.

The first reports were more or less conflicting and a general decline in the stock list followed, although at no time was the market panicky.

The downward tendency was checked as soon as it became known that the president's injuries were not serious and a rally followed. Reading, which in the early morning transactions had made a gain of three points, lost the greater part of this improvement.

The balance of the list steadied for the most part and by noon conditions were again normal.

A COLUMN OF FIRE

Another Story Regarding Mont Pelee's Terrific Eruption on Saturday Last.

More Than a Mile of the East End of the Island Sinks Into the Sea.

New York Sun Special Service. St. Thomas, D. W. I., Sept. 3.—Steamers from the island of Martinique reported that a column of fire shot up from the crater of the volcano about daybreak, which lighted the heavens for hundreds of miles.

In the pavilion his appearance caused a demonstration of public emotion. It is declared that the denial of the right of peaceful persuasion in times of labor disturbance is a denial of the right of free speech, and that government by injunction, if persisted in, will wreck the liberties of the people.

It is directed that the next state convention nominate a candidate for United States senator.

IT IS PHENOMENAL

Tom L. Johnson Has a Firm Grip on the Ohio Democracy.

Sandusky, Ohio, Sept. 3.—Tom L. Johnson's hold on the affections of the Ohio democracy is phenomenal. No Ohio candidate for the presidency ever had more unanimity of sentiment in his favor among the delegates at a state convention than was shown at the meeting here last night by congressional districts for the selection of officers and members of the various committees.

The Money Question. "The money question also is national. And let me tell you that this is no dead issue, as some would have us believe. Dead though it may be in one form, it is alive in other and more radical forms. So long as Wall street interests dictate our financial policies, the money question cannot die. You know that I have never accepted the doctrine commonly known as '16 to 1.' I have worked with those who do accept it because I have believed as I believe yet, that the free silver fight was the first great protest of the American people against monopoly—the first great struggle here of the masses against the privileged classes. It was not free silver that frightened the plutocratic leaders. What they feared was free men.

"Crown Colonies." "We have in national politics also the vital questions of self-government. Shall we continue to govern distant colonies from Washington as distant provinces were governed by imperial Rome before her fall, and as crown colonies are governed by the British empire to-day? That question also is at bottom a monopoly question. There would be no subject colonies if colonies could give no monopoly franchises.

Why the K. C. Platform Is Acknowledged. "But national questions are not for us to deal with in this state convention. Great as is Ohio in territory and population and wealth, important as she is in the sisterhood of states, influential as her democracy is capable of being in the councils of the national party, she is not great enough, nor important enough, nor is her democracy influential enough to warrant this convention in dictating national policies for remodeling national platforms. We have not been elected for that purpose. The function of revising

THE FAR-SEEING PLAN OF J. J. HILL

How Southern Traffic Has Been Steadily Diverted to the Northern Ports.

The Part Played in This Drama by the Southern Securities Voting Trust.

Delicate Hint as to a Merger Between Northern and Southern Securities.

Special to The Journal. New York, Sept. 3.—An indication of the final destiny of the railroads of the south is to be found in the growing tendency to route cotton and other southern products to the north over the roads included in Northern Securities. That such routing has increased in volume tremendously

MINNESOTA FARMER IN STAR ROLE TO-DAY

HE TOO HAS A FEW THINGS TO SAY ABOUT BREAKING STATE FAIR RECORDS

Good Roads Convention Listens to Speeches on the Importance of Road Improvements—It All Depends on the Farmer, Said One of the Speakers.

PROGRAM

THURSDAY, SEPT. 4—LIVE STOCK AND DAIRY DAY

Morning. Continued Demonstrations of Road-Making on the grounds.

10 a. m.—Auction sale of cattle in large tents.

10 a. m.—Session of Convention of Postmasters of Minnesota.

Afternoon. 1 p. m.—At the Grand Stand: No. 11—2:18 Class Stacing, \$1,000.

No. 12—2:35 Class Trotting, \$1,000. No. 13—Running Race, 1/2 mile novelty, \$250.

No. 14—Running Race, 2-mile hurdle, for 3-year-olds and upwards, \$300.

Ballroom Ascension. Band Concert. The Great Schreyer—Aerial Cyclist and Flying Dive Act.

Aerial Spectacles. High Wire Act. Hippodrome Races. 2 p. m.—Convention of Postmasters of Minnesota in Institute Hall.

Continued Demonstrations of Road-Making. 6 p. m.—Meeting of Manufacturers of State at Institute Building to consider plans for a Manufacturers' building.

Evening. 8 p. m.—At the Grand Stand. Running Races. Ballroom Ascension. Band Concert.

The Great Schreyer—Aerial Cyclist and Flying Dive Act. Aerial Spectacles. High Wire Act. Hippodrome Races.



SCHOOL DAYS.

For Board of Public Works—J. J. Pater, Hamilton.

Cedar Point, Ohio, Sept. 3.—The democratic state convention assembled in the pavilion at this summer resort shortly after 10 a. m.

Mayor Tom L. Johnson was escorted across the bay from Sandusky to Cedar Point by a large party of friends and received a great ovation on landing. In the pavilion his appearance caused a demonstration of public emotion.

W. J. Frey, chairman of the state committee, then reviewed the last campaign. Mayor Johnson then spoke as follows:

Publicity No Remedy. "The principles of democracy, always old, but never obsolete, confront us to-day, both in local and in national questions. One of these national questions relates to trusts. For this evil our adversaries advise publicity as the remedy. Publicity! That might protect investors against fraud, but how could it protect the public against monopoly which is the basis of trusts? Men whose incomes have increased but little or not at all but whose living expenses have increased enormously—why should they care for publicity? What is needed is not examination of the account books of the trusts; it is the sweeping of monopolies from the statute books of the people.

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enues should be made to prevent evasion of state taxes by discriminating valuations and the constitution amended to be voted on next year for the purpose is favored. It is urged that all public service corporations should be required to make sworn public reports and be subject to examination. Acceptance of railroad passes should be ground for the removal of public employes from office. It is declared that the denial of the right of peaceful persuasion in times of labor disturbance is a denial of the right of free speech, and that government by injunction, if persisted in, will wreck the liberties of the people.

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cated by figures suggested by an official of one of the northern roads. They go to show the increase in oriental trade for southern products, and they also demonstrate that Puget Sound is becoming more and more the export district through which they find their way to the orient. The following table gives the figures in yards of manufactured cotton:

Table with 3 columns: Year, Total exports, and other categories. Data for 1902, 1901, and 1900.

The table of unmanufactured cotton is as follows:

Table with 3 columns: Year, Total exports, and other categories. Data for 1902, 1901, and 1900.

It will be seen that the manufactured cotton exports to China have increased from 50 per cent of the total in 1900 and 33 per cent in 1901 to nearly 66 per cent in 1902. This is a material result of the invasion of China by American capital, held back and retarded for many years by the unsettled condition of the country incident upon Boxer outrages and various wars. The normal demand of China for our cotton manufactures will surpass even the figures for 1902.

The figures of exports and imports through Pacific ports indicate beyond all question the trend of oriental trade so far as the American railroads are concerned. The cotton, unmanufactured, moving through the two great Pacific export points during 1901 and 1902, is a most excellent comment upon the manner in which J. J. Hill has diverted this essentially southern trade to the northern point of export.

The following table shows cotton exports from Pacific ports:

Table with 3 columns: Year, Puget Sound, and San Francisco. Data for 1902, 1901, and 1900.

This shows the trend of traffic northward. The following table shows the imports for the same years:

Table with 3 columns: Year, Oregon, Puget Sound, and San Francisco. Data for 1902, 1901, and 1900.

What These Figures Mean. In both tables the three first named ports are served by the roads of Northern Securities, while the last two are served by other roads. It is particularly noticeable that in a year when the total exports of the country showed large decrease, these ports show striking increase in export trade.

It is evident that the past three years has seen a diversion of southern and western trade to the Pacific coast, a diversion which was formerly negligible and no longer so.

"Every time we open the gates we break a record," said Secretary E. W. Randall of the state fair this morning as he stood near the Minneapolis gate and watched the long strings of trolley cars letting people off at the rate of 100 persons per car. Asked if the big record for Wednesday last year would be exceeded he replied with much assurance that it would then were 25,758 more coming in than on Wednesday in 1901 and the total attendance was 34,945.

This is Farmers' Day, however, and the farmers are upholding their dignity and prominence by turning out in vast numbers.

"Why this looks for all the world like the Pan-American exposition," remarked a Minneapolis man who had not attended a Minnesota state fair for seven or eight years. "I believe that the crowd here is even bigger than it was at Buffalo last year."

Good Roads Convention. It is not easy to work up great public interest in an address on good roads, the state fair. Most of the visitors are mere sightseers and when they accidentally wander into the institute hall they would not remain long. But there are about 250 loyal disciples constantly in attendance and as they are all prominent officials or members of various commercial and improvement associations the promoters of the convention feel that they are sowing good seed.

At this morning's session M. A. Hays, secretary of the Chamber of Commerce at Sault Ste. Marie, Mich., spoke on "Good Roads and Industrial Development."

A. W. Machan, superintendent of the rural free delivery system, showed how the improvement of the country roads would contribute greatly to the extension of the rural mail delivery and make it possible for nearly every farmer to have mail delivered at his home every morning.

Congressman Fred C. Stevens of St. Paul made an address on good roads. While the government had spent millions on road work he doubted if the government should undertake the supervision of the public highways. Still, it made little difference whether the work was done by the state or the United States, if the farmers concluded that it was a

part of Uncle Sam's duty he would have to do it. Unless a farmer wanted free mail delivery they secured it, and whenever they want good roads they will get them.

The Motor Vehicle. "Highways for Motor Vehicles" was the subject of a paper by E. J. Phelps of Minneapolis. He said that the automobile was still only a pleasure vehicle but would in the future be a prominent factor in public transportation for points not reached by railways. It would then be necessary to have better roads.

Nominations. The following committee on resolutions was named: Benjamin F. Beardsley, George L. Wilson, George W. Cooley, W. S. Chownen, C. C. Gregg, E. J. Phelps, W. R. Hoag.

Favors Highway Commission. Before this committee had been appointed the convention adopted a resolution endorsing the constitutional amendment establishing a state highway commission at the coming election.

Governor Van Sant, Archbishop Ireland, Attorney General W. B. Douglas and others addressed the convention yesterday afternoon. Archbishop Ireland yesterday approved the movement.

Governor Van Sant pledged himself, whether in or out of office, to do what he could for the movement.

GROWTH IN STOCK EXHIBITS. Between 700 and 800 Fine Animals After \$7,000 in Prizes.

The live stock exhibition this year surpasses that of any previous year, both in number and quality. The amount of the premiums has also been increased. Not less than \$7,000 will be awarded to the owners of 700 or 800 cattle.

This year the Holstein Priesian association has made its first national exhibition at the Minnesota fair while the exhibitions of the other national associations have been much enlarged. It was three years ago that the American Hereford Breeders' association came to the north star state. A year later the American Shorthorn Breeders' association decided to make a national exhibition at Hamline. The American Aberdeen-Angus Breeders

Friday is Minneapolis Day. Mayor Jones to-day issued a proclamation calling upon Minneapolitans to make Friday, "Minneapolis Day," a great day at the fair. The proclamation: To the People of Minneapolis—Friday is Minneapolis Day at the State Fair and it devolves upon the people of this city to testify anew their appreciation of this magnificent exposition of the resources and industrial development of the state by their attendance on that date. I urge upon all citizens to drop their usual tasks, so far as possible, on Friday and turn their steps toward the fair grounds. Manufacturers, merchants and business men generally should cooperate in an effort to give employees the opportunity to visit the fair on this day by closing their establishments, at least for the afternoon. I recommend that the various city and county departments close on noon. The present state fair easily leads all its predecessors in the number, diversity and general excellence of its exhibits as well as in the attractiveness of its daily program, and it is fitting that the people of Minneapolis cooperate with those of St. Paul and the northwest to make it a record breaker in point of attendance. Minneapolis Day invariably leads all others in this respect; let us see to it that Friday next is no exception. D. P. JONES, Acting Mayor.

(Continued on second page.)