

FRANKLIN MURPHY

UNANIMOUSLY NAMED FOR GOVERNOR BY THE NEW-JERSEY REPUBLICANS.

Ex-Attorney-General John W. Griggs presided at the Republican State Convention at Trenton yesterday, which unanimously nominated Franklin Murphy for Governor.

The convention was unparalleled for harmony and enthusiasm in the history of the Republican party in the State.

A message pledging the loyal support of the party in New-Jersey was sent to President Roosevelt.

The platform points to the fact that more than \$800,000 has been applied to the reduction of local taxes, and appeals to the people to support the Republican party because of the fulfillment of its promises.

CHEERS FOR MURPHY.

THE CONVENTION HALL CROWDED.—DELEGATES ENTHUSIASTIC AND HARMONIOUS.

Trenton, N. J., Sept. 26 (Special).—With confidence in the unity and strength of their organization, and with harmony and enthusiasm unparalleled in the history of the party since it has been in the ascendancy in the State, the Republicans of New-Jersey to-day nominated Franklin Murphy, of Newark, as their candidate for Governor. The Taylor Opera House, with a seating capacity of more than one thousand, was crowded, and many spectators were compelled to stand in the rear of the seats and in the side aisles. It was remarked as noteworthy that not a representative Republican in the State, with the single exception of Senator Sewell, was missing from the throng. So conspicuous was the absence of the Senator, and so frequently was it alluded to, that in response to a resolution offered by Senator Keen, a telegram, expressive of the hope of the convention that Senator Sewell would soon be restored to health, was sent to him at his home in Camden.

At the suggestion of General Joseph W. Congdon, of Paterson, ordered a telegram sent to President Roosevelt, pledging to him the loyal support of the New-Jersey Republicans.

When Mr. Murphy appeared before the convention to accept the nomination he received a most hearty welcome, the people rising in every part of the house and giving him three resounding cheers, and then adding three more for good measure.

The opening of the convention was made impressive by the band playing and everybody rising and singing "Nearer, My God, to Thee," President McKinley's favorite hymn. Hundreds of tear-stained faces and quivering voices gave valid testimony to the sincerity of the offering.

A large portrait of President McKinley, draped with black and hung above the center of the stage, was lowered during this ceremony.

Ex-Attorney-General John W. Griggs, who was the chairman of the convention, was the recipient of even greater applause than that which greeted him when he was nominated for Governor six years ago. His address was the feature of the day.

The only incident that interrupted the formal proceedings in the nomination of Mr. Murphy occurred when the motion on the adoption of the resolutions was pending. "Farmer" James Van Riper wanted to amend the platform, and was proceeding to make a rather rambling speech, when Senator McCarter, of Essex County, good naturedly moved that "the gentleman be given permission to print his remarks." But the old man, who, with his long white hair and a gray beard nearly concealing his features, presented a unique appearance among the delegates, bravely stood his ground, and afforded the audience much amusement by his appeal for the recognition of the Boers. He was generously applauded as he sat down, and the platform was adopted without amendment, although he warned the convention that the Democrats were sure to adopt a resolution in consonance with the one he wished approved.

Congressman Charles N. Fowler, of the VIIIth District, made a brief speech in response to repeated calls by the convention. He referred to the excellent organization of the party throughout the State, and said that with such a candidate as Franklin Murphy for Governor there should be no doubt as to the result of the election. But he continued, the greater danger was in overconfidence. There was unprecedented prosperity to recommend the Republican party to public favor and endorsement, and the State was right with the promise of success. He hoped that every delegate and every one in the audience would not only work constantly, but every step of the way to victory was up hill, and that every one who would be appointed by the chairman of the convention.

MR. GRIGGS'S SPEECH.

HE COMMENDS MR. MURPHY AS ONE WHO EXEMPLIFIES THE BEST IN REPUBLICAN POLITICS.

Trenton, N. J., Sept. 26 (Special).—Senator Edward C. Stokes, of Cumberland County, called the Republican Convention to order to-day. After a brief speech, in which he denounced anarchy, and reviewed State issues, he introduced Mr. Griggs, who said in part:

There are times when the ordinary note and tone of political language fall, or are inappropriate. This day is such a day. In our ears still ring the sound of funeral dirges and tolling bells, and on our faces are the marks of tears. Public feeling and sentiment throughout this broad land have been touched to their very depths. Deep has called unto deep, and to-day and here we cannot but still be overwhelmed with the solemnity of the awful event that we have so recently passed through. And yet, though the dead must be carried to their long home, though the mourners may weep, the State still goes on, the country still lives, the government is still preserved. As a part of life and country and government exist parties, and we meet to-day in the ordinary progress of time and political organization to which we belong. Our duty, our great leader, although lamented by all the world and by all his countrymen with regard to party, believed in the necessity, and he accepted the way in the American Government for leading out and effectuating the wishes of the people.

What are the policies of the Republican party? What do the world waited in anxious mind to know? What the morning would bring forth? What the business world, waited to see what appalling financial disaster might fall after the death of the great leader, what comforting assurance...

PROSPERITY THE ISSUE.

MR. MURPHY SO DECLARES IN HIS SPEECH ACCEPTING THE NOMINATION.

Trenton, N. J., Sept. 26 (Special).—In accepting the Republican nomination for Governor to-day, Mr. Murphy said:

It is difficult for me to find words fitly to express my appreciation of the high compliment you have done me in naming me as your candidate for the great office of Governor of New-Jersey. To receive this nomination as you have given it to me, the unanimous and cordial expression of your desire is an honor so great as to call forth all I have of thanks and service. There are in the Republican party all the fine qualities and noble impulses which have chosen me. Just why you have done so, I am not sure. It is because I have served you so long, and you know that such services I have given has been a labor of love, and has brought its own reward. But whatever the reason, I thank you sincerely and deeply, and I accept the nomination.

I have said that the Governorship of New-Jersey is a great office. New-Jersey is a great State. Fortunately in her situation, varied in her resources, fertile in her products, intelligent, industrious and virtuous in her people, she promises you, if later on the people of the State shall approve your selection, to give them all the good things which the Republic has met and solved new and untried questions, in lofty purposes, in purity of character, in gentleness of disposition, he stands almost alone. On the Sunday morning after his untimely death I walked home with my wife, and my heart was full of sorrow, as mine was, and he said to me: "The greatest ruler in the world lies in his bed in Brazil, struck with the assassin's bullet." I think my friend was correct in his estimate. The dead President was a greater man than the country realized, or yet admitted, and when the history of his administration comes to be written, we shall say that he will be called the first man of his time.

The nation lives if the ruler dies. We turn from the dead to the living. The mantle of Elijah has fallen upon Elisha. Our new President, coming into responsibility in these saddest of circumstances, invited at once the confidence of the people by saying as he took the oath of office: "The policy of President McKinley will be absolutely maintained." Of his capacity to carry out this policy, which he has been so suddenly called there is no question, nor is there any question of his high character or his lofty purposes. Let us as Republicans be heartily and unreservedly united with him in his mission. Let us as Republicans be heartily and unreservedly united with him in his mission. Let us as Republicans be heartily and unreservedly united with him in his mission.

And now I must say just a word to you about the campaign of to-day. I will not take your time to discuss in detail on this occasion the issue of the campaign; I had intended to do so, but will leave that for other occasions. I do not wish to discuss the issue, it seems to me, is clear. In a word, it is that of continued prosperity. From one end of this broad land to the other the sun of prosperity is shining brightly, and the rays of light are the like ever seen before in any country or in any time? Every factory is busy, every workman is employed at good wages. We have a splendid condition to the result of the legislation of the Republican party and of the ability and high purpose of those entrusted with the direction of affairs. The great question of this campaign, and I think the only important question, is, Do the people desire to have this condition continued? Political parties are like men. They have the same hopes and ambitions, the same burdens and responsibilities. Where you find a man who is truthful and an honest and faithful, you will find a man who will do with you. I do not believe you will. This is the question before the people, and the only one of importance that is likely to be discussed in this campaign. I hope and believe you will do yours.

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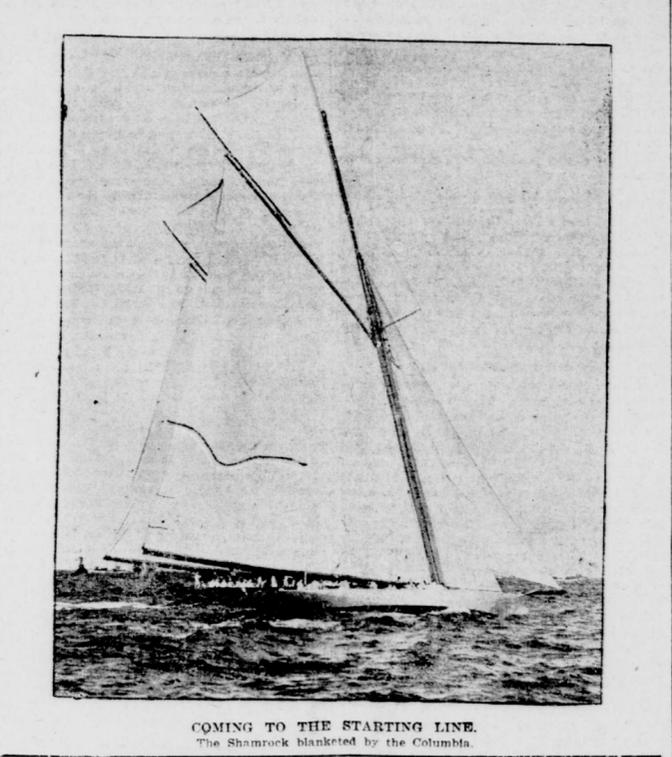
TAX RATES TO BE REDUCED.

Trenton, N. J., Sept. 26 (Special).—The platform, as adopted by the Republican Convention here to-day, after mentioning national affairs as outlined in The Tribune of yesterday, concludes as follows:

The Republican party since its organization has been the friend of labor. Its industrial policies have brought American labor and its compensation to the highest standard ever attained in the world. It pledges itself to maintain and protect the rights of the working people and protect them from any encroachment thereon. It will not only support the administration of Governor Voorhees, under his watchful care, but it will also support the interests of the people who have been made paramount to partisan ends, the resources of the State have been wisely and judiciously used, and public moneys wisely and economically employed.

Under the policy inaugurated by the Republican party in this State, the State has appropriated at the last session of the legislature toward the payment of the State school tax, every dollar of which has contributed toward the reduction of local taxes. More than \$1,500,000 of the State's income is now annually disbursed to our various taxing districts as their dividend from the administration of State affairs.

The foreign warships now at Panama are the Iowa, representing the United States; the sloop Icarus, representing Great Britain, and the second class cruiser Protet, representing France. At Colon are the United States gunboat Machias and the French cruiser Suetet.



COMING TO THE STARTING LINE. The Shamrock blanketed by the Columbia.

CASTRO TO DECLARE WAR LOW'S EXCISE VIEWS.

HOSTILITIES MAY BREAK OUT TO-MORROW. HAVE NOT CHANGED RADICALLY SINCE 1897, HE SAYS.

VENEZUELA MASSING MEN ON THE COLOMBIAN BORDER—A FINANCIAL CRISIS. IN THAT YEAR HE HELD THAT THE LAW SHOULD REFLECT CITY'S PUBLIC OPINION—TO DECLARE HIMSELF IN LETTER.

Port of Spain, Island of Trinidad, Sept. 26.—Advices received here from Caracas say Venezuela will probably declare war on Colombia September 28. A financial crisis exists in Venezuela, owing to the refusal of the Bank of Venezuela and the Bank of Commerce to comply with President Castro's demand that they subscribe to a forced loan.

Willemstad, Island of Curacao, Sept. 26 (via Haytian Cable Company).—The Venezuelan gunboat Restaurador, formerly George Washington's yacht the Atalanta, arrived here last night, cooled, and returns to Maracaibo to-day. An emissary to President Castro from an influential Venezuelan official at Maracaibo passed through here yesterday, and is due at Caracas to-night. The emissary is charged to persuade President Castro to refrain from taking aggressive action on the frontier, but to hold the troops on the Venezuelan side ready to repel a Colombian advance, should any be made. This plan is strongly indorsed by certain Conservative Venezuelan officials at Maracaibo and Guayra, where hopes are entertained that President Castro will be persuaded to adopt the suggestions made.

It is reported here that Venezuela is actively recruiting in the State of Carabobo, and that the Venezuelan authorities intend sending three thousand men, with arms and ammunition, to guard the frontier on the Guayra Peninsula. Further details, received from a Colombian official regarding the Guayra engagements, are to the effect that a battalion of Venezuelan troops, forced to fight against the soldiers' will, deserted from the Venezuelans to the Colombians during the fight at Corozua, September 14, and began fighting on the side of the Colombians. The official also says that Colombia had twelve hundred men in the Guayra engagements. Reports received here say that three hundred Venezuelans and four cannon were captured, and that six hundred were killed or wounded, or are missing. It is also said that a brother of President Castro was wounded.

NICARAGUANS INVADE COLOMBIA. AN EXPEDITION FROM CORINTO LANDS FIFTY MILES SOUTH OF PANAMA.

Colon, Sept. 26.—Panama for a week or more has been terribly unsettled, owing to apparently well founded reports brought by incoming steamers and received from other sources, which assert that an expedition, numbering between 150 and 200 men, under General Domingo Diaz, which sailed from Corinto, Nicaragua, two weeks ago, effected a safe landing at a place called Chame, about fifty miles south of Panama. Chame offers splendid natural facilities for resisting attack, and the expedition is said to be well armed and equipped, and to be in possession of modern guns.

General Diaz, whose son played a prominent part in last year's battle at Panama, is a Colombian and a large cattle owner. A noteworthy feature of the present situation is the fact that the Colombian rebels under Lorenzo, who were recently in the vicinity of Panama, have already effected a junction with Patino's troops, and are now near Chorrera, only one day's journey from Panama. Probably they are awaiting union with the Nicaraguan contingent under General Diaz in order to make a combined assault upon Panama.

The government is on the alert, and has already dispatched a force of two hundred troops to Matabicho Station, the nearest point on the railroad leading to Chorrera. Fully alive to the fact that Venezuela, Ecuador and Nicaragua are openly aiding the Liberals, or insurgent, cause, the Colombian authorities are making strenuous efforts to maintain sovereignty by large importations of rifles, guns and ammunition. They have also bought from Europe two additional vessels. The State of Antioquia, always patriotically conservative and loyal, has offered to supply 17,000 men in case of an emergency. Other States will doubtless follow this example.

The recent decree of the Mayor of Panama enforcing military conscription has met with but little success. It is rumored that 300 persons of the prescribed age, but having insurgent sympathies, are missing, and the assumption is that they have joined the Liberals. General Alban since his return from Bocas del Toro has been preoccupied with affairs at Panama. His energy is untiring. He directs and supervises all important matters and many that are not important, and confers into collision with the heads of departments and always contriving to have his own way. General Garcia's case is one in point. Although this officer had a splendid record, his services on the isthmus have been dispensed with.

FIRST RACE ENDS IN A FLUKE.

YACHTS UNABLE TO FINISH IN THE TIME LIMIT—THE COLUMBIA AHEAD AT THE CLOSE.

Table with race results: Start—Columbia 11:10:46, Shamrock II 11:11:01. Fifteen-mile outer mark—Columbia 3:05:52, Shamrock II 3:12:47. Columbia's elapsed time 4:16:43, Shamrock's elapsed time 4:01:48. Columbia's gain, 7 minutes 3 seconds.

Next race, to-morrow, start, 11 a. m. at Sandy Hook Lightship.

GREAT FLEET WATCHES THE INDECISIVE CONTEST.

Failure of the wind that was bearing her along to certain victory was the only thing that prevented the yacht Columbia from defeating Sir Thomas Lipton's challenger the Shamrock yesterday in the first of the series of races to be sailed for the possession of the America's Cup. After the first five miles of the thirty-mile course had been sailed, the defender was always in the lead, and she increased her advantage constantly, rounding the outer mark more than seven minutes before the challenger, and being about a mile and a quarter ahead of her when the unfavorable gun from the committee's boat announced the melancholy fact that the time limit of five and a half hours had expired, and that the contest had ended without a decision. The Columbia was at that time nearly ten miles from the finish line.

Almost upon the report of the gun the Columbia came up into what little wind there was, her jibtopsail fluttered to her deck, followed by her other smaller sails; up from the attendant fleet came the defender's tender, every one of the excursion fleet at once bore away for home, and the first of the Cup races of 1901 had ended in a fluke.

But, for all the disappointment attendant upon the failure of either boat to score upon her rival and the knowledge that the effort must be made again, many a yachtsman turned his face homeward last evening with a sense of relief, for it was almost the unanimous judgment of critical observers that the cup was safe for another year.

"Unless," said one veteran yachtsman, as he smilingly watched the Columbia's canvas come down—"unless the Columbia shows a change of form very much for the worse, or the Shamrock shows an improvement of remarkable quality in her next attempt, Sir Thomas will not lift the Cup this year." And this pronouncement was to be heard on all sides. Of course, nothing of the sort came from official sources, but on board the Chester W. Chapin, which carried many members of the New-York Yacht Club and their friends, and on the Gay Head, which was chartered by the Atlantic Yacht Club, there were many echoes of this cheering belief, qualified by provisos about the Shamrock's showing in the future unexpected speed in heavy weather.

"The Columbia's IMPRESSIVE SHOWING." The showing of the old defender, which had won the extraordinary honor of defending the cup for the second time against the efforts of a challenger, was all the more impressive because it was made in the sort of weather which many of the critics have said was best suited to the Shamrock and in which she was most to be feared. The Columbia was known to be a remarkable craft in heavy weather, and capable of wonderful speed in a "rip snorter of a blow," but when it came to light airs it was feared that the Irish boat would slide away from her. But while there was no wind yesterday, after the race started, that could be called heavy, it was yet noted with amazement that the Columbia left her rival faster in the light airs than when the wind was blowing at the rate of ten knots an hour, which was about as high as it got at any time during the racing hours.

Luck, which so often comes in to snatch victory from the fastest boat, played little part in yesterday's great contest. What little there was favored the Shamrock. It was after the yachts were about five miles from the starting line and the wind had died away to a mere breath that the fluke occurred. The Columbia had drawn about two hundred yards ahead, and Captain Barr thought it the proper time to go about on the port tack. Captain Sycamore, instead of going with him, stood in toward the Long Island shore in search of wind. He was in luck, for once, and found it there, while the Columbia found nothing but a calm whither she had gone. The defender came about again as soon as she saw that her rival had found a breeze, but the mischief had been done, and Captain Sycamore secured a perceptible lead, and the much coveted weather berth. But aside from this exception the race was sailed under equal conditions, and the superiority of the Columbia, under the prevailing circumstances of wind and weather, seemed decisively demonstrated.

A MAGNIFICENT FLOTILLA. A magnificent flotilla went down the Bay to see the two racers do battle for the international supremacy and for the Cup brought hither from the "tight little island" so many years ago. From 7 o'clock on the harbor was filled with craft of every description, from the finest catamaran to the big London steamers, fairly black with humanity. Every sort of boat that would carry sail or make steam seemed to have been pressed into service, and all were headed in the same direction. No finer fleet has ever witnessed the start for an America's Cup race than the Columbia seemed to have secured an appreciable lead, a lead which was increased so that when the American boat again came about she crossed about two hundred yards in front of the challenger. After this the two yachts stuck to each other, tack for tack, until there came that bit of luck already described.

Captain Barr was generally criticised for leaving the Shamrock when he had the advantage of her, but he made up for this mistake, after he had thereby lost the lead, by sailing the Columbia in such a masterful fashion that he managed to eat out from under the Shamrock's lee and secure the weather berth again, and when that had been gained the Columbia outpointed her rival in a decisive manner.

WIND RISING AND FALLING. The wind was constantly falling and then gently rising, and the observation fleet was forced again to lie by while the racers worked out before them, so that at times it was hard to tell which boat was sailing the faster, but when the two straightened out on the last tack and bore away for the mark, which could be seen glistering in the distance, it was seen that the Columbia was a good half mile ahead. She held this advantage to the mark, which she rounded at 3:05:52, dousing her jibtopsail as she came up into the wind and breaking out her balloon jib for the reach home. The big sail was splendidly handled, and as the defender made the turn there was a great chorus of steam whistles of all tonnage and quality. The Shamrock held on her course and went around the mark at 3:12:47, holding to it her sails until she had come about. Then she

diately afterward the clubtopsail went aloft. It required several minutes to set the sail to suit Captain Barr, but when it was done the foresail, the jib and the jibtopsail followed in short order, and the defender, cut loose from her tug, fell off before the wind and was ready for work in dead earnest.

THE CHALLENGER CUT ADRIFT. Meantime the challenger's tug had brought her well down to the lightship and cut her adrift. Rapidly her crew sheered the foresails, Captain Sycamore put his wheel hard over and the Shamrock bore away for the lightship. The Columbia had cast off at 10:24 o'clock and the Shamrock ten minutes later, but as the defender was further from the line than her rival, they arrived at the starting line at about the same moment. As the two racers swept gracefully into the free water above the lightship thousands of glasses were fixed upon them. Hundreds of the watchers had seen the two flyers before, but more had not, and it was a critical, collective gaze that swept the racers as, stripped for the contest, they jockeyed about the line. It was the general verdict that the visitor from across the sea was the prettier boat. As she dipped to the swell and careened gracefully to the fresh breeze, she showed her burnished sides of manganese bronze, and they glittered brightly through the clear September sunshine, while high above rose that incomparable suit of sails, the finest of Ratsey's handiwork, that filled so smoothly in the breeze that they looked like so many Parisian gloves fitted upon so many graceful feminine hands. The mellow, slightly creamy color of the canvas seemed to blend with singular fitness with the burnished bronze of the hull, and, all told, the Shamrock looked the prettiest racer that ever came over the high seas to take the Cup away.

"HANDSOME IS THAT HANDSOME DOES." That Sir Thomas had outlooked the defender must be frankly confessed. Somebody told E. D. Morgan that fact the other day, and he retorted, "Oh, well, handsome is that handsome does," the truth of which remark needs no demonstration at this late hour. The Columbia's sails were a glittering white, and they fitted her well, but there was here and there a slight wrinkle in the leech, while on her mainsail, down near the boom, appeared her class letter and number, which did not improve her appearance, in the layman's eyes, at least.

At 10:30 o'clock the committee boat had taken up its position opposite the lightship, and as the wind held east by north "Course C" was signalled, which meant fifteen miles to windward and return, the outer mark being stationed about a mile and three-quarters off the Long Island coast. The fleet of revenue cutters, to which had been given the responsibility of patrolling the course, had done its work so well that none of the observation fleet encroached upon the territory needed by the yachts for their preparatory evolutions. The Gresham, the Seminole, the Onondaga, the Dallas, the Algonquin, the Duquesne, the Dexter and several steam yachts appointed for the purpose discharged their duty, and so well that no fault could be found with their work. Each yacht had all the searoom she could possibly require, both before the start and while the race was on.

While the two racers were circling about, all the other countless craft lay head to the lumpy sea and watched. Suddenly, at 10:55 o'clock, a puff of blue smoke shot from the committee boat Navigator, followed by a sharp report. It was the preparatory gun, fifteen minutes before the starting gun. In the intervening time the Columbia bore down to the Navigator, crossed the line and came around the lightship, but the challenger remained to leeward of the Navigator.

At 11:05 o'clock came the warning gun, and only five minutes more remained before the start. Cautiously the big yachts drew near the line, pointing up to the wind and falling off before it, according to the distance and the time remaining, each skipper with his eye upon his watch. It was close and clever work, and so far as appeared, Captain Sycamore worked with a view to putting the Columbia over the line before the final gun, without going over himself. In this, however, he failed. He put the Columbia over, indeed, but he had to go over himself, and a second or so later the starting gun was fired. Both yachts had to come about and across the line, and in this manoeuvre the Columbia was a bit the faster, as she got across at 11:10:49 o'clock, while the Shamrock's official starting time was 11:11:01.

Soon after the start each yacht went about on the port tack and stood off to the southward away from the observation fleet. Just how the gain was achieved could not be seen from the fleet, but when the two boats came about again the Columbia seemed to have secured an appreciable lead, a lead which was increased so that when the American boat again came about she crossed about two hundred yards in front of the challenger. After this the two yachts stuck to each other, tack for tack, until there came that bit of luck already described.

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Down to seaward, left a mile from the lightship, the Columbia was towed, and her crew at once sprang into action at the word of command. Up went the defender's white mainsail as the sailors pulled with a will. Thirty seconds later two seamen appeared as by magic up against the skyline in her shrouds and imma-