



PRESIDENT FIRM IN HIS POLICIES. RICH AND POOR ALIKE MUST OBEY LAWS.

Mr. Roosevelt Promises Fairness to All in Keokuk Speech—Begins Mississippi Trip.

Keokuk, Iowa, Oct. 1.—The big blue flag of the President of the United States is flying to-night from the peak of an old-fashioned stern-wheel steamer, which is ploughing its way down the Mississippi somewhere between Keokuk and St. Louis. President Roosevelt is aboard, enjoying every waking moment of the trip, for it is a novel experience to him. With him are a few of his friends and White House assistants. John McIlhenny, former Rough Rider and Civil Service Commissioner, who is to be the President's host on his forthcoming bear hunt in Louisiana, took the boat with Mr. Roosevelt here, and so did Captain Seth Bullock, his old-time ranch friend from South Dakota. Captain Bullock is the United States Marshal of that state, and "just run down to Keokuk between sessions of court to see the President."

MAKES NOTABLE ADDRESS.

In the pretty park overlooking the river, and not far from the great stone shaft erected to the memory of Chief Keokuk, a "good Indian" both before and after his departure for the happy hunting grounds, the President made a notable address to a throng that was spread about the green sides of the natural amphitheatre far beyond the sound of his voice. Just in front of the President's stand was a human flag of school children that sang patriotic airs and waved its animated stars and stripes with vigor and enthusiasm whenever an opportunity was given.

As at Canton, the President did not deliver his speech just as he had prepared it and given it to the press. He did not omit any feature, but frequently turned from his manuscript to interject extemporaneous remarks for emphasis and elaboration.

Again, as on yesterday, his theme was the similar treatment for rich and poor, and again he found occasion to use familiar colloquialisms. "Isn't this good doctrine?" he asked, after stating his proposition, addressing the Grand Army group in front of him, and when he received a shout of assent he added that he was always willing to help a man who stumbles and falls, but not to carry the man who "lies down."

"It does him no good, and it is too much for me," he added. He dwelt on the necessity for self-mastery, declaring that "every man must be his own master," and adding: "If he does not master himself some one else will do so."

In another connection he laid down the general proposition that an AI private soldier is worth a number of poor major generals, but added that an AI major general is invaluable, the point being that individual merit is the pearl of great price in every walk of life.

"UNDESIRABLE CITIZENS."

He said he was willing to help the big railroad man who is honest and would protect him against the demagogue, but he would not desert in his condemnation of those who were not acting honestly.

"You will remember that a year ago I expressed my opinion of certain undesirable citizens," he said. "I now stand by what I said."

The President added that he would always condemn the man who incites to murder, and would demand punishment for that offense, as he would for the crimes of the corporation criminals. He would treat both just as he would treat other offenders. He also emphasized the importance of preparation for any work. The American people can "whip the world" he contended, but contended that they would have a hard time doing it if not prepared. The President's plea was for preparedness and organization. He spoke of the claim that America can whip the world, and said that even if this were true, the country must suffer in doing so. There was no boast in that direction, but, on the contrary, a warning of danger in case of lack of preparation. He would have all, both men and women, do well some work that was worth doing, and he announced his contempt for the woman who would shirk her duty as a wife or mother.

THE PRESIDENT'S ADDRESS.

President Roosevelt's speech was as follows:

Men and Women of Iowa: I am glad, indeed, to be with you and to stand just as you are, in this thriving city of your great and prosperous state. I believe with all my heart in the people of Iowa, for I think that you are good, typical Americans, and that among you there has been developed to a very high degree that body of characteristics which we like to regard as distinctly American.

During the last few years we of the United States have been forced to consider very seriously certain economic problems. We have had a beginning in the attempt to deal with the relations of the national government—that is, with the relations of the people of the country—to the huge and wealthy corporations, controlled for the most part by a few very rich men, which are engaged in interstate business—especially the great railway companies. You know my views on this matter. You know that I believe that the national government, in the interests of the people, should assume much the same supervision and control over that body of the interstate common carriers that it now exercises over the national banks. You know, furthermore, that I believe that this supervision and control should be exercised in a spirit of rigid fairness toward the corporations, exacting justice from them on behalf of the people, but giving them justice in return.

LESSONS FROM THE PAST.

Recently I have been reading the work of the eminent Italian scholar Ferrero on the history of the Roman republic, when the life of the Roman state had become that of a complex and luxurious industrial civilization. I am happy to say that the differences between that civilization and our own are more striking than the resemblances, and there is no warrant for our being drawn into any pessimistic comparison between the two civilizations. But there is one reason why we should study carefully the life of the Roman republic, and that is the political life of Rome, which was divided into two camps, one consisting of the rich who wished

NO BRITISH CHALLENGE. SIR THOMAS NOT TO RACE.

English Yachtsmen Approve His Attitude—Reasons Given.

Dublin, Oct. 1.—Sir Thomas Lipton again has expressed his deep regret at the refusal of the New York Yacht Club to accept his challenge to a race for the America's Cup, and in a long letter to the Royal Irish Yacht Club abandons his hopes for a contest. The committee of the club met to-night.

"While recognizing the responsibilities of the members of the club as trustees of the America's Cup," writes Sir Thomas, "it might be pointed out that when the deed of gift was drawn up the developments which have taken place in regard to the modern racing of yachts could not have been foreseen. I have already competed three times under the conditions of the deed of gift with the modifications arranged under the mutual agreement clause, and my personal experience of these contests is such that I consider that the handicap of having to design a vessel of the type which has been gradually developed during recent years, and which shall be of sufficiently light construction, yet capable of being taken with safety on its own bottom across the Atlantic, entirely precludes the possibility of competing on equal terms with a vessel which is not compelled to make this ocean voyage. My present challenge was drawn up with the view of complying with the principal conditions of the deed of gift, and at the same time encouraging the type of vessel which has been approved and adopted by the New York Yacht Club. The sport of yachting, apart from the pleasure derived therefrom, is, to my mind, only desirable so long as it serves the purpose of improving the type of vessel engaged, and it was in that spirit that I desired to challenge under the rules so wisely adopted by the New York Yacht Club some three months ago for application in all its races."

"I recognize that the members of this club are well within their rights in deciding as they have done, yet I am sorry that they have not been able, under the mutual agreement clause, to meet me in my wish to have a race under their own universal rule which, in my opinion, encourages a very wholesome and desirable type of yacht. In view of their attitude, however, there is nothing left but to abandon the idea of a contest for the present, although I am always prepared, under mutually satisfactory conditions, to arrange a race."

The committee of the Royal Irish Yacht Club, in sending by cable its formal acknowledgment of the refusal of the challenge, expressed the regret of the committee and all the members of the club that a race could not be arranged. At the same time the secretary of the committee telegraphed Sir Thomas Lipton's letter in full.

One of the leading honorary officials of the Royal Irish Yacht Club, in an interview after the issue of the reply to the New York Yacht Club, said that the committee had approved of confining the reply to a mere formal acknowledgment. The terms of the communication of the New York Yacht Club precluded discussion, although the position assumed in the New York Yacht Club's resolutions was debatable on several points. The official mentioned two of them.

One is that the deed of gift provides for the modifications of all conditions of a race by mutual agreement, and therefore might be applied to the encouragement and development of seaworthy yachts of the highest type on lines approved by the yachting world. This development was indicated in the New York Yacht Club rules, under which it was proposed to race. The second point, the official of the Irish club continued, was found in that it was inaccurate to state that the dimensions of the challenger were not indicated in the letter of the Royal Irish Yacht Club. When the class was mentioned all the necessary indications were given, and the J class of the New York Yacht Club's regulations was specified in the challenge. Discussion, however, was now useless. Many yachtsmen on this side of the Atlantic regard the resolutions of the New York Yacht Club as removing the America's Cup outside the field of sports, and hold that Sir Thomas Lipton would have put himself in the wrong with British yachting opinion had he acted otherwise than he has done. They hope that he will transfer his interest in the sport to home waters.

"The New York Yacht Club's decision is in reality a decision of steam yachting," the Irish official continued, "and it is to be regretted that the younger generation of American yachtsmen could not make their opinion prevail in the real interest of the sport. I fear that Cup races are a thing of the past as an object of interest to the yachting world. Spurious interests might revive the races, but it is not possible to hold a genuine international contest under the conditions indicated by the New York Yacht Club. The acceptance of these conditions would imply that the challenger was either no genuine yachtsman, or that he had in view some other object than the interest of sport."

"As far as the Royal Irish Yacht Club is concerned the question is at an end."

SWEDES EXPECT A RACE.

Patriotic Motives in Desire to Challenge for Cup.

Stockholm, Oct. 1.—A deep feeling of patriotism and the desire to impress the world with the separate nationality of Sweden appear to be the underlying motives for the Swedish challenge to a series of races for the America's Cup. "All men applying to take part in this race, from the captain down, will be examined as to their nationality, and any man having Norwegian blood, even as far back as the fifth generation, will be excluded." This was said today by an authority on yachting. He added that Swedish yachtsmen in recent years had diligently studied American methods of designing and racing yachts, and although Sweden might not win, she certainly would go through the race with honor.

BISHOP OF LONDON LOSES AT GOLF.

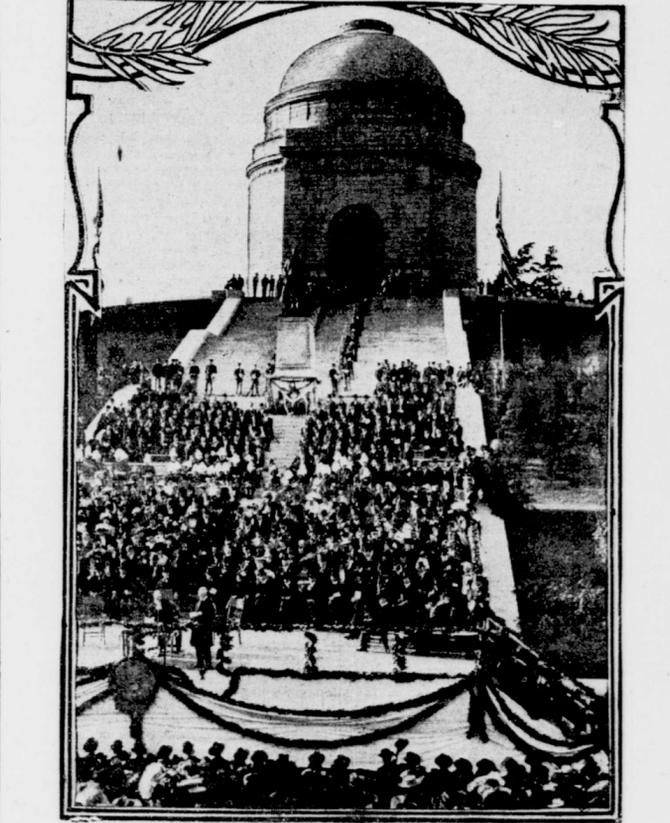
States Before Game, Though, That He Defeated the President at Tennis.

[By Telegraph to The Tribune.] Richmond, Va., Oct. 1.—The Bishop of London arrived in Richmond this morning, and at once proposed a game of golf. John W. Atkins and William Palmer were his opponents. The Bishop and Mr. Anderson playing for England. Fifteen holes were played with varying fortunes, but the final score was: America, 70; England, 75.

Washington, Oct. 1.—The Bishop of London admitted to-day for the first time who won the tennis match at the White House on Friday between himself and President Roosevelt. "I suppose you will not tell who won that tennis match?" he was asked. "Certainly I will," he answered. "I did."

DEDICATION OF THE M'KINLEY MAUSOLEUM AT CANTON.

(Copyright, 1907, by Keystone View Company.)



FERRYBOAT RUNS AWAY. SINKS BARGE IN HUDSON.

Unguided Rochester May Have Killed One Man in Crash.

Through some misunderstanding of signals the ferryboat Rochester, of the West Shore Railroad, left the slip at Weehawken shortly before 8 o'clock last night with no one at the steering wheel, steamed at full speed across the river and crashed into and sank the barge Castleton, which was being unloaded at West 26th street. One man was seriously injured and several other passengers were cut by flying glass and splinters. Prompt work by the crew saved many from jumping overboard in the panic.

The injured man is Ulysses Bohni, thirty years old, No. 1379 Myrtle avenue, Brooklyn. He was standing on the ferryboat's forward deck, and was hurled to the deck of the barge and pinned beneath the wreckage. A call was sent to Hook and Ladder Company 21, and the firemen released him with jacks. He was carried along the narrow stringpiece and taken in an ambulance to Roosevelt Hospital, where it is said he will probably die.

John Branagan, the captain of the ferryboat, says the accident was entirely due to the carelessness of George Morgan, the wheelman, who started the boat from the slip, and is now missing. Captain Branagan was in the office of the superintendent, and according to the schedule had five minutes before sailing time. It is the rule for the wheelman to remain in the rear pilot house until all moorings are free, and after giving the signal to the engineer to go to the forward pilot house and help steer the vessel. Morgan complied with most of the order, but did not go forward immediately. The boat narrowly missed several other vessels on her way to New York. Captain Branagan, finding his boat gone, gave chase in a tug, but arrived only in time to see the smash.

A large section of the women's cabin of the Rochester was carried away and a section of her deck became so wedged in the side of the barge that it had to be cut off and left behind. The Castleton had no one aboard when she was sunk. There were fourteen horses and trucks on the Rochester and there was stampede of frightened animals when the boat struck. Wrecking crews worked until 10 o'clock freeing the Rochester, and she was towed to Weehawken, where the teams were unloaded.

The police are now searching for Morgan. The passengers were lifted and helped to the stringpiece of the 39th street pier and along it to the street. Even at 34th street some of them, in boarding trolley cars, still had their life preservers on.

CUBAN PLOTTERS HELD.

Conspirators Indicted—Threat of a General Strike.

Havana, Oct. 1.—Seven indictments have been found by the special judge in the conspiracy cases, and the men indicted are being held in default of \$10,000 bail each. This conspiracy was discovered on September 25, and on the following day Governor Magoon caused the arrest of Massu Parra, Juan Ducassé, Lara Miret and other suspected persons. The indictment accuses the conspirators of having agreed upon a plan to overthrow the provisional government of the United States as quickly as possible by dynamiting bridges, burning the properties of all foreigners excepting Spaniards, killing Americans and doing everything possible to prevent the realization of the coining sugar crop.

The prisoners were at once removed to jail. Governor Magoon had received a telegram from the Governor of Santiago province saying that as a result of the relentless pursuit of the rural guards, the bandits in that district have all been dispersed.

The railroads succeeded in moving all their trains to-day, and they now say they have the strike, which began on September 26, well in hand.

DYNAMITE FOUND AT HAVANA.

Havana, Oct. 1.—The secret police to-night discovered two hundred pounds of dynamite at a railroad station in this city. The explosive was labelled "hardware," and was being shipped to the interior. The police are inclined to believe that it was being forwarded by persons connected with the recent conspiracy.

LEAGUE WANTS TO FUSE QUIGG'S SERVICES BUT NOT WITH MURPHY.

Willing to Help Republicans if It Gets Something for It.

"Beat Murphy's county ticket." This is the order that William R. Hearst has issued to his lieutenants. To carry out the order the Hearst men are willing to endorse Republican candidates with the right kind of records, but the Republicans must return the compliment and endorse some of the candidates to be named by the league. The league is willing to endorse Bruce for the Supreme Court, Whitman for the General Sessions and Wadhams for the City Court, but in return it will want the Republicans to "stand for" a Hearst man for Sheriff.

Nothing in the way of a fusion has as yet been accomplished, but there is every reason to expect that the Hearst men will make certain proposals to the Republicans before the week is out. The Independence League convention is set for to-night at Carnegie Hall Lyceum. It may be adjourned. The aldermanic and Assembly conventions were scheduled for last night in all the boroughs, but most of them were postponed.

When the Hearst men were asked yesterday how they could consistently fuse with other organizations after the nomination of an independent state ticket on Saturday last, they called attention to the following paragraph of their state platform:

"While we recognize that local conditions, such as the overthrow of the corrupt Republican ring in Rochester and the smashing of McCarrollism in Brooklyn and Murphysm in New York, may require concerted action with other political bodies having the same object in view, which is entirely a matter for local branches of the league to determine for themselves, we declare that the time has arrived when the Independence League should stand alone in the state, maintain its independence and make no alliance whatever with any other party."

The officers to be filled this fall in this county are one Supreme Court Justice to succeed M. Linn Bruce, six City Court Justices, three General Sessions Judges, thirteen Municipal Court Justices and a Sheriff, besides aldermen and Assemblymen. The Hearst people particularly want the Sheriff's office for two years. There are about thirty deputies at good salaries, and a lot of patronage. The Sheriff, furthermore, can appoint deputies for Election Day. Altogether it is a fine thing, the Hearst men say.

It was said at the Gilsey House last night that Mr. Hearst had assented to any plan of campaign that involved a fusion with the Republicans so long as the Independence League was not called on to support an unworthy candidate for any office.

The election of six City Court Justices in a bunch this fall, if brought about by a fusion ticket supported by the Republicans and Hearst men, would give control of that court to the winning candidates for ten years. It is understood that Mr. Hearst has turned over to Maximilian F. Ihmsen, Melvin G. Palliser and Nathan Vidaver the task of bringing about a fusion with the Republicans, if it seems to be practicable.

The swing of the Hearst men away from their allies of last fall is a big surprise to Charles E. Murphy. He is said to be greatly disturbed over it. On Monday night William J. Conners, acting presumably for Charles E. Murphy, held a conference with Mr. Palliser and Mr. Vidaver at the Hofbrau Cafe in Broadway. It was said last night that Mr. Conners was informed that the Independence League would not fuse with Tammany, but would combine with the Republicans if a working agreement could be reached. One of the conferees said to a Tribune reporter last night:

"Hearst is burning with a desire to break Murphy's hold in this county. That is why he put the plank in the platform against Murphysm. He will not stand for a crooked deal or a crooked candidate, but he will stand for certain Republican candidates if the Republicans will give us the Sheriff and some of the city and municipal court Justices. If the Republicans are as anxious to beat Murphy as we are there will be a combination. It is up to Parsons and his friends."

When President Parsons was seen yesterday he refused to discuss the subject of a combination with the Hearst men. "I understand on excellent authority," said Charles F. Murphy at a Tammany Hall yesterday, "that Mr. Parsons has instructed his district leaders to combine with the Hearst men in their respective districts on local candidates." "How about the report that Tammany may combine with the Republicans on local judicial candidates?" "Don't know of any negotiations yet," said Mr. Murphy. Then he added:

"If they come to us with any proposition we will listen."

When asked about the meaning of the appointment of a conference committee by the Democratic State Committee, Mr. Murphy said: "I don't know what overtures will be made to the Republicans, but I do know that none will be made to the Independence League. The league has nominated its candidates already."

"Is it true that the real reason for the postponement of action yesterday was the fact that the Democratic party is pledged to the candidacy of D. B. Lucey, of Ogdensburg?" was asked. "I know of no such reason," was the answer. "Mr. Lucey is a candidate with others."

"How about Judge Gaynor?" "He is also a candidate."

"Is the Democratic party pledged to any one candidate?" "No; the field is open."

When asked about other candidates for various local judgeships Mr. Murphy said with a smile that there were many candidates, as any one could ascertain by asking the lawyers about it.

O. W. BARNES 2D MARRIED.

Weds Brooklyn Girl in Jersey City After Midnight.

Oliver Weldon Barnes, 23, the wealthy young man whose recent exploits in the Tenderloin gained considerable notoriety for him, married Miss Edna Browning McGoran, of No. 261 Lexington avenue, Brooklyn, in the City Hall, Jersey City, shortly after midnight this morning. Edward Golden, justice of the peace, performed the ceremony. The witnesses were Mr. and Mrs. Herman H. Morse. Two big touring cars drove up in front of the City Hall soon after midnight. A young man got out and was heard to say that he wanted to be married. The night watchman then told him he could get a man who would perform the ceremony. The watchman telephoned to Mr. Golden, and fifteen minutes after Mr. Barnes arrived he had been married.

About two weeks ago word came from Newport that Mr. Barnes and his chum, Captain Sedley, were there with their motor boat Marigutta, and that a young woman had been rescued from the boat by the police. It is said Mr. Barnes has spent more than \$100,000 since he reached New York, less than a year ago.

GREAT BEAR SPRING WATER.

"Its purity has made it famous."—Adv.

QUIGG'S SERVICES NET HIM \$217,000.

M. S. R. "ADVISER" TELLS OF WORK FOR RYAN.

Earned Some of It Fighting or Supporting Legislation—Highest Salary, \$15,000.

Testimony before the Public Service Commission yesterday in its investigation of the affairs of the Metropolitan Street Railway Company disclosed:

That the "special construction" account had amounted to some \$708,000 in about five years; That \$217,000 was paid to Lemuel E. Quigg for lobbying and other services, including formation of "property owners' associations" for use in the Ryan subway campaign; That H. H. Vreeland presented to himself a bill for \$25,000 salary and expenses, audited it himself and signed the check to pay it, without itemizing the expense account;

That almost all the documents to account for the expenditure of the \$700,000 special construction account have disappeared mysteriously from the custody of D. C. Moorehead, secretary of the Metropolitan Street Railway. That a check for \$5,000,000 had been drawn by the Metropolitan Street Railway to the Morton Trust Company, presumably as collateral for overdrafts by the railway company, and no entry ever made on the books of that company to show the transaction.

Judge Lacombe signed an order extending the receivership of the New York City Railway Company to include the many properties of the Metropolitan Street Railway Company.

BIG CHECK A PUZZLE.

Moorehead Can't Tell About One for Five Million Dollars.

Surpassing all in interest at the Public Service Commission's inquiry into the Metropolitan Street Railway's affairs was the testimony of Lemuel Ely Quigg, self-confessed lobbyist and puller of strings for the Ryan transit concern. Quietly, calmly, "as a matter-of-fact way as if he were talking of a pleasant trip on the Sound in his motor boat, Mr. Quigg admitted the receipt of more than \$200,000 from the company from the latter part of 1904 up to date and the expenditure of most of that sum for promoting or retarding the advancement of legislation and for the advancement of the Ryan company's subway plans and interests in opposition to those of August Belmont. For himself, Mr. Quigg testified that he received at first \$10,000 a year, later \$15,000, "and fees" on special occasions. He was hired as "adviser generally" to the company by H. H. Vreeland, even before he was admitted to the bar, and Mr. Vreeland passed on his bills.

It was late in the afternoon's work before Mr. Quigg was called to the stand, and already sensational testimony regarding the amount of money paid to him out of the special construction account and the subway construction account had been given by D. C. Moorehead and Marvin Scudder, the commission's consulting accountant. To all of it Mr. Quigg had listened, sometimes breaking into a hearty chuckle at some whispered comment made by DeLancey Nicoll, who sat at his side. Then finally William M. Ivins called the lawyer-lobbyist to the stand.

Every man in the crowded room stared as he walked deliberately to the chair at the end of the semi-circular desk, where sat Chairman Wilcox and Commissioners Eustis and McCarroll. Quite slowly, without the slightest symptom of nervousness, he took the oath and then settled himself comfortably into his chair, glancing through a bundle of cancelled checks and memoranda which he carried. He was a striking figure, his white hair contrasting with sun-bronzed skin. His close cropped grizzled mustache had been shaved off, leaving completely exposed the play of an expressive mouth, with a peculiarly sarcastic smile. He was dressed immaculately—a dark gray suit, standing collar and black necktie.

The only things in the witness's entire bearing which indicated that he himself felt he was undergoing a trying ordeal when Mr. Ivins began to ask him about his services for the transit company were a scrupulous nicety in the choice of words as he answered and an elaborate care in enunciation. His manner was thrown into strong contrast with that of D. G. Moorehead, the first witness, who had been palpably nervous. Mr. Quigg, in reply to Mr. Ivins's introductory question, said without hesitation that he received \$217,307.77 from the Metropolitan Street Railway Company from November 24, 1903, up to date. Also without doubt this amount might be divided into two classes, if Mr. Ivins chose—one group of payments amounting to \$151,246.23 vouchered for in a general statement; the other, \$66,061.44, for which separate vouchers had been rendered at various times.

Mr. Quigg was an attorney at law, he testified, admitted to the bar in February, 1904. Prior to that time his services for the street railway company had not been those of an attorney. He had been a newspaper man—he would not admit that he was a "journalist"—a reporter, correspondent and editorial writer; a member of Congress from 1892 to 1899, and a member of the New York County Republican Committee from 1897 to a year ago. He was president of that body from 1897 until the adjournment of the national convention in 1900. Then, seeing the meaning which Mr. Ivins might try later to attach to his political activities, Mr. Quigg volunteered:

BEGAN WORK IN 1899. "May I add right there—my relations with the Metropolitan Street Railway Company began, I think, in the fall of 1899."

When first employed by the company, he went on solemnly, he acted as "adviser generally" on the affairs of the company—not as a lawyer, yet "employed much as though I had been."

Mr. Vreeland employed him. Later, when admitted to the bar, he became practically one of the company's staff.

Next Mr. Ivins wanted an explanation of a bill rendered to the Interurban Street Railway Company for \$476.82, the voucher for which specified office rent, telephone calls, telegrams, telephones and expenses to Albany. Mr. Quigg recognized his handwriting, and in reply to a little passage-at-arms between Mr. Ivins and Paul D. Cravath admitted that vouchers of this sort would have been found if the older books of the Metropolitan Street Railway Company had not been destroyed from the time of his

AFTER ALL, USHER'S THE SCOTCH that made the highball famous.—Adv.