

Daily Astorian.

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FOR VICE PRESIDENT.

The New York papers have contained many references of late to the possibility of General McAlpine receiving the support of that state for the Republican nomination for the vice presidency of the United States. They even go so far as to say that it is rumored that the general has been secretly negotiating with the McKinley managers to get second place on the ticket. It is said that Mark Hanna, who is conducting this stage of the campaign for the Ohio candidate, received overtures from General McAlpine a few days ago. The success of the attempted negotiations is not known, for General McAlpine is silent. Some say that the reason for the secrecy of the general was because he did not wish to appear a traitor to Governor Meriton.

The constitutional restriction of choosing both the president and vice president from the same state, of course, would explain this. During the convention of the National Republican League of the United States at Cleveland last June General McAlpine was present throughout the three days' session. Every state but one was represented, there being 1,700 delegates and 20,000 league members present. General McAlpine's headquarters were frequented by the most prominent Republicans of the country, who were eager to understand the general's exact position. In reply to the question as to whether he would allow the introduction of his name to the convention as a candidate for the vice presidency he gave an emphatic denial. He said that the name of Governor Meriton would be presented by the Republicans of New York for the presidency, and that the governor should receive his own active support, as well as that of every other New Yorker. General McAlpine insisted that his name should not be even mentioned before the convention for the vice presidency.

It does not seem probable that General McAlpine would send a message to Mark Hanna with propositions in regard to a combined ticket, for both gentlemen were present at the convention and had ample opportunity for conferring together had they any desire to unite their issues. In case that Governor Meriton should fail to receive the nomination for the presidency, then General McAlpine, with the solid backing of the state of New York, would be a formidable candidate for the vice presidency, as New York is too important a state to be unrepresented on the national ticket.

General McAlpine has a large national acquaintance through his position of president of the Republican National League, with his hundreds of thousands of members. He has a great following in New York state, and if he has any political ambitions to gratify he would be a candidate for the gubernatorial chair of his state. He widespread influence in that state would give his name the most serious consideration of every leading republican.

General McAlpine is a man of high social position and of large wealth; but he is democratic in his ideas and is in the closest sympathy with the rank and file of the voters. The situation on the railroad depot site has been reduced to a fine point. A comparatively small amount of money will open the door to the prosecution of a large amount of work this summer on the city water front, and will be the means of starting the construction of many business blocks, warehouses, the depot building itself, a hotel, and probably one or two factories. The shortness of several larger property owners threatens to delay this work at least for a few weeks, if not longer. The exceptionally successful work of the commission in raising \$250,000 from shopkeepers who do not only deserve the highest credit, but also prima facie evidence that all has been done that can be done with that class of businessmen, and that it is now time for the others to step in and enter up the good work already completed. The people today are thinking more together than they have for a long time. This is the time to split on technical or superficial theories as to the responsibility of the balance of responsibility. The city cannot afford, as a community, to wait any longer for active work to begin within the city limits towards building the line of road and the depot. Regardless of what has been done in the past on any one of the propositions connected with the enterprise; or who is to receive the benefits of the donations that have been made, which will be made, or are now asked for, we are confronted with the simple proposition that \$250,000 is needed with which to immediately close the depot matter and put things in shape so that every one can commence to realize some profit upon what he has or what he can do in the future in the building up of the city.

There are those who can wait two years for the development of the city, but where there is one of that class, there are one hundred who actually need to see things move forward at once. It is not a question of the ultimate construction of the road, and consequent prosperity of the city—as everyone knows that matter was settled long ago. But it is a question whether some of the benefits shall be realized in 1896 or not.

The good roads movement is making steady progress in estimation at Washington, a circumstance which appears to be in large part owing to the thoroughness of organization shown by it. Reference has already been made to the house bill providing for the creation of a special commission on highways, whose purpose is to inquire generally how the government may further promote the improvement of highways, and the best method of securing a scientific location of highways on the public domain, the employment of the geological survey in the discovery of road materials and the free testing of these, and the construction of modern roads and instruction in road-making at agricultural colleges and experimental stations. It appears that letters and telegrams have poured in from every part of the country endorsing the bill and urging its enactment by congress. It is understood that an effort will even be made to secure the adoption of plans in the party platforms advocating road improvement. As usual, the associations of whom men are active agents in promoting the progress of the good roads movement.

The Globe-Democrat says the statement of Mr. Kaufman, of the Kaufman Milling Company, of St. Louis, one of the largest exporters of flour in the country, that the sales of that concern in Cuba and Porto Rico \$300 to \$400 per month before the reciprocity treaties were made, and about \$25,000 per month during the time the treaties were in force, whereas since the repeal of the treaties they have fallen to from \$200 to \$300 per month, is a conclusive argument in favor of the party which established the reciprocity policy and will restore it as soon as possible.

Again, the hard-working men in the treasury department of the United States have labored in vain to bring up the national income to reassuring figures. They have done all they could to present March as a sign of good times. Still, the revenue remains deficient. Mr. Carlisle seems to have been able, with the whole talent of his department to help him, to come within ten millions of guessing up to the deficiency for the fiscal year, as it must now come out; and that was, for democratic financiers, doing remarkably well.

DEPOT SITE SUBSCRIPTIONS.

The List of Patriotic Citizens Who Want to See the Town Go Ahead.

Table with columns for names and amounts. Includes names like Board, Stokes and Jansen, Fisher Bros, Van Lusen Investment Company, etc.

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Table listing names and amounts for the Durham Tobacco promotion. Includes names like Rose, Higgins & Co., C. H. Higgins, G. L. Thompson, etc.

Table with columns for names and amounts. Includes names like R. M. Wright, Dora Redolet, Cash, etc.

Table with columns for names and amounts. Includes names like Mrs. J. A. Barlow, Mrs. M. H. Leinenweber, etc.

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