

THE RICHMOND PALLADIUM

AND SUN-TELEGRAM.

RICHMOND, IND., SUNDAY MORNING, OCTOBER 4, 1908.

PARADE TO MARK INDUSTRIAL DAY

It Is Estimated That It Will Be Over Fifty Blocks in Length.

141 FIRMS RESPOND.

FLOATS OF ALL DESCRIPTIONS WILL BE SHOWN—TWO THOUSAND MEN IN LINE OF MARCH—ALL ARRANGEMENTS MADE.

The industrial parade on Wednesday afternoon will be the biggest parade ever held in eastern Indiana. This fact is already assured. Up to Saturday noon, 141 business concerns of the city had definitely notified the industrial committee that they would be represented in the parade by one or more wagons or floats. It is an assured fact that there will be 183 vehicles in the parade, and between 1,500 and 2,000 men.

Charles Commons, secretary of the industrial committee, states that he estimates that the parade will be between 50 and 60 blocks in length. In other words, he is of the opinion that before the end of the parade passes Eighth and Main streets the first division will be on its return march past the court house. This means that the entire central portion of the city will be entirely shut in by a wall of marching men and vehicles.

The line of march has not yet been definitely decided upon, but if the traction company completes its work on Ft. Wayne avenue, and that thoroughfare is placed in proper repair by Wednesday, the line of march will be as follows:

Starting at Third and Main streets, east of Main street to North Twentieth street, north on North Twentieth street to North E, thence west on North E street to Ft. Wayne avenue, west on Ft. Wayne avenue to North Seventh street, south on North Seventh street to Main, and thence west to the starting point.

It is expected that there will be between 200 and 300 Cincinnati business men in the city on Wednesday, and they, with the famous Smittie band of that city, will participate in the parade.

About one-third of the vehicles in the parade will be floats, depicting various industrial scenes. All the wagons will be beautifully decorated and the scene will be a gay one. The various divisions of the parade will form on South Fifth, Fourth and Third streets. The column resting on Third street will be the first to move, followed in order by the divisions on South Fourth and Fifth streets. Captain Paul Comstock will act as grand marshal and he will be assisted by all the members of the industrial committee. Those who will participate in the event are:

John W. Grubbs Co., two wagons; Howard & Co., John F. McCarthy Co., H. Smith & Co., A. & J. Tea Co., Central Tea Co., McClelland & Co., Richmond Baking Co., Commons Dairy Co., Harry Bullard & Co., Maag & Kelly, Joe Norris & Co., Henry Decker & Co., Henry Rothert & Co., J. E. Carman & Co., Adolph Blackwell & Co., Mayer & Weber Co., Koorsen & Taube, Henry Cutter & Co., John Scholl & Company, George Schwegman & Co., four wagons; Long Bros., two wagons; Anton Stolle & Sons, four wagons; the Richmond Abattoir Co., four wagons; John Bayer & Co., Richmond Extract Co., Runge & Co., two wagons; O. G. Whelan & Co., Meyer & Garver; Monarch Laundry Co., Frank Meyer & Co., Edward Feltman & Co., Cigar Makers' Union, Watson & Son, G. T. Dunham & Co., Starr Piano Co., two wagons; Singer Sewing Machine Co., two wagons; R. M. Lacey & Co., D. C. Atkinson & Co., George Deuker & Co., Ferd Grothaus & Co., The McConaha Co., George Brehm & Co., W. F. Brown & Company, C. E. Routh & Co., Myers & Parke, two wagons; Mariatt & Son, Schneider Carriage Co., I. Reed & Son, Seaney & Brown, Phillip Birk & Co., Jones Hardware Co., H. H. Meerhoff, Jeff Wilson & Co., Light, Heat & Power Co., O. B. Morgan & Co., H. C. Bullard & Son, five wagons; Mather Bros., Hackman, Klefth & Co., five wagons; J. H. Menke & Co., five wagons; Frank Kibbey & Co., Model Clothing Co., L. B. Nusbaum & Co., S. H. Knox & Co., Sharkey & Co., Nicholson Bros., Railroad Store, Hoosier Store, Krone & Kennedy, E. J. Hump & Co., George H. Knollenberg & Co., Richmond Overall Co., Chandelier and Art Brass Works, A. H. Bartel Co., Standard Pattern Co., Pettis & Co., Davis Carriage Co., Seidel Carriage Co., Westcott Carriage Co., Rowlett Desk Co., Robinson & Co., six wagons; Gaar, Scott & Co., six wagons; M. C. Henley & Co., Starr Chain Works, O. E. Dickinson & Co., Dickinson Trust Co., Beall & Coffin, Moore & Osborn, Dougan & Co., Richmond Loan Co., A. O. Martin, H. B. Loper, George H. Dilks, Arcade Amusement Co., Doan & Klute, Lee C. Hoover, Herbert Green, Westcott Hotel, two wagons; C. H. Harrison & Co., E. G. Hill & Co., Thistlethwaite & Co., Westcott Barber Shop, New Phillips Theater, Dennis & Thomas, Richmond Electric type Co., F. C. Freidgen & Co., C. T. Price & Sons, R. W. Hall Co., John Zwissler Bakery, George H. Nolte, carnet; Ramons Tailoring Co., J. G.

Group of Distinguished Passengers on Mauretania

A group of distinguished passengers who recently arrived in this country from Europe on the Mauretania. At the top is shown Mrs. A. G. Vanderbilt, who has obtained a divorce from her husband. To her right is a picture of her son William K. Vanderbilt, John W. Gates is shown to the left. At the bottom of the picture is Lady Sutton. Miss Constance Collier, an actress is shown at the right.



RAILROADS RETARD INFUX TO WEST

Probably Will Refuse Rates For Colonizers of Western Regions.

THE ROADS HAVE LOST.

PROSPERITY IS INDICTED BY BUSY FREIGHT CARS IT SURF IS RETURNING TO THE COUNTRY.

Chicago, Oct. 3.—Colonization of the western country is going to be materially retarded if the railroads between Chicago and the Pacific coast carry out a plan which has been advanced by the executive officials. A proposition has received the approval of nearly every railroad in the Western Passenger association to abolish all low or reduced rates after Jan. 1, 1909. This determination has been reached because of the alarm felt over the reduction in the net passenger revenues of the western roads. This reduction is laid at the door of reduced rates and genuine alarm is felt for the future. The railroad officials declare that with a 2-cent rate generally there can be no reduced rates without passing the margin of profit.

It is estimated that the western roads have lost this season several millions of dollars in passenger revenues, compared with what they would have enjoyed had they maintained a minimum 2-cent rate west of Chicago. This conclusion is based upon careful statistics prepared by the Alton and other railroads, which show that the railroads have carried more passengers than ever, but at a less net revenue than accrued for a smaller movement. This can mean only one

thing, it is said, and that is a return to a minimum 2-cent rate everywhere. When the western states passed 2-cent laws there was an effort on the part of the railroads to make 2 cents the minimum rate for all movements, thereby shutting out all conventions, state fairs and every gathering for which reduced rates were wont to be made. Most of the railroads were willing to do this, but it was thought that an exception should be made of colonization and homeseekers rates, which were putting thousands of homeseekers into the western states every year. This exception granted, other exceptions crept in until the bars were thrown down completely and the western roads began making reduced rates for all occasions.

It is not expected that the change can be brought about until the first of the year, but it now seems certain that if the public desires reduced rates they can be had only by a return to the 2-cent basis.

"The railroads," explained J. W. Black, passenger traffic manager of the Santa Fe, "are not trying to make reprisals for the passage of 2-cent laws. We have honestly tried to continue the making of reduced rates for special occasions, but find that it cannot be done when the general fare is 2 cents unless it be done with a loss to the railroads. The legislators of the various states told us to make 2 cents the minimum and we would find that this rate would prove remunerative. Now we find that we will have to make it the minimum in order to preserve our net revenues from passenger traffic."

If prosperity be based upon busy freight cars then it is apparently headed this way. The semi-monthly report of the committee on car efficiency of the American Railway association shows that during the past two weeks there has been a reduction in the number of idle cars of 49,045 cars. Of this decrease nearly 26,000 are in box cars and over 18,000 in coal and gondola cars.

The greatest improvement was shown in the New England states and in the Northwest. In the former territory the surplus in box cars has almost disappeared and some roads actually have a shortage. In the Northwest the movement of grain has drawn into service practically all the grain cars available and the coal situation in this territory has greatly improved. In the eastern and middle states the box car surplus is gradually disappearing and the railroads everywhere are taking a more hopeful view of the business situation.

"TRUST BUSTING" SIM'S WINTER JOB

District Attorney in Chicago Oiling the Legal Machinery.

STANDARD OIL THE FOE.

ALTHOUGH NUMEROUS OTHER CORPORATIONS WILL BE INVESTIGATED, OIL COMPANY SEEMS BITTEREST ENEMY.

Chicago, Oct. 3.—Uncle Sam's legal forces in Chicago are scheduled to renew their campaign against violators of the federal laws.

District Attorney Edwin A. Sims is here and is a busy man. Thirteen of his assistants are at their desks oiling the government's legal machinery through the medium of the Federal grand jury, which probably will be called before the middle of October.

Whether the government is planning a "trust busting" campaign for the winter months is known only to Attorney General Bonaparte and Mr. Sims. The attorney general has given out the statement that there may be no prosecutions against "trust magnates" before the expiration of President Roosevelt's term, but it is known that prosecutions now pending will be vigorously followed.

The Standard Oil Company, it was authoritatively stated, is to be made the principal object of attack. Notwithstanding the reversal of Judge Landis' \$29,240,000 fine against the Indiana corporation the government is determined that the company shall pay some penalty for its alleged acceptance of concessions from the Chicago & Alton railroad.

If a rehearing of the case is denied in the court of appeals and a certiorari is denied by the United States supreme court immediate retrial of the case will be asked.

The John R. Walsh case also will come up in the court of appeals for argument. The government will contest the convicted banker's plea for a retrial.

Meanwhile Mr. Sims and his assistants will be busy with numerous grand jury investigations. Among the probes scheduled for the inquisitorial body is that involving twenty alleged traffickers in "white slaves." The investigation is the outcome of raids made by government agents on resorts in South Chicago last spring. A dozen girls are held as witnesses.

Further prosecutions are planned against matrimonial agencies, proprietors of which are now under indictment.

Mining frauds and other get-rich-quick schemes placed under the ban by Mr. Sims' forces also will come up either before the grand jury or for trial during the fall and winter months.

SHAMEFUL SYSTEM OF CONVICT LABOR

Mines of Alabama Operated By Slave Driving Inhuman Guards.

CRIMES ARE ATROCIOUS.

TREATMENT OF MEN EXCEEDED IN CRUELTY ONLY BY THAT OF BELGIAN MONSTERS IN CONGO.

Harold Scott.

Birmingham, Ala., Oct. 3.—To see slavery with all its revolting cruelties, it is necessary only to visit one of the convict-operated coal mines. The Pratt City mine, near this city, is one of these.

It was with an air of pride they showed me through. The system had been somewhat changed and I was to see how well it worked. I saw the men, their quarters, what they ate, where they worked and slept; the four-foot leather trace strap with which they were whipped when their armed, keen-eyed task masters said they shirked; the rifle-carrying, square-jawed guards with their packs of bloodhounds kept always ready to track men down—I saw it all, and still was not prepared to break forth in praise.

That leather bludgeon keeps coming to my mind. Each man is assigned his daily task; and if he fails he is strung up and whipped.

"But," explained my guide, "a state law has limited the strokes to twenty-one."

"Can't they kill a man with that many blows?"

"No. I should judge not. But they can cut him up pretty bad."

Four tons a day is the task required of an able-bodied man. The men are rated by their size, experience and health. A man rated in the second class must mine three tons, and a third-rate man mines two. Those who can mine more than four tons a day are supposed to get paid for any excess over this amount at the rate of twenty-five cents a ton.

Do the men get all they earn this way? The warden says they do, and there is no one to dispute their word. Surely a naked man writhing under the blows of that murderous strap will not give evidence of much value on this point. So we will assume they get their dues.

There were at the Pratt City camp about a thousand men. About half were convicts of the state—long-term men; the others were the county's men sent here for misdemeanors. The latter class are leased to private mining companies at an average of \$18 per head a month. The state convicts are worked by the state, and the companies pay the state so much a ton for the coal delivered. The present rate is forty-seven cents paid by the Closs concern for coal delivered at the heading, while the Tennessee Coal & Iron company pays seventy-four cents a ton delivered above ground.

The great reform of which Alabama boasts is a change of the law which does away with the lease system as applied to the state's long term convicts. Most of the atrocities of convict camps have resulted from turning the men over to private parties—brutal contractors intent on money profit, and willing to get that profit at the cost of blood or even human life. Under the new law the state feeds and whips and works the men, and sells the product of their labor.

The present system is much more profitable to the state. Under the last year of the lease system the state received \$200,000 for her convicts; under the present plan the books showed a profit of \$400,000.

A large proportion of Alabama's criminals are negroes, and this fact is usually cited as an excuse for the lash. The southern man will say that the only way to get along with the colored man, and make him work, is to whip him. But there are some whites among the blacks, and they get theirs, too. And occasionally there are women—white as well as black—although they are not sent into the mine—and there is nothing to prevent the use of the lash in them.

Compared with a northern penitentiary, the barracks and stockade of a convict mine seem quite flimsy things. And there is an absence of the rigid discipline of the northern jail. The men all live together in one large barn-like room, the negroes in one and the whites in another. There are no cells. When not in the mines they may talk, loaf and gamble or spend the time as they feel disposed.

The food, boiled pork, corn, corn bread and corn on the cob, looked and tasted palatable, though not exactly tempting. For men with money to their credit, the prison store afforded delicacies like canned peaches, cake, candy and a certain summer drink very popular in the south and said to contain a drug.

On the day of my visit two negroes made a break for liberty. A guard fired at but missed them and they got a fair start in the woods. But before the following day the hounds had tracked them down and they had both been shot. One, dangerously wounded was not expected to live, and the other was in the hospital.

Probably the worst feature of con-

RIP FINDS BRYAN NOT YET ELECTED.

Winstead, Conn., Oct. 3.—John Brennan, an aged recluse, known as "Jack of the Woods," came to town Friday for two purposes, he said. First was to learn who the candidates are for the Presidency, and second, to get a winter's supply of gin. He had never heard of Taft, and when informed that Bryan was the Democratic nominee for President, he asked: "Hasn't he been elected yet?"

SOUTH AMERICAN REPUBLICS JEALOUS

May Combine Strength to Guard Against America, It Is Claimed.

WARSHIPS TO BE BUILT.

ALL, HOWEVER, WILL BE CONSTRUCTED IN BRITISH NAVY YARDS AND NOT IN THOSE OF THE UNITED STATES.

London, Oct. 3.—The Nation publishes a communication, to which it ascribes an almost semi-official character, with reference to the purpose of Brazil's new battleships and the general policy of the South American republics. It is set forth that Brazil, Argentina, Chile, and Peru realize that the independence of a modern state with a long seaboard must be protected by the possession of a navy of an up-to-date type.

They have no fear of either England or France, but there is an uneasy feeling about Germany as a new naval and colonizing power, and though little is ever said on the subject, there is a lurking jealousy of the United States, a fear not so much of aggression as of a patronizing protection, with dictation as its consequence. There was a curious indication of this in the case of Brazil.

America Gets No Orders. At one time it was proposed to include in the program the building of powerful submarines of the lake type. It was afterwards abandoned, but while it was under consideration, provisional arrangements were made with an English shipyard for building these American boats on this side of the Atlantic.

"No South American orders will go to United States yards," said a prominent member of the naval commission. "None of the republics can afford to build a huge battleship fleet, but each of the four can build as a beginning a homogeneous squadron of the most powerful ships that the naval constructors can provide. Possession of the ships will be an assertion that each republic means to police its own seas and coasts without foreign interference, and in case of aggression against any of them the local battle squadron may expect help from her sister republics."

Solidarity Between the Countries.

"The armaments of Brazil and Argentina, to be followed by corresponding steps by Chile and Peru, are a sign that South America is no longer to be the continent of quarrelsome little states."

"There now is a real feeling of solidarity between them. They are not arming against each other, but in the interests of each and all."

HOLE IN HEAD; LIVES.

Man Conscious and Recognizes His Friends.

Cambridge, Mass., Oct. 3.—George E. French, the veteran newsdealer of Central square, Cambridge, who shot himself through the head Thursday is still living at the Cambridge hospital. The physicians are very much interested in the case, for, although the bullet, entering just below the temple, passed completely through the head and out the other side, the man is conscious and able to recognize friends.

Victim labor in the mines is its competitor with free labor. At all times it tends to drag down wages so that the free miner is reduced almost to the level of the convict; and in time of strike the convict labor tends to break the strike.

No doubt the mine owners in this district who have had a bitter fight all summer with the union which would like to do all coal digging under conditions such as prevail at these convict mines. They would use black labor; would house and feed the men as comfortably as their livestock, would assign them each a daily task, and whip them if they shirked. That would be the most economical and steady labor market known.

Fully 55 per cent. of the miners in this district are blacks. These blacks are comparatively unintelligent, and without the protection of white leaders and the safeguards of a union, the powerful companies would soon have them working for less than a living wage—which means forced work, and all the conditions which produce the slave.

NEW WHITE HOUSE IS PROPOSED NOW

South American Republics Have Better Official Homes.

SENTIMENT IS OPPOSED.

AMERICAN PEOPLE LIKELY TO DISFAVOR CHANGE OWING PATRIOTIC LOVE FOR THE STRUCTURE.

Washington, Oct. 3.—In connection with the proposition to issue a billion dollars worth of Washington improvement bonds, discussion has been revived of the plan to erect a new official residence for the president and his family. There is not a back-yard republic in South America, declare advocates of the new white house project, which has not a more imposing "palace" for its president than is the residence of the American executive. They declare this country should have a presidential palace commensurate with its wealth and greatness. There are literally hundreds of private residences more imposing than the official residence of the American president.

The present white house has been the home of every American president except Washington. The seat of government was moved to Washington during the presidency of the first Adams and it is related that his good wife used to hang her Monday wash in the then unfinished east room. It was badly damaged once by fire, but except for interior finishing it was practically the same when Mr. Roosevelt became president as it was when John Adams moved in his household goods. Every president from Adams to Roosevelt had his offices and those of his secretaries and clerks, and the private family apartments were restricted to the western half of the second floor. Some of the presidents, notably Hayes and Garfield, who had large families of children were pretty badly crowded, but there is no record that any of them found the inconvenience greater than they were willing to endure.

Mr. Roosevelt also had a large family of children and as he had been used to plenty of room all his life, the crowding was distasteful to him. So he caused an office building to be erected west of the white house and connected with it by a covered passage. A similar passage was built out toward the east gate and is utilized as a public entrance, giving much more privacy for the president's family than ever before was enjoyed. A lot of folks, especially members of congress, poked fun at these white house additions, but they are not at all inartistic and their usefulness cannot be denied.

Sentiment Opposes.

Promoters of the new executive mansion project would have a much less difficult road to travel were it not for the sentimental interest the American people have in the white house. As all the presidents except Washington have lived there the average American can see no good reason why future presidents cannot do so, and he is rather proud of the simplicity which provides the American chief of state with a handsome and dignified mansion instead of an ostentatious palace.

When the white house was built it was the most imposing structure in America designed for residential purposes and was frequently referred to by earlier writers as the Palace. Indeed, the first mistress of the white house used the word in writing to a friend, complaining that she felt lost in "this big and empty palace." As her previous life had been spent in a very modest New England cottage no doubt the residence provided for the president seemed much grander to her than it does to its present mistress.

The name "white house" always has been familiarly applied to the presidential residence, though until Mr. Roosevelt became president it was officially designated as the executive mansion. Mr. Roosevelt decreed that during his administration it should be known officially by its familiar name, and all official stationery was printed accordingly with the words "White House" instead of "Executive Mansion."

For \$5,000,000 Structure. Those who think the country needs a new white house want to spend about five millions of dollars in building it, and they want it built upon a hill. The site most generally favored is where Sixteenth street, leading directly north from the front door of the present white house, goes over the crest of the hill more than a mile away. Without regard to a new executive mansion it is proposed to change the name of Sixteenth street to Avenue of the Presidents or some other name conveying a like significance, and it is argued that it would be very fitting that the Avenue of the Presidents should extend from the old white house to the new one.

And they have an answer ready to the query: What are you going to do with the present white house? They would convert it into a public museum of the presidents, restoring such of the historic furniture as could be recovered and filling it as nearly as possible with relics of chief magistrates. Some enthusiasts have even gone so far as to decide that the great east room shall be a presidential picture gallery, adorned with portraits in oil of past and future presidents and their wives.