FAIR IN CITY PARK

Engineers Solve the Problem of Transportation.

FREIGHT BY STREET-CAR LINES

Transfer Can Be Made Safely and at Small Expense—Where New Tracks May Go—Arrangement of Buildings.

Now that the advantage of having the Lewis and Clark celebration on ground owned by the city has been made apparent and an official preference for the City Park as a site for the Exposition of 1905 has been expressed, the practicability of such selection is much discussed. There is no doubt in any quarter that it is possible to hold the fair at almost any point within the city limits and to provide adequate transportation to it, but is it practicable? That is the question that is agitating many people. And in this connection the matter of transportation occupies a leading place. All recognize that adequate means of transportation must be provided or the fair will be a financial and economic failure, no matter how delightful the site may be or how wonderful the exhibits. And competent engineers have so often been quoted for the statement that it would be impracticable to put a standard-gauge railroad at the top of the hill in the City Park that there is quite a general tendency to question the wisdom of the committee in preferring that site.

This distrust is based somewhat upon the statements that have gained currency to the fact that a great many heavy exhibits necessary to the success of the Exposition would not be available unless they could get direct to the fairground in sealed cars and there, at one moving, be placed for exhibition. If particularly heavy or particularly frail wares were to be carted about the city in all ways to reach the Exposition, it was said that we should miss most of them from the fair. Upon this declaration many of the statements as to the necessity for a steam railroad to the Exposition buildings were based. Of course, everybody recognized the desirability of direct railroad communication as a convenience for the delivery of building materials and for handling nearly everything going to or from the Exposition, but desirability is not necessity, and it is the indispensables that are being first considered in determining the location of the fair.

Upon reflection those competent to judge have come to the conclusion that a standard railroad direct to the Exposition will not be essential to success of the enterprise. In an exposition of the scope contemplated here no exhibits are expected that cannot be transferred with entire safety and with little trouble from standard-gauge cars to narrow-gauge cars at the terminal grounds in Portland. The narrow-gauge cars will run upon the street-car tracks direct to the Exposition. There is no question about the practicability of putting the street-cars directly into the Exposition grounds and buildings. It is proposed that narrow-gauge cars shall be provided with floors of the same height as the standard cars, so there need be no difficulty in making the transfer of freight from one to the other without risk of injury.

Chairman Wessinger, of the sub-committee that has declared in favor of the City Park for a fair site, accompanied Colonel L. L. Hawkins and Chief Engineer Grondahl, of the Southern Pacific, to the City Park yesterday afternoon and, after an examination of the grounds for nearly three hours, the statement was given out that they were satisfied that it would be entirely feasible and highly desirable to hold the Lewis and Clark Celebration there. Mr. Grondahl made a professional examination of the engineering features involved. His judgment accorded with that of Colonel Hawkins, who is himself a civil engineer of considerable practical experience, and Mr. Wessinger was much pleased with the situation. A terrace a little back of the City Park proper was picked out as a suitable site for the main building, with the minor structures on a terrace a little below that. This would afford a survey of nearly all the Exposition grounds from the main building, and a complete oversight of the city with the snow-capped mountains punctuating the distant landscape. Mr. Grondahl, after this inspection of the ground, was firmer than ever in the opinion expressed in the following suggestions, made by him a few days ago, in a letter to Colonel Hawkins:

Engineer Grondahl's Suggestions.

On your request to look further into the question of providing transportation facilities for the Lewis and Clark Exposition, in case the City Park and adjacent property be selected for its site, I beg leave to suggest the following:

The site of the exposition buildings proper, I take it, would be on the terraces west of the City Park, partly on the tract of land belonging to the city water works, and partly on the tract belonging to the King Real Estate Association.

I said in a letter to you some time ago, that there were no serious engineering difficulties in the way of getting rail connection for the transportation of material and exhibits to this ground.

That the exposition will be of such magnitude that a railroad of standard gauge connecting the exposition grounds with the terminal company's tracks will be necessary is very doubtful, and inasmuch as a transfer of material or exhibits on to cars of the street-car lines can be easily accomplished, both to the Portland Railway Company and to the City & Suburban Railway Company, I think such arrangement would prove adequate for all needs.

To simplify and cheapen the construction of the necessary street-car lines to the exposition grounds it appears to me that the two companies interested should jointly build a double track from the intersection of Sixteenth and Montgomery streets, on lines, as approximately indicated on the map herewith in red lines, going through the fair grounds on Kingston avenue, extended thence west down to the Barnes road, and thence follow this road east and down to Brookville, from which point the City & Suburban could make a connection with its Glisan-street line, as indicated, and the Portland Railway Company connect with its present Washington-street line.

My reasons for suggesting that the two companies do this jointly are:

First—Because of the less expense to each.

Second—Neither of the companies could give adequate service with single track and switches.

Third—Because the routes of the two companies would of necessity practically follow the same lines.

Fourth—More than two parallel tracks would be inadmissible on Barnes road.

Fifth—The two tracks would be ample to take care of all the visitors on the grounds. Take one car per minute each way on each of the lines, carrying 42 passengers per car, and 10,000 people would be accommodated per hour.

The construction of the street-car tracks, as indicated on maps, will present no great difficulties; the maximum gradient from Sixteenth and Montgomery streets up to Kingston avenue need not be more than 6 per cent. It will call, however, for some quite heavy trestling at the crossing of Chapman street and the Canyon road.

From Kingston avenue down to Brookville on the Barnes road the grade will be about 10 per cent.

The total length of the road from Sixteenth and Montgomery streets through the exposition grounds to a connection at the Gambrinus brewery will be about 10,000 feet.

In addition to the street-car lines mentioned, there should be built some streets or boulevards in connection with the present drives through the park, by which the exposition buildings could be reached more easily.

The whole of this matter is, however, a question which easily can and will be met, after the selection of the site is definitely made.

This is regarded as expert opinion upon the matter of providing transportation for the exposition, if it shall be located at the City Park. While those who have charge of the selection of a site are not willing to say definitely that solution of the transportation problem settles the matter, there is manifest a disposition to free the City Park from the handicap it has been carrying in the unexpert opinion or impression that adequate transportation could not be provided for the exposition there. For the difficulties of transportation have been regarded by many as presenting an insuperable obstacle to the City Park as a fair site.

"We found," said Colonel Hawkins, in speaking of the visit to the park yesterday, "that street-car lines that can enter the park are by no means limited to those mentioned by Mr. Grondahl. It is feasible to put five street-car lines in the exposition grounds, and there can be no doubt about the capacity of those lines to handle all the people that will attend the fair. But if, through any accident, the car service should be interrupted people could walk from the exposition to their homes with little inconvenience."

In speaking of the general aspect of the exposition at the City Park, Mr. Grondahl said yesterday:

"I take it that the conformation of the ground and the conditions of the exposition will call for Swiss architecture in the buildings, and very pleasing effects can be produced. To make the outside of the various structures of rough slabs from the sawmill will give them cheapness, stability and serviceability and produce an effect of novelty and general appropriateness. I was struck with the idea while on a visit to my old home in Switzerland, where I saw many public buildings of quaint design and serviceable construction. I believe happy results could be reached by observing a general scheme of Swiss architecture for the fair buildings if the City Park be chosen for the site."

Engineer Chase's Views.

W. B. Chase, last Spring, when he was City Engineer, was asked by the Lewis and Clark executive committee to report on the availability of the City Park as a fair site, and his report then made was as follows:

Having considered the matter, I have to say that the City Park contains about 41 acres, and the tract recently purchased by the Water Committee adjoining the park, about 60 acres. The site has both advantages and disadvantages, as all other sites suggested have. In some respects the park site is unique; it may be termed a mountain locality where the natural style of landscape gardening would have to be followed rather than the geometrical. The buildings could not be placed in great squares or circles, but might be placed at different elevations. The roads would have to be on the contours of the ground rather than in long, sweeping curves or on right lines. All this would be unusual and very beautiful. The view from the higher points is the finest anywhere when the weather is not smoky. The park proper has been improved, which may be considered a saving. The site is nearly in the center of the thickly settled portion of the city, north and south; geographically, it is very near the city.

The roads constructed, trees and fountains would be permanent.

As a rule the buildings suitable for fair purposes are useless for anything else, but a permanent historical building or aquarium might be built.

On the contrary, the park, although near geographically, is an elevated, broken district requiring narrow roads and steep grades for economic reasons. Wide roads on side-hill locations are necessarily expensive.

In the park proper the spaces level enough for large buildings are few and covered with forestry, which ought not to be destroyed for buildings or anything else of a temporary nature.

All the large buildings would have to be in the part purchased by the Water Committee. This tract is to a great extent hillside, varying in slope from 10 feet in 100 to 30 feet in 100. There are two or three blocks comparatively level near the abandoned cable-car line at an elevation of about 450 feet. That car line crossed reservoir No. 4 and went up to the more level districts on a grade of about 20 feet in 100 in places. This is too steep for trolley lines to work safely.

There are two car lines leading to the park now, but neither take the visitor to the higher level. I presume these lines would find a way into the parks.

While not exactly impossible, it is impracticable to build a steam road to the park or into it so as to reach the plateau where the buildings would be with unbroken cargoes.

The expense of transportation of materials for the construction of large buildings, as well as the exhibits would be very great.

The item of water would be a matter of pumping.

In conclusion, if it is desired to have a fair unique, different from other fairs, in a particularly picturesque locality, no better site could be chosen for the fair than the City Park.

But if we wish to have a fair something like other large fairs, easy of access and economical to install the plant, a more level district will have to be found.

Summary of Advantages.

At the same meeting of the executive committee the following summary of the advantages of the City Park as a site for the fair was presented by the Rev. T. L. Eliot and L. L. Hawkins:

1. The City Park, 40 acres, and Water Committee, 60 acres, contiguous, present a noble union of woods, canyons, level spaces and hillsides, overlooking the entire city, 50 miles of the Columbia and 20 miles of the Willamette River, the Cascade Range for 100 miles, and four snow peaks. The fair buildings can be so grouped that the appearance will be imposing and picturesque to the visitor and visible for miles; and with less pretentiousness and cost because of the opportunity there will be for the architects to co-ordinate them upon an ascending scale. Buildings on a plain must be elevated by towers and must depend upon elaboration to gain any distinction; but upon a site like the City Park distinction can be gained with lower buildings, by mass and color, both of buildings and landscape work.

2. In addition to 100 acres in absolute possession, the Amos King estate offers gratuitously 80 acres immediately adjoining. The contiguous lands on the southwest (the Grover, Hawthorne Addition and W. S. Ladd estate), though not necessary to the scheme, can probably be obtained for fair uses. Also, on the east of the City Park, the Green and the Macleay estates.

3. Both car lines can enter the site at the main level; from Jefferson street by a direct grade, from Washington street and Canyon road by a back-track, from the latter at a point a short distance beyond the City Park.

4. The City Park has 40 acres in a highly improved state, and in case of the fair site being there is capable of an extraordinary floral development. It could be made a field of choice roses from the gates to the boundaries. It has the original forest trees, the zoological collection, etc., can be expanded, an aquarium and other attractions can be set on foot. The acreage required for buildings is already graded.

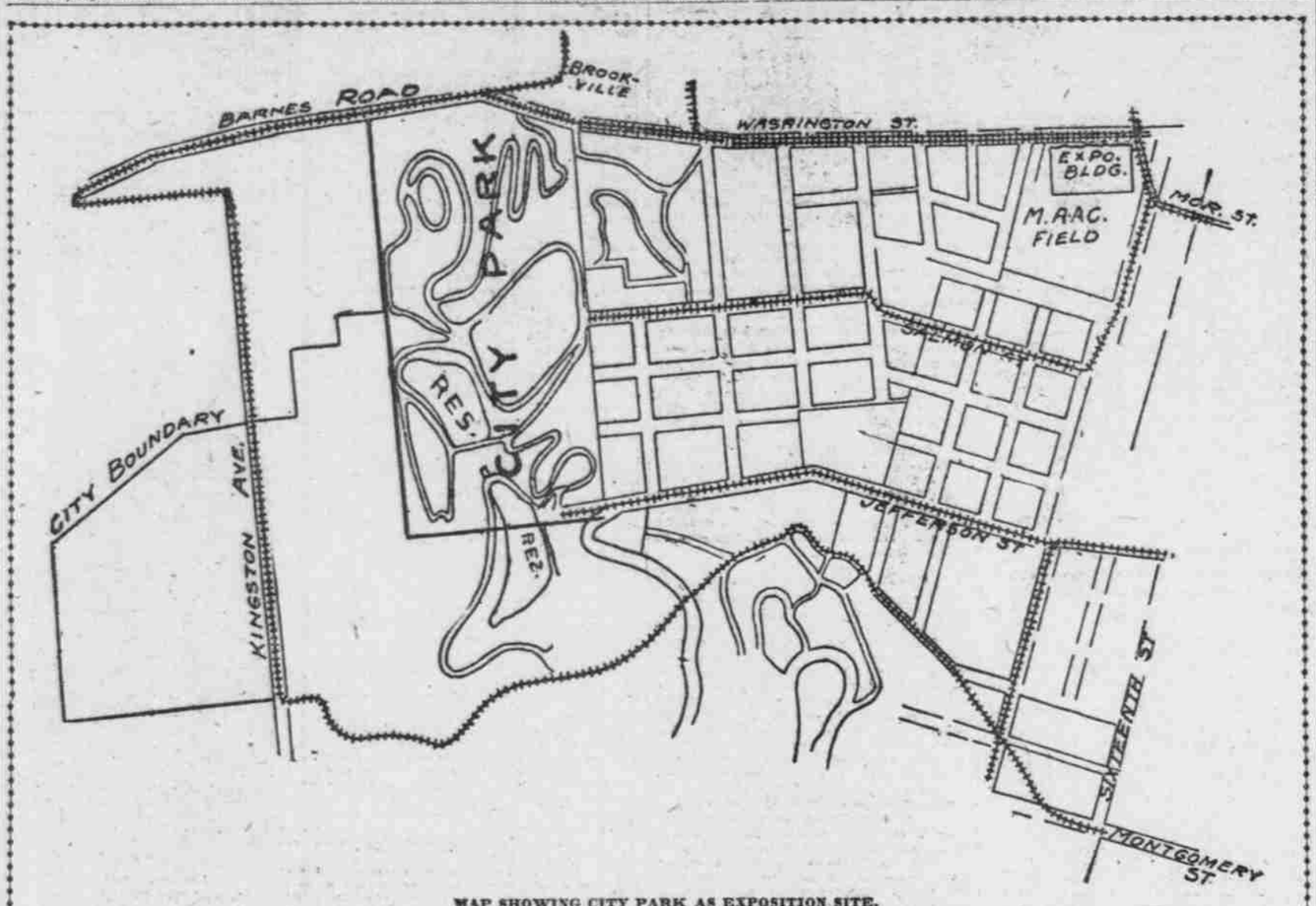
5. The reservoirs can be filled with water. The pumping station can supply head for all water needed upon the elevated ground. For scenic effect a succession of waterfalls, pools and fountains can be placed economically through the system.

6. All landscape improvements will remain as a permanent result of the fair, and the 60 acres additional park facilities will be developed as the possession of the public.

7. Such buildings as are deemed worthy by construction to remain as memorials will be on the public ground and under the city's supervision and constitute permanent improvements.

8. The engineering problem is pronounced by a competent civil engineer to be easy of solution. All freight and building material can be carried in truck cars over the proposed municipal car system on comparatively easy grades. The sewerage is ample; access for driving already exists, and can be added to. Allusion has been made to the water supply. While direct access to the railroads and freight car lines is not probably to be achieved, the extraordinary offsets are offered of unparalleled scenic attractions, of city grounds permanently improved and the park developed; of less cost in buildings and an exposition unique in most important traits, appealing to the ideality of the historic occasion. The accessibility of the site will insure the largest attendance, especially through the Summer months, above the dust and heat of the city. The site insures that the largest number of visitors will sojourn in the city itself, and fewer ephemeral buildings for their accommodation will be required.

From these reports it is made clear that the problem of transportation to and from the City Park does not present an insuperable obstacle to choice of that site, but may be solved with reasonable ease. That leaves the other factors of the case to be considered upon their merits. It is admitted by most people that the City of Portland, through some one or more of its municipal arms, should aid the exposition. The Park Commission will have power to do this if the City Park be chosen for a fair site, expending in preparation of the grounds, and perhaps in construction of a building, money that will be of permanent benefit to the city, and which will at the same time aid the exposition as directly as if the funds were to come from the treasury of the Lewis and Clark corporation itself. The Water Committee will be in similar position to aid the enterprise at the City Park. Neither could legally aid the exposition materially if it were to be held on ground not owned by the city. Many of those who favor the City Park site look upon these considerations as the determining factor of the case.



MAP SHOWING CITY PARK AS EXPOSITION SITE.

The City Park proper is shown by the rectangle inclosing a mass of circular paths and driveways and including one of the waterworks reservoirs entire and part of the other. It is now reached by the Washington-street car line and the Jefferson-street line, neither of which, however, penetrates the park. The tract to the south and westward of the park tract to the city boundary is owned by the Water Committee, and north of that is the King tract. The street-car line suggested by Mr. Grondahl is shown on the map passing from Montgomery and Sixteenth westward and northward to the Barnes road, thence easterly on that road to connection with the Washington-street line, and also to the Glisan-street line. He suggests that this be a double track. The Salmon-street line is a suggestion of Mr. Hawkins.

Smoking Carriage for Women.

London Health.

On the Continent smoking is growing so rapidly in favor among the fair sex that on some of the Belgian railroads smoking apartments are to be provided exclusively for women. This result has been brought about through a young woman finding herself the object of much protest on her producing a cigarette in an ordinary compartment reserved for women. The young woman has taken action to compel all the Belgian companies to provide smoking accommodation for ladies.

The First Records of America.

Washington Post.

Professor Sophus Bugge, a Norwegian savant noted for his discoveries of Runic inscriptions, is about to publish a remarkable book, "Norway's Inscriptions, or, The Most Ancient Runic Characters." The book contains a Runic tablet telling the story of the first discovery of America by Norsemen in 1010 or 1050. The next oldest record dates from 1121, when Eirick Gludsson undertook to rediscover Vinland (America).

TIME CARD, STEAMER T. J. POTTER

This week the O. R. & N. Co.'s steamer T. J. Potter will leave Ash-street dock for Astoria and Ilwaco as follows:

July 8, 9, 10, 11, at 9 A. M.; Saturday, the 12th, at 1 P. M. Baggage must be received at Ash-street dock 30 minutes before departure. Ticket office Third and Washington.

Pains in the back and kidney and liver troubles are cured by Hood's Sarsaparilla.

BUILDING IS RESUMED

EAST SIDE WORK TIED UP BY STRIKES AGAIN CARRIED ON.

New Structures Will Also Be Erected in the Fire-Swept District—Work on Railroad Terminals.

Building operations on the East Side that were partially stopped on account of the labor agitation are now being resumed in all directions. Work has been started on the Advance Thresher Company's building, 100x200, and two stories above the street grade, on East Second and Belmont streets. This structure will cost $25,000 and will rank with the other fine warehouses that have been put up in this district. The foundation and first floor were completed some time ago. A sidetrack has just been finished along the west end of the building. Timbers are being gotten ready for the frame of the first store.

In the fire-swept district preparations are being made to rebuild some of the structures destroyed by fire. O'Reilly & Burpee will put up a four-story brick on the site of the Torpedo Hotel, and Dr. James Surman will rebuild his brick. Of course, south of East Clay street, none of the buildings will be replaced, as the Portland City & Oregon Railway Company will shortly cover the land there with its terminal buildings. This company has just placed on record a deed to the Raffety tract of water-front land north of the City & Suburban power-house. The consideration named is $43,000.

On the Rosa Wallace tract, leased by the electric company for 30 years, work is progressing on the power plant. A foundation of concrete has been laid above high-water mark, and three Babcock tubular boilers are rapidly being placed in position. A large quantity of fire and common brick has been delivered on the ground with which to brick up the boilers. These boilers will probably aggregate 500 horse-power. The boiler-house will be the first of the terminal buildings to be erected. The hardwood factory of Manning & Robertson, which stands on the company's grounds, has been dismantled and the machinery moved away. All the buildings on the terminal grounds will be removed.

In the matter of dwellings, while much time has been lost on account of the strike, there is now a disposition to go ahead and make up for lost time. New foundations for dwellings are being built in all directions. A few large contracts have just been let. Mrs. Dora Miller has started work on a handsome two-story residence on Bain street, between Williams and Vancouver avenues. It will cost $3000. Nelson McBrien is erecting a two-story dwelling on East Thirteenth and East Alder streets, to cost $1800. A number of cottages costing $1000 and upward have been started. At Sellwood there are 15 cottages under construction, and ground has been cleared for others. On East Taylor street, between East Twentieth and East Thirty-fourth, half a dozen handsome dwellings are under construction. In Upper Albina, along Williams and Union avenues, northward, there is general resumption of building operations. However, the most hopeful indication is the renewal of inquiry by prospective builders the past week at contractors' offices. Ten days ago very few people were talking of building this year, but within the past week many have begun to figure on the cost of putting up dwellings, and it is safe to predict a general resumption of work in this line by the end of the month.

SHIPPING OREGON PILES.

Will Be Used to Build Trestle Across Salt Lake for a Railroad.

Oregon is furnishing piles for the trestle across Salt Lake for the railway which will be built to Los Angeles, Cal. Between Cone Bros.' sawmill, located on the new railroad spur of the O. R. & N. Co., and St. Johns, is the plant of Jacobson & Co. The piles are loaded onto cars from the Willamette River. There are two derricks for lifting the piles from the river and placing them on the cars. These piles will be used in the construction of a trestle across Salt Lake, so as to avoid a zigzag route of about five miles around the margin of the lake.

It is said that it will take about 50,000 piles to build the trestle, and they will be supplied from Oregon and Washington, where they can be obtained in sufficient numbers for this extensive piece of work. The piles loaded from this point are brought up the river in rafts and handled very easily from the river. It is no small job to get the piles and then ship them all the way to Salt Lake.

PLANING MILL AT ST. JOHNS.

New Building for the Plant, 80x30 Feet, Is Nearing Completion.

At St. Johns a building for the Douglass Company's new planing mill is nearing completion. It stands on the edge of the Willamette River, and is 80x30 feet. Water-front to the amount of 300 feet has been secured. The company has a sawmill down the river, from which it will secure lumber. With the O. R. & N. railroad spur at its back door, the new mill will have excellent facilities for shipping its output either by rail or by water. Negotiations have been in progress to secure the old abandoned barrel factory plant by parties who desire to start a sawmill. There is abundance of deep water-front at St. Johns for all kinds of manufacturing establishments.

The Portland Manufacturing Company has just completed a large warehouse for the basket and veneering factory. It is two stories and 50x100, and stands directly on the O. R. & N. Co.'s spur, making shipment easy. This plant employs 35 hands, and the output is valued at $5000. The construction of the spur to St. Johns has already been the means of bringing these factories, and others are promised. Since it was built, the match factory, which had closed down, has resumed operations, and employs a large number of hands. The O. R. & N. Co. has been liberal in the matter of sidetracks from the spur, and they have been put in wherever wanted. Cone Bros.' sawmill, a short distance from St. Johns, since the completion of the spur, has engaged in shipping lumber by rail.

Funeral of Mrs. Susan E. Miller.

The funeral of Mrs. Susan E. Miller, wife of Rev. J. W. Miller, the well-known pioneer Methodist minister, was held yesterday morning from her late home at 628 Ankeny street. At the house the services were conducted by Rev. W. B. Hollingshead, assisted by Rev. J. R. T. Lathrop and Rev. John Flinn, the latter being the minister who performed the marriage ceremony for Mr. and Mrs. Miller, July 4, 1854. J. L. Wells, William Schmeer, E. M. Sargent, C. W. Tracey, Mr. Caliwell, J. C. Moreland were the pallbearers. The remarks at the house by Mr. Hollingshead, Mr. Flinn and Mr. Lathrop bore on the character of the dead pioneer woman. The words of Mr. Flinn were especially touching. The interment took place at Lone Fir cemetery, where remarks were made by Mr. Hollingshead, Rev. L. E. Rockwell and Rev. John Flinn. There was a large attendance of the friends of the family.

Electrifying St. Johns Motor Line.

Preparatory work for electrifying the St. Johns motor railway from the junction at Killingsworth and Williams avenues is going ahead. Poles for the trolley wires have been planted as far as Peninsula station, and the work is progressing. The trolley wire has been strung as far as the poles are up. Within a few months, at the most, electric cars will be running over this branch of the City & Suburban Railway Company. New houses are springing up on the peninsula.

East Side Notes.

The steamer Albany will be taken out on the ways at Supple's boatyard for some general repairs.

Professor R. R. Steele, of the High School, living on East Taylor street, has gone to Kalama, Wash., to superintend a five weeks' normal institute.

The condition of U. B. Hall, who underwent an operation at St. Vincent's Hospital for appendicitis, continues to be satisfactory. His speedy recovery is looked for.

Miss J. Anderson, of Mount Tabor, was thrown from a buggy in a runaway accident a few days ago, and sustained the fracture of her right ankle. Dr. O. F. Botkins was called to reduce the fracture.

W. A. Laidlaw has sold his fine new residence at Mount Tabor on West Avenue to W. N. Jones, for $10,000. Mr. Laidlaw will shortly start for Eastern Oregon to reside. Possession will be given in two weeks.

Thomas Graham is the new Justice of the Peace for the Mount Tabor precinct, and Ed Wise, of Montavilla, is Constable. It was by request of residents of the precinct that a Justice's Court was established at Mount Tabor.

A handsome rectory is being erected by Good Shepherd Episcopal Church, Vancouver avenue and Sellwood street, Albina. It will cost $3900. The house is nearly finished. The church is being repainted and generally repaired.

Rev. W. L. Livingstone, formerly pastor of a church near Oakesdale, Wash., is the guest of Rev. J. J. Dalton, of the Cumberland Presbyterian Church, at the Brown. He will make a tour of the South and then enter the Union Theological Seminary, of New York.

Multnomah Camp, No. 77, Woodmen of the World, will install the following officers tomorrow evening: J. C. Hunt, consul commander; C. M. Parish, adviser; J. M. Woodworth, clerk; H. H. Newhall, banker; Clark Lawrence, escort; D. S. McBride, watchman; William Griffith, secretary; J. C. Jones, captain degree team. The installation will take place in the hall on East Sixth street.

PORTLAND-CHICAGO.

Seventy hours and thirty minutes (70½) is the time of the "Chicago-Portland Special" from Portland to Chicago. Leaves Portland every day at 9 A. M. Ticket office Third and Washington, O. R. & N. Co.

BLEW THE JAIL OPEN

ST. JOSEPH PRISONERS' DESPERATE ATTEMPT TO ESCAPE.

Rear Wall of the Building Wrecked With Dynamite—Guards Too Quick for Them.

ST. JOSEPH, Mo., July 9.—At 12:30 o'clock today James Blades, Lock Allen and James Murray, notorious prisoners in the County Jail, wrecked the rear wall of the jail building with a powerful charge of dynamite. Allen, Blades and Murray then made a fierce fight for liberty, but the guards were too quick for them and beat them back with Winchesters. Seventy-five prisoners are confined in the jail, but many of them made no effort to escape, and those who were nervy enough to try to follow Blades and his companions were clubbed into submission. As if by a miracle, but one was injured, although the explosion was felt for several blocks and every window in the Courthouse on the side next to the jail was shattered. Blades and Allen are under sentence for highway robbery, and Murray is a Government prisoner. They are now chained face down to the floors of their cells.

Other prisoners were apprised of what was to happen about five minutes before the fuse was lighted, and on advice of the leaders of the plot they sought safety in their cells just before the explosion occurred. The jailer was at dinner in another part of the building. Charles May, who has three times been under sentence of death, declined to take part in the plot, although he admits that he knew of it. The damage to the jail and Courthouse is estimated at $1200, and until repairs can be made a large armed guard will be necessary to restrain the prisoners.

AS TO THE WORD "EXPECT."

One Who Objected to the Overworking of the Word Was Upheld.

Boston Transcript.

The following letter appears in the columns of the Spectator, to which all Englishmen and many Americans appeal in time of trouble:

"To the Editor of the Spectator—Sir: I appeal to you as a lover and defender of that glorious estate, the English language—of which I, an American, claim to be, even as yourself, a joint heir—to gird up your loins and do your possible to repel a trespasser. Are you aware, sir, that there has crept into the speech of cultivated Britons of both sexes a particularly vile and vulgar misuse of the verb 'expect?' For years I have noted with growing horror the growth of the impropriety. I think I observed it first in Mr. W. E. Norris' novels, and tried to believe that the slip was a mark of personal eccentricity. But the evidence is now overwhelming as to the prevalence with you of the vicious habit. Even Mrs. Humphrey Ward offends, though not often. At this moment I have before me an exquisite piece of literary workmanship, 'The Lady Paramount,' of your Mr. Henry Harland. That elegant story abounds in the inelegance. On page 60 the gay Adrian says to Anthony: 'I expect you are sufficiently acquainted with polite society to know,' etc., and on page 213: 'I expect you have lost me a tenant.' Twenty other equally atrocious examples might be cited from the same book. This is 'most tolerable and not to be endured.' Will you allow me to say that I blush for you and that I am amazed? How and when did your educated classes contract the evil habit? 'Expect'—which can only apply to the future—used, almost habitually, as the equivalent of 'think,' 'believe,' or 'suppose,' predicated of the past or present! For years in 'the States' that employment of 'expect' has been regarded as a shibboleth, a sure proof of bucolic underbreeding and bad education. To think that the British people, which has presumed to deride the sound Chaucerian use of guess in Yankeeland, should be in the way of accepting as its pet synonym for the idea a verb forbidden by the laws and the long-established usages of good English! In the Century Dictionary this use of expect is labeled Provincial England and Local U. S. Have your provinces prevailed over your metropolis? I am, sir, etc.—Henry Austin Clapp.

"Boston, U. S. A."

To this the editor of the Spectator replies:

"England expects every man to do his duty toward our language, and America does the same. But we should not be doing our duty if we said we expect that Mr. Clapp is right in his criticism, though that is our belief. Yet, though we hold Mr. Clapp to be right in this case, we are jealous as to all attempts to restrict the development of our language, or to put it in a strait-waistcoat. I trade both with the living and the dead for the enrichment of our tongue, was Dryden's principle, and it was as sound as his style. We have a right to expect every author of repute to consider the enrichment of our tongue."

Watterson on Cleveland.

Toledo Blade.

Henry Watterson, in his comments on Cleveland's Tilden Club speech, displays the usual Democratic aptitude for looking at things "wrong end to." He draws the line on acceptance by the Democratic party of counsel from Cleveland, on the ground that "to Mr. Cleveland's insufficiency, to use no harsher term, it owes its undoing."

The Democratic leaders who, at the National convention in 1896, allowed the party to commit itself to free silver and Populism and nominate Bryan for the Presidency, are the men who betrayed the party and led it into the wilderness of defeat. Mr. Watterson knows this well. He realized it at the time, and his support of Bryan and Bryanism was but technical. What has led him so bitterly to arraign Cleveland for something which he did not do is one of the mysteries. Perhaps Mr. Watterson is himself listening to the honeyed buzz of the Presidential bee, and seeks to make his peace with the old Bryan contingent in the South and West.

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The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Chas. H. Fletcher, and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhœa and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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