

GUEST OF ALABAMA

Reception in Three Cities Was
Most Cordial.

GREETED BY BIG CROWDS

The President Visited Montgomery,
Tuskegee and Birmingham.

Everywhere the Most Cordial Reception Was Given Him—Several Speeches Delivered That Received Great Applause—A Short Visit Made to Booker Washington's School, Addressed a Great Throng in the Shadow of the First Capitol of the Confederacy—Begins the Trip to Little Rock.

Birmingham, Ala., October 24.—President Roosevelt concluded a strenuous day in Alabama by a two-hours visit to Birmingham, where his reception in keeping with those given him at Montgomery and Tuskegee, was hearty and soul-stirring. His day began at 7 o'clock when the special train left Montgomery for Tuskegee. Visits to the Tuskegee Normal and Industrial college, were crowded into a little less than two hours, and the noon hour had just arrived when the executive stepped from his car in Montgomery. Here he spoke to a great throng under the shadow of the confederacy's first capitol, and was on his way again sharply at 2 o'clock. A few minutes before 5, the President was the guest of Birmingham, and until his train left at 6:45 p. m., on the night run to Little Rock, the President was cheered at every turn. The day was unmarred by any special incidents save at Birmingham. Here at the corner of Fifth avenue and 20th street, an intoxicated man in his excitement dropped a pistol from his pocket on the pavement. The President saw the incident and called the attention of officers to the man who was immediately arrested.

GIVEN GREAT OVATION

Birmingham People are Enthusiastic in Their Reception of the President. Enormous Crowd Hears Speech at Fair Grounds.

Birmingham, Ala., October 24.—The President's train arrived in Birmingham promptly on time. Mayor George B. Ward, surrounded by a reception committee delivered the formal address of welcome at the station, and immediately afterward the party entered carriages and began the march to Capital Park, eight squares distant. The ovation to the President was continuous, and he stood in his carriage the whole way, acknowledging the outbursts of enthusiasm.

A pretty incident at the close of the march was when the President asked the name of the lady riding at the side of his carriage. Miss Sammie Harris was sponsor for Troop D, one of the local cavalry organizations. The President was introduced to her by Mayor Ward, and as he reached over to shake her hand he crowded the mayor. Excusing himself he said: "I would run over a man any time to shake hands with a lady."

At Capitol Park under the glamor of thousands of electric lights, the party entered the speaker's stand. General Rufus N. Rhodes, editor of the Birmingham News, welcomed the President on behalf of the citizens of Birmingham.

Following the President's speech, ex-Governor Joseph F. Johnson spoke in behalf of the army. He deduced Confederate Veterans, and presented to the President several young ladies, descendants of Confederate soldiers and sponsors and maids of honor, who presented to the President a badge from the camp.

"We do this to express to you our respect for the President of the United States," said the governor. "Our confidence in the courage, unsectional patriotism and generous impulses of Theodore Roosevelt, and in appreciation of your many kindnesses to Confederate veterans and especially for the unsought honor recently conferred upon the members of the camp."

"We present this too, sir, because we believe that you come nearer standing for the ideals that have inspired our lives than any President that we have had since the war. Had we been born north of Mason's and Dixon's line, Mr. President, many of us in the war between the states, might have followed the flag of our fathers, the Stars and Stripes, but we are sure that had you been born twenty years earlier and in Georgia, where you should have been born you would have been a gallant leader of a brigade under Forest or Stuart."

From Capital Park the party went to Third avenue and 20th street, and boarded a special electric train and proceeded to the Alabama state fair grounds. At the grounds the President was introduced by T. H. Holton, president of the Birmingham Commercial Club. The crowd at the fair was also enormous and greeted the President enthusiastically as he arose to speak.

From the fair grounds the President returned to the city and the special train left for Memphis at 7:30 o'clock.

TWO HOURS AT MONTGOMERY

Warm Welcome Given by the Citizens of the First Capital of the Confederacy.

Montgomery, Ala., October 24.—Amidst the booming of cannon, blow-

ing of whistles and the cheering of many thousands of people, President Roosevelt arrived here promptly at noon from Tuskegee, and became the guest of the people of the first capital of the Confederacy. The general reception committee was headed by Governor Jelks, Mayor Teague and Judge J. B. Gaston, and met the party.

After a few preliminaries the parade moved from the depot. The patriotic sentiment of the people was expressed everywhere by the floating of flags and tri-colored bunting, and thousands of cheers went up as the President's carriage moved off from the union station, followed by the civic and military parade. The route was through the principal streets to the capitol where a platform had been erected in front of the historic old building, and within a few feet of the spot where Jefferson Davis took the oath of office as the first President of the Confederacy. The welcome to the President was cordial and enthusiastic. The President seemed pleased with his reception.

At the capitol the President was welcomed on behalf of the city by Congressman Wiley. Governor Jelks delivered the address of welcome for the state and introduced the President.

The President spoke briefly. He expressed appreciation of the hearty welcome especially since it came from the first capital of the Confederacy. He touched upon the building of the isthmian canal, and what it meant to the people of the south. The cotton question was also taken up by the President and he said it was one of the country's most important exports.

"I am glad to see so many children," said the President. "As you know I believe in children. I like your stock and want it kept up." The subjects touched upon by the President were civic pride, self government and social duty. Of cotton the President said:

"The whole nation is concerned in the welfare of the cotton growers. It is not only important for Alabama and the rest of the gulf states, it is important for the entire union, because it is the cotton crop which determines the balance of trade as being in favor of this nation. Whatever is the business of any part of this nation, the trade of the entire nation and the national government are bound to do everything possible in the interest of the cotton growers to preserve your markets, to do everything that can possibly be done to see that the demand for cotton, the natural demand for cotton abroad is kept up, and is met here under fair conditions by our own people."

"Probably no state in this union is more interested in the building of what is to be the greatest engineering feat the world has yet seen, the building of the isthmian canal. The cotton crop largely goes to Asia, and of course the canal greatly shortens the route. Our influence in the Orient must be kept at such a pitch that it will insure our being able to guarantee fair treatment to our merchants and manufacturers in the markets of China. We must insist upon having fair treatment and as a step toward getting it we must give fair treatment in return. I would demand that on ethical grounds alone, I would demand it also on grounds of self interest."

ADDRESSES COLLEGE STUDENTS

Unique Scene Presented at the Alabama Conference Female School—A Visit to Tuskegee Institute.

Tuskegee, Ala., October 24.—President Roosevelt arrived in Tuskegee at 8:30 o'clock this morning, his train being on time. The city was beautifully decorated. A number of arches, the foundation of which were made of bales of cotton, had been erected and covered with bunting. The platform from which the President spoke to the people of the city was made from \$30,000 worth of cotton in original bales. The President was met at his train by a reception committee, among whom were Mayor O. S. Lewis and Dr. John Massey, president of the Alabama Conference Female college. Escorted by a company of state militia, the President was driven to the college, which represented a typical southern scene. Cotton had been transplanted in long rows and two old southern negroes with cotton pickers sacks on their shoulders were engaged in picking the staple from the plants. Several baskets of cotton were scattered about the field.

The President was greeted at the college grounds by the students and public school children.

He then addressed the students. At the conclusion of his address the President left for Tuskegee Institute. The President's train was brought directly into the grounds of the institute over its private track.

The President was received by Principal Booker T. Washington and members of the institute board of trustees and faculty. He then entered a carriage made by the students of the school, drawn by horses raised at the school, and driven by a student in the school uniform. The party proceeded immediately to an elaborately decorated stand, in front of the office building, surmounted by the President's flag. From this point he viewed the educational and industrial parade upon the preparation of which the students and faculty have been at work for several weeks. This parade was headed by the institute band, led by Bandmaster Elbert B. Williams, of the Ninth United States Cavalry, who had been detailed to Tuskegee by the par department. Then came 1,500 students of the school in two divisions; the young men in blue suits, with brass buttons, white gloves and cadet caps. The young women wearing blue dresses trimmed with red braid and wearing blue straw braid hats followed, each bearing a stalk of sugar cane topped with a cotton ball, all raised in the school's agricultural experiment station.

Legally on the New York City Ticket. New York, Oct. 24.—A decision that the municipal ownership leagues candidates are legally on the New York city ticket and entitled to their emblem of a pair of scales was rendered today by Justice Maddox at the special term supreme court in Brooklyn.

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SOLUTION OF TAIGNY INCIDENT

United States Interferes in Franco-Venezuelan Dispute.

FRANCE IS ALL READY TO ACT

Minister Russell Commissioned to Endeavor to Arrange the Incident. The Washington Government Feels That President Castro is in the Wrong—Action May Avert Further Trouble.

Caracas, Venezuela, October 24.—The government at Washington has commissioned the American minister, Mr. Russell, to endeavor to arrange the Franco-Venezuelan diplomatic incident. Mr. Russell will go to Los Testes today and have an interview with President Castro.

Washington, October 24.—Pending the result of Mr. Russell's interview with President Castro, the state department will not discuss its nature. It should be understood, however, that he will continue his efforts to a possible assistance in the solution of the Taigny incident, involving President Castro's alleged discourteous treatment of the French minister at Caracas. The Washington government feels that President Castro made a mistake in this matter.

At the French embassy the following authoritative statement was made: "We are extremely happy to hear of the very kind intervention of the United States. And the news of the intervention seems to us all the better because it will, without any doubt, enable President Castro to realize the error made by his minister of foreign affairs and probably will have the result that France shall not have to take recourse to such methods as she would dislike very much to use but for which, in case of need, all preparations have been made."

STRIKE ON ALL RAILWAYS

Eight Thousand Railway Men Take Decisive Action—Present Addresses Demanding Political Reforms—M. Witte Advises the Deputations.

St. Petersburg, October 24.—At a meeting of 8,000 railway men held in the university tonight it was decided to declare a strike on all the railways operating in St. Petersburg, beginning tomorrow. It also was decided at the meeting to send deputations to Prince Hilko, minister of railways, and Count Witte, president of the committee of ministers, and present to them

addresses demanding political reforms, included among them the convocation of constituent assembly elected by direct universal suffrage. The deputations could not find Prince Hilko, but were received by Count Witte, who pointed out that the address contained many demands which would not be realized in any country, and also many which were worthy of attention. He said that a constituent assembly was quite impossible, and contended that suffrage and other political demands had nothing to do with the question of the railroads. The count promised that liberty of meeting and of the press would be promptly granted. He advised the men to end the strike and peaceably formulate their demands.

REPLY TO TEXTILE UNION

Manufacturers Association Deny Request for Restoration of Cut in Wages Instead of Plan Recently Offered by Them.

Fall River, Mass., October 24.—The reply of the Manufacturers' Association denying the request of the textile union for a complete restoring of the 12 1-2 per cent. cut in wages of July, 1904, instead of the part increased and part profit sharing plan, proposed by the manufacturers, was made public today. The letter to the textile union says:

"The profit sharing offer is designed to give to the operatives automatically and without agitation such advance from month to month as the margin will warrant."

"The manufacturers feel that freedom from constant agitation and frequent changes in the wage schedule is absolutely necessary if business is to be successfully carried on in this city and after long and careful consideration they believe the plan outlined by them will accomplish this much to be the desired end."

AYCOCK IN BALTIMORE

Makes Address at Opening of the Local Democratic Campaign.

Baltimore, October 24.—The local Democratic campaign was opened tonight with a meeting at the Lyric, which was jammed by an extremely enthusiastic audience which included an unusually large number of ladies. Ex-Governor Charles B. Aycock, of North Carolina, was the chief speaker. Attacking the arguments of the opponents of the proposed disfranchisement amendment to the state constitution, he declared that only the negroes would lose their votes, that in his own state not a single white man had been deprived of the franchise, and he declared emphatically that should the amendment pass no white man in Maryland would have his vote taken from him.

"The truth is," he said, "that you cannot disfranchise the white man anywhere—except in the good old radical city of Philadelphia." Again speaking from experience, he said, "remove the negro and you remove bossism." John P. Poe, of this city, the reputed author of the proposed amendment also made an address.

HOPEFUL VIEW OF SITUATION

One of Consulting Engineers Writes on Canal Conditions.

WILL BE COMPLETED BY 1915

When the Organization is Perfected There Will be 24,000 Men Required. Application of the 8-Hour Law Regarded as a Great Mistake—Food Provided for Workmen is Spoken Highly of.

Washington, October 24.—Isham Randolph, one of the members of the board of consulting engineers for the Panama canal, has written a letter to Zina R. Carter, president of the sanitary district of Chicago, in which he discusses canal conditions. The isthmian canal commission made the letter public today. Mr. Randolph says he expects the canal to be completed before 1915. The work of preparation he says is going on speedily and when the equipment is on hand and the organization perfected, at least 24,000 men will be required on the canal. Much of the present labor is worthless, because the demand is larger than the supply. The application of the 8-hour system to the canal he regards as a lamentable mistake, and will add about 25 per cent to the cost of labor. Mr. Randolph says the whole line is "cluttered up with abandoned French machinery, which cost about \$30,000,000 and is now valueless. He declares that any statement foreshadowing the report of the consulting engineers "can be set down as the manufacture of news mongers." Mr. Randolph has recently returned from a visit to Panama with other members of the board and his opinions are interesting and in view of the publication of the letter by the commission may be considered semi-official. In the course of his letter Mr. Randolph says:

"What we do know is that it can be done; that Americans can do it; and that in as short a time as so stupendous an undertaking can be put through. We do know that almost limitless resources await the demand of the builders; that the builders represent the highest grade of American engineering talent, led on by a man whose record of accomplishment is 'but the earnest of the things that he shall do.' Hence we may reasonably look for the passage of the great ocean freighters from the Caribbean to the Pacific before our calendars are headed 1915. How much before, this deponent sayeth not. This is no easy triumph for the builders who must contend with and overcome difficulties not encountered in our temperate zone."

Mr. Randolph speaks highly of the food provided for the workmen and says the hospitals are a just source of pride.

FRANK CLYDE'S TRAGIC DEATH

Lost His Balance and Fell Under a Moving Train, His Body Being Terribly Mangled—Was Vice President of the Clyde Steamship Co.

Philadelphia, October 24.—Losing his balance as he was about to board a westbound train which was approaching the Fifty-second street station of the Pennsylvania railroad today, B. Frank Clyde, vice president of the William P. Clyde steamship company, and millionaire clubman, was dragged under the wheels of the locomotive and instantly killed. His body was terribly mangled, and his face was crushed beyond recognition, identification being made by means of a tailor's label on the clothing bearing Mr. Clyde's name. While the unfortunate man's body was being extricated from the forward truck of the car under which it had been wedged, Mrs. Clyde, unaware of the tragic ending of her husband's life, passed the scene of the accident on a train coming to this city from Bryn Mawr, a suburb, where Mr. Clyde was bound when he met his death.

Mr. Clyde maintained a city residence, but spent much of his time at his country home where he had an extensive stock farm. He was 53 years old, and was married but three months ago to Mrs. Bloomfield McIlvaine. He was well known in business, social and club circles.

Mr. Clyde had been in West Philadelphia on business and was on his way to his country seat near Bryn Mawr. When the train approached the station he walked to the edge of the platform and stood facing the track, with one hand extended in order to grasp the rail of the car. Apparently finding himself too close to the engine he attempted to step back, but instead, fell forward. The piston box struck him, and carried him under the wheels of the locomotive. The drivers passed over him, and his clothing caught in the forward truck of the first car.

Mr. Clyde left his home in this city last night after dinner, saying he was going to his country place near Bryn Mawr. Mrs. Clyde went to Bryn Mawr today to meet him and not finding him returned to the city. She is prostrated.

William P. Clyde, his brother, will arrive tomorrow in New York on the steamship Oceanic from Liverpool.

Reception to Officers and Men of the Combined Fleet.

Tokio, October 24.—Noon: Tokio's reception today to officers and men from the combined fleet was a most notable affair. The day was extremely fine and the public enthusiasm was unparalleled. The procession moved from the Shimbashi railroad station at Ueno park, along the crowded streets. The air was rent with thunderous cheers. Admiral Togo's carriage was profusely decorated with flowers and the public felling toward him was next in warmth to that shown the emperor.