
Franklin D. Roosevelt — “The Great Communicator”

The Master Speech Files, 1898, 1910-1945

Series 1: Franklin D. Roosevelt’s Political Ascension

File No. 73

1917 October 12

Washington, D.C.

October 12, 1917

[Washington, D.C.]

FDR's speech at a Discovery Day
celebration by the K nights of Columbus,
Washington Chapter, Washington, D.C.,
Oct. 12, 1917.

RLJ - 4/19/51

ON WAY TO STAND TRIAL.

F. B. Searing and Elizabeth Rendell.

Accused of Fraud Conspiracy.

NEW ORLEANS, October 12.—Fred Searing, 508 Kearney, former vice-president of the Philadelphia contractor, and Elizabeth Rendell, his former stenographer, had left here for Philadelphia in custody of a detective from that city to answer charges of conspiracy to defraud Life Insurance companies. Searing was supposed early this week, in New Orleans where he and Miss Rendell had been

living since last March under the names of "Mr. and Mrs. Frederick Reynolds Searing," who Philadelphia had twice obtained judgments against, totaling \$110,000.

Exports Larger for Eight Months.

Exports of the United States for the eight months ended August 31st year totaled \$1,515,415,415, as compared with \$1,515,591,545 for the eight months ended August, 1916. Exports for the past August, however, were but \$450,000,000, as compared with \$1,516,167,438 for August, 1916. These figures were announced by the Commerce Department today.

DOING HIS BIT TO LESSEN ACCIDENTS

Mr. Pullman Educates Drivers by Issuing Daily Bulletins to Policemen.

TODAY'S ACCIDENT LIST

Dead Raymond W. Pullman, assistant chief of police, in being hit in the matter of educating drivers of motor and horse-drawn vehicles in an effort to reduce the number of street accidents by issuing daily bulletins to the members of the force. In a recent bulletin to his captain, Mr. Pullman said:

"It is especially important that in working to prevent accidents driving you will instruct members of your command, footmen as well as motor cars and bicyclists, to enforce strictly sections 27 and 23 of the traffic regulations relating to drivers of motor vehicles, and to stop and admonish any driver who is guilty of any violation of these regulations."

Signals to Be Given by Drivers.

"Two sections of the regulations dealing with the question are quoted in the bulletin, as follows:

"A vehicle slowing down or stopping after having been signalled by hand or whip or in some other unmistakable manner."

"A vehicle about to turn either from a standstill or while in motion shall give distinct direction by hand or whip or in some other unmistakable manner to indicate the direction of the turn. This is especially so in the case of vehicles turning to the left."

"The failure on the part of vehicles of giving such distinct directions, or of slowing down or stopping after having been signalled by hand or whip or in some other unmistakable manner, will be considered as a violation of the regulations."

Special Regulations for Drivers.

In conclusion the superintendent again stated that the regulations were being enforced, and that the drivers were to be held responsible for compliance with the regulations.

An automobile owned by Julius Garfield, 1215 1/2 St. N. W., and the property of Mrs. Alfred Kaufman, 1215 1/2 St. N. W., was destroyed by fire. The fire was reported by Julius Garfield, 1215 1/2 St. N. W., and the property of Mrs. Alfred Kaufman, 1215 1/2 St. N. W., was destroyed by fire. The fire was reported by Julius Garfield, 1215 1/2 St. N. W., and the property of Mrs. Alfred Kaufman, 1215 1/2 St. N. W., was destroyed by fire.

Woman Knocked Down by Vehicle.

Mrs. A. H. Howard, 1215 1/2 St. N. W., was knocked down by a vehicle. The accident occurred at the intersection of 12th and M streets, N. W.

Auto Breaks Fire Plug.

A fire plug was broken by a vehicle. The accident occurred at the intersection of 12th and M streets, N. W.

Man Killed by Vehicle.

A man was killed by a vehicle. The accident occurred at the intersection of 12th and M streets, N. W.

Man Killed by Vehicle.

A man was killed by a vehicle. The accident occurred at the intersection of 12th and M streets, N. W.

Man Killed by Vehicle.

A man was killed by a vehicle. The accident occurred at the intersection of 12th and M streets, N. W.

METHOD BY WHICH SHIPS WILL BE REQUISITIONED

Philadelphia Colony Announces How Purpose of Government Will Be Carried Out.

The general method by which the American merchant marine is to be requisitioned October 15 by the Government has been announced by James E. Coffey of the Shipping Board, as follows:

At first only cargo ships of more than 2,500 tons dead-weight capacity and passenger vessels of more than 1,500 gross tons register will be requisitioned. The limit probably will be lowered soon to include craft of more than 1,000 tons.

Terms of the Notice.

The requisition sent to ship owners under the United States Shipping Board act will be accompanied by a notice of requisition and a copy of the regulations of the United States Shipping Board.

The requisition sent to ship owners under the United States Shipping Board act will be accompanied by a notice of requisition and a copy of the regulations of the United States Shipping Board.

The requisition sent to ship owners under the United States Shipping Board act will be accompanied by a notice of requisition and a copy of the regulations of the United States Shipping Board.

The requisition sent to ship owners under the United States Shipping Board act will be accompanied by a notice of requisition and a copy of the regulations of the United States Shipping Board.

The requisition sent to ship owners under the United States Shipping Board act will be accompanied by a notice of requisition and a copy of the regulations of the United States Shipping Board.

Traders Between U. S. Ports.

Traders between U. S. ports will be required to use American ships. The regulations of the United States Shipping Board require that all cargo ships of more than 2,500 tons dead-weight capacity and passenger vessels of more than 1,500 gross tons register be American ships.

Traders between U. S. ports will be required to use American ships. The regulations of the United States Shipping Board require that all cargo ships of more than 2,500 tons dead-weight capacity and passenger vessels of more than 1,500 gross tons register be American ships.

Traders between U. S. ports will be required to use American ships. The regulations of the United States Shipping Board require that all cargo ships of more than 2,500 tons dead-weight capacity and passenger vessels of more than 1,500 gross tons register be American ships.

Traders between U. S. ports will be required to use American ships. The regulations of the United States Shipping Board require that all cargo ships of more than 2,500 tons dead-weight capacity and passenger vessels of more than 1,500 gross tons register be American ships.

Traders between U. S. ports will be required to use American ships. The regulations of the United States Shipping Board require that all cargo ships of more than 2,500 tons dead-weight capacity and passenger vessels of more than 1,500 gross tons register be American ships.

Traders between U. S. ports will be required to use American ships. The regulations of the United States Shipping Board require that all cargo ships of more than 2,500 tons dead-weight capacity and passenger vessels of more than 1,500 gross tons register be American ships.

Traders between U. S. ports will be required to use American ships. The regulations of the United States Shipping Board require that all cargo ships of more than 2,500 tons dead-weight capacity and passenger vessels of more than 1,500 gross tons register be American ships.

Traders between U. S. ports will be required to use American ships. The regulations of the United States Shipping Board require that all cargo ships of more than 2,500 tons dead-weight capacity and passenger vessels of more than 1,500 gross tons register be American ships.

Traders between U. S. ports will be required to use American ships. The regulations of the United States Shipping Board require that all cargo ships of more than 2,500 tons dead-weight capacity and passenger vessels of more than 1,500 gross tons register be American ships.

Traders between U. S. ports will be required to use American ships. The regulations of the United States Shipping Board require that all cargo ships of more than 2,500 tons dead-weight capacity and passenger vessels of more than 1,500 gross tons register be American ships.

Traders between U. S. ports will be required to use American ships. The regulations of the United States Shipping Board require that all cargo ships of more than 2,500 tons dead-weight capacity and passenger vessels of more than 1,500 gross tons register be American ships.

Traders between U. S. ports will be required to use American ships. The regulations of the United States Shipping Board require that all cargo ships of more than 2,500 tons dead-weight capacity and passenger vessels of more than 1,500 gross tons register be American ships.

Traders between U. S. ports will be required to use American ships. The regulations of the United States Shipping Board require that all cargo ships of more than 2,500 tons dead-weight capacity and passenger vessels of more than 1,500 gross tons register be American ships.

Traders between U. S. ports will be required to use American ships. The regulations of the United States Shipping Board require that all cargo ships of more than 2,500 tons dead-weight capacity and passenger vessels of more than 1,500 gross tons register be American ships.

THE WEEK

Optimism of Events Ending October 13, 1917.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

President Wilson, addressing the Congress for the first time, said that his view that the war will end only with the defeat of German autonomy.

E. T. LOVE IS GOING TO CHASE NATIONAL BANK

Resigns as Assistant Cashier of Local Institution to Accept Place in New York City.



E. T. LOVE.

E. T. Love has resigned as assistant cashier of the American National Bank to accept a position with the Chase National Bank of New York City. The resignation was announced at a meeting of the board of directors of the American National Bank held Thursday.

Mr. Love is well known in banking circles in Washington, having been associated with the American National Bank for eleven years, the last five years of which he has been assistant cashier. At the present time he is a member of the board of directors.

A native of Virginia, Mr. Love received his early education at Randolph-Macon College. He is a graduate of Georgetown University Law School and of the American Institute of Banking, where he is a member of Delta Chi Chapter.

Mr. Love is also a member of the Washington Branch of the National Board of Fire Underwriters and of the Washington Branch of the National Board of Fire Underwriters.

Mr. Love is also a member of the Washington Branch of the National Board of Fire Underwriters and of the Washington Branch of the National Board of Fire Underwriters.

Mr. Love is also a member of the Washington Branch of the National Board of Fire Underwriters and of the Washington Branch of the National Board of Fire Underwriters.

Mr. Love is also a member of the Washington Branch of the National Board of Fire Underwriters and of the Washington Branch of the National Board of Fire Underwriters.

Mr. Love is also a member of the Washington Branch of the National Board of Fire Underwriters and of the Washington Branch of the National Board of Fire Underwriters.

Mr. Love is also a member of the Washington Branch of the National Board of Fire Underwriters and of the Washington Branch of the National Board of Fire Underwriters.

Mr. Love is also a member of the Washington Branch of the National Board of Fire Underwriters and of the Washington Branch of the National Board of Fire Underwriters.

Mr. Love is also a member of the Washington Branch of the National Board of Fire Underwriters and of the Washington Branch of the National Board of Fire Underwriters.

Mr. Love is also a member of the Washington Branch of the National Board of Fire Underwriters and of the Washington Branch of the National Board of Fire Underwriters.

Mr. Love is also a member of the Washington Branch of the National Board of Fire Underwriters and of the Washington Branch of the National Board of Fire Underwriters.

Mr. Love is also a member of the Washington Branch of the National Board of Fire Underwriters and of the Washington Branch of the National Board of Fire Underwriters.

Mr. Love is also a member of the Washington Branch of the National Board of Fire Underwriters and of the Washington Branch of the National Board of Fire Underwriters.

Mr. Love is also a member of the Washington Branch of the National Board of Fire Underwriters and of the Washington Branch of the National Board of Fire Underwriters.

Mr. Love is also a member of the Washington Branch of the National Board of Fire Underwriters and of the Washington Branch of the National Board of Fire Underwriters.

Mr. Love is also a member of the Washington Branch of the National Board of Fire Underwriters and of the Washington Branch of the National Board of Fire Underwriters.

MOVIE STARTS TO BE HERE.

Celebrities to Attend Opening of

Don't Place Your Fire Insurance

Thornley & Goodman

Thornley & Goodman

Thornley & Goodman

Thornley & Goodman

Thornley & Goodman

Thornley & Goodman

Thornley & Goodman

Thornley & Goodman

Thornley & Goodman

Thornley & Goodman

Talk to Plitt

Geo. Plitt Co., Inc.

Geo. Plitt Co., Inc.

Geo. Plitt Co., Inc.

Geo. Plitt Co., Inc.

Geo. Plitt Co., Inc.

Geo. Plitt Co., Inc.

Geo. Plitt Co., Inc.

Geo. Plitt Co., Inc.