

SPRINKLING PRESIDENT

PRESIDENT ROOSEVELT ANSWERS A NEGRO-HATING SOUTHERNER.

He Defends His Appointment of Dr. Crum as Collector of the Port of Charleston, S. C.

NEGROES TO BE GIVEN OFFICE

WHEN THEY ARE QUALIFIED TO FILL THE POSITIONS SOUGHT.

Question of Negro Domination Does Not Apply to Appointments in the Federal Service.

B. T. WASHINGTON'S STATEMENT

SOUTHERN EDUCATOR SAYS HE IS NOT A POLITICAL MEDDLER.

His Conferences with the President Have Been Solely in the Interest of the Negro Race.

WASHINGTON, Nov. 27.—The President has sent the following communication to a prominent citizen of Charleston, S. C.:

"My Dear Sir—I am in receipt of your letter of Nov. 11, and you add that in the appointment of Dr. Crum as collector of the port of Charleston.

"In your letter you make certain specific charges against Dr. Crum, tending to show his unfitness in several respects for the office sought. These charges are entitled to the utmost consideration from me, and I shall go over them carefully before taking any action. After making these charges you add, as a further reason for appointing to him, that he is a colored man, and after reciting the misdeeds that followed carpet-bag rule and negro domination in South Carolina, you say that 'we have sworn never again to submit to the rule of the African, and such an appointment of Dr. Crum to any such office forces us to protest unambiguously against this result to the white blood.' And you add that you understood me to say that I would refer to a negro on such a community as yours. Mr. Crum puts the objection of color first, saying that first he is a colored man, and that of itself ought to bar him from the office. In view of these last statements, I think I ought to make clear to you why I am concerned and pained by your making them, and what my attitude is as regards all such appointments.

"How any one could have gained the idea that I had said I would not appoint reputable and upright colored men to office, when objection was made to them solely on account of their color, I confess I am wholly unable to understand. At the time my visit to Charleston, S. C., had made, and since that time I have made a number of such appointments from several States, in which there is considerable colored population. For example, I made such an appointment in Mississippi and another in Louisiana, and I have recently visited to Charleston. I had at that time appointed to the District of Columbia, and have recently appointed another such appointment from Pennsylvania.

"FEW COLORED MEN APPOINTED.

"The great majority of my appointments in every State have been of white men. North and South alike it has been my constant endeavor to appoint only men of good character, whether white or black. But it has been my consistent policy in every State where their numbers warranted it to recognize colored men of good repute and standing in making appointments to office. These appointments of colored men have not in any way exceeded a small proportion of the total number of appointments. I am unable to see how I can legitimately be said to make an exception for South Carolina.

"In South Carolina to the four most important positions in the Government I appointed three men and continued in office a fourth, all of them white men—three of them originally from the State, and one of them, as I am informed, the sons of Confederate soldiers. I have been informed by the citizens of Charleston, who have met me that these four men represent a high grade of public service. I do not intend to appoint any man to office, so far as I legitimately can, I shall always endeavor to pay regard to the wishes and feelings of the people of the locality, but I cannot consent to take the position that the door of hope—the door of opportunity—is to be shut upon any man, on account of his color, or on account of his race or color. Such an attitude would, according to my convictions, be fundamentally wrong. If, as you hold, the great bulk of the colored people are not yet fit in point of character to hold such positions, it seems to me that it is worth while putting a premium upon the effort among the people to acquire that character and standing which will fit them.

"NEGRO DOMINATION.

"The question of 'negro domination' does not enter into the matter at all. It might as well be assumed that when I was Governor of New York I was to be a negro domination in that State because I appointed two colored men of good character and standing to responsible positions—one of them to a position paying a salary twice as large as that paid in the office now under consideration—one of them as a director of the Buffalo exposition.

"The question raised by you and Mr. Crum in the statements which I refer to is simply whether it is to be declared that under no circumstances shall any man of color, no matter how upright and honest, no matter how conscientious, be permitted to be permitted to hold any office under the Government, or to be permitted to become such an attitude, and you must permit me to say that in my view it is an attitude which I cannot assume because it looks at it from the standpoint of the true interests of the white man of the South or the colored man of the South—not to speak of any other section. It seems to me that it is a good thing to let the colored man know that he should be of good citizenship—the qualities which in a white man we feel are entitled to reward—then they will be cut off from all hope of similar reward.

"Without any regard as to what my decision may be on the merits of this particular applicant for this particular place, I feel that I ought to let you know clearly my attitude on the 'broad'—an attitude raised by you and Mr. Crum, an attitude from which I have not varied during my term of office.

"THEODORE ROOSEVELT."

HE IS NOT A POLITICIAN.

Booker T. Washington Explains His Conferences with the President.

BIRMINGHAM, Ala., Nov. 27.—The following letter has been received by the Age-Herald from Booker T. Washington:

"I notice that several newspapers have recently connected my name with political

matters in such a manner as to show that my position is not understood. I desire, therefore, to follow up on the statement that 'My life work is the promotion of the education of my race. It is well known that it is of supreme importance, at this period of their development, that they should acquire high moral character and energy on the securing of homes, the cultivation of habits of thrift, economy, skill, intelligence, high moral character, and the gaining of the respect and confidence of their neighbors, white and black, both in the South and North. Now, from such teaching and council no influence can ever divert me.

"What conferences I have had with the President or with any public official have grown out of my position, not as a politician, but as a man who has a duty to perform in mind that there are about nine millions of negroes in the United States who are liable upon the law for taxes and military service, and who are punishable for infraction of the law. These people at present have no voice in the national lawmaking body, and it is right that those charged with making and enforcing the laws should at least from time to time seek information directly from members of the negro race, when their interests and their relations with the whites among whom they live are concerned.

"Under no circumstances could I seek to promote political candidates, or to give information regarding men or measures, nor have I done so in the past; but because of the importance of the education sought to place upon education and industry among my people as the basis for friendly relations between the races, there may be occasions in the future, as there have been in the past, when I am so requested, that I can give information about men and measures which would tend to promote such friendly relations between the races. Such information is my duty to give when it is asked for.

"As to my proper opportunity I say to the youth of my race that they will make a mistake if they seek to succeed in life by mere political activity or the hope of holding political office. Now and then, however, public questions affecting our inter-racial relations, which are so fundamental and far-reaching in their consequences, come to the fore of politics. When such questions present themselves, in justice to the race, I make my opinion known, and stand for what I see to be the right.

"We cannot elevate and make useful a race of people until they are held out to them the hope of reward for right living. Every revised constitution throughout the South, and every law that has been passed, intelligence, ownership of property, thrift and character.

"As an educator, and not as a politician, I strive in every honorable and rational way to encourage the wise and enduring progress of my race, for all the good and hope of reward is to be denied them if they are deprived of one of the great essentials to their intelligence, their righteousness. On the other hand, if they are encouraged in sensible and conservative ways, they will be contented and added usefulness.

"BOOKER T. WASHINGTON."

AT BOTTOM OF LAKE

STEAMER SYLVANUS J. MACY SUNK DURING A STORM.

Went Down in Lake Erie and Probably Carried with Her a Crew of Eighteen Persons.

DETROIT, Mich., Nov. 27.—In a furious southwest gale on Lake Erie Sunday night the steamer Sylvanus J. Macy sprang a leak off Port Huron, Ont., and plunged to the bottom, probably carrying her entire crew with her. The barge Mabel Wilson, which was being towed by the Macy, broke away from the steamer in the darkness and succeeded in sailing up the lake to Amherstburg, where she arrived this afternoon. The only names of the crew obtainable at the office of the owners of the Macy are as follows: M. W. Gotham, Richmond City, Wis., captain;—Gotham, son of captain, mate; P. Gregory, Detroit, first engineer; George Webb, second engineer; John Nugent, Alton, Ill., wheelman. As the personnel of the crew of the steamer changes at nearly every port visited a complete list is not available in the office. The crew of the Macy probably numbered eighteen, as that is the number of the crew of the other Macy steamers. The Macy was owned by P. J. Ralph & Co., of Detroit, and was insured for \$350,000. She was built in 1881.

LOCOMOTIVE ROLLED OVER.

Train Wrecked, Engineer Killed and Others Injured.

FRESCOTT, Ark., Nov. 27.—North-bound passenger train No. 4, en route from Texarkana to St. Louis on the St. Louis, Iron Mountain & Southern Railroad, was wrecked near here at 10:05 o'clock this morning. Engineer Asbury B. Archibald was killed. Fireman George Hayes saved his life by jumping. The recent heavy rains caused the rails to spread and the engine and train to slide off the tracks and was turned completely over. Engineer Archibald was pinned under the wrecked engine, and was killed. The mail and baggage car also left the track and turned over, and a mail clerk, Charles H. Smith, was killed. The train was slightly injured. The smoker following the mail car was thrown directly across the track. None of the passengers was injured.

SUPERSTITIOUS INDIANS.

They Tied 'Bewitched' Redkins to Trees and Starved Them.

TACOMA, Wash., Nov. 27.—United States Commissioners Folsom, Marshal, Hepburn and Prosecuting Attorney Lyons have returned to Juneau from Hoona, where they held inquiries over the remains of the starved Indians. The redskins had been starved to death by their tribesmen because they were thought to be bewitched. One was tied to a tree and compelled to stand eight days and nights without food or water. The other was starved to death because they were thought to be bewitched. The tribesmen were taken to Juneau under arrest during the investigation. The tribesmen were found directly responsible for the deaths of the Indians.

LA SOUFFRIERE'S OUTBREAK.

Raging, Steaming Torrent Flowed From the Volcano's Base.

KINSTON, St. Vincent, Nov. 27.—Yesterday's eruption of La Soufriere occurred at the head of the dry river, Rabacca, where huge quantities of volcanic deposits had blocked the water course since the subsequent heavy rain. The rockings had been continuing a raging, steaming torrent flow from the base of La Soufriere and swept down the Rabacca, completing the work of the water works there. Sand at the same time fell on Georgetown and other places.

Strike Rumors at Havana.

HAVANA, Nov. 27.—Endeavors are being made to settle the differences between the cigar makers and their employers. A rumor to-night that another general strike will be declared should these endeavors fail, though it is stated that not all the unions would join in the movement.

James H. Gormley Acquitted.

CHICAGO, Nov. 27.—James H. Gormley, president of the Masonic Fraternity Temple Association, who has been on trial for a number of days in the county court on charges of tax evasion on the Masonic Temple property, was acquitted by the jury at 9 o'clock this morning.

SWITCH LEFT OPEN

BRAKEMAN'S NEGLIGENCE CAUSED FATAL WRECK ON J. M. & I.

Near Saffron Passenger Train No. 32 Crashed Into Loaded Coal Cars Standing on a Siding.

ENGINEER FRAZIER KILLED

LOST HIS LIFE IN HEROIC ATTEMPT TO SAVE I. OF OTHERS.

Fireman Louis Grant, Baggageman Clayton, Men Killed and Injured.

Public Library
Conductors
of the
J. M. & I.

PASSENGERS SLIGHTLY HURT

INJURED ATTENDED TO BY DR. JOHN H. OLIVER AND ROSS.

Brakeman Angel Had Been Ordered to Close the Switch and Neglected His Instructions.

—Killed.—
GEORGE H. FRAZIER, engineer of passenger train, 15 Walcott street, city.

—Injured.—
LOUIS N. GRANT, fireman, 134 South-eastern avenue, arm broken, scalp wound and severely bruised.

JOHN F. CLAYTON, baggage man, 906 West Chicago street, severe cuts about the head and bruised.

PATRICK McLAUGHLIN, express messenger, Louisville, Ky., bruised on the left hand and knee.

CHARLES HORNEY, conductor, Louisville, Ky., bruises and severe scalp wound on back of the head.

MRS. JENNIE KINAEBER, Columbus, Ind., bruised about the face and cut on chin.

PETER KESSLER, Seymour, Ind., right shoulder hurt.

An open switch on the J. M. & I. Railroad at the siding at Saffron, two miles south of the Belt Railroad, caused a wreck at 6:24 o'clock last night which resulted in the severe injury of the fireman, Louis Grant, and the slight injury of five others, including two passengers of the train. Train No. 32, Louisville accommodation of the J. M. & I. road, consisting of one baggage coach and two passenger coaches, ran into an open switch—open, it is claimed, because of the negligence of an employe of the road.

James Angel, a brakeman, was crushed into a cut of four steel cars loaded with stone which were standing on the siding awaiting the passage of the passenger train. The report of the wreck reached Indianapolis immediately, and soon after it was received a special car was sent to the scene in which Drs. John H. Oliver and David Ross were taken to the scene of the wreck to attend the injured.

KILLED IN THE CAB.

The engineer of the passenger train, George Frazier, was killed at his seat in the cab of his locomotive by the driving rod of the engine which was driven through the cab. The fireman, Louis Grant, jumped from the cab when the train was struck and escaped with a broken arm and severe body bruises. The baggage master, John F. Clayton, and the express messenger, Patrick McLaughlin, were busy at their duties of arranging the baggage when the train struck the coal cars, and each was hurled to the forward end of the car.

LOUIS GRANT was standing in the engine only slightly bruised on the hip and knee and Clayton, in striking the end of the car, cut his face and hand. The train was struck with several severe bruises and scratches, was sufficiently serious to necessitate his being sent to his home. The right side of the engine was broken and the right side of the train was broken. The other two persons injured, Mrs. Jennie Kinaeber, of Columbus, Ind., and Peter Kessler, of Seymour, Ind., were injured and were able to proceed with the train to their homes when it left with an engine and a passenger car.

Last night's wreck on the J. M. & I. is the second one on this system within two weeks. The first was the train wreck operated by the same crew, collided with a freight engine about a mile north of the scene of the present wreck. The train was in the freight yard at Saffron, near the freight park. In this collision, Fireman Louis Grant was painfully injured, and Frazier, the engineer, who was killed last night, escaped with nothing more serious than a few bruises. The engine was damaged, it was claimed, was due to the bad judgment of the engineer of the freight engine in allowing his engine to run from the freight yard into the freight train.

The passenger engine struck the freight engine, and both locomotives were derailed and rolled down the embankment at that point. The property loss and damage to the freight train was considerable. The wreck was only blocked a few hours.

NEGLECTED INSTRUCTIONS.

The wreck which occurred last night was due to the neglect of Louis Angel to follow the instructions given him by his superior, John Long, conductor of the freight train known to the railroad men as the second 84, a local freight between Indianapolis and Jeffersonville. Long, Angel and Edgar Phillips, the rear brakeman, were in charge of the freight train. They left Indianapolis before 6 o'clock, but when Greenwood was reached the engineer discovered that there was a lack of water in the tender. After waiting for the passage of Train 31, from Louisville, a section of the train was left at the siding near Greenwood. Another part, consisting of four cars, two of them loaded with stone, was taken to the siding at Saffron. Here the engine was cut from the cars and Angel, the front brakeman, instructed by Long, conductor to stay with the cut and after the engine had pulled out of the siding to close the switch. The engine was started to Indianapolis to replenish the water tank.

Angel then had passed the switch "throw-off"—a mechanical device used on railroad switches to prevent the engine from standing on a siding from rolling onto the main track should the passage of another train start them in motion—but did not close the switch. The switch target is about the length of a car from the "throw-off" and is not for the engine to be used for the railroad employe to account for. He is said to be a railroad man of more than four years' experience and has worked on the Panhandle system long enough to know the entire road between Louisville and Indianapolis.

Train 32 left Indianapolis at 6:15 o'clock with seventy-five passengers from Indianapolis to Louisville, and passengers for points on the Madison branch. Charles Horney was the conductor in charge of the train, which ran slowly until after the Belt railroad had been crossed. At Raymond street, Louisville, the train struck the coal cars, and was crushed. At Raymond street, Louisville, the train struck the coal cars, and was crushed.

(CONTINUED ON PAGE 4, COL. 4.)

SCORES OF FOOTBALL GAMES.

(For details see Pages 1, 3 and 5.)

Indiana Eleven.

Purdue	.....	6	Notre Dame	.....	6
Indiana	.....	6	Ohio State	.....	6
Culver M. A.	.....	34	South Side Acad.	.....	6
Earnhart	.....	32	Kokuk	.....	6
Vincennes	.....	32	Austin College	.....	6
Marion H. S.	.....	38	Oakwood H. S.	.....	6
South Bend H. S.	.....	0	Goshen H. S.	.....	6
Madison Comm.	.....	22	Indpa. Reserves	.....	6
Lafayette Stars	.....	6	Delph	.....	6
Fort Wayne	.....	0	Huntington H. S.	.....	6
Rensselaer A. C.	.....	36	Battle Ground	.....	6
Converse H. S.	.....	10	Kewanee H. S.	.....	6
Columbus H. S.	.....	10	Madison C. C.	.....	6
Montpelier J. A. (Ind. Pa.)	.....	0	.....	.....	6

In the West and South.

Michigan	.....	23	Minnesota	.....	6
Chicago	.....	11	Wisconsin	.....	6
Illinois	.....	10	Iowa	.....	6
Nebraska	.....	12	Northwestern	.....	6
Ohio Medics	.....	43	Ohio Wesleyan	.....	6
Wittenberg	.....	0	Kenyon	.....	6
Wyan	.....	24	Vanderbilt	.....	6
Kansas	.....	17	Missouri	.....	6
Drake	.....	47	Iowa College	.....	6
Haskell	.....	18	Washington (St. L.)	.....	6
Armour Institute	.....	12	Augustines	.....	6
Lombax	.....	33	Kokuk Medics	.....	6
Stanford	.....	35	Utah	.....	11
Central University	.....	2	Louis Y. M. C. A.	.....	12
Virginia	.....	12	North Carolina	.....	12
Little Rock	.....	0	Dallas	.....	6
Georgia	.....	12	Alabama Poly.	.....	6
Clemson	.....	11	Tennessee	.....	6
Mississippi	.....	11	Tulane	.....	6
Texas A. and M.	.....	11	Texas University	.....	6
Maryland	.....	5	Johns Hopkins	.....	6
Miami	.....	24	Denison	.....	6
Georgia	.....	12	Auburn	.....	6

In the East.

Pennsylvania	.....	12	Cornell	.....	11
Columbia	.....	6	Syracuse	.....	6
Carleise	.....	21	Georgetown	.....	6

KEACH QUITS TAGGART

DEMOCRATIC MACHINE SMASHED BY HIS DISAFFECTION.

His Friends Say that a Determined Fight Will Be Made Against Joseph E. Bell.

TAGGART'S SWAY IS OVER

"ANTS" STRONG AND HOTLY DEMAND FAIR TREATMENT.

Almost a General Revolt in Democratic Lines Against Old Regime—Many Malcontents.

Should Joseph E. Bell be a candidate for mayor before the Democratic convention James L. Keach will also be a candidate. This is not according to the plans of the Taggart machine, of which Mr. Keach has been an important piece, but it is according to the plans of Keach. Mr. Keach is a rather eccentric sort of politician who has a large following in the Democratic party, and he has thought of as a candidate for mayor for at least two years. Being intractable, the Taggart machine has not pushed him. Mr. Keach, it is said by some of his friends, thinks like a good many other machine Democrats, that Mr. Taggart is exploded as a magical leader and that his domination of city politics has not been as great as he claims. His friends are, consequently, announcing that he will give Bell a fight if the machine tries to dictate his nomination.

As a matter of fact, there is almost a general revolt in the Democratic lines against the burden of the Taggart machine. Those who have regarded the career of the party for a number of years have reached the conclusion that Taggart and his friends got everything except the places on the county ticket when there was no hope of election. It is related that last year when it was decided to swing the machine in behind Bell as a candidate for mayor that Keach and one or two others threatened even after he had formally announced himself as a candidate. Keach's friends say he does not want the nomination and does not want the office, if elected, but he is so opposed to the nomination of Bell that he would do everything to prevent it. Keach's friends say the Taggart crowd is loath to let go its hold on the party machinery and that the only way to break its grip is for Keach to lead an anti-machine movement. Said one of them:

AGAINST TAGGART.

"There is, so far as I know, no purpose to repudiate Taggart, but there is a purpose to take the mastery of the party from him. His wonderful power of organization is limited to occasions when he himself is at stake, and then organization was made by men like Keach, Polster, John Christian, E. M. Johnson and others who were personally strong. In 1900 and 1902 he has been effective as a leader or organizer. In 1901 he made a futile effort to dictate who his successor should be and the vote that was polled for Moore, who opposed to Keach, was a goodly one. It indicated the opposition to his dictation. That element is stronger now than ever. We are not going to let Taggart dictate. Keach Taggart asked and got in 1888 when he first entered politics. There is another generation in politics now. It cannot be cajoled with promises nor blinded by eulogies about 'old Tom's greatness.'"

But that is not all. Keach died yesterday that he would be a candidate again unless the Democrats selected some one besides Bell. Moore is not for Keach because he remembers how Keach bought and advertised Moore's brewery tickets in the last city nominating campaign. Moore, it is believed, feels that with two candidates like Keach and Bell to get the plum, he has no chance to get the plum. He has received over 4,000 votes out of 11,000 in the last election. The Democratic camp all point to a fierce struggle to oust the Taggart machine from power. Keach and his friends realize that the "ants" are the strongest and that he wants them to have some one to concentrate on and will hold himself as a candidate until he is one satisfactory to all the "ants" may be found. But that is not all. Bell, if no one else does is conceded to be a fact.

MANY LADRONES KILLED.

Aggressive Campaign Conducted by the Philippine Constabulary.

MANILA, Nov. 27.—The constabulary are carrying out an aggressive campaign against the Ladrones and fanatics in the northern part of the island of Leyte and in the island of Biliran. Inspector Crockett with a force of constabulary engaged the Ladrones six times near the village of Ormoc, on the south coast of Leyte, and killed thirty-nine of them. Corporal Montague, at the head of another detachment of constabulary, inflicted a defeat on a band of Ladrones near Talibawa, on Biliran island, killing thirteen and capturing thirty-six of them. The constabulary on its side has suffered no casualties.

S. H. S. WON 12 TO 0

defensive work, and never faltered during the entire contest. On punting Scott excelled Shilder.

M. T. H. S. CLEARLY OUTPLAYED BY THE BLUE AND WHITE.

On a Field Covered with Snow and Slush Weight Counted for More than Games.

STRUGGLE WAS DESPERATE

MISPLAYS AND FUMBLES MARRED AN OTHERWISE GOOD CONTEST.

Right End La Follette, of Shortridge, Played Like a Veteran for Remarkable Gains.

BIG CROWD SAW THE GAME

THREE THOUSAND PEOPLE SHIVERED IN THE COLD AND WET.

Young Gladiators Spurred to Greater Effort by Fair "Rooters"—Story of the Game.

First half—S. H. S., 12; M. T. H. S., 0. Second half—S. H. S., 12; M. T. H. S., 0. Final score—S. H. S., 24; M. T. H. S., 0.

SCOTTS KICKED OFF.

The M. T. H. S. players marched to the field at 2:30 and were cheered by their supporters. Shortridge men followed in about a minute and received an ovation from the wearers of the blue and white. M. T. H. S. won the toss and chose the west end of the field for the kicking ground. Shortridge, Fortune secured the oval but was downed by Scott before he made a perceptible gain. Warren tried to hit the line but failed to gain. Jack Shilder bucked center for a yard and Shortridge held the next mass of the crowd.

(CONTINUED ON PAGE 3, COL. 2.)

MEDAL FOR A. D. WHITE

AMERICAN AMBASSADOR AT BERLIN HONORED BY THE KAISER.

Humorous Allusion by His Majesty to President Roosevelt's Hard Luck in Hunting Bears.

BERLIN, Nov. 27.—Emperor William, in his farewell address of Ambassador White to-day, presented him with the gold medal of the empire for science and art, which is given once a year to a person, either a German or a foreigner, who in the opinion of the government is best entitled to it. Emperor William said that, while it was a pleasure to make the presentation, he did so on the recommendation of Chancellor Von Buelow and Foreign Secretary Von Richthofen. His Majesty added for his personal remembrance he was having a porcelain vase made at the royal works here for Mr. White.

With Emperor William when Mr. White handed his Majesty President Roosevelt's letter of commendation to Count von Helldorf, the grand marshal of the court, and Baron Von Demkenbreck, the introducer of ambassadors, who drove to the palace with Mr. White and his family. The Emperor's flag was raised over the palace as Mr. White approached. Emperor William knelt in his own name and in that of his family to the American ambassador. His Majesty said he appreciated how much Mr. White had done to forward a good understanding between the United States and Germany, and added: "The only thing you have ever done for me in my life is to have me hunt bears. I am personally when Mr. White wrote to the President."

When he mentioned his Majesty's speech yesterday at the railroad station at Essen, and the Emperor replied with feeling: "I am glad to hear that you have acts of mercy and kindness to others, and how cruel have been the attacks upon him!"

Emperor William and Mrs. White lunched with Emperor William, who kept them with him for two hours. The others at the table were Prince and Princess Henry of Pleiss, and the newly appointed German ambassador to the United States, Baron von Helldorf. The Emperor William at the opening of the new building of the New York Chamber of Commerce, which was a very admirable one. I was especially pleased with the beauty of Washington.

Emperor William and Mrs. White were accompanied by the Emperor's son, Prince and Princess Henry of Pleiss, and the newly appointed German ambassador to the United States, Baron von Helldorf. The Emperor William at the opening of the new building of the New York Chamber of Commerce, which was a very admirable one. I was especially pleased with the beauty of Washington.

Emperor William and Mrs. White were accompanied by the Emperor's son, Prince and Princess Henry of Pleiss, and the newly appointed German ambassador to the United States, Baron von Helldorf. The Emperor William at the opening of the new building of the New York Chamber of Commerce, which was a very admirable one. I was especially pleased with the beauty of Washington.

Emperor William and Mrs. White were accompanied by the Emperor's son, Prince and Princess Henry of Pleiss, and the newly appointed German ambassador to the United States, Baron von Helldorf. The Emperor William at the opening of the new building of the New York Chamber of Commerce, which was a very admirable one. I was especially pleased with the beauty of Washington.