

We are Going to Celebrate; Are you?

The Fourth of July will soon be here, and if you have not yet purchased your holiday attire it will be to your advantage to do so at once. Remember, delays are dangerous, and the prettiest goods are being sold now. Get your dress while you have an assortment to select from.

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THURSDAY, JUNE 13, 1901.

A MAN OF MEN.

Bishop Potter, the eminent Protestant Episcopal prelate of New York, has a way of getting close to men and women whom commonly clergymen regard at a distance. He has just been elected president of the Actors' Church Alliance in New York. At a meeting held the other day, Bishop Potter said to the club: "Yours is a great and august calling, representing the noblest powers and illustrating the highest truths. I ask you, not as a preacher, but as a brother, to use your great influence to bring about the ennoblement of the stage." This is better than standing in a pulpit and hurling thunderbolts of denunciation at a class of people who are much maligned and who do much good in the world. Not so much as they might, some will say. True. But Bishop Potter, instead of pronouncing anathema, goes to those actors and says: "Yours is a noble calling." Then he intimates that they who belong to the profession, are not quite up to the standard they might reach, which is true because they are human, therefore erring. But, he proposes that they strive to attain higher. Not as a self-sufficient, self-righteous, Pharisaical ecclesiast, but as a man like them, of human weaknesses and shortcomings, he offers to them the opportunity of adding to the incentives of public acclaim and professional success, the high and attractive object of the ennobling of the stage. Will Bishop Potter accomplish as much for the good of the race as will those who raise in horror holy hands and call upon their brothers of the green room the curses of a narrow prejudice?

NEW YORK YACHT CLUB INSOLENCE.

New York's Yacht club has manipulated things so as to keep Thomas W. Lawson's Boston boat Independence from participating in the races to determine which sloop shall defend the America's cup against Lipton's Shamrock II. The New York club stipulated that Lawson could secure entry of the Independence in the trial races by chartering it in the name of some member of the club. Lawson answered that he would willingly comply, and even made the proposition that the New York club suggest any member or members that would be agreeable to the organization, that the Independence be legally chartered in the name of one or members so named, that he himself would bear all the expenses, would give the chartering members the benefit of assistance such as he could give, and, in fact, in gentlemanly, sportsmanlike manner, complied with all requirements, and then went farther and exhibited a spirit of munificence and unexpunged generosity. The yacht has cost him \$500,000. He was willing to bear the additional operating expenses.

But those self-important New Yorkers, arrogant and conceited, selfish and grasping, narrow and provincial, lacking true sportsmanship and possessing characteristics commonly supposed to be monopolized by victims of the pork packing establishments, insolently reject the fine offer of Mr. Lawson, inasmuch as not one member would act as the charterer of the Independence.

It is true that New Yorkers never miss an opportunity to show the selfish spirit. In this instance they have succeeded in causing the hope to well up in thousands of true American sporting gentlemen that Sir Thomas Lipton's Shamrock II will show Gotham's Constitution a clean pair of sea heels, and come bowling in at the finish driven to victory by a spanking breeze. When once that cup goes to the possession of the Royal Ulster Yacht club, in the event Shamrock be successful, New York will have to win it back against any boat that may be built by an American. Then Lawson will have a chance.

Vice President Roosevelt may now be able to utilize all the blood-curdling stories saved by his press agent from the Colorado hunting trip. He is informed that Mr. McKinley doesn't want a third term, and he doesn't have to inform the country that he himself would like a first one. He really should be handicapped in the coming presidential race, since none of the other candidates have any San Juan hill or Rough Riders or Colorado hunting trips as preparatory training. Let Foraker and Odell and Fairbanks be given a few yards advantage, with Teddy at the scratch when the gun

signals the big sprint to start. Uncle Mark will make an ideal handicapper.

The times are somewhat hard on gentlemen of the cloth. In addition to demanding that the iconoclasts tear into pieces the traditional creeds and all the other ecclesiastical trappings that beset them, the Southern Pacific railway company has been sufficiently stony hearted to make a clergyman pull a train, as a local item on an exchange shows: "Rev. C. A. McDonald, an old-time conductor on the O. C. R. R., is visiting in Eugene. He now has a position pulling a train out of Los Angeles, California." Here is doubtless one of the first acts of the big railway trust, turning pastors into engines.

Some paragrapher remarks that this is a hard year on constitutions. Another says that the supreme court decisions are to be effect that the (Cuban) constitution does follow the (American) flag.

Trouble again in Wyoming between sheepherders and cattle owners, an irrepressible conflict to be settled only when livestock owners own also the pasture land upon which they graze their herds and flocks.

VILLARD AND SCHULZE.

In 1895, the stress of the time was throwing the shores of the Occident with wreckage. Had the booms of the early '90s continued, millions would have been as pieced as blackberries, and would have passed each other all over the Northwest, especially in the state of Washington, where the promise of the Puget Sound wonderland the roar of the Spokane Falls and the schemes of operators had created. Hilarity that deceived the very elect of railroad magnates. A volume of interest could be written, giving pictures of inflation, followed by collapse, the bubbles of 1890, and their burst in 1895.

One life that flashed like a meteor and passed away, devoted to self-education, law, in its story, much that will be remembered in connection with that time.

Back in the early '70s Schulze was working for a German newspaper published at Portland, and earning a precarious existence. We had managed to raise a land grant for a line to California, and railroad building had commenced. Blinded by the success of the Central Pacific, and believing himself equal in financial skill, as he was superior in money force, to the Central magnates, Ben Holladay undertook to be a railroad king in Oregon. We all wanted the railroad and welcomed the coming magnate.

Soon Holladay was using German capital and had use for German intellect. He got hold of Paul Schulze, who was then 25, a well-educated and well-connected younger son, who thought the world his oyster and tried to open it in the Northwest.

Then Oregon was young, and the vast domain, reaching from the Western ocean to the Continental Divide, was all wild—the wildest part of the wild and woolly West. Holladay's grand ambition was to run the politics of the state and be sent to the United States senate from Oregon, and thus we saw the spectacle of a bloated ex-stage driver transformed into a financial magnate, who rode roughshod over the conventionalities. Ben's career was short, but supurbous. I had the satisfaction to originate and help plan the independent government of '74, that taught his minions his sphere was not politics.

Schulze made himself useful to Holladay until 1872, when the latter discovered that the 48 cents on the dollar which California financiers paid him for bonds that they sold for about 70 cents, and which the Zuluachs, of Frankfort-on-the-Main, sold to confiding investors, without suspicion of fraud, would not build railroads through mountain regions as easily as he thought.

So, in 1872, Holladay sent Schulze back to Frankfort to negotiate more bonds; we were follow-passengers on the steamer to California, so I knew of his mission.

Schulze found, on the steamer by which he crossed the ocean, a brother German named Hilgard, who had become Americanized, and who, having developed a genius for adventure, as well as a capacity for descriptive writing, had gone through our civil war as correspondent, and had later been a writer from the national capital, over the pseudonym of "Villard." One of the little things that make or unmake careers, and help, as well, to make the world go round, was that, in their capacity as Washington correspondents, Hilgard and a collaborator had learned that the house committee on ways and means intended to raise the tax on tobacco to a high figure. This fact they were able to present, in reliable form, to a syndicate that controlled the tobacco market. As a result they divided, as their percentage of the ensuing profits, \$100,000 between them, so these knights of the quill became capitalists.

On the ocean passage Hilgard and Schulze became intimate. Each had gone away, knight errant, in search of fortune, and they were, in some sort, the good dame's representative. Schulze was loaded with a mission that all the manhood in him resented, for it was never his policy to betray

financial ignorance. It was no pleasant thing to invite his confiding countrymen to invest more money with Ben Holladay, and the episode was that he made the Frankfort bankers aware of the actual conditions in Oregon. Here came the turning point of Hilgard's fortunes, for he had determined to found a name and family for himself. Schulze introduced him to the Zuluachs as a German with wide American experience, with the ability to represent them with every influence of birth, and the will to achieve success. The meeting of these men determined the career of Hilgard, otherwise Villard, and carried the fate of Schulze with it. No doubt the genius of Schulze would have found expression, but it would not have developed the railroad system of the farthest Northwest.

The result of the meeting at Frankfort was that Villard was sent to Oregon as the representative of the German bondholders. He proved so efficient in their service that Holladay surrendered the profitable steamship line to San Francisco, and finally gave up the railroad, too—that is, so far as it was built toward California. This required several years to accomplish, but it brought Villard large remuneration; indeed, the Frankfort men were pleased that they found other work for him to do, in saving other German gold from the railway wreckers of that period.

The combination had invested heavily in Kansas Pacific bonds, and Villard was sent to protect its interests in that quarter. There followed three years of struggle through the courts for possession, and the bondholders were again victorious—that, too, when Jay Gould was the power behind the throne. Then Villard began to be known by his achievements. Meanwhile, his modest \$50,000 had grown to a sum of \$1,000,000. It became Villard's object to establish a railway system for the entire Northwest. Jay Cooke had failed to finance the North Pacific system, and Villard could depend on the good will of German capital for any legitimate enterprise. Pullman and other friends saw the opening, and an \$1,000,000 was ready to invest his own fortune of \$400,000, they organized to enter the field.

The myths of the thousand-and-one stories told in the "Arabian Nights" are rivaled in the story of the few weeks that followed Villard's departure from New York to enter on the conquest of the Pacific Far West. On the way to the Columbia he spent a few weeks in Kansas looking after his interests there. He had become connected with certain persons who were destined to become his helpers in railroad work on the Pacific—J. P. Oakes, John Muir and others—and his entire fortune had been invested in the common stock of the Kansas Pacific. While in Kansas he saw that the grant was all fine agricultural land—valley and prairie—and would actually build the road.

Then he commenced to invest, paying \$5 a share, then \$10 and so on as high as \$20, until his means were exhausted. All the time, as the facts became known, the stock rose on the market, so that when he reached Oregon it stood at \$80. When he left New York he was worth \$400,000. During the weeks spent in Kansas, the amount grew until, when he landed in Portland, he was worth \$2,000,000.

Villard was now a capitalist, ready to tackle fortune in his own behalf. Villard remembered Schulze and stayed by him through thick and thin, through good and evil report. He tolerated his vagaries and idiosyncrasies, and stood between him and the host of enemies Schulze's self-will and arrogance had called into existence.—S. A. Clarke, in the Portland Telegram.

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