HIGH BIDS FOR FRONT STREET

Traction Lines Meet in Keen Competition.

FRANCHISE UP AT AUCTION

Willamette Valley Co. Will Build Line Free and Pay \$50,000.

LEASE AT BIG REVENUE

In Twenty-five Years City Would Receive About \$500,000-United Railways Co. Offers \$150,000 Cash During 25-Year Term.

WHAT THE RIVAL TRACTION COMPANIES OFFER.

Willamette Valley Traction Company. To build standard-gauge electric line on Front street from Jefferson street to the Union Depot and give it to the city outright. The cost of struction is estimated at \$60,000, To pay into the city treasury \$50,-000 during 25 years' life of franchise. To lease line from city and pay city \$1 for each car hauled over it, pro-\$2.50 a car for cars of other com This, it is estimated, would yield the city \$18,250 a year, or \$456,250 net income during term of

Total return to city, \$366,250.

United Railways Company.

To pay \$150,000 into the city treasary during the next 25 years, payments to be made as required by the Executive Board. It will build the line down Front trees and will allow other companies

equal rights thereon Instead of the fixing of rates for the use of the tracks by other comparties by arbitration, as at first proposed, the United Railways to willing to have all companies desieing entrance to the city by that ine use the road and pay pro rate numents to keep the line in repair. making the read common prope

greater inducements than the previous one, to secure the favor of the street committee, with the United Railways Company and the Willamette Valley Traction Company bidding against each other for the Front-street franafternoon's session of the street com mittee that the Council chamber re sembled an auction room, with Chairman Vaughn as the auctioneer. From the Los Augeles capitalists, scated on one side, would come arguments and propositions, to which the Williamette Traction people replied with other

equally as alluring promises. Hidden somewhere in a weary waste of words lies the decision of the street committee on the vexed question of the Front-street franchise. The matter was talked over all yesterday afternoon and consideration was continued until Friday. The members of the street committee are apparently no nearer a solution of the problem than three months ago, when the franchise down Front street was first

Make Counter Proposition.

At the session yesterday the ordinance proposed by the Willamette Valley Traction Company was read in detail and further explained by Attorney W. E. Thomas, counsel for the Willametic Traction. The United Railways Company, through W. T. Muir. counsel for the Los Angeles capitalists, countered with the proposition that it would pay to the city during the 25 years of the life of the franchise, \$150,000, which they allege is \$40,000 better in cash than the Wil-

lamette Company proposes. To meet this, the Willamette Trac tion made a verbal agreement with the street committee to lease the Front-street line, after building it and giving it outright to the city, paying to the municipality \$1 for each car hauled over the line, provided the city would allow the Willamette Traction Company to charge \$2.50 a car for the service, which is the sum named by the United Railways Company for hauling cars of other companies over the line. This is estimated to yield an annual revenue of \$18,250, or \$456,250 during

the 25 years' life of the franchise. After threshing the matter out for three hours yesterday, the street committee had not determined which company promised the city the best returns for the franchise. Each side in showing imputience over the long-de layed verdict, as both companies realize that on account of the early Spring ach construction can be accomplished before the acute scarcity of laborers, which is expected when Summer opens The Willamette Traction expects to pan the Williamette during the Sumer, and in order to complete its bridge must accomplish the work during low water. Preparations should be well under way already to succeed

At the session yesterday the United

Railway representatives occupied seats on one side of the Council chamber, while on the opposite side of the horseshoe sat the Williamette Traction supporters. Between the two factions were neutral interests, among other lines represented in this group being: F. I. Fuller, president of the Portland Railway Company; W. D. Fenton. counsel for the Southern Pacific, and O. F. Paxton, counsel for the Portland

Rallway Company. A remonstrance of 18 property-owners on Flanders street, representing about 1700 feet along that thoroughfare, protesting against the issuance of a franchise to the Willamette Valley Traction Company, was presented and filed.

W. E. Thomas Explains.

W. E. Thomas was called upon by the ommittee to explain the proposition of his client, the Willamette Traction. and said it was the purpose of that company that the line down Front street should become the property of the city absolutely. "The charter proides for such procedure," he said, and the city may lease the line to any company it wishes. We agree to haul the cars of other companies at the actual cost of such service, plus 10 per cent, with no switching charges. If the city would build the line and do it as quickly as our company will do it we would be quite willing to save our \$60,306, but we know if the city undertakes the matter it will probably take ive years to construct the line."

O. F. Paxton introduced an amendment to the ordinance, providing the laying of a third rail in case it beame necessary to do so to accommo date cars of a different gauge than standard. This suggestion was taken under advisement by the committee.

* Makes New Proposition.

William T. Muir, attorney for the United Railways Company, made a new proposition to the street committee to strike out the provision in the United Railways ordinance providing that other companies might use its tracks on Front street at rates to be axed by arbitration, and to substitute therefor a stipulation that the line should be common property as fer as trackage rights go, and each company using them should contribute a pro rata amount to keep the road in condition. "The proposition is always attractive in itself when someone says to you. I am going to give you som thing, " said Mr. Muir, "but the United Railways Company will make a better proposition than the Willamette Traction. That organization agrees to build a line at the cost of \$60,000 and give it to the municipality, and in addition pay \$50,000 to the city during the 25 years of the franchise. We will agree to pay to the city, in such sums as shall be determined by the Executive Board-\$150,000 in 25 years. This is \$49,000 more money to the city than the opposition offers, and it is all in

Springs a New Surprise.

The Councilmen on the street committee sat hugging themselves as they thought of the money the city was to realize on its franchise, but more wa to follow. After a short speech by President J. Whyte Evans, of the United Rallways Company, and B. L. Cohen, who represented the Real Estate Exchange and doubted if the city was ready to undertake municipal ownership, William S. Barstow, of the Willamette Traction, rose and sprung a new sensation that caused the Councilmen to stare more than ever,

"After giving this line to the City of Portland," said ne, "we will agree to lease it from the city to operate and to pay into the municipal treasury \$1 for every car hauled over the track. providing we may charge \$2.50 a car for this service, which is the sum named for the haul in the ordinance submitted by the United Railways Company. Estimating 50 curs a day are taken over the line, this will mean an income of \$18,250 a year, and for cil so long that he has collected a series the 25 years will mean an enormous of enemics who made a bitter fight sum. This will be realized by the city

without a cent invested." Defers Action Till Friday.

This was like the dropping of a bo shell in the camp of the opposition and to is likely they would have come back with some other proposition, but it was getting late and a resolution was read from

MISSING LIFE INSURANCE MAN IS FOUND.



Thomas D. Jordan, formerly comp ance Society, who was wanted during the recent insurance investigation in New York, is at present

stopping with his wife at a hotel in Hot Springs, Ark. Mr. Jordan did not care to make ing his absence from New York, but

"I am sorry we have been found here. It will cause too much need-less publicity."

BY SMALL MARGIN

Heart-Breaking Finish in Race With Moore, Fusion Candidate at Seattle.

ALL REPUBLICANS ELECTED

Combination of Labor Union and Friends of Municipal Ownership Makes a Very Strong Showing at the Polls.

SEATTLE, March 7 .- (2:08 A. M.)give Riplinger (Rep.) 14 plurality over

SEATLE, Wash., March 6.-(Special.)-John Riplinger has been elected Mayor of Seattle, but he slips through with a Republican campaign workers had sign

lowing statement

ine to the city outright.

as provided for in the ordinance.

the road to Salem in two years.

Republican ticket has been successful.

At Republican headquarters the defeat

of George W. Hill, Councilman candidate

from the Eleventh Ward, is conceded, but

this attitude is not borne out by the

returns. Hill is running ahead of James

Kelso, the Labor Union candidate, sent

against him in the Municipal Ownership

Frank P. Mullen, Republican candidate

for Councilman-at-large, has been cut

unmercifully. He has been in the Coun-

against him today. Mullen was a mem-

per of the corporations committee that

handled the application of the Chicago,

Milwaukee & St. Paul application for a

franchise here. He demanded concession

from the road that made him a target for

those voters who believed the system was

being held up by the Councilmen. In ad-

dition he was a member of the atrects

committee and responsible for most of the big improvements ordered in Scattle re-

cently. Out of all of these grew enemier

Contractor Dow Runs Strong.

Matthew Dow, the contractor whom the

labor unions supported for the Mayoralty

nomination, ran well up with Moore, the

Municipal Ownership candidate for Mayor.

He had the labor union support practi-

cally solid and the indersement of those

opposed to other candidates for Council-

The surprise of the election, leaving the

Mayoralty aside, was the showing of the

fusion between the Union Labor and Mu-

nicipal Ownership faction. All over the

city the fusion ticket showed unexpected

strength and made an election count that

is alarming to the financial interests

which have fought the labor unions and

Were Moore alone strong it could

be shown his personal popularity

pulled him up, but the strength of the

entire ticket shows a remarkable fol-

lowing of the unions and municipal-

Union Men Put Up Good Fight.

The organization of the labor unions.

extending to the men in charge of each

factory, was the most complete ever

attempted here. Union men accepted

assessments for campaign purposes

without question and then voluntarily

did duty in bringing out the vote on

The First Ward saved Riplinger.

This is the district that heretofore has

been strenuous in its support of the

wide-open policy. Riplinger declared,

and probably will carry out a closed

town doctrine, but the First Ward

Though returns are incomplete, the fu-sion management inferentially concedes defeat in its treatment of the First Ward

voted for him enthusiastically.

the municipal ownership issue.

ownership advocates.

election day.

man-at-large."

WHAT THE GIFT OF THE FRONT-STREET LINE

TO THE CITY WOULD MEAN

Pront-street line (when constructed) from the Wilametie Valley Traction Company to the city, W. S. Baretow, secretary of that company, has made the fol-

name of the Willamette Valley Traction Company, the latter will agree to lease from the city for a term of 25 years, or the term of the franchise, the

belt line on Front street given to the city, paying in consideration therefor the

sum of one dollar per car for each and every car hauled over the Front-street

"This lease, on the basis of 50 cars per day, will bring a revenue into the city treasury of \$18,250 per year at the present time, or \$456,250 per income to

the city during the term of the franchise. There is no question but that dur-ing the last years of the franchise the number of cars will exceed 50 per day,

so that it is perfectly safe to prophesy that the Willamette Valley Traction Company under its lease will pay into the city treasury during the 25 years

dipulation the Willamette Valley Traction Company will make will be that

it be allowed to charge the same rate per car as provided for in the United Ballways ordinance now pending, namely, \$2.50 per car. This by no means lim-

perpetuity, the Willamette Valley Traction Company merely leasing it. At the

end of the 25-year franchise of the Willamette Valley Traction Company or or

the expiration of the lease the city will still receive an income, so that there

is no reason why, if this property is properly handled by the city, a yearly net

This offer of leasing from the city does not in any way affect the pro-

First-That the Williamette Valley Traction Company give the Front-street

Seconds-That they pay into the city sees fory \$50,000 during the 25 years

Third-That they deposit \$50,000 in cash or bond that they will complete

Tourth-That all railways offering business or wishing to connect will have

It is hoped that the committee and Council will consider the question of

the Front-street franchise at an early a date as possible so that work on

the Willamette River bridge can be started during the coming Summer at low

water. Unless this franchise matter is settled very shortly the advantage of

plurality over Moore, the Municipal lacked on all the telegraph poles in town

Ownership-Labor Union candidate, so this morning urging a vote for Riplinger.

small that it pains one's eyes to look for Mayor Ballinger discovered the circum

his margin. The returns, practically com- stance early this morning and compelled

plete from all wards, indicate the entire the committee to take down the banners.

display.

The city ordinances were violated in their

Riplinger's campaign of publicity had a

force of men at work this morning putting

up the banners between midnight and

daylight. The police department ignored

SON OF ITALIAN BANKER KID-

NAPED IN DAYLIGHT.

Captors Demand \$60,000 for Re-

turning Boy Unburt to Home

in New York City.

NEW YORK, March 6 .- Antonio Be

ruffl, the 14-year-old son of John Bo-

suffi, a leading Italian banker, whose

place of business is at Sixty-third

street and First avenue, has been kid-

naped and is being held for \$10,000

The kidnaping occurred last Sun-

who was acting as a clerk, was sent

out to purchase \$16 worth of stamps,

and did not return. Inquiry proved

that he made the purchase. Yester-

day the first letter came from the boy

Today came a second letter and with

it a letter from the abductors. The

The boy's first letter said he was

held captive in Brooklyn. After ask-

ing that the money be paid the note

circumstances, because if you do, my

One of the letters from the boy's

"Our scope, Signor, is not vindictive-

ness. It is solely the extreme neces-

wity which exists for the possession of

the sum indicated. Upon your con-

signment of the money all at once,

without default, your son will be not

March 8 is the day set for the pay-

Relief for Tahitian Sufferers.

SAN FRANCISCO, March 6 .- A fund

for the relief of the victims of the

Tahiti storm has been started in this

city. It is in charge of the French-

American Bank and already amounts to several hundred dollars. It is ex-pected that a large sum will be raised before the sailing of the next steamer

life will leave this world."

captors contained this sentence:

"Do not advise the police under any

latter was well written in Italian.

concluded:

free and safe."

ment of the ransom.

the low water period this year will probably he lost and the question of

\$500,000 without expense to the city for management or maintenance. The

its the possibilities of the Front-street gift, as the city will own this line

ome of at least \$20,000 for all time could not be secured

ons in the ordinance now before the Council.

relieving the city of all maintenance and repairs.

"In event of the City of Portland granting the ordinance now pending in the

tonight by S. W. Harmon, chairman of the fusion committee, that he would demand a recount of the First Ward vote.

Fraud Alleged in First Ward.

Without particularizing, Harmon claims the ward officers stuffed the ballot-box and committed other election crimes. There was no evidence of this that casual electon day visitors could find, but the dec laration indicates an intention on the part of the Moore managers to contest the

"Riplinger was cut desperately in the "Hill" districts. In these precincts no intimation of a fight had been given, but the election returns show that Moore had a working organization that was remarkably successful. In the suburban districts the municipal ownership vote was held down unexpectedly. This accounts for the CHALLENGES HIS ACCUSERS Republican success.

Fine Election Weather.

The election itself was uneventful. The weather conditions were unusually favorable. All day the sun shone brightly, and the early morning poll beat all previous records. During the afternoon the labor vote was cast, many of the unions de manding a portion of the day as a holiday The Republicans had a large number of carriages out, but the municipal owner ship and labor union supporters walked.

In the First Ward there was some trou-Reports from 64 precincts, complete, | ble over an attempt to bar challengers from the polling places, but this did not last long. One case was reported to the police where a man voted on another's

TO FACE MUSIC

Andrew Hamilton Returns Regardless of Bad Health.

Insurance Lobbyist Says He Returned Because He Heard of Criminal Charge-Talks of Men in Glass Houses.

NEW YORK, March 6 .- Andrew Hamilton returned to New York today on the steamer Deutschland, on which he was registered under the name W. Milton. Mr. Hamilton was at the head of the legislative bureau of the New York Life Insurance Company and and charge of the legislative work of several of the large companies. Explaining the cause for his return to the United States, Mr. Hamilton said today:

"I heard something about criminal proceedings and here I am." Gave McCall Vouchers for All.

Mr. Hamilton's connection with the New York Life was mentioned at length in a recent report of the Fowler committee, and it was urged that he return to New York. John A. McCall, shortly before his death, sold his Long Branch home in order to return to the New York Life money which it is alleged he advanced to Hamilton without proper vouchers. Mr. McCall maintained both during the insurance investigation and after he resigned the presidency of the company, that he would trust Andrew Hamilton with every penny he had.

Commenting today upon Mr. McCall's death, Mr. Hamilton said that he gave the former president of the New York Life vouchers for all expenditures, and that to any and all of these vouchers Mr. McCall would have given a certificate of indisputable character. He said that he registered under an assumed name on the Deutschland in order to have his return voyage free from annevance.

"I have something to say," he says, but not much. I know practically nothing as to the nature of the Fowler It will-be time enough for me to talk about it when I have becom familiar with it.

Back to Face Music.

"What I suppose you want to know

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of street-car. rage a proposed of the control of Milwaukie Club can be tried bere for violating poolroom measures, rules Judge Fraser. Fage 11. dependents will be in control of Columbia Theater, formerly the Belasco. Page 11. publicans and Democrats are great activity in advance of the Page 10,

is why I have returned. Well, I heard something about criminal proceedings and here f am. This signifies that, though my health is far from re-established. I am ready to accept any challenge implied by such proceedings. "As to my health, let me add that there is no necessity for any resort to fiction. I am fortunate to be alive

after all that has happened.

"But I am not so fortunate otherwise I am especially unfortunate in the death of Mr. McCall and I might say almost as much concerning the recent removal of Lyman Short, chief counse. of the Mutual, to say nothing of the incapacitating of Mr. Alexander. To some who have gone I would have looked with no misgivings as to what they would say or do.

"As to what others have said and done during my absence—and I might allude to those who live in glass houses -I will say nothing."

"You have come back to face the music?" he was asked. "Yes, discordant or otherwise."

GRAND JURY HAS EVIDENCE

Ask Judge Whether Giving Campaign Funds Was Crime.

NEW YORK, March 6. - The New York County grand jury made a presentment reciting that the grand jury had been informed by the District Attorney that there is reasonable ground to believe that within the statute of limitations officers or trustees of large corporations have contributed money to political campaign funds. The jury asks advice of Justice O'Sullivan, of the Court of General Sessions, to whom the presentment was made, as to the course to be pursued by the jury. The presentment is accompanied by a long statement of facts setting forth that it can be shown by lawful evidence, beyond a reasonable doubt, that such payments of money have been made,

The grand jury finds itself in doubt as to whether the making of these payments constitutes a crime, and it is upon this point especially that the advice of Justice O'Sullivan is asked, the grand jury not being willing to give further time to investigation along these lines unless the acts can be proved to have been committed against the law.

Justice O'Sullivan, after hearing the presentment, replied that he would advise the grand jury upon the questions asked in a few days.

NOT INTERSTATE COMMERCE.

House Committee Decides Against Federal Control of Insurance.

CHICAGO, March 6 .- A dispatch to the Tribune from Washington, D. C., says: Neither fire insurance nor life insurance business is interstate commerce, within the meaning of the constitution. This is the view of an overwhelming majority of the judiciary committee of the House, to which the question was referred as to the power companies. A report to this effect tors whom he could trust. oill be neer

An informal canvass of the committee has shown that practically all the states.

This means that Congress has no direction will have to be dropped, because the House of Representatives scarcely would pass a bill which its own committee on judiciary, the highhas pronounced in advance to be un-

Trust Is After Tin Works.

STEUBENVILLE, O., March 6.-The efforts of the steel trust to secure the Pope Tin Works here, through the Labelle Iron Works, developed today at a directors' \$1,000,000 is involved in the deal. It became known that the steel trust has secured directors in the Labelle plant, but the independents were powerful enough at the preliminary meeting to block the deal for the tin works.

HANDSOMEST MAN IN CONGRESS INDICTED BY FEDERAL JURY.



Congressman E. Spencer Black-

burn, indicted by Federal grand jury in North Carolina for violating laws of the United States in practicing before the Treasury Department at Washington, is serving his second term in Congress. He has been called "the handsomest man in Con gress." Blackburn was a member years, and was Assistant United years. He was a delegate-at-large National Convention in Chicago in

ALDRICH DEAD AS SENATE LEADER

Action on Rate Bill Is Political Suicide.

NEW MAN WILL TAKE REINS

Spooner Most Likely If He Starts Right.

FIVE VERY SAD SENATORS

Champions of Railroad Cause Discredited in All Quarters-Tillman Coming to Front as Democratic Leader.

OREGONIAN NEWS BUREAU, Washington, March 6 .- Important changes in the management of the United States Senate are expected to result from the fight which is destined to end in the passage of the railroad rate bill: changes that will affect both parties and which will develop new leaders to replace the men who have held the reins for a long time on either side of the party aisle. Such a result was not expected when the rate fight began; indeed the old leaders had such a firm hold on their respective parties in past struggles that it was believed they would manage to retain control. But this is not the case.

For a decade Senator Aldrich, of Rhode Island, has been the recognized Republican boss, and he has had pretty much his own way in the control of legislation in which he was interested. He cracked the whip; the small coterie of trusted Senators who stood with him passed the word along and his dictates were carried out to the letter. But Mr. Aldrich is a politician of the scheming sort; his strength lay in his ability to plan and to connive and to intrigue. He was not a leader in the accepted sense of the word; he did not carry his fights into the Senate, openly espouse the cause he championed and lead his party on to victory. His work was on the quiet; he left the of Congress to regulate the insurance actual show leadership to other Sena-

But through all his career as party members, Republicans and Democrats, leader. Mr. Aldrich has worn the brand are inclined to the belief that under of corporate interests; he has been looked the decisions of the Supreme Court of upon in the Senate and by the entire the United States, the business of life country as a "corporation Senator," and insurance cannot be considered in the the people were suspicious. His leaderlight of actual commerce between the ship did not benefit the party; it did not elevate the Republican majority of the Senate in the estimation of the people. specific power to regulate insurance. The very fact that the Senate followed companies, and the campaign in that Aldrich is responsible, more than anything else, for the widespread denunciation of the Senate as a tool in the hands of the trusts. A vast majority of the Senators are not trust men; a great many est legal authority it can appeal to, are falsely accused, as a matter of fact, but, when they submitted to the dictation of Mr. Aldrich, they laid themselves bare to this criticism, for they were indirectly instruments in the power of corporations and the Senate itself now suffers from illrepute that has swept the entire country.

But this order of things is at an end, and all because of a bad break made by eting of the latter company. About Mr. Aldrich in forcing Senator Tillman to report the railroad rate bill to the Senate. Mr. Aldrich himself is now aware that he made a serious blunder; he knows that his rashness, due to temporary loss of self-control, is costing him his leader ship and, to his intense chagrin, he sees President Roosevelt and his friends taking up the reins and driving the Republican organization in a way that will meet the approval of the people. Nothing could humillate Mr. Aldrich more than to submit to defeat at the hands of Mr. Roosevelt and his friends, for of all Republicans, none hates Mr. Roosevelt more intensely than Mr. Aldrich

Spooner Likely Successor.

Who will succeed Aldrich remains to be seen. The new party leader on the Republican side must be developed, and he will be developed by the railroad rate fight. The most likely and the bestequipped man is Senator Spooner, of Wisconsin. A born fighter, an able leader of men, a man tenacious of purpose, and one who does not know defeat, Mr. Spooner possesses all the qualifications for party leadership, and if he takes the right position on the rate bill and espouses the people's cause as the people see it, he is very apt to succeed Mr. Aldrich. If not Mr. Spooner, it may be any one of a dozen men. There is good material in the Senate, but from many points of view Mr. Spooner has the advantage over other pos-

Tillman Coming to Front.

On the Democratic side Senator Gorman of Maryland, has been the recognized party leader up to a short time ago, but gradually Senator Bailey, of Texas, has been forging to the front and is today conceded to be the actual leader of the minority. The rate fight has not been responsible for this, but it will strengthen Mr. Bailey and will make him the undisputed leader, with Mr. Tillman as his right-hand man. By placing the rate in the hands of Mr. Tillman the Republican leaders thought to make light of a serious piece of legislation. But they made a grievous error. Mr. Tillman, all his faults, is an absolutely honest man

and a fighter who knows no fear. And (Concluded on Page 4.)