WANT NO RAILWAY

Property-Owners Object to New Street-Car Line.

WISH FRANCHISE TO BE VETOED

Board of Public Works Discusses Effect of Hillsboro Railroad on Adjoining Property, but Takes No Action.

The ordinance passed by the Common Council granting the West Side & Suburban Railway Company, which controls the Hillsboro project, a franchise to construct and operate lines over city streets, was taken up by the Board of Public Works yesterday afternoon, and was, after a discussion, referred to the committee on franchises, consisting of Chairman Mills and Richard Williams. The ordinance had been signed by Mayor Rowe and the remonstrants against the railroad looked to the board as the tribunal in which to present their case.

The claims of the remonstrants were presented by Attorney Stuart B. Linthicum, who said the railway would damage rather than benefit the district through which it passed. However beneficial the road might be to the city at large, the property interests along the route should be guarded.

Mr. Williams asked if the objections urged were applicable to any other district. Mr. Linthicum did not think they were. Granting that the line would be of benefit to the community, it was not desirable that it should pass and carry freight through a residence portion.

"You are willing that the line should pass in front of the property of some one else?" inquired Mr. Williams.

Property-Owners Against the Line.

"I should like to see the line enter the city," said Mr. Linthicum, "but not in such a way that property would be damaged. Quite a number of property-owners object to it, and I do not think they received the hearing that the importance of the subject warranted."

Mr. Breyman did not think that the freight cars along the Oregon City and the Vancouver lines had damaged property, and interests along the West Side route would not be injured. Chairman Mills said the board was loath to reject a franchise which had been granted by almost unanimous vote of the Common Council. Mr. Linthicum understood that the two absent Councilmen would have voted against the franchise.

"From what I understand," said Mayor Rowe, "Councilmen Bronaugh and Masters, had they been present, would have voted for the ordinance."

Mr. Linthicum had suggested that the proposed line make connection with the City & Suburban Railway, and Mr. Williams asked if the people living along the latter route would not make a complaint against the freight traffic. Mr. Linthicum said he had not had time to investigate the matter. The City & Suburban line was in operation, and it was not a material figure in the controversey.

President Mears, of the Portland Cordage Company, objected to the line on Northrup street, as the trackage at Fourteenth would interfere with the transportation of the company's products. The Portland Iron Works also was interested, and the two industries would be injured by the building of the line.

For the railway company, Attorney Mendenhall said the freight cars would be better than any now operated in the city, and that the line would bring a great deal of traffic to Portland. He understood that the company had the right of way to the city limits, and that such right of way would be of no value unless the city franchise were obtained. Asked by Chairman Mills if any assurance could be given that the line would be a benefit and not a menace to the city as the Barnes' Heights line was, Mr. Mendenhall said the road would develop a rich country, and would bring a great deal of trade to Portland.

Further Consideration of Ordinance.

Mr. Mills said the ordinance contained a number of provisions that would benefit the city, but he thought that further consideration was necessary. On motion it was referred to the committee on franchises, consisting of Mr. Mills and Mr. Williams. A meeting of the committee will be held Monday afternoon, and representatives of the company and of the remonstrants will be present.

Mr. Mills brought up the matter of the closing of the entrances to the docks at the foot of Morrison street in order to avoid a congestion of traffic on the bridge. Since the burning of the east approach and spans of the Madison-street bridge the Morrison-street bridge has been badly crowded and it was suggested that additional room on the West Side be gained by the closing of the dock entrances. Mr. Mills doubted the legality of such an act, and the matter was laid over.

Mayor Rowe Says "Good-Bye."

This was the last matter taken up before Mayor Rowe bade farewell to the board. "I shall not be present at your next meeting," he said, with a smile, "for then I shall be out of office. I hope," he concluded, "that you will continue in the good work that you have done during my administration. As Mr. Chase goes out with me, I suggest that he make a speech."

"If I were Mayor," said City Engineer Chase, reflectively, "I would reappoint all of you."

Mayor Rowe, followed by a chorus of "good-byes," then left the meeting.

Sewer and Street Bids.

City Auditor Devlin presented a report on the bids for sewer improvements, which were submitted at the previous meeting. The bids, with the City Engineer's estimates, were as follows:

	Bids.	Estimates.
Belmont street, J. B. Slemmons	$ 326 80	$ 257 20
East Seventeenth street, the Jacobsen-Bade Company	1246 85	1152 85
Stanton street, John Bays	576 91	539 45
Union ave., J. B. Slemmons	623 40	524 10
Weidler street, Prainey & Keating	1482 73	1391 35
Broadway, Reiner & Reiner	1796 80	1613 45
Hancock street, J. B. Slemmons	1059 74	987 90

The contracts were let to the bidders named.

Bids for street improvements were opened as follows:

Front street—Nickum & Kelly, $1018; Smyth & Howard, $1076 67.

Failing street—Smyth & Howard, $9730 76; Daniel Kern, $8525 55; N. B. Golden & Co., $8056 28; Glebisch & Joplin, $7602 87; Reilly & Stevens, $10,587.

Hancock street—G. W. Donaldson, $661 66; Smyth & Howard, $838 72; Glebisch & Joplin, $669 80.

Hooker street—Reilly & Stevens, $819 34; Smyth & Howard, $1088 47.

East Madison street—Miller & Bauer, $2367 10; Reilly & Stevens, $2556.

East Main street—Miller & Bauer, $2341; Reilly & Stevens, $2467 02.

All the bids were referred to Auditor Devlin for examination.

The City Auditor was authorized to prepare an advertisement asking for bids for the lighting of the city for two years, beginning next January.

The Harriman Immigration Work.

BAKER CITY, Or., June 24. — General Passenger Agent A. L. Craig, of the O. R. & N., is visiting Eastern Oregon in the interest of the general colonization scheme of the Harriman railroads. It is the intention of the immigration bureau of the various systems of railroads controlled by Mr. Harriman to advertise all of the territory covered by these roads with the express intention of inducing immigration from the East. The sum of $50,000 is to be expended for advertising the proposition in the East this year. The railroads are doing this for the express purpose of filling up their Pacific Coast territory with people. They hope to double the population of Oregon within the next five years.

TO SAVE GRAINFIELDS.

Oil for Locomotive Fuel on Columbia Southern.

President E. E. Lytle, of the Columbia Southern Railroad, is making arrangements to introduce oil for locomotive fuel on his road. It is likely that two of the engines of the line will be equipped for burning oil before the middle of July. The fuel will be tested on them before its use will be extended further on this road.

This move is made not so much on the ground of economy in fuel as it is for the safety of the country through which the railroad operates. In the dry season, when the grain is ripe, and even after harvest where long stubble is left, there is always danger of fire from sparks dropped by the locomotives. It is necessary to employ a special watchman on every freight train in the season when grain is ripe and dry, whose duty it is to remain at the rear end of the train and watch for sparks from the locomotive. If fires start the watchman pulls the air valve and leaps from the moving train with an armful of wet burlaps carried along for the purpose and rushes off to smother the flame. Other train hands follow with more of the wet burlaps as soon as the train stops, and the force works until the fire is entirely extinguished. Then the train resumes its way. All this is expensive and annoying, but it is cheaper than paying for burned crops. Oil-burning is deemed still cheaper.

The coal available for railroad consumption in this country is so light that locomotives are sure to blow live cinders from the smokestack when ascending grades or pulling heavy loads. When Roslyn coal was used in Eastern Oregon the danger was great enough, but now Wyoming coal is used and that is even lighter than Roslyn, though in some respects it is better fuel. Three barrels of petroleum are said to be equal to one ton of mine run coal for locomotive fuel. This can be put in the locomotive tanks for a little more than $1 per barrel, which will bring its cost below the present price of coal. Of course, each locomotive must be especially equipped for burning the oil, which will cost several hundred dollars for each engine.

The O. R. & N. Co. is also considering the matter of introducing oil for engine fuel on its lines.

The Associated Oil Company, of San Francisco, is trying to extend the consumption of fuel oil in the Pacific Northwest, and it is said that concern is arranging for a line of tank steamers to ply between Portland and San Francisco for the purpose of transporting this oil. The rail rates are too high to admit of extensive use of oil for fuel now, but large consumption is looked for when it can be delivered at less cost.

NO FREIGHT CHARGES.

Oregon Exhibit Deadheaded Over Atlantic Coast Line.

Henry E. Dosch, Oregon Commissioner to the Charleston Exposition, yesterday received from R. B. Grice, local freight agent at Charleston for the Atlantic Coast Line, a letter notifying him of a charge of $9 for transporting three cars of Oregon exhibits from the exposition grounds to the Atlantic Coast Line depot, and also giving the following information:

"I am glad to advise you that we took this matter up with our general freight agent, and he instructed us to bill your exhibit deadhead over our line, which was done."

To this Mr. Dosch yesterday added:

"In explanation of this letter, permit me to say that I knew our finances were running low, and also knew that the commission had incurred considerable expense at this end for transportation and purchases of exhibits, etc., of which I had no account, and economy was necessary. I represented to the freight department of the Atlantic Coast Line that by reason of our exhibit at Charleston thousands of people went over their lines paying full fare and the trade certain to follow after the exposition would increase materially. This representation they promised to take under advisement.

"It certainly was a very graceful thing to do on their part, because they did not have to do it, and it means not less than $300, and possibly more, saved. This act on the part of the Atlantic Coast Line Railroad Company is only another one of the many courtesies shown to Oregon by the Charlestonians, the memory of which will ever be a most pleasant one to our entire delegation, and they have the gratitude and good wishes of every Oregonian."

GIVE RAILROAD TERMINAL.

Grant's Pass to Aid New Line to Crescent City.

GRANT'S PASS, Or., June 24.—A joint meeting of the Grant's Pass Councilmen and Board of Trade directors was held today to take some action regarding the purchasing of right of way and terminals in this city for the prposed Oregon & Pacific Railroad. The committee that has been working on the matter for some time reported that it had secured an option on the purchase of the land designated by the company as that desired by the company for the terminal grounds. This land consists of 27 acres lying on the east part of Grant's Pass and at the upper end of the Southern Pacific yards.

A special election for the voting of bonds to purchase this land will be held as soon as it can be advertised and prepared for. The law forbids the voting of bonds by a city for aiding private corporations, so the land will be purchased as a park and given to the Oregon & Pacific Railroad Company in an indirect way.

Two surveying parties are now at work surveying the route for the new road. Colonel Draper says that as soon as the surveys shall be completed he will put on construction crews and begin grading.

People here are very enthusiastic in the matter and feel confident that the new road will be completed within 18 months, connecting Grant's Pass and Crescent City, Cal.

The Merger Suit.

ST. PAUL, June 24.—In the United States Circuit Court today, Judge Amidon presiding, the action of the State of Minnesota against the Northern Securities Company and James J. Hill, its president, was called and then set aside until all the jury cases are disposed of, when Attorney-General Douglas will move that it be remanded to the District Court of Ramsay County, where it originated, and attorneys for the defendants will offer a motion to vacate service. It will probably be several days before the case comes up again.

Revolution in Brazil.

NEW YORK, June 24.—The Buenos Ayres, Argentina, correspondent of the Herald says:

The Journal de Brazil, of Rio Janeiro, says preparations are afoot to bring about a revolution in Brazil before the establishment of the new administration of Rodriguez Alvez, the President-elect.

Oxford Degree for Choate.

LONDON, June 24.—Oxford University today conferred the honorary degree of Doctor of Civil Law on Joseph H. Choate, the United States Ambassador to Great Britain.

DELICIOUS CONFECTIONS.

Creamed Strawberries

Made on half-hour notice. Swetland's, 273 Morrison.

SHIPS FOR SOUTH AFRICA

SEVERAL CHARTERS REPORTED FOR NEW-CROP BUSINESS.

Large Fleet of Lumber Carriers in the River—French Bark Asle to Be Loaded by Original Charterers.

The British ship Eskasoni has been chartered to load at Portland for South Africa in July. The Formosa has been taken for the same business later in the new season, and the Powys Castle to load on Puget Sound for an African port. The British ship W. J. Pirrie is reported chartered for September loading at Portland at 28 shillings, a rate slightly under the figure paid for ships for the Cape of Good Hope. While the statistical position of ships is anything but strong, there has been more chartering than for the same period last season. This is due to the fact that rates are now down pretty close to the deadline between profit and loss for the shipowner, and there is accordingly less liability of loss by a further decline than there was a year ago, when 40 shillings to 42s 6d were paid for some of the early ships taken. The Eskasoni is reported to have sailed from Yokohama for this port last week, but none of the other ships mentioned is near at hand.

PLANS ARE UPSET.

Steamship Combine Unable to Control Grain Rates to Europe.

NEW YORK, June 24.—From present indications, the growing grain crops will not stay on this side of the Atlantic on account of the excessive transportation charges, says the Journal of Commerce. Rates are being cut by the various routes and the steamship combination of minimum figures is so far inevitable. The latest plan of the steamship lines, at any rate the London-Liverpool line, was to so arrange steamship rates that the through rate from Chicago to Liverpool, for instance, should be the same, regardless of the port through which the merchandise should begin its ocean voyage. This change contemplates a system of rates so as to neutralize the railroad differential. In other words, steamships sailing from Baltimore, Philadelphia and the Virginia ports were to charge a higher rate than the New York lines.

It has been found that this plan is not working smoothly, and as a matter of fact, some of the outport lines have refused to try it. Furthermore, the plan has been upset to a considerable extent by the reduction in the differential Baltimore has enjoyed and a reduction of the lake and rail rates between Buffalo and New York, which went into effect Friday. These latter are to remain in effect until July 15. Whether or not they will continue thereafter remains for future action.

Frank Harriott, of the trunk lines grain committee, established January 1, will, only say that there is a difference between lines to various ports on grain rates, which will continue until July 15, at least. This is the date to which the New York-Buffalo lines have made their reduction effective.

LARGE LUMBER FLEET.

Vessels Now in the River Have a Capacity of Over 7,000,000 Feet.

Ten lumber vessels, with a combined carrying capacity of over 7,000,000 feet of lumber, were in the river yesterday, half of them loading for foreign ports, and the others for coastwise points. The year opened with a larger ocean lumber business in sight than ever before, and it has been steadily increasing since. Most of the carriers now engaged in the trade are comparatively small craft when the big foreign steamships which have taken record-breaking cargoes out of Portland are considered, but their carrying capacity in the aggregate reaches pretty large proportions. The four largest carriers, the Ariel, Eldorado, Churchill and Fred J. Wood, are all Pacific Coast built vessels, and will carry from 1,000,000 to 1,200,000 feet each.

Other vessels loading on the river are the Tam O'Shanter, Repeat, Quickstep, Alcalde, Fulton and Sequoia, the two last named being steamers. The larger vessels will go to the Orient, Australia and South America, and the others to California ports. The demand for lumber continues heavy, and prospects are favorable for a continuation of it for an indefinite period.

BOSTON HAS HOPES.

With a 30-Foot Channel, She Is Promised Better Steamship Service.

NEW YORK, June 24.—Railroad interests in and around Boston have been speculating for some time, says a dispatch to the Tribune from that city, as to the effect of the steamship merger upon this port. It is now stated that the syndicate has given a virtual pledge to the railroad powers here for a passenger ocean steamship service superior to anything that has ever been planned for this coast.

The carrying out of this promise is conditional upon the completion of the 30-foot channel between Brown Sound and President Roads, upon the agreement of Congress to cut a 35-foot channel from deep water to the head of the harbor. The 30-foot channel will be completed by the War Department by October of this year, while Congress has just put through the plans for the 35-foot channel.

OFFICER BOARDS THE SPEKE.

Takes Knives From Rebellious Members of the Crew.

ASTORIA, June 24.—Captain Stott, of the British ship Speke, came up from Sand Island last night and this morning returned to his vessel, accompanied by Sheriff Linville and a deputy. The purpose was to take from the rebellious members of the crew some pistols which they were believed to have concealed. None were found, but several knives were taken from the men. All of the crew, except two, agreed to return to their duties, and these two are expected to be forced to work when the vessel gets off shore. The Sheriff states that he found open in the forecastle a five-pound jar of butter, a gallon jar of marmalade and a box of crackers, so he believes that the men were well fed. The men's side of the trouble and their actual grievance has not been permitted to be made public.

CASUALTIES FEWER THIS YEAR.

Lloyd's Loss Book Shows a Decrease Over the Year 1901.

The reports of casualties on Lloyd's Loss Book up to and including May 28 show that the disasters at sea for the current year have been considerably fewer and less serious than for the corresponding period last year.

Losses reported for 1902 include 238 sailing vessels and 249 steamers, as against 247 sailing vessels and 279 steamers reported up to May 28, 1901. These losses include vessels ashore, burnt, sunk or abandoned; vessels ashore got off, much damage; vessels sustaining loss of any principal mast, and those condemned.

STEAMSHIP ASHORE.

Difficulty Encountered in Navigating Puget Sound Without a Pilot.

PORT TOWNSEND, June 24.—The British steamer Wearside went ashore at the entrance to Port Ludlow this morning. She had no pilot on board. The tug Pioneer has gone to her assistance.

(The Wearside is a large tramp steamer of 2299 tons net register. In command of Captain Kish, she arrived on the Sound June 19, en route to Port Blakeley, to load lumber for Buenos Ayres. It is supposed that she was on her way down the winding bay and so lost her bearings and struck the beach.)

Wearside Runs Aground.

PORT TOWNSEND, Wash., June 24.—The tramp steamship Wearside, Captain Kish, while bound from here this morning for Ludlow to take cargo, ran aground off that port, but was floated at 3 o'clock. Tugs were dispatched to the assistance of the big vessel. There was no pilot aboard, and it is supposed Captain Kish mistook the buoys marking the entrance to the harbor.

Domestic and Foreign Ports.

ASTORIA, June 24.—Arrived at 6 and left up at 10:20 A. M.—Steamer Columbia, from San Francisco. Arrived—Steamer Vosburg, from Tillamook. Arrived down at 6 A. M. and sailed at 1 P. M.—Steamer Alliance, for San Francisco. Condition of the bar at 4 P. M., rough; wind south; weather cloudy.

New York, June 24.—Arrived—Kronprinz Wilhelm, from Bremen; Aller, from Naples; Koenigen Louis, from Bremen.

Queenstown, June 24.—Arrived—Teutonic, from New York.

San Francisco, June 24.—Arrived—Steamer Geo. W. Elder, from Portland; steamer Compeer, from Tacoma. Sailed—Schooner Laura Madsen, for Gray's Harbor.

New York, June 24.—Sailed—Blue Cheer, for Hamburg; Kaiserin Maria Theresa, for Bremen.

Bremen, June 24.—Arrived—Barbarossa, from New York; Breslau, from Baltimore.

Bremen, June 24.—Arrived—Kaiser Wilhelm der Grosse, from New York.

Plymouth, June 24.—Arrived—Auguste Victoria, from New York for Cherbourg, and proceeded.

Boulogne-Sur-Mer, June 24.—Arrived—Rotterdam, from New York for Rotterdam, and proceeded.

PERSONAL MENTION.

E. C. Judd, a merchant at Hopewell, Polk County, is in the city.

W. S. Taylor, a business man at Gervais, was in Portland yesterday.

Dr. T. F. Smith, a physician at Tacoma, is spending a few days in Portland.

D. W. Ralston, the well-known cattle-buyer and shipper, is at the Perkins, from Sheridan.

Prosecuting Attorney A. E. Reames, of Jacksonville, is in the city, and is staying at the Portland.

William W. McGuire, formerly a resident of Portland, and at present located in Seattle, is here on a visit.

Dr. Hugh France, a physician at Wardner, Idaho, is in the city for a few days, and is staying at the Portland.

A. A. Cunningham, of Salem, was registered at the Imperial yesterday. He is bookkeeper for the Salem Light, Power & Traction Company.

Dr. C. A. Ames, the Mayor of Minneapolis, who has been indicted for bribery, was in Portland from 1870 to 1872 as city editor of the Evening Bulletin.

J. T. Bridges, Receiver of the land office at Roseburg, who recently underwent a surgical operation at a Portland hospital, has recovered sufficiently to return to his home.

P. L. Campbell, president-elect of the State University, was in Portland yesterday on his way to Eugene to attend the meeting of the State Teachers' Association.

W. S. Dwinnell, an attorney of Minneapolis, is in Portland on a tour of the Coast. He is accompanied by Mrs. Dwinnell, and is registered at the Portland Hotel.

A. T. Waln, who is in Portland from Salem, says that Oregon's capital city will have the biggest Fourth of July celebration this year that it has had for many years.

F. Weyerhaeuser and wife, of St. Paul, Minn., are at the Portland Hotel for a few days, while Mr. Weyerhaeuser looks after some timber land transactions in which he is interested.

H. S. Lyman, superintendent of the Clatsop County schools, passed through Portland yesterday on his way to Eugene, where he will read a paper before the State Teachers' Association.

Judge J. B. Waldo, of Macleay, spent yesterday in Portland. He was one of the early justices of the Supreme Court, and is a resident of the Waldo Hills, of which section he was a pioneer.

H. C. Wortman returned Monday after a two weeks' absence from the city, during which time he was in attendance at the Imperial Council of the Mystic Shrine, held at San Francisco, and later passed a week in Southern Oregon, fishing and hunting.

Victor B. Dolliver, of Iowa, who delivered addresses in Western Oregon towns in behalf of the Republican ticket in the recent campaign, has been touring California for two weeks. He will be in Portland June 30, and will deliver a patriotic oration at Astoria on July Fourth. In writing to Portland friends, Mr. Dolliver says that, after visiting various parts of California, going as far south as Los Angeles, he has found no place that pleases him as well as did Oregon.

NEW YORK, June 24.—Northwestern people registered at New York hotels today as follows:

From Portland—Miss K. Burns and Miss G. Thorns, at the Manhattan.

From Seattle—R. A. Grant and wife, at the Morton.

LINCOLN, Neb., June 22. — Governor Savage, with party of 30, who will attend the Nebraska keel-laying at Seattle, July 4, will visit Portland on his trip.

Charge of Stealing Horse and Buggy.

Ed Ross and Fred Richards were arrested at Ridgefield, Wash., charged with the larceny of a horse and buggy from the Fashion Stables, this city. Monday afternoon a man who gave his name as C. L. Smith and who resided for a few hours at the Perkins Hotel, telephoned to the Fashion Stables stating that he wished to hire a horse and buggy, as he was about to go to Montavilla on business. He promised to be back in about three hours, but the stable people did not see him again. Yesterday the Portland police authorities received a telephone message from Ridgefield stating that two men in a buggy had visited that place and were trying to sell the horse and buggy. Inquiries were made at the different stables, with the result that the Fashion Stable folks discovered why their horse and buggy had not been returned, as was promised by Mr. Smith. The young men who are arrested are each about 18 years old, and are said to hail from Seattle. Portland detectives will leave today for Ridgefield to bring the prisoners here for trial. Smith is thought to be an assumed name.

Volunteer Pieces of Their Skin.

NEW YORK, June 24.—Two hundred employes of the American Felt Company at Glenville, Conn., have volunteered pieces of their skin to save the life of one of their fellow employes. The victim is Mary Affeldt, 19 years of age, a weaver. She had just arrived at her loom and stooped down over her "threads" to oil some part of the machine, when the loom started. She raised her head and in an instant the hair at her temples caught in the gear. Before any one could reach her she was lying on the floor covered with blood. The hair on her head had been pulled off, taking the scalp with it and part of one ear. Her condition is serious, but the doctors believe she can be saved by skin grafting, and the weavers have all volunteered to furnish what is needed.

Sensation at Morrison Trial.

ELDORADO, Kan., June 24.—Dr. Brownfield, a traveling physician, testifying today for the defense in the third trial of Jessie Morrison for the murder of Mrs. Olin Castle, caused a sensation when he declared that while passing the Castle home the morning of the fatal fight, he saw Mrs. Castle and heard her call the defendant into the house. The state tried hard to destroy the evidence, and finally the County Attorney ordered Brownfield's arrest on a charge of perjury.

Pearl Beardsley testified to pulling Miss Morrison away from the door of the Castle home and to have heard her say: "She (Mrs. Castle) tried to kill me. I had to do it."

THAT "HARMONY" SPEECH

GROVER CLEVELAND'S REMARKS AT THE TILDEN BANQUET.

Mr. Watterson, of the Louisville Courier-Journal, Considers ex-President Deficient as Leader.

Under the caption, "A Death's Head at the Feast," the following by Mr. Watterson appeared in the Louisville Courier-Journal of June 21 regarding the "harmony" speech by Grover Cleveland at the Tilden Club banquet in New York:

"The Democratic party is not so rich either in leadership or in position of strategic advantage that it can afford to reject good counsels from any quarter, but surely it has the right to draw the line on Grover Cleveland.

"To Grover Cleveland's insufficiency, to use no harsher term, it owes its undoing. The claim that he is the one man who has led it to National victory in 40 years fails to the ground when it is recalled that in 1884 he won the election by a doubtful margin in the State of New York, which he had carried the year before by a majority of nearly 300,000; that in 1888 he lost the election through his fatuous vanity and self-confidence, and that in 1892 the Homestead riots, which transferred the vote of the labor unions bodily from the Republicans to the Democrats, made the defeat of the Democratic ticket impossible. One star, at least, shone over Mr. Cleveland's cradle. He was born to good luck, and he was destined to be President."

Deficient as Leader.

Then, after a review of the Cleveland Administrations, Mr. Watterson continues:

"Those who know him well will not deny to Mr. Cleveland a personality all his own. He is a man of great force of will and dominancy of character. Democrats have a superstition in favor of what is called 'Jacksonian firmness.' Courage, indeed, is a popular attribute with all classes of people. Mr. Cleveland has gained largely in popular favor by reason of the ascription of a sturdiness and integrity which his panegyrists have assiduously cultivated. Neither his honesty nor his hardihood need be gainsaid in order to prove his deficiency as a party leader, though both have been most violently assailed, and, having no personal ill-will to gratify at his expense, we shall not stop to inquire where the trophies of either may be on exhibition.

"It is enough to declare that he found the party what Mr. Tilden had made it—a moral unit, a great, compact body of fighting men—and that, having twice betrayed it—we will not say consciously betrayed it for his own selfish ends—he left it, leaderless and divided, to the mercy of the winds and waves of factionism, called into being by his own lack of generosity and foresight.

"Even down to the Chicago convention of 1896 Mr. Cleveland stood in the middle of the road blocking the way alike of friend and foe who might decry or seek the nomination of that convention. He could not be induced to efface himself. Whilst he was from day to day pretending that he would issue a farewell address to his party, taking himself from out the range of possible nominees, a member of his Cabinet, without rebuke, was permitted earnestly to urge him for a fourth time upon the party.

Attitude to Carlisle.

"He literally held Carlisle whilst Carlisle's enemies skinned him. But, later along, when a sacrificial nomination was in issue, he was prompt, even vociferous, in his refusal to consider it. In a word, he was a receptive candidate for a fourth nomination; he thought the factional troubles in the party would bring this about; and—well, we saw what we saw, we have been there, and we have returned, and, to make a long story short, we know what we know.

"It seems a kind of irony that it should be a Tildren Club to welcome Mr. Cleveland's baleful re-entry into political activities. Mr. Tilden died with words of scorn and contempt upon his lips for Grover Cleveland. He understood perfectly the coarse texture of Mr. Cleveland's physical and mental make-up, his obtuse selfishness, his ignorant obstinacy, his vulgar self-assertion, his indefatigable duplicity.

"That Mr. Cleveland should put himself forward as a conjecturable party leader is proof of a self-confidence which would be sublime if it were not sinister; because leadership with him means office, and nothing but office. Such well-turned disclaimers as that which irradiated his elsewise aptly phrased speech of Thursday night mean nothing to those who are familiar with his peculiar methods. They know for a certainty that Mr. Cleveland never puts himself to the trouble of public appearance without a definite objective point, and that this objective point always relates to his own appetite and interest.

"From the day he was one and twenty till now he has been an office-seeker. He never drew a disinterested respiration in all his life. We are not permitted, therefore, to see in this artfully timed and ostentatious reappearance upon the scene from which he withdrew into the conspicuous shade of a great university anything except the organization of a Presidential boom, as it is called.

Course in 1892.

"From 1889 until 1892, affecting the same seclusion, Mr. Cleveland was industriously shaping his campaign for the nomination of the latter year. His old office-holders were industriously helping him. They thought if he got back they would get back. So in every precinct throughout the country, while the chieftain masqueraded as a patriot and sage, rising superior to the material things of ambition and life, the Cleveland propaganda went on beneath the surface.

"The trick succeeded; it had never been tried before, and those who might have withstood it knew not how. As the appointed time drew nigh, it looked as if the whole country was for Cleveland. Through admirable and tireless management of Mr. Whitney he was nominated, and, thanks to the Homestead riots, he was elected, and the first thing he did on getting back to his kingdom was to announce to the men who had restored it to him, his former office-holders, that they were not in it.

"Thus he killed two birds with one stone, he got rid of a riff-raff of importunates and made a new riff-raff of expectants, trusting his luck that in future contingencies the latter would outweigh the former. More than any politician of his time he has understood how to play upon public opinion and to pose for effect. This has enabled his partisans to create an ideal Cleveland, to place this upon a pedestal and to fall down and worship their own man of straw. Meanwhile the real Cleveland grew to be a veritable upas tree, so that whoever came beneath its shadow perished. The truth is that, though a wrecker of larger craft, in paddling his own canoe Mr. Cleveland is a most dextrous oarsman.

"We rather thing the party will agree without much division that it has had its fill of Mr. Cleveland. The idea of his nomination is little short of ridiculous. He would be hailed by the Republicans as the Diaz of the Democracy; that is, as its only, onliest Captain-General. It is safe to say that as a candidate for a third term in the White House, and for the fourth time a Presidential nominee, he could not carry a contested district in the United States.

"The Tilden Club has decidedly put its best foot foremost. The rather, as the saying is, it has 'put its foot in it.' The name of Cleveland may still be a name to conjure with for the Republicans. With the Democrats of the West and South it is simply hateful. Addressing it, the party might paraphrase the famous words of Rip Van Winkle, 'I got enough, and I know when I got enough,' though it would hardly be able to complete the sentence and to add, 'I am glad when I got enough.' The statement of what Mr. Cleveland said was done in his characteristic vein of felicitous subtlety, but which of the fables tells of a certain animal, with sad memories in mind, saying in response to the polite invitation of a certain other animal, 'Mr. Fox, you talk too well'?"

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