New-York Tribune.

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INTERBOROUGH OFFICIALS WHO WILL OPERATE THE SUBWAY.

JOHN VAN VLECK, Electrical Engineer. FRANK HEDLEY, General Manager. H. M. FISHER, Secretary. E. P. BRYAN, Vice-President. AUGUST BELMONT, President. D. W. M'WILLIAMS, Treasurer. S. L. F. DEYO, Chief Engineer. L. B. STILLWELL, Electrical Director.

READY TO OPEN SUBWAY TO-DAY

CEREMONY AT CITY HALL AND SPECIAL EXCURSIONS BEFORE PUBLIC MAY RIDE.

Bells to Ring and Whistles to Toot at 2 P. M.—General Sale of Tickets Begins at 7 P. M.

PROGRAMME FOR TO-DAY'S CEREMONY.

1 p. m., President Fornes of the Board of Aldermen calls the meeting to order in the aldermanic chamber.

Prayer by Coadjutor Bishop Greer.

Speeches by William Barclay Parsons, chief engineer; Alexander E. Orr, president, and John H. Starin, of the Rapid Transit Commission; John B. McDonald, contractor for the subway; August Belmont, president of the Interborough Rapid Transit Company, and Mayor McClellan, for the city.

Benediction by Archbishop Farley.

2 p. m. to 6 p. m., running of special trains in the subway for invited guests and holders of special passes.

6 p. m. to 7 p. m., final inspection of the subway by the officials.

7 p. m., opening of the subway to the general public.

PRESIDENT ORR'S COMMENT.

In view of the great difficulty the commission had in the beginning in attracting to this system of civic travel under municipal ownership a contractor, the members cannot be other than gratified that their firm belief in the outcome is meeting with the approval of their fellow citizens.

ALEXANDER E. ORR,
President of the Rapid Transit Commission.

The decorations on the front of the City Hall yesterday gave notice to the eye that the celebration of the opening of the subway was near at hand. Flags were placed in festoons lavishly on the front wall of the building, with the city's coat of arms over the main entrance, while small colored flags fluttered from lines that reached from the flagpole to the corners of the building.

About five hundred invitations have been issued for the ceremony that begins in the aldermanic chamber in the City Hall at 1 p. m. to-day to mark the opening of the subway. It is expected that the City Hall will be packed with people, and that the aldermanic chamber will be crowded almost to suffocation, although many persons who have received invitations will not be present. President Roosevelt is one of the prominent persons who have sent letters expressing regret at inability to attend the opening ceremony.

The trouble is that thousands of invitations for a free ride in the subway from 2 to 6 p. m. to-day have been sent out by the Interborough Rapid Transit Company, and it is believed that many of the holders of such tickets will try to use them at the City Hall. All the special passes of the company will be recognized at all the stations along the line, and if the holders of these tickets will enter the subway at stations other than the City Hall station there will be comparatively little confusion.

Practically all the available police reserves will be stationed along the line of the subway this afternoon to prevent overcrowding and pushing when the people are admitted to the stations. The worst crowding is expected at 7 p. m., when the sale of tickets to the general public begins.

GREAT NOISE AT 2 P. M. EXPECTED.

The Mayor has asked that bells be rung and whistles be tooted all over the city and by the shipping in the harbor at 2 p. m. to-day, when the special trains start running with invited guests. Several of the churches having chimes have announced that the chimes will be rung, and a great deal of noise in the city at the hour named may be expected. The chimes of St. Andrew's Church, at Fifth-ave. and One-hundred-and-twenty-seventh-st., will be rung for half an hour.

Workmen were busy yesterday setting in place a railing at the edge of the curved platform in the City Hall station of the subway to prevent possible accident there when the special trains begin running this afternoon. All the guests at the ceremony at the City Hall are expected to go from the aldermanic chamber to the special trains, which start from the City Hall station at 2 p. m., and there may be something of a crush there. Workmen were busy at several of the stations along the line yesterday putting the final touches to the railings, ticket offices and stairways, or finishing the painting. Their work interfered with the running of the experimental trains occasionally.

It must be remembered that only the main line of the subway, from the City Hall to One-hundred-and-forty-fifth-st. and Broadway, will be opened to the public this evening. The East Side branch, running from One-hundred-and-fourth-st. under a corner of Central Park, up Lenox-ave., under the Harlem River and into The Bronx, will not be ready for opening for at last two weeks, and possibly not for four weeks. The tunnel under the river is not ready for the running of trains through it, although the construction work is finished.

William Barclay Parsons, chief engineer of the Rapid Transit Commission, and several of his assistants have been making the most careful examination of the completed subway since the experimental trains have been running, and Mr. Parsons will be able to tell the Mayor to-day that the subway is in fit condition for the use of the public, with the exception of the East Side branch. Some work is still incomplete on a few of the stations far uptown, but it is expected that these stations will be opened with the rest to-day.

MANY FREE RIDES IN SUBWAY.

Since the experimental trains have been running in the subway some thousands of persons have taken trips on the trains, using special invitations or passes issued by John B. McDonald, the subway contractor, or by the Interborough Rapid Transit Company. It was said yesterday that some of Mr. McDonald's passes had not been honored by the Interborough employes, who have been in charge of the subway for more than a fortnight.

Several social and political organizations have been taken through the subway on special trains. Yesterday the members of the North Side Board of Trade and many other persons were invited to ride on the experimental trains.

Most of the persons who have been riding in the subway have been loud in praise of the new underground road, expressing particular pleasure on account of the smoothness with which the trains run at a high rate of speed. Few have complained that the fluttering sensation of the eye experienced when a passenger looks out of the car window at the rows of subway pillars flitting past caused pain, and the employes of the line have ridiculed a report that riding in the subway causes a new disease of the eye.

There have been some expressions of fear that the running of trains in the subway might cause vibration of houses along the line sufficient to produce giddiness among the residents of the houses. Inquiries yesterday were answered to the effect that since the trains have been running they have not caused annoyance, either by noise or vibration, to the occupants of houses near the subway.

Copies of a souvenir programme of to-day's celebration were being circulated yesterday. It contains many pictures and a history of the subway by George H. Van Tine.

Police Commissioner McAdoo yesterday refused permission to the Subway Tavern to keep open all night to-night on account of the opening of the subway. He said he had declined to issue all night licenses to several saloons along the subway.

There will be an extra celebration of the opening of the subway to-night, when the directors of the Interborough Rapid Transit Company will give a dinner for August Belmont at Sherry's. About sixty men will be at the dinner.

About 2,300 men, employes of the Interborough Rapid Transit Company, will aid in operating the subway. About 1,500 of these men will be employed on the trains as motormen, conductors and guards. The rest are ticket sellers, gatemen and switchmen.

THE SUBWAY OFFICIALS.

Men Who Are Responsible for the Safety of the Road.

August Belmont, as president of the company that is to operate the subway, has gathered together a set of officials with brains, education and experience that are supposed to fit them for serving the public in an efficient and satisfactory manner. For many months these men, gathered from different parts of the country, have been overlooking the spending of $16,000,000 by the company in the building of a great power house, in the construction of cars and in the equipment of the subway road with the most perfect system of safety devices ever known. They have been training other men in the task of getting the subway ready for a great rush of travel, to begin at the tick of the clock at 7 p. m. to-day.

Vice-President Edward Payson Bryan, who will be in direct charge of the operation of the subway, and upon whom will devolve the responsibility for the safety and comfort of passengers, has been a railroad man since early youth. He was born in Ohio, and before he received any education he decided that his career would be as a railroad official. His first position was as a telegraph operator for the Louisville and Nashville Railroad at Lebanon, Ky. For years, by hard and consistent work, he climbed the ladder, occupying successively the positions of agent at Frankfort, Ky., and superintendent of terminals at Louisville, and later at St. Louis. When he left the employ of the Louisville and Nashville Railroad he became superintendent of terminals, and afterward was the vice-president and general manager of the Terminal Railroad Association of St. Louis.

It was under Mr. Bryan's supervision that the large union terminal was built at St. Louis, and his executive ability and general knowledge of railroading shown in this work led to his call to New-York. On May 1, 1900, Mr. Bryan came to New-York to accept the place of general manager of the Rapid Transit Subway Construction Company. Among the duties that devolved upon him at that time was a careful study of all the plans for the construction of the subway, in order to prepare the road for successful operation; also the selection of a site for the large power house, location of terminals and the electrical equipment of the cars and signals. Mr. Bryan was selected to organize the entire equipment force, and has had charge of every detail of subway work, except actual construction, under the direction of President Belmont.

General Manager Frank Hedley's rise has been one of the romances of railroading in this country. He came from England as a mechanic and worked in the shops of the Manhattan Elevated Railroad when under the Gould management. By dint of industry, Mr. Hedley has risen from a day wage earner and mechanic to one of the highest salaried and most responsible positions in connection with the Interborough.

Continued on fifth page.

DEWEY'S 8 YEAR AND 12 YEAR SHERRY.

Appetizer, better and safer than cocktails. H. T. Dewey & Sons Co., 123 Fulton Street, N. Y.—Advt.

KITSON FOR SEA UNITY.

REFERS TO HULL FLEET.

Carnegie Hails King Edward and President as Apostles of Peace.

Over three hundred Americans and Englishmen prominent in steel manufacturing attended the annual dinner of the Iron and Steel Institute last night in the grand ballroom of the Waldorf-Astoria. They listened with close attention to the closing remarks of Sir James Kitson, in which he criticised the recent attack of the Russian fleet on the British trawlers in the North Sea. He proposed the toast, "The Reception Committee," and said that the meetings of the Iron and Steel Institute in America were more than meetings of pleasure and instruction, as they did much in making a great solidarity of the Anglo-American race. In ending Mr. Kitson said:

"I know that in the hour of need the Anglo-Saxon race will unite to keep open the sea for the use of commerce. I know you will not allow such irresponsible agents to roam the sea, such as those who have interfered with the peaceful avocation of the humble fishermen in the North Sea."

Andrew Carnegie presided at the dinner, and added much to the merriment of the evening by his humor in introducing the speakers. In his opening remarks Mr. Carnegie said:

We have as patron the ruler of the older branch of the English speaking race, the King. The ruler of the younger branch is to receive us on Saturday. Thus are the two stars of first magnitude in happy and suggestive conjunction. British kings have waged war upon the Continent. Our patron the King, has waged peace. British kings have overcome their enemies; it has remained for the present King to overcome the differences between our friends; enemies he has none.

The President recently did the cause of peace the greatest service of our day, ranking with that of the Emperor of Russia, in calling the powers together for peaceful conference. He led five of the great powers to submit their differences to the high court of humanity, which were all peaceably settled.

Thus, gentlemen, we have in both rulers apostles of peace from whom we may look for further triumphs in the first, highest and noblest of all causes, that of purging the earth of its foulest stain—the killing of human beings by human beings, like wild beasts, in war.

Gentlemen, I give you the combined toast, embracing the whole English-speaking race, probably never given before—a record-breaker—the two rulers of the English speaking race, hailing them as potent apostles of peace.

Dr. Alexander C. Humphries, in acknowledging the toast "Our Guests," said:

We can claim that all persons of the English speaking tongue are united on personal liberty. If ever a danger faced the personal liberty of any branch of these peoples, I am sure that all differences would be swept aside, and that we, the great English speaking people, would stand shoulder to shoulder—an invincible wall of strength that would conquer the world.

CALLS HONNECKER LIAR.

Then J. E. Martine and the Populists Go at Each Other with Fists.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, N. J., Oct. 26.—James E. Martine, the farmer orator of Plainfield, who is running for Congress on the Democratic ticket in this district, came near having a fist fight in the parlors of the Hotel Windsor here last night with George A. Honnecker, the candidate of the People's Democratic party for Governor. Many who saw the encounter say that it came as a result of Martine's "butting in."

Honnecker and Erastus E. Potter, an oldtime Democrat, commonly called "The Yankee School Master," came here last night to address some Bryan followers. Honnecker made some pretty stiff declarations in his speech. They were talked of pretty freely after the meeting. Martine got back from an Asbury meeting close to midnight, and went to the Hotel Windsor, where he had engaged quarters. Honnecker was also staying at the same hotel, and making merry in the parlor with a company of his supporters.

They were talking over the political situation in a most enthusiastic manner, when Martine walked into the room. After some conversation Martine told Honnecker that all the latter was in this campaign for was to help the Republican candidates. Honnecker replied that it was true that he had little hope of being elected.

"Well, I'll tell you one thing right here, Mr. Honnecker," said Martine, with great asperity and something else, "I'm going to be the next Congressman from this district."

Honnecker laughed. "You the next Congressman? Why, you've got about as much chance of being elected Congressman this fall as you have of driving an ice wagon in hell."

The argument grew warmer, and both men were boiling over with wrath. One of the statements that Honnecker made in his speech was that Charles C. Black had several weeks before either convention was held written a letter to Edward C. Stokes stating that if he (Stokes) was nominated for Governor he (Black) would vote for him. Martine referred to this statement and said it was untrue.

"It is not untrue," said Honnecker when Martine disputed him.

"I say it is untrue—it's a falsehood!" said Martine.

"If it is true, what authority have you got for the statement?"

"The very best. I saw and read the letter myself."

"It's a lie!" said Martine.

An instant later both men were in the middle of the floor, and each had his fist under the other's nose. After some effort from bystanders the belligerents cooled off, and their friends got them separated. The argument was heard as much as a block away from the hotel.

MARQUIS DE RIVERA DEAD.

Well Known Italian Killed by Political Worry.

Rome, Oct. 26.—Marquis Afan de Rivera, who for fourteen years represented Naples in the Chamber of Deputies, has fallen a victim to political incidents. He became much worried recently on learning that Count Panzuti would be a candidate against him, dividing the Monarchical party and rendering his re-election uncertain. Last night he became ill and died before morning. He was one of the best known Italian artillery generals. He fought under the Bourbons and then against Austria, and was Under Secretary of State for War in 1896.

Not in fifty years will another Exposition equal to that now in St. Louis be seen in this country. The way to reach it is by the West Shore or New-York Central. See our ticket agents.—Advt.

ROJESTVENSKY'S EXCUSE

A TORPEDO BOAT ATTACK.

Russian Admiral's Weird Tale of Action in the North Sea.

Admiral Rojestvensky is quoted in a dispatch from Vigo as saying that the attack on North Sea trawlers was caused by two torpedo boats, supposed to be Japanese, which seemed to discharge torpedoes. The Russians, it is add, saw no fishermen, and were not aware that damage had been done. Another Russian officer tells of a cannon shot from an unknown vessel, which led the squadron to open fire.

The admiral's official report, it is said this morning, has not been received in St. Petersburg, though it was believed yesterday afternoon to be in the Emperor's hands. No explanation of the delay is given.

Russia made a tentative communication to Great Britain, expressing regret and promising reparation, but the British Foreign Office regarded it as incomplete. Tension in England is increasing, and there are predictions that the government will not allow another day to pass without taking sterner measures to obtain a response.

Sharp skirmishing along the lines of the armies on the Shakhe was reported, but neither side seems ready to begin a general engagement. Advices from Moukden repeat that the Japanese are preparing to advance. General Kuropatkin's appointment as commander in chief has been well received in Russia.

BATTLESHIPS AT VIGO.

Apparent Attempt to Violate Spanish Neutrality.

Vigo, Oct. 26.—The Associated Press has succeeded in obtaining an interview with Admiral Rojestvensky, who expressed great regret over the North Sea incident.

The admiral stated that the unfortunate occurrence was purely accidental. The weather the night in question was rather hazy. About 1 a. m. two torpedo boats, which the Russians supposed were Japanese craft, suddenly appeared between the two divisions of the squadron and seemed to discharge torpedoes.

The Russians immediately opened fire. They saw no fishermen and were not aware that any damage had been done. Evidently, the admiral said, the fishermen had shown no lights.

The admiral repeated that he greatly regretted that any injury had been done, and added that he had no doubt the Russian government would make emple compensation.

Prince Keretelli, an officer of the battleship Emperor Alexander III, gives the following explanation of the attack by the Baltic squadron upon the British trawlers off Dogger Bank:

The transport Anatol, which was steaming ahead of the squadron, was suddenly surrounded by eight torpedo boats, and requested assistance, whereupon the battleship division advanced and signalled to the unknown vessels to leave or disclose their nationality.

The vessels refused to obey, and advanced among the Russian battleships.

Suddenly a cannon shot was heard from an unknown vessel. Then the admiral formed in battle line and replied to the fire, afterward continuing his voyage.

Prince Keretelli added that the Russians feared the strange torpedo boats were Japanese, as the admiral was aware that the Japanese had purchased such boats in England.

The arrival here to-day of the Russian battleships Emperor Alexander III, Borodino, Orel and Kniaz Souvaroff and the transport Anatol, which have anchored in this port, has caused considerable excitement.

The commander of the port immediately boarded the Russian flagship and informed Admiral Rojestvensky that the Spanish government could not permit the warships to coal within the port. Admiral Rojestvensky replied that his vessels needed repairs, and that for that reason he had separated from the remainder of his squadron. The commander of the port promised to inform the Spanish government of the admiral's statement, and communicate the government's reply as soon as it was received.

In spite of this, five German colliers anchored in port alongside the battleships, whereupon the commander of the port sent an aide-de-camp to beg Admiral Rojestvensky not to violate Spanish neutrality, and also ordered the commanding officer of the Spanish cruiser Estremadura to notify the colliers that they must obey the port authorities.

Admiral Rojestvensky at last promised that he would not coal in Spanish waters, at the same time begging the commander of the port to obtain the government's permission for each warship to take on four hundred tons of coal, with which to reach Tangier. Shortly after-

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JOHN HAY'S BRILLIANT SPEECH.

ENTHUSIASTICALLY RECEIVED AT CARNEGIE HALL—HIS TRIBUTE TO ROOSEVELT.

Great Crowd at the Meeting—Eloquent Addresses of Ex-Governor Black, F. W. Higgins, Senator Depew and Senator Elsberg.

His address stubbornly interrupted by hurricanes of tempestuous applause; before a vast audience that time and again broke through all conventional restraints, Secretary Hay made his first and only speech in the campaign at Carnegie Hall last night. Other speakers and orators including Frank W. Higgins, Senator Depew, Frank S. Black, M. Linn Bruce, Julius M. Mayer and Senator Elsberg also made telling addresses at the meeting, which was under the auspices of the XXIXth Assembly District Republican Organization.

Measured, epigrammatic and terse, as befitting its statesman-author; sparkling with wit, pregnant with unanswerable logic, eloquent and scholarly, Mr. Hay's speech was a veritable masterpiece. Every issue in the Democratic campaign of "plagiarism and pretence" was examined and relentlessly exposed. Every act of the Republican administration was explained and shown to have been warranted beyond cavil or dispute. In calm, level, even tones the distinguished speaker showed that the Republican bulwarks were bullet-proof. With the same dispassionate eloquence he riddled the Democratic defences. The attitude of the administration and Colonel Roosevelt on Panama, the Philippines, Cuba, the tariff, the gold standard, Judge Parker's wild pension promises, his "scuttle" policy in the Philippines, apparently nothing was overlooked in the Secretary of State's speech.

HUNG BREATHLESSLY ON HIS WORDS.

The speaker might be holding up the "gilt platform" or the "harlequin ticket" of the Democrats to public ridicule, or showing that President Roosevelt's "unsafeness" was but the "unsafeness of the disinfectant to the microbe." It was all the same. The audience hung breathlessly on his words and applauded him to the echo, waving a forest of flags. His appeal to New-York State near the close of his speech was irresistible in its convincing eloquence, and, as one man, the audience rose and vowed that New-York State should not be found wanting at election.

"Ladies and gentlemen: You have heard a great speech from a great man," said Senator Elsberg, who presided, before introducing the next speaker.

MR. ELSBERG'S SPEECH.

Secretary Hay, who was in excellent voice, spoke for the best part of an hour. In introducing him, Senator Elsberg said:

Twenty-three years ago the Republicans of this Assembly district, or of the territory of which it is now formed, represented by the delegates gathered in a hall not four blocks distant from the place where I am standing, nominated as their candidate for member of the Assembly a young man then unknown, and the people ratified the choice by electing him on Election Day their representative in the legislature. They believed in him then and they stood behind him in every effort he made to further civic righteousness and every gallant fight he led for decent politics and better government. They have followed with pride and joy his every step in the most remarkable career in American politics. They know the purposes and ideals that animate him and that make him the most inspiring leader who ever led a great party to victory, and they know through it all that in every office he has held in war and peace, in the seclusion of his home or in the city of power and authority he has been and is what he was when he began in this, his home district, a plain, genuine, loyal, patriotic and honest American citizen. And that is why they have never wavered in allegiance to this cause, while they admire and love Theodore Roosevelt.

To-night you will have the privilege of hearing one who in all the great events of forty years and more has never been a negative factor; whose life has been identified with every forward movement that made for national prosperity, national progress and national honor. It would be preposterous in me to speak of introducing to any American audience one of the greatest living Americans and the foremost diplomat in all the world. Not merely wherever the English language is spoken, but in the chancellery of every nation on earth, there is one name that is synonymous with truth, with justice, with international morality and fair dealing, with leadership in every movement among the nations for peace and broader national brotherhood, and that name is John Hay.

THE SECRETARY'S ADDRESS.

Mr. Hay then stood up, and when the cheering had sufficiently subsided to enable him to proceed, he spoke as follows:

This campaign will be memorable in our annals as one of the quietest ever known. Rarely in our recollection has there been so little excitement, so slight disturbance of the orderly course of affairs. Why is it that these great assizes where eighty millions of people are to decide in whose hands they are to place their interests for the next four years should be approached with so little noise, with such unusual calm? Why is it that the American people are possessing their souls in such repose?

THERE IS, I VENTURE TO SAY, NO EXPLANATION OF THIS STATE OF FEELING, EXCEPT THAT THE PEOPLE OF THIS COUNTRY HAVE MADE UP THEIR MINDS THAT THERE IS TO BE FOR THE PRESENT NO CHANGE IN THE PRINCIPLES AND POLICIES THAT HAVE PROVED SO SUCCESSFUL IN THE LAST EIGHT YEARS. They had resolved definitely and clearly in 1896 that their temporary aberration from the policy which as long ago as the time of Henry Clay was called the American system had not resulted favorably. They intrusted William McKinley with the task of bringing the country back to its old bearings, of restoring the well tried ways of the national housekeeping. He showed himself worthy of their confidence.

HEALTHY DEVELOPMENT.

In four years the country made great progress along its regular, old fashioned lines of healthy development, and in 1900, when he gave an account of his stewardship, the people approved it and renewed his term of office. An unspeakable crime snatched him away from his glorious task and our loving confidence. In the classic myth, when the golden bough was torn away another immediately appeared in its place.

Theodore Roosevelt took up the burden our beloved chief laid down, and, with incomparable courage and strength, has carried it on. With the work of both these faithful servants the American people are satisfied. Believing and intending that the work shall go on in the hands and under the guidance which has been found so efficient, they are not wasting so much time as usual from their private affairs to show an interest which is too universal to need much advertising.

None of us will make the mistake of thinking the contest of this year unimportant. On the contrary, it goes down to the very foundations of our national welfare. It is not campaign rhetoric, it is merely the simple fact, to say that nothing but disaster could follow the reversal of the policies to which we are indebted for the prosperity of the last few years.

GOLD STANDARD AND PROTECTION.

The country cannot afford to give up the gold standard and to drift on the shifting currents of financial experiment and quackery. It cannot afford to give up the principle and practice of protection to American industries. Any radical meddling with the tariff would throw a thousand industries into confusion and bring many to ruin. Stability, unity of purpose, is absolutely necessary to the complicated and delicate machinery of modern business, where the change in the price of a single by-product may vitally affect the prosperity of a great industry and may make all the difference between comfort and want to thousands of workingmen and their families.

NOBODY DENIES THAT THE TARIFF MUST FROM TIME TO TIME BE REVISED, BUT IT IS TOO EVIDENT FOR ARGUMENT THAT THE REVISION MUST BE INTRUSTED TO FRIENDLY HANDS—TO THOSE WHO BELIEVE, AS A MATTER OF BUSINESS AND OF PUBLIC MORALS, IN THE POLICY OF CHERISHING AMERICAN MANUFACTURES AND OF CARING FOR THE WELLBEING OF MILLIONS OF AMERICAN WORKMEN. IT IS NOT A MATTER TO BE HANDED OVER TO THOSE WHO INSIST AT THE START THAT AMERICAN INDUSTRIES HAVE NO RIGHT TO PROTECTION AT ALL, AND THAT SUCH PROTECTION IS "THE ROBBERY OF THE MANY FOR THE BENEFIT OF THE FEW." IT WAS AN OLD MAXIM OF ENGLISH LAW THAT SAID, "A CHILD SHOULD NOT BE GIVEN IN CHARGE TO A NURSE THAT LOVES IT NOT."

ENEMIES OF THE ARMY AND NAVY.

Neither can the country afford to intrust its vast domestic interests to those who denounce as extravagant and unconstitutional all money spent for the "general welfare," to promote which was one of the special objects for which the Constitution was brought into being. Do we want to give our gallant little army to the care of those who think it ought to be disbanded, or our navy—which under this administration has carried our flag into so many distant seas, never on a wanton errand of hostility, but always as the friend of American commerce and the protector of our citizens—do we want it handed over to the men who say it ought to be thrown to the scrap heap?

Do we want the Philippines abandoned to be the victims of misrule at the hands of their own agitators, or the prey of any covetous power that may wish to enslave them for its own profit? Do we want to sneak out of the Isthmus of Panama, acknowledge we have no right there, and basely surrender the hope and the dream of centuries?

And do we want to forsake and repudiate the foreign policy of McKinley and Roosevelt, which was also the policy of Lincoln and Monroe, which had its august origin in the heart and brain of George Washington, of treating all countries as friends, doing business with all the peoples of good will, meeting courtesy with courtesy and wrong with firmness, being just to all nations and partial to none?

REPUBLICAN POSITION CERTAIN.

These are not idle questions. Every one of them is directly involved in the result of this election. On every one of them there is not a man here to-night but knows how the Republican party stands. In our platform, in our record, in the words of our candidates, our views and our intentions are made known to the world. Our path is marked out for us so plainly that even if we wanted to we could not deviate from it. If the people want a continuation of the policies of the last eight years, they know they will get it from the Republican party.

But what man in this audience, what man in this universe, can tell what Judge Parker would do if he were elected next month? Perhaps—and this is the theory of the most optimistic of his supporters—he might do just what Mr. Roosevelt is doing; and perhaps he would take the opposite view of all public questions. There comes no light on this vital inquiry from the Democratic platform. It dodges some questions and straddles others; it makes charges without a basis of truth or probability. It palters in a double sense on all the questions upon which we desire a frank utterance.

And if we seek it from the candidates we are no better off. When they do not contradict the platform they contradict each other and themselves. They have been for holding the Philippines and for scuttling from them. They are for free silver, to judge by their acts; they are for a gold standard, to judge by their words. They are for free trade—and a fair degree of protection. On one point they and the platform agree. They are in favor of the Constitution—except in the Southern States.

CHAOS WOULD COMFORT PARKER.

But whatever the platform and the candidates may profess it is perfectly clear that the vast proportion of the party, as at present organized, is opposed to the Republican principles as set forth in our platform and avowed by our candidates. They are opposed to the gold standard; to protection of American industries; to all our programme, foreign and domestic; and their candidate, if he should happen to be elected, would be confronted with chaos at the very outset of his administration.

He has recently made a speech which would be a very shirt of Nessus to him if he were ever called on to carry his words into action. He has at last come to the point where he is willing to say we must abandon the Philippines. In his speech of acceptance he acknowledged our responsibility for them and said we should give them self-government. His friends, in great distress of mind, cried out to him that that was the Republican doctrine and that what he intended to say was that we had no responsibility for them and must give them independence.

Certainly, that was what I meant, said the judge—and he wrote something like it in his letter of acceptance. But even that was not enough, and ten days ago he revised his views again, and now declares for the absolute abandonment of the Islands and for an immediate proclamation of our intention to do so. Among the reasons he gives for this reckless and ill-considered utterance are some which show an incredible carelessness of the facts. He began by saying they have cost us "$670,000,000, and an enormous continuing sum to keep them; some put it as high as $50,000,000 annually." The truth, accessible to him and to everybody, is that they have cost not to exceed $180,000,000, and the annual disbursement on their account is about $5,000,000. He said further that they had cost us two hundred thousand lives, wherein he is wrong to the extent of about one hundred and ninety-five thousand. But there seems no limit to his eager credulousness. Since he put out these fairy figures he has heard of Mr. Atkinson, and has swallowed without winking his grotesque estimate that the Islands have cost us $1,250,000,000, and that the present expense of them is $200,000,000 a year. He seems hypnotized by these vast sums. Why should he stop at millions and billions? We may reasonably expect that the next warning cry from Esopus will be shouting quadrillions to a startled world. He seems able to believe anything—all he asks is that it shall be incredible.

MONSTROUS LEVITY.

But these mere errors in his figures, gross as they are, do not compare with the monstrous levity with which he proposes to take a step which would cover us with indelible discredit, which would be an abdication of our position in the Pacific, the surrender of our commercial prestige in the Far East, a base treachery and betrayal of the loyal and intelligent Filipinos who have trusted us, and a direct invitation to intestine war and foreign invasion.

And if he pretends that we should relinquish control of them, and still be responsible for their acts—that we should give up the task of civilizing them, and still stand between them and a hostile or covetous world, no matter what they may do—the

DEWEY'S PURE WINES AND GRAPE JUICE.

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LAST ATLANTIC CITY OUTING.

Over Sunday trip to Atlantic City, via Pennsylvania Railroad. Saturday, October 29. Rate covers round trip transportation and two days' hotel accommodations; only $11.00 and $10.00, according to hotel selected. Beach front hotels at $11.00 rate.—Advt.