

SPEECHES ENDED; BEAR HUNT BEGINS

President Roosevelt on Way to Louisiana Swamps.

LAST STOP IN MEMPHIS

Escorted by Confederate Veterans Wearing Gray.

His Address Deals with the Benefits to Country to Be Derived from Improvements of the Natural Waterways for Commerce—Sharp Rap Taken at Grasping Capitalists and Watering of All Kind of Stocks.

Memphis, Oct. 4.—President Roosevelt is on his way from Memphis to Stamboula, La., to hunt bears and wild hogs.

He spent three and a half hours in Memphis this afternoon and delivered an address before the inland waterways convention. For the first time in his history Memphis warmed up to the reception of a Republican President within its gates.

Despite a drizzling rain, which fell practically all the time, his welcome was cordial, even enthusiastic. Six years ago the late President McKinley visited Memphis on his trip to the Pacific Coast, and he rode through streets densely lined with crowds, who gave him scarcely a cheer.

That, too, was after he had carried the city in the previous Presidential election, the first time that Memphis ever gave a Republican candidate for President a majority.

Four years ago President Roosevelt came here, and the reception accorded him then was much similar to that given to his predecessor.

Gets Fine Reception.

His advent here, however, followed shortly after the Booker Washington White House dinner incident, and Memphis is unwilling to countenance any social mingling of the races. To-day's visit of the President followed some time after the Brownsville affair, and whether on account of that, or for some other cause, the reception accorded him was flattering. The President reached here this afternoon at 1 o'clock, after a pleasant trip down the river from Cairo, notwithstanding the train.

When he landed, a reception committee, headed by Mayor James F. Malone, met him and escorted him to the new compress boat, the first time it has ever been placed on the Mississippi.

There he presided a lever setting in motion the machinery which bound the first bale of cotton ever made on the river. The cotton is brought to the water in bulk, and while being carried to market is ginned and compressed.

This ceremony over, the President was driven to three miles to an auditorium, where he delivered his address.

One of the features of the parade was the escort of old Confederate veterans, every man of them in uniform of gray, carrying the Stars and Stripes.

Mr. Roosevelt's Speech.

In part, President Roosevelt said: "Perhaps you will pardon my mentioning that the first steamboat west of the Alleghenies was built by a Roosevelt, my great-grandfather's brother, in 1817 for the New Orleans trade, and in that year made the trip from Pittsburgh to New Orleans."

"But from various causes river and canal transportation declined all over the United States as the railroad systems came to their full development. It is our business to see that the decline is not permanent; and it is of interest to remember that nearly a century ago President Madison advocated the canalization of the Mississippi."

"The people who live in the country districts, and who till the small or medium-sized farms on which they live, make up what is on the whole the most valuable asset in our national life."

"There can be just as real progress and culture in the country as in the city; especially in these days of rural free delivery, trolleys, bicycles, telephones, good roads, and school improvements. The Valley of the Mississippi is politically and commercially more important than any other valley on the face of the globe."

"Determines the Future." "Here more than anywhere else will be determined the future of the United States, and, indeed, of the whole Western world; and the type of civilization reached in this mighty valley, in this vast stretch of country lying between the Alleghenies and the Rockies, the Great Lakes and the Gulf, will largely fix the type of civilization for the whole Western hemisphere."

"Such being the case, and this valley being literally the heart of the United States, all that concerns its welfare must concern likewise the whole country. Therefore, the Mississippi River and its tributaries ought by all means to be utilized to their utmost possibility."

"Facility of cheap transportation is an essential in our modern civilization, and we can not afford any longer to neglect the great highways which nature has provided for us."

"These natural highways, the waterways, can never be monopolized by any corporation. They belong to all the people, and it is in the power of no one to take them away."

"Affects Railway Rates." "Wherever navigable river runs beside railroads the problem of regulating the rates on the railroads becomes far easier, because river regulation is rate regulation. When the water rate sinks, the land rate cannot be kept at an excessive height."

"Therefore it is of national importance to develop these streams as highways to the fullest extent, which is genuinely profitable. Year by year transportation problems become more acute, and the time has come when the rivers really fit to serve as arteries of trade should be provided with channels deep enough and wide enough to make the investment of the necessary money profitable to the public. The national government should undertake this work."

"Where the immediately abutting land is markedly benefited, and the benefit can be definitely localized, I trust that there will be careful investigation to see whether some way can be devised by which the immediate beneficiaries may pay a portion of the expenses—as is now the custom as regards certain classes of improvements in our municipalities; and measures should be taken to secure from

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Flooring (very good), \$2.00 Per 100 Ft. Frank Libbey & Co., 6th and N. Y. ave.

No. 1 Cypress Shingles, \$5.50 Per 1,000. Frank Libbey & Co., 6th and N. Y. ave.

EXCERPTS FROM SPEECH AT MEMPHIS.

The unrestricted issue of railway securities without supervision should not be permitted, and only by governmental action can it be prevented.

We can no more tolerate injustice to the railroads than injustice to them.

The people who live in the country districts and who till the small or medium sized farms on which they live make up what is, on the whole, the most valuable asset in our national life.

To allow the public lands to be worked by the tenants of rich men for the profit of the landlords, instead of by freeholders for the livelihood of their wives and children, is little less than a crime against our people and our institutions.

We cannot afford any longer to neglect the great highways which nature has provided for us.

We should act on the same principle in improving our rivers that we should follow in improving our harbors.

The railroads have shown that they alone cannot meet the demands of the country for transportation.

Our public lands, whose highest use is to supply homes to our people, have been and are being taken in great quantities by large private owners, to whom home-making is at the very best only a secondary motive, subordinate to the desire for profit.

Shall we continue the waste and destruction of our natural resources or shall we conserve them?

COAL MEN ARE ANGRY DOOM HISTORIC TREE

Claim Trunk Lines Discriminate Against Pittsburg.

Demand Rates Be Lowered

Decrease Amounting to 60 Per Cent Asked, and Threat of New Trunk Line to Lakes Is Held Out as Alternative— Interstate Commerce Commission to Be Appealed To.

Pittsburg, Oct. 4.—Open revolt of the coal operators of the Pittsburg district, who produce 50,000,000 tons of coal yearly, against the four big trunk lines of the district is threatened, and figures have just been completed showing that the Pittsburg operators are paying about \$1.50 per acre more for moving their coal to the Lake than any other district in the country.

These figures have within the past few days been brought to the notice of Presidents Newman, of the New York Central; Delane, of the Wabash; McCrea, of the Pennsylvania, and Murray, of the Baltimore and Ohio.

The coal operators of the Pittsburg district, headed by J. V. Thompson, of Uniontown, who owns 20,000 acres of coal and coking land, have joined in a request that a uniform rate of 95 mills per mile on coal shipments to the Lake be made by all railroads, instead of charging 3.5 mills to the Pittsburg district, while other fields more than twice as far as Pittsburg enjoy a rate about half as high.

J. W. Bolleau, of Pittsburg, at the request of Mr. Thompson, has completed figures showing the alleged discrimination in the Pittsburg district, and it is strongly hinted in financial circles that unless the four big trunk lines handling Pittsburg coal cease discriminating, certain interests may build a road to the Lakes, as well as to the tidewater.

These figures will undoubtedly be presented to the Interstate Commerce Commission.

CALLS CARNEGIE "VAGRANT."

Pittsburg Lawyer Saves Client by Using Ironmaster as Example.

Pittsburg, Oct. 4.—The quick wit of William Jennings Brennan, an attorney, in classing Andrew Carnegie as a vagrant, saved his client from a workhouse sentence to-day.

Elmer Stevenson had been sentenced by a police magistrate to thirty days. On appeal to the Criminal Court, the attorney for the police read the law, which classifies persons who travel from place to place without visible means of support as vagrants. Brennan broke in:

"If my client is a vagrant under that act, then Andrew Carnegie comes within the class."

Judge Swearingin reversed the judgment of the police magistrate at once.

DUKE GIVES WIFE NECKLACE.

Made of Flawless Pearls, It Costs Tobacco Magnate \$200,000.

New York, Oct. 4.—After scouring the cities of America and Europe for the most perfect string of pearls to be found, James B. Duke, head of the tobacco trust, has just presented to Mrs. Duke, formerly Mrs. William Inman, of Atlanta—a necklace that cost him \$200,000.

The one condition of purchase was that every pearl should be flawless, and several of the larger jewelry houses in this country, London, and Paris were on the lookout.

Every pearl in the outfit, which includes a "dog-collar" necklace and an arrangement of loops of the jewels, designed to fall artistically over the shoulders, is perfect.

JACOB WEISS ARRESTED.

Daughter Also Held as Witness in Mullen Shooting Case.

On the suspicion of having committed the assault on John W. Mullen, last Sunday evening, Jacob Weiss, the father of Amelia Weiss, who was with the young man at the time, was arrested yesterday by Deputy Sheriff Howard Fields. Later in the day Amelia Weiss was arrested, and the two were sent to the county jail at Fort Myer. Miss Weiss is being held as a witness.

Commonwealth's Attorney Crandal Mackey, who has been at work on the case since last Sunday, now believes that the father of the girl is responsible for the shooting. Amelia Weiss still maintains that her story of how a negro had assaulted Mullen and how he subsequently attacked her is true.

Jamestown visitors are arriving daily and looking for furnished rooms. An ad in The Herald will get them. The Herald has the largest circulation at Norfolk and Jamestown of any Washington paper.

No. 1 Cypress Shingles, \$5.50 Per 1,000. Frank Libbey & Co., 6th and N. Y. ave.

Flooring (very good), \$2.00 Per 100 Ft. Frank Libbey & Co., 6th and N. Y. ave.

SHOW THE PAPER TO DISPROVE PLATT

Mae Wood's Lawyers Claim to Hold Trump.

NAMES ALL UPON IT

Senator Declares the Minister's Place Is Blank.

Attorneys Decline to Allow Names to Be Used, but Exhibit Alleged Certificate Said to Bear Names Not Only of Platt and Miss Wood, but Also of Man Who Performed Alleged Ceremony and Witnesses.

Richmond, Va., Oct. 4.—The statement to-day in New York of United States Senator Thomas C. Platt, denying that he had ever been married to Miss Mae C. Wood, and asserting that the marriage certificate said to be in the possession of that young woman is a mutilated document, the portion of it that should contain the name of the man who performed the ceremony having been torn off, is answered by O'Flaherty & Fulton, attorneys of this city, who have charge of Miss Wood's case, by the exhibition of the document itself, showing not only the name of the man who performed the ceremony, intact, but the names of several other witnesses, besides the names of the principals themselves.

The use of the names of these people is denied for publication at this time, O'Flaherty & Fulton stating that they do not care to show their hands to the other side before the case actually comes to trial. They believe that the present activity of Platt is due to his desire to have the case heard privately by a referee, motion to show effect has already been made.

Platt Denies Marriage.

New York, Oct. 4.—The suit for divorce brought by Mae Catherine Wood against United States Senator Thomas C. Platt came up yesterday in the Supreme Court on two motions. One was for an order directing Miss Wood to produce in court all the papers and documentary evidence on which she relies for the establishment of her cause of action.

Justice Ford granted an order requiring her to show cause why she should not be compelled to produce the papers and allow counsel for Senator Platt to inspect and copy them. Miss Wood's counsel, Joseph Day Lee, said he expected to prove fully that a secret marriage occurred, performed by a minister procured by Senator Platt, in the Fifth Avenue Hotel, November 9, 1905.

On the motion for an inspection of the papers on which Miss Wood relies, counsel for Senator Platt submitted a budget of typewritten papers that contain the first extended reply by the Senator to the many stories connecting him with her.

Chief among the papers is a long affidavit by the Senator himself, in which he says that it is absolutely false that he ever married Miss Wood, and points out that she never made any such claim until more than five years after the date of the alleged marriage, except in a Chicago newspaper interview, printed in June, 1906. On the contrary, he says, she has tried for several years to extort money from him by several devices.

Letter Tells of Gratitude.

Among them he enumerates a letter which he received on Christmas Eve last, in which she says, in part: "I am deeply grateful to you for your recent communication of December 30, 1906, acknowledging that I am your wife and asking me to be patient and wait a little while longer, when all will be well. Now, I am here in New York, and I would be pleased to know about how much longer you expect me to wait, and what you mean by such a request."

"There will be no peace on earth until the white men who are in the minority on the globe, deal fair and square with the billions of nonwhite people. If any foreign power or powers should attack the United States of America, and save your republic in peace if you can. If you cannot do so in peace, then fight for your liberty."

Attacks Both Parties.

"No Roosevelt, no Taft, no Root, no Bonaparte, none of the school of so-called Republicans—for the black, brown, red, or yellow men will not vote for these upon their oaths. They are in the same category as Tillman, Vandam, Graves, Smith, Dixon, Howell, Watterson, and hundreds of other race-haters, who are worse than the anarchists they talk about. Like them is Bryan and his cohorts. Meet the ground, black, brown, and yellow Americans, and save your republic in peace if you can. If you cannot do so in peace, then fight for your liberty."

Has New Route to the Pole.

Dr. Cook Will Try to Find It by Way of Nansen Strait.

Expects to Subsist on Game Good Part of the Way—Wintering Farther North Than Peary.

New York, Oct. 4.—A message was received to-day by Herbert L. Bridgeman, secretary of the Peary Arctic Club, from Dr. Frederick A. Cook, the scientist and explorer, announcing that Dr. Cook was prepared to make a dash for the north pole by a new route. The dispatch was dated Etah, August 26, and is as follows: "There will be game to the eighty-second degree, and there are natives and dogs for the task. So, here it is for the pole. Mr. Bradley will tell you the rest. Kind regards to all."

Dr. Cook, accompanied by John R. Bradley, Capt. Thomas Bartlett, and a number of Eskimos, left North Sydney, N. S., early in July on the American auxiliary schooner-yacht John R. Bradley, which landed the party at Smith's Sound. Bradley returned to North Sydney on the yacht October 1.

The expedition is provisioned for two years, and fully equipped with dogs and sledges for the trip. The party is wintering thirty miles farther north than Peary did two years ago.

You'll Derive a Steady Income From funds deposited in banking dept. of U. S. Trust Co., 114 P. St. B. W. This company pays interest on all accounts—involves banking business of every description.

\$1.25 to Baltimore and Return. Every Saturday and Sunday via Pennsylvania Railroad. Tickets good returning until Sunday night. All regular trains except "Congressional Limited."

A la Carte Lunch Served Daily At Eckstein's from 12 to 3, 1412 N. Y. ave.

SEES NEED OF TARIFF CHANGES.



OSCAR L. STRAUS, Cabinet officer, who yesterday, in address before manufacturers, gave intimation that President Roosevelt's policy would favor a change in tariff.

Boston, Oct. 4.—C. William Hinds, colored, of Biloxi, Miss., declared in an address at Chelsea that the color line could only be washed out in blood. Hinds, who was formerly a State senator in Mississippi, said:

"The ballot box, the jury box, and the cartridge box are denied the nonwhite race in the South. In the majority of the Northern States the negro is seldom picked as a juror. The President of the United States has now taken the cartridge box from them, so the nonwhite race is now completely dismantled of citizenship."

"The color line must go, even if it is wiped out in blood. We can get arms and ammunition, also money. The next thing is to keep on drilling, so as to understand the tactics of war, but we must liberate ourselves from the hellish slavery that exists against the dark races."

First Blow from Orient.

"Watch China and Japan. They will strike the blow for the freedom of all the nonwhite race. Church, state, and government must join in our demands for freedom."

"There will be no peace on earth until the white men who are in the minority on the globe, deal fair and square with the billions of nonwhite people. If any foreign power or powers should attack the United States of America, and save your republic in peace if you can. If you cannot do so in peace, then fight for your liberty."

When Big Liner Hit Iceberg in July, He Says, He Had Vision in Which He Was Told That He Would Have to Resign Seafaring Life—Experience Like

New York, Oct. 4.—Capt. August Richter, known to thousands of American ocean travelers, has given up his command of the North German Lloyd steamer Kronprinz Wilhelm and quit the sea forever, because, according to his friends, he was warned by heaven, through the medium of his ship's collision with an iceberg, to abandon seafaring.

The trip during which Capt. Richter is stated to have received a divine warning began at Bremen on July 2. Four days later, when the Kronprinz was steaming through 100 miles of fog on the Grand Banks, she crashed into an iceberg.

Vision Comes in Stateroom.

The vision struck the iceberg a glancing blow, in consequence of which and the fact that the ice was mushy, the Kronprinz escaped serious injury.

It is said that the warning that he must give up the sea came to Capt. Richter that night in the form of a vision while he was resting in his stateroom.

His friends ridiculed the idea of any divine inspiration, but Capt. Richter pointed to the fact that some years back his brother Hermann, then in command of the Saale, had run into an iceberg under similar circumstances, only to be similarly warned.

MISS FISH LOSES JEWELS.

Her Maid, Bound for England, Will Be Arrested at Liverpool.

New York, Oct. 4.—When the White Star steamship Baltic, which sailed on Wednesday, arrives at Liverpool, a young English woman, Anna Street, who has been a maid for the daughter of Hamilton Fish, Assistant United States Treasurer, will be arrested on a charge of robbing the Fish summer home, at Garrison-on-the-Hudson.

Mr. Fish had information that the young woman had booked passage on the Baltic, and he and several detectives were at the pier when the boat sailed. They didn't see Miss Street, although she is on the boat, according to a wireless message, but they got three trunks which she had stowed away in the hold.

After the maid quit the Fish home, Miss Fish found that a diamond and ruby pin, a diamond necklace, and other articles were missing. Several of her dresses are gone, too. The trunks were definitely packed, and the Fish family doesn't know exactly just how much was stolen.

WANT EARLY THAW TRIAL.

Prisoner's Attorneys to Move Monday to Have Date Set.

New York, Oct. 4.—Counsel for Harry K. Thaw have served notice on District Attorney Jerome that they will move on Monday, before Justice Dowling in the Supreme Court, criminal branch, to have a date fixed for Thaw's trial.

Thaw says the sooner he's tried, the better he will like it. It is not likely that Mr. Jerome will consent to a date earlier than December.

Assistant District Attorney Garvan, who prepared the Thaw case, has returned from a three months' vacation in Europe. He said he did nothing about the Thaw case while abroad.

Auction To-day at Sloan's. Fine lot of household and office furniture will be sold to-day at Sloan's, 1467 G. st., sale opening promptly at 10 a. m. No reserve prices.

COTTON MEN HEAR CABINET OFFICIALS

Addresses End National Manufacturers' Convention.

TARIFF REVISION IS UP

Letter from Hon. James Bryce Regretting Absence.

Members of the Association Thank Speakers and Officials for Hospitality Extended, Take Auto Trip About City, Luncheon, and Leave on Special Train for Big Meeting of Growers at Atlanta, Ga.

Coming from the mouth of a member of President Roosevelt's official family, the statement made by Secretary Straus, of the Department of Commerce and Labor, at yesterday morning's meeting of the national convention of cotton manufacturers, held at the New Willard, recommending reciprocity and a revised tariff, took most members by surprise, as they thought they recognized in the statement President Roosevelt's attitude with regard to tariff legislation.

Postmaster General Meyer also made an address, which was full of deep interest to members of the association.

Mr. Meyer stated it to be his intention to recommend legislation by the next Congress for the establishment of a postal savings bank. The speaker also declared his intention to work diligently for the elimination of "red tape" and for bringing the department under his charge up to date and placing it on a modern business basis.

Letter from Mr. Bryce.

Another interesting feature was a letter from the Hon. James Bryce, the British Ambassador, addressed to Mr. Macara, chairman of the committee, in which the Ambassador expresses his regret at not being able to be present at the convention.

The letter was read at lunch, and is as follows: Intervale, N. H., Oct. 3, 1907.

Dear Mr. Macara: I have to ask you, as chairman of the committee of the International Federation of Master Cotton Spinners and Manufacturers' Association, to express to the delegates to the Atlanta convention my great regret that the absence of the embassy from Washington has prevented me from extending to them the hospitality of the embassy. The international importance of the Federation, and the fact that the center of its organization is situated in Manchester, England, gives it a claim on the representatives of my country. King Edward, who has personally on more than one occasion given expression to his interest in the objects of the Federation.

I wish that I could have had the pleasure of addressing the delegates myself, but as it is, I must ask you, Mr. Macara, to wish them on my behalf a pleasant journey and every success on their interesting and important mission.

I have instructed his majesty's consuls in the cities of your journey to place themselves in communication with you on your arrival and to extend to the delegates every assistance on their part. I am, dear Mr. Macara, yours, very truly, JAMES BRYCE.

Paper on Abuses.

A paper read by the secretary of the association was on "The use and abuse of warp step motions and other automatic appliances on power looms." The author of the paper, Louis Simpson, of Valleyfield, P. Q., Canada, was not present. In the discussion following, George Otis Draper, of Hopedale, Mass., and Fred B. Macy, of New Bedford, Mass., participated.

Another discourse read was that on "The evolution of the lug strap." Mr. Irving Bullard, of Danielson, Conn., being the author.

With the approval of the board of government of the associations, the following candidates were admitted to active membership:

Henry Shaw Adams, of Hartley L. Lord, J. R. Barlow, of James R. MacColl, Robert William Biss, Newmarket, N. H.; Henry D. Martin; James E. Cotnam, Manchester, N. H.; Edward W. Thomas; Arthur O. Dawson, Montreal, P. Q., Canada; Charles T. Plunkett; James Dolphin, Manchester, England; William D. Hartstone, New York City; Charles T. Plunkett; William A. Fuller, Clinton, Mass.; Henry D. Martin; Walter J. Holden, Lowell, Mass.; Henry D. Martin; Charles M. Howard, New York City; Charles T. Plunkett; Heron A. Keith, Boston, Mass.; John H. Holt; Arthur K. Edler, president, Austria Cotton Spinners' Association, Vienna, Austria; William D. Hartstone; Camille Linn, Rouen, France; William D. Hartstone; Joseph B. Miller, Philadelphia, Pa.; Robert Beatty; Theodor F. Miller, Philadelphia, Pa.; by Robert Beatty; Hugh Kalkinman, Manchester, N. H.; by John H. Holt; Arthur K. Edler; James R. MacColl; Sewall S. Oliver, Baltimore, Md.; Edward W. Thomas; Theodore S. Hartstone, Angouleme, France; F. Foster; Nestor Ross, Rouen, France; William D. Hartstone; David A. Russell, North Adams, Mass.; Charles T. Plunkett; Henry Kay Smith, Jamaica, N. Y.; by Thomas Henry Smith; William Parker Straw, Manchester, N. H.; by Charles H. Fish; Arthur S. Thomas, Lowell, Mass.; by Edward W. Thomas; Richard Thomson, Paris, President of Cuffier, Canada; by Robert Beatty; George A. Woodward, Rockland, Mass.; by C. P. Brooks.

Associate Members.

Arthur Birch, Arlington Heights, Mass.; P. N. Carlin, Boston, Mass.; Frederic A. Chase, Providence, R. I.; Edward J. Felby, Boston, Mass.; H. M. Mackintosh, Boston, Mass.; Henry L. Phillips, Hartford, Conn.; Russell Robb, Boston, Mass.; Harry A. Severson, Rockford, Ill.; George W. St. Amant, Boston, Mass.

Speakers Are Thanked.

Previous to adjournment, Charles T. Plunkett, of Adams, Mass., offered a resolution expressing the thanks of the association to the following speakers, which was unanimously adopted: Commissioner Henry B. F. Macfarland, Hon. James Wilson, Hon. George von L. Meyer, Hon. Oscar L. Straus, Hon. S. N. D. North, Hon. John Barrett, E. A. Hartshorne, H. L. Phillips, Arthur R. Marsh, L. Green, and Arthur K. Edler.

Daniel A. Tompkins, of Charlotte, N. C., read a paper on "Southern development and American deep-sea shipping" which attracted attention owing to the strong advocacy of a ship subsidy contained therein.

Mr. Tompkins' paper.

Mr. Tompkins being absent, his paper was read by the secretary. It was, in part, as follows: "We need ships now as badly as the farmer needed factories in 1880. We must

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\$1.00 Harpers Ferry, Halliowa, Charlottesville, Summit Point, and Winchester.

Leave Baltimore and Ohio station, 5:30 a. m. Sunday, October 6, splendid opportunity to spend Sunday in country.