LINCOLN IN 1860.

HIS FIRST NOMINATION FOR PRESIDENT AT CHICAGO.

How Seward was Overthrown—Curtis and Lane Defeated Him and Nominated Lincoln—The School Question Made Seward Unavailable—The Bitterness of Seward's Friends After His Defeat.

It was the unexpected that happened in Chicago on that fateful 18th of May, 1860, when Abraham Lincoln was nominated for President of the United States. It was wholly unexpected by the friends of Seward; it was hoped for, but not confidently expected, by the friends of Lincoln. The Convention was the ablest assembly of the kind ever called together in this country. It was the first national deliberative body of the Republican party that was to attain such illustrious achievements in the history of free government. The first National Convention of that party, held in Philadelphia in 1856, was composed of a loose aggregation of political free thinkers, embracing many usually denominated as "cranks." The party was without organization or cohesion; its delegates were self appointed and responsible to no regular constituency. It was the sudden eruption of the intense resentment of the people of the North against the encroachments of slavery in Northern Territories, and neither in the character of its leaders nor in the record of its proceedings did it rank as a distinctively deliberative body. It nominated a romantic adventurer for President—a man untried in statesmanship, who had done little to commend him to the considerate judgment of the nation as its Chief Magistrate in a period of uncommon peril. The campaign that followed was one of unusual brilliancy, and resulted in anchoring nearly all of the old Democratic States of the West in the Republican column. In 1860 the principles of the Republican party had been clearly defined; its organization had been perfected in every Northern State, and each delegate to that convention at Chicago was regularly chosen and represented a great party, inspired by a devotion to its faith that has seldom been equalled and never surpassed in all our political history. The halo of romance that encircled Gen. Fremont, "the Pathfinder," four years before had perished, and he was unthought of as a candidate.

For nearly two years before the meeting of the Chicago Convention in 1860 the Republican party had one pre minent leader who was recognized as the coming candidate for President. The one man who had done most to inspire and crystallize the Republican organization was William H. Seward of New York. Certainly two-thirds of the delegates chosen to the Convention preferred him for President, and a decided majority went to Chicago expecting to vote for his nomination. Had the Convention been held in any other place than Chicago it is quite probable that Seward would have been successful; but every circumstance seemed to converge to his defeat when the delegates came face to face in Chicago to solve the problem of a Republican national victory. Of the 231 men who voted for Lincoln on the third and last ballot, not less than 100 of them voted reluctantly against the candidate of their choice. It was a Republican-Seward Convention; it was not a Seward-Republican Convention. With all its devotion to Seward it yielded to a higher devotion to Republican success, and that led to the nomination of Lincoln.

I have read scores of magazine and newspaper articles assuming to explain how and why Lincoln was nominated at Chicago in 1860. Few of them approach accuracy, and no one of them that I can recall tells the true story. Lincoln was not seriously thought of for President until but a few weeks before the meeting of the National Convention. Blaine has truly said that the State Convention of Illinois, held but a short time before the meeting of the National Convention, was surprised at its own spontaneous and enthusiastic nomination of Lincoln. He had been canvassed at home and in other States as a more than possible candidate for Vice-President. I well remember Lincoln mentioning the fact that his own delegation from Illinois was not unitedly in earnest for his nomination; but when the time came for casting their votes the enthusiasm for Lincoln in Chicago, both inside and outside the Convention, was such that they could do no less than give him the united vote of the State. Leonard Swett, who was one of the most potent of the Lincoln leaders in that struggle, in a letter written to Mr. Drummond on the 27th of May, 1860, in which he gives a detailed account of the battle made for Lincoln, states that eight of the twenty-two delegates from Illinois "would gladly have gone for Seward." Thus, not only in many of the other States did Lincoln receive reluctant votes in that Convention, but even his own State furnished a full share of votes which would have been given gladly to Seward had he been deemed available.

The defeat of Seward and the nomination of Lincoln were brought about by two men—Andrew G. Curtin of Pennsylvania and Henry S. Lane of Indiana, and neither accident nor intrigue was a material factor in the struggle. They not only defeated Seward in a Seward Convention, but they decided the contest in favor of Lincoln against Bates, his only real competitor after Seward. Curtin had been nominated for Governor in Pennsylvania and Lane had been nominated for Governor in Indiana. The States in which their battles were to be fought were the pivotal States of the national contest. It was an absolute necessity that both Pennsylvania and Indiana should elect Republican Governors in October to secure the election of the Republican candidate for President in November. Curtin and Lane were naturally the most interested of all the great host that attended the Chicago Convention in 1860. Neither of their States was Republican. In Pennsylvania the name of Republican could not be applied by the party that had chosen Curtin for Governor. The call for that Convention summoned the opposition Democratic party to attend the People's State Convention, and all shades of antagonism to the Administration then in power were invited to cordial and equal participation in the deliberations of that body. The Republicans had made a distinct battle for Governor three years before with David Wilmot as their candidate against Isaac Hazelhurst, the American candidate, and William F. Packer, the Democratic candidate. The result was the election of Packer by a majority over the combined votes of both the opposing parties. The American organization was maintained in Philadelphia and in many of the counties of the State. Fillmore had received a large majority of the votes cast for the Fremont-Fillmore fusion electoral ticket in 1856 in various sections. These elements had been combined in what was then called the People's party in Pennsylvania in the State elections of 1857 and 1859, and the Democrats had been defeated by the combination, but the American element remained very powerful and quite independent. Any ticket without its aid the success of Curtin was simply impossible. A like condition of things existed in Indiana. The American element had polled over 22,000 votes for Fillmore in 1856, and in 1858, when the same effort was made in Indiana to unite all shades of opposition to the Democracy, the combination was defeated by a small majority. While the anti-slavery sentiment asserted itself by the election of a majority of Republicans to Congress in 1858, the entire Democratic state ticket was successful by majorities varying from 1,531 to 2,696. It was evident, therefore, that in both Pennsylvania and Indiana there would be a desperate battle for the control of the October election, and it was well known by all that if the Republicans failed to elect either Curtin or Lane the Presidential battle would be irretrievably lost.

Both of the candidates presented in these two pivotal States were men of peculiar fitness for the arduous task they had assumed. Both were admirable stumpers, and no men that could have been nominated by the opposition to the Democracy, and both were experienced and consummate politicians. Their general knowledge of politics and the bearing of all political questions likely to be felt in the contest made them not only wise counsellors, but all appreciated the fact that they were of all men the most certain to advise solely with reference to success. Neither of them care for Seward, Lincoln, Bates, or any of the other men named for President should be nominated. If the man chosen was sure in to be the most available. They were looking solely to their own success in October, and their success meant the success of the Republican party in the nation. With Lane was John D. Defrees, Chairman of his State Committee, who had been called to that position because he was regarded as best fitted to lead in the desperate contest before him. I was with Curtin and intersted as he was, only in his individual success, as he had summoned me to take charge of his October battle in Pennsylvania. The one thing that Curtin, Lane, and their respective lieutenants agreed upon was that the nomination of Seward meant hopeless defeat in their respective States. It was these positive declarations from the two men who could best speak for the States which were to control the national contest that made a Seward Convention take pause and finally decide not to nominate Seward.

There was no personal hostility to Seward in the efforts made by Curtin and Lane to defeat him. They had no reason whatever to hinder his nomination, excepting the settled conviction that the nomination of Seward meant their inevitable defeat. It is not true, as has been assumed by many, that the objection to Seward was because of his radical or advanced position in Republican faith. It was not Seward's "irrepressible conflict" or his "higher law" declarations which made Curtin and Lane oppose him as the Republican candidate. On the contrary, both of them were thoroughly anti-slavery men, and they finally accepted Lincoln with the full knowledge that he was even in advance of Seward in declaring the "irrepressible conflict." Lincoln announced in his memorable Springfield speech, delivered on the 16th of June, 1858, that "a house divided against itself cannot stand;" I believe this Government cannot endure permanently half slave and half free," and Seward's "irrepressible conflict" speech was not delivered until the 25th of October. Lincoln was not only fully abreast with Seward but in advance of him in forecasting the great battle against slavery. The single reason that compelled Curtin and Lane to make aggressive resistance to the nomination of Seward was his attitude on the school question, that was very offensive to the most any thousands of voters in their respective States, who either adhered to the American organization or cherished its strong prejudices against any division of the school fund. It was Seward's record on that single question, when Governor of New York, that made him an impossible candidate for President in 1860, unless he was to be nominated simply to be defeated. Had he been nominated, the American element in Pennsylvania and Indiana would not only have m intained its organization, but it would have largely increased its strength on the direct issue of hostility to Seward. It was not an unreasonable apprehension, therefore, that inspired Curtin and Lane to protest with all earnestness against the nomination of Seward. There could be no question as to the sincerity of the Republican candidates for Governor in the two pivotal States, when they declared that a particular nomination would doom them to defeat, and it was Andrew G. Curtin and Henry S. Lane whose earnest admonitions to the delegates at Chicago compelled a Seward Convention to halt in its purpose and set him aside, with all his prominent qualifications and with all the enthusiastic devotion of his party to him. Many delegates most reluctantly gave up their preference for Seward in obedience to the counsel of these two men from the two States which were to decide the great contest in October and whose judgment was entitled to most respect; but it was a choice between defeat or victory, and much as a majority of the Convention loved Seward they felt that duty to the Republican party was paramount.

It was Curtin and Lane also who decided that Lincoln should be the candidate after Seward had been practically overthrown. When it became known that Seward's nomination would defeat the party in Pennsylvania and Indiana the natural inquiry was: Who can best aid these candidates for Governor in their State contests? And as decided in favor of Lincoln at an early stage of the struggle, and her action had much to do in deciding Pennsylvania's support of Lincoln. The Pennsylvania delegation had much less knowledge of Lincoln than the men from Indiana, and there were very few original supporters of Lincoln among them. Wilmot was for Lincoln from the start; Stevens was for Judge McLean; Reeder was for Gen. Cameron. The delegation was not a harmonious one because of the hostility of a considerable number of the delegates to Cameron for President, and it was not until the first day that the Convention met that Pennsylvania got into anything like a potential attitude. At a meeting of the delegation it was proposed that the first, second, and third choice of the delegates for President should be formally declared. It is needless to say that this proposition did not come from the earnest supporters of Cameron, but it was coupled with the suggestion that Cameron should be unanimously declared the first choice of the State, which was done. Stevens was stubbornly for McLean, and had a considerable following. He asked that McLean be declared the second choice of the State, and as McLean was then known to be practically out of the fight, he received sub-tantially a unanimous vote as the second choice. The third choice to be expressed by the delegation brought the State down to practical business, as it was well known that both the first and second choices were mere perfunctory declarations. The battle came then between Bates and Lincoln, and but for the facts that Indiana had previously declared for Lincoln and that Curtin and Lane were acting in concert, there is little reason to doubt that Bates would have been preferred. Much feeling was exhibited in deciding the third choice of the State, and Lincoln finally won over Bates by four majority. When it became known that Pennsylvania had indicated Lincoln as her third choice it gave a wonderful impetus to the Lincoln cause. Cameron and McLean were not seriously considered, and what was nominally the third choice of the State was accepted as really the first choice among possible candidates. The slogan of the Lincoln workers was soon heard on every side, "Pennsylvania's for Lincoln," and from the time that Pennsylvania ranged herself along with Indiana in support of Lincoln, not only was Seward's defeat inevitable, but the nomination of Lincoln was practically assured. Thus did two men not only determine Seward's defeat, but practically determine the nomination of Lincoln.

Notwithstanding the substantial advantages gained by the supporters of Lincoln in the preliminary struggles at Chicago, the fight for Seward was maintained with desperate resolve until the final ballot was taken. It was, indeed, a battle of giants. Thurlow Weed was the Seward leader, and he was simply incomparable as a master in handling a convention. With him were such able lieutenants as Gov. Morgan and Raymond of the *New York Times*, with Evarts as Chairman of the delegation, whose speech nominating Seward was the most impressive utterance of his life. The Bates men were led by Frank Blair, the only Republican Congressman from a slave State, who was nothing if not heroic, aided by his brother Montgomery, who was a politician of uncommon cunning. With them was Horace Greeley, who was Chairman of the delegation from the then almost inaccessible State of Oregon. It was Lincoln's friends, however, who were the "hustlers" of that battle. They had men for sober counsel like David Davis; men of supreme sagacity like Leonard Swett; men of tireless effort like Norman B. Judd, and they had what was more important than all—a seething multitude wild with enthusiasm for Abraham Lincoln. For once Thurlow Weed was outgeneraled just at a critical stage of the battle. On the morning of the third day, when the final struggle was to come, Lincoln's friends had arranged for an imposing demonstration on the streets of Chicago. They had bands and banners; immense numbers and generous enthusiasm; but while the Seward men were thus making a public display of their earnestness and strength, Swett and Judd filled the immense galleries of the wigwam, in which the Convention was held, with men who were ready to shout to the echo for Lincoln whenever opportunity offered. The result was that when the Seward mob filed into the Convention there were seats for the delegates but few for others, and the Convention was encircled by an immense throng that made the wigwam tremble with its cheers for the "rail splitter."

Twelve names had been put in nomination for President, but the first ballot developed to the comprehension of all that the struggle was between Seward and Lincoln. Seward had received 173½ votes, and Lincoln 102. The other votes scattered between ten candidates, the highest of whom (Cameron) received 50½, all of which were from Pennsylvania, with the exception of three. Cameron's name was at once withdrawn, and on the second ballot Seward rose to 184½, with Lincoln closely following at 181, but both lacking the 233 votes necessary to a choice. The third ballot was taken amid breathless excitement with Lincoln steadily gaining and Seward now and then losing, and when the ballot ended Lincoln had 231½ to 180 for Seward, Lincoln lacked but 2½ votes of a majority. His nomination was now inevitable, and before the result was announced there was a general scramble to change votes in the candidates on the scattering list to Lincoln. Carter of Ohio was the first to obtain recognition, and he changed four Ohio votes from Chase to Lincoln, which settled the nomination. Maine followed, changing ten votes from Seward to Lincoln. Andrew of Massachusetts changed Gratz Brown of Missouri next came with changes to the Lincoln column, and they continued until Lincoln's vote was swelled to 354.

As soon as Ohio gave the necessary number of votes to Lincoln to nominate him, a huge diagonal portrait of Lincoln was suddenly displayed from the gallery of the wigwam, and the whole Convention, with the exception of the New York delegation, was whirled to its feet by the enthusiasm that followed. It was many minutes before the Convention could be sufficiently calmed to proceed with business. The New York delegates had kept their seats in sullen silence during all this eruption of enthusiasm for Lincoln, and it was long even after quiet had been restored that Evarts's tall form was recognized to move that the nomination be declared unanimous. His motion was promptly seconded by Andrew of Massachusetts, who was also an ardent supporter of Seward, and it was adopted with a wild hurrah that came spontaneously from every part of the Convention, excepting the several lines of seats occupied by the seventy delegates from New York. Mr. Evarts's motion for a recess was unanimously carried, and the Convention and its vast audience of spectators hurried out to make the streets ring with shouts for the Illinois candidate for President.

Until after the nomination of Lincoln little attention had been given to the contest for Vice-President. Had Seward been nominated, Lincoln would have been unanimously tendered the second place on the ticket, but with Lincoln nominated, one of the first places the leading friends of Lincoln at once suggested to the friends of Seward that they should name the candidate for the Vice-Presidency. Mr. Greeley was sent to Gov. Morgan to proffer the nomination to him if he would accept it, or in case of his refusal, to ask him to name some man who would be acceptable to the friends of Seward. Gov. Morgan not only declined to accept it himself, but he declined to suggest any one of Seward's friends for the place. Not only Gov. Morgan, but Mr. Evarts and Mr. Weed refused to be consulted on the subject of the Vice-Presidency, and they did it in a temper that indicated contempt for the action of the Convention. Hamlin was nominated, not because Seward desired it, for New York gave him a bare majority on the first ballot, but because he was then the most prominent of the Democratic Republicans in the East. The contest was really between Hamlin and Cassius M. Clay. Clay was supported chiefly because he was a resident of a Southern State and to relieve the party from the charge of presenting a sectional ticket; but as there were no Southern electo al votes to be fought for, Hamlin was wisely preferred, and he was nominated on the second ballot by a vote of 367 to 86 for Clay. Notwithstanding Gov. Morgan's keen disappointment at the defeat of Seward, he was easily prevailed upon to remain at the head of the National Committee, thus charging him with the management of the national campaign.

I called on Thurlow Weed at his headquarters during the evening after the nominations had been made, expecting, without any disappointment, he would be ready to cooperate for the success of the ticket. I found him sullen and offensive in both manner and expression. He refused even to talk about the contest and intimated very broadly that Pennsylvania had sold Seward out, and that Governor Curtin and Lincoln, Gov. Curtin also visited Mr. Weed before he left Chicago, but received no word of encouragement from the disappointed Seward leader. Weed had been defeated in his greatest effort and the one great dream of his life, and he never forgave Gov. Curtin until the day of his death, nor did Seward maintain any more than severely civil relations with Curtin during the whole time that he was at the head of the State Department. I called on Seward but once after the organization of the Lincoln Cabinet, and not for the purpose of soliciting any favors from him, but he was so frigid that I never ventured to trespass upon him again. Three months after the Chicago Convention, when the battle in Pennsylvania was raging with desperation on both sides, I twice wrote to Mr. Weed giving the condition of affairs in the State and urging the cooperation of himself and Chairman Morgan to assure the success of the ticket in October. He made no response to either letter and it so happened that we never met thereafter.

The contest in Pennsylvania was really the decisive battle of the national campaign. A party had to be created out of inharmonious elements and the commercial and financial interests of the State were almost sadly against us. I cannot recall five commercial houses of prominence in the city of Philadelphia where I could have gone to solicit a subscription to the Lincoln campaign with reasonable expectation that it would not be resented, and of all our prominent financial men I recall only Anthony J. Drexel who sympathized with the Republican cause. Money would have been useless for any but legitimate purposes, but the organization of a great State to crystallize incongruous elements was an immense task and involved great labor and expense. I visited Chairman Morgan in New York, presented the situation to him, but he was listless and indifferent and not one dollar of money was contributed from New York State to aid the Curtin contest in Pennsylvania. The entire contributions for the State Committee for that great battle aggregated only $12,000, of which $2,000 were a contribution for rent of headquarters, and $3,000 were expended in printing. Three weeks before the election, when I felt reasonably confident of the success of the State ticket, I again visited Gov. Morgan and met with him Moses Taylor and one or two others, and they were finally so much impressed with the importance of carrying a Republican Congress that they agreed to raise $4,000 and send it direct to some six or seven doubtable Congressional districts I indicated. Beyond this aid rendered to Pennsylvania from New York the friends of Mr. Seward took no part whatever in the great October battle that made Abraham Lincoln President. Curtin was elected by a majority of 32,164, and Lane was elected in Indiana by 9,757. With Curtin the Republicans carried 19 of the 25 Congressmen, and with Lane the Republicans of Indiana carried 7 of the 11 Congressmen of that state. Thus was the election of a Republican President substantially accomplished in October by the success of the two men who had defeated William H. Seward and nominated Abraham Lincoln at Chicago.

A. K. McCLURE.

THIS TYPEWRITER NOT IN DANGER.

Letters Showing that She is Able to Take Care of Herself.

Many and various are the discussions that have been had on the question of the fitness of women, especially young and pretty women, for confidential business situations. They have arisen mainly from the predisposition of the modern young woman, especially the pretty modern young woman, to devote herself to typewriting, with or without the complicating accompaniment of stenography. One of these young women, both bright and pretty, whose office is near the Court House, has very decided opinions of her own on the question referred to. She has a business of her own, and therefore is qualified to decide judicially. She is very sure that women are fit to work for men in any business capacity, however confidential. She is equally sure that many men are not fit to be worked for, even at long range. Her portfolio contains several exhibits in support of her conclusion in this direction. Among them is the following correspondence between the head of a prominent Broadway firm and herself. She is not 20 years old:

"Aug. 19.

"DEAR MISS BLANK: The enclosed is just received from a Florida correspondent of our firm, and I can think of no one so well qualified as yourself to select a young person who will fulfil the stated requirements. If you will oblige us in this matter we will hand over the mentioned check to you upon receipt. Trusting this will receive your prompt attention, I am, ever yours, very sincerely,

[Enclosure.]

"Aug. 15.

"DEAR FRIEND: I desire to trouble you with a commission for me. Can you secure me the services of an attractive female stenographer and typewriter? (I have the stenographer. She must be sole femme, good looking, and desirous of pleasing. Also, must be familiar with law work. She can enjoy pleasant society here and have about one-third of the time to herself. I have pleasant offices, and you will find southern Florida a pleasant home until late spring. If your firm will put the proper machinery in motion to secure the services of a competent young woman I will send check to cover your trouble and travelling expenses. No old parties need apply. (See no reason why I am married.) Applicant should send photograph and specimen of work, both notes and typewritten copy. Yours very truly,

"Aug. 19.

"DEAR MR. DASH: Yours of this date just received, and in reply I can only state that this matter is outside of my province, the requirements being other than those of a strictly business nature; and I therefore cannot but decline to act in the same. Yours sincerely,

"Aug. 26.

"DEAR MISS BLANK: Yours, returning the letter of the gentleman who wanted a young lady stenographer, was in hand to be only a shade short of being an angry letter. What is the matter with your taking that place? Florida is a lovely country, and the gentleman is evidently one of that type who is himself desirous of pleasing, because I assume he would not expect in other qualities he did not himself possess. I think, on the whole, you had better reconsider it and accept the place, and, if you cannot do that, send me G. O. D. somebody who will fill the bill. Very truly yours,

"Aug. 27.

"DEAR MR. DASH: Your characteristically facetious note of the 26th inst. has just been received, but, but for the fact that the subject matter of the same, permit me to call your attention to the fact that your employees persist in misspelling my name. Of course misspelling is in one sense very appropriate, but I expect it in type, and I earnestly trust that you will call the attention of your stenographer which will cause him to miss all such blunders in the future.

"What is the matter with your taking that place? What, indeed! Everything. The items you cite in favor of the trip are absurd in comparison with my present circumstances, both physical and social. Florida is a lovely country, no doubt, but New York is quite good enough to suit even my fastidious tastes. And the gentleman is evidently one of that type who is himself desirous of pleasing. Again, indeed! Can it be possible that you think that an inducement to go two hundred miles simply to make the acquaintance of one man desirous of pleasing, when there are dozens of them right here, if one had the inclination to waste time. He would truly have to be an angel himself to atone for losing the society of all the fascinating gentlemen!

"Finally, permit me to ask why you are so anxious to have me accept the place. You must know that I would never consider for a moment any offer which was not accompanied by a written statement of terms, and I think very few of the legal profession would be able to offer me anything which would recompense me for giving up my establishment there.

"However, please accept my earnest thanks for your kindly solicitude and interest in my welfare, and as you are so kind, I will ask you to remind your firm of my little bill for July services, for which I should be pleased to receive check. I am ever, very sincerely yours.

"P. S.—Any one bright enough to 'fill the bill' would be bright enough to have a position here worth keeping. *Ex uno disce omnes!*"

WAR ON THE BERGEN NECK.

NOW THE STANDARD OIL COMPANY IS MONARCH OF THE SITUATION.

A Big Deal Between the Standard and Vanderbilt Interests—The Jersey Central Tried to Keep the Lehigh Valley Out of Jersey City, but the Standard Backed the Lehigh, and It Will Come in Over the National Docks Road—What Will These Favors Cost the Lehigh Valley?—Has It Promised Not to Bring Any Oil to the Seaboard?

The long fight between the railroads for supremacy on the Bergen Neck has culminated in the biggest deal of the year. Things have taken an astonishing turn, and so quietly was the affair managed that several railroads which thought themselves masters of the situation have just learned that they are not.

It appeared all along to be a triangular row between the Pennsylvania, Central Railroad of New Jersey, and the Lehigh Valley, but other factors entered which have entirely changed the aspect of things. The Standard Oil Company and the Vanderbilts are now masters of the situation. The Lehigh Valley also comes into the deal.

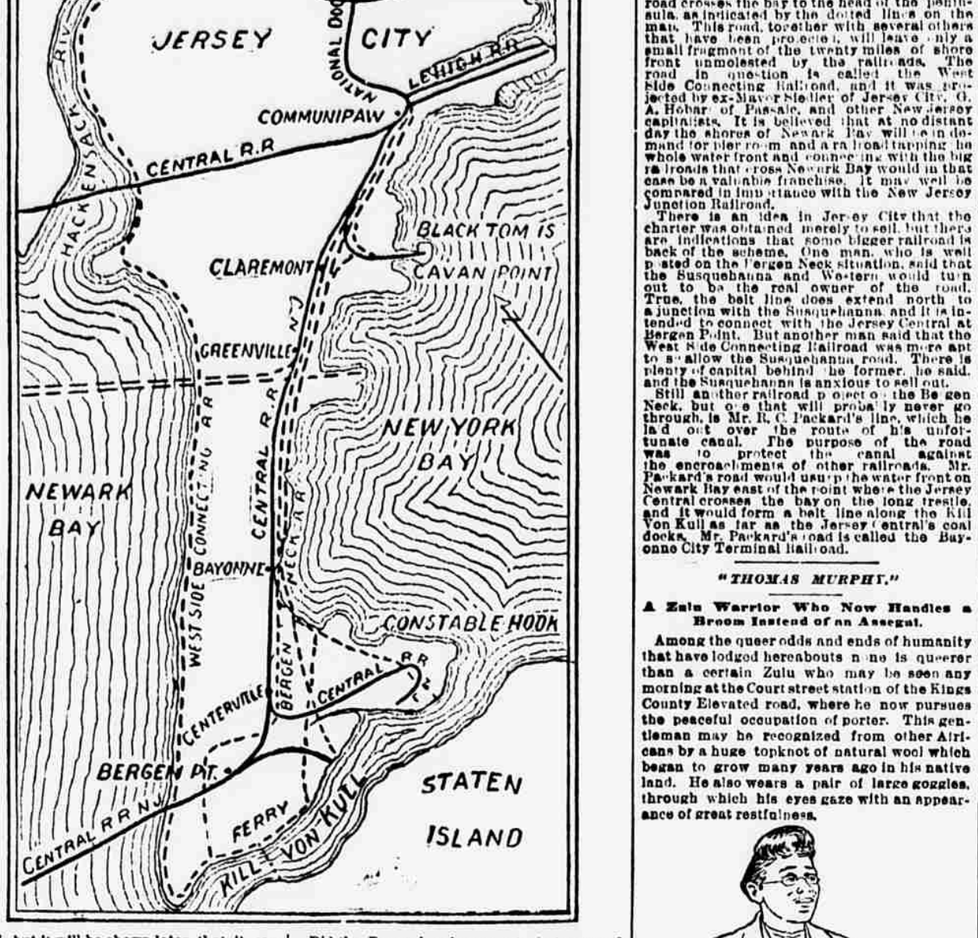
At one time the Jersey Central thought it had the Lehigh Valley checkmated so that it could not get an entrance into Jersey City. But the latter went in with the Standard Oil Company, and the Lehigh has secured fully as good privileges as the Central. The latter is now wondering how it all happened. The Pennsylvania appears to have been left all alone at the Morris Canal basin, seemed rather dubious.

But the Lehigh Valley people said nothing. They went on buying a right of way between Greenville and Claremont, and possibly they thought there was time enough to think of climbing the mountain when they reached it. The Morris Canal crosses the Jersey Central just below Greenville, and it runs parallel and close to the Central, on the east side, nearly to Claremont. The Lehigh Valley laid its track along the eastern bank of the canal for a considerable distance, so that it had very little property to acquire between Greenville and Claremont.

There was one road crossing the property surrounded by the belt line of the Jersey Central; but the latter thought nothing of that as causing it any trouble. It is the little National Docks Railroad, extending from the Standard Oil plant on Black Tom Island northward, and crossing the Central's four tracks by an overhead bridge at the Communipaw bend. The National Docks road continues north to a junction with the Pennsylvania Railroad at the Point of Rocks. It meets the Jersey Junction Railroad at that point, and, like the latter, it has long derived a profitable revenue by the transfer of freight from one road to another. The Lehigh Valley will baffle the Jersey Central by coming in over the National Docks Railroad, with which the Lehigh has just made a deal of far importance.

For several years there has been a contest in the courts between the Pennsylvania and the National Docks Railroad. The latter wanted to cross the Pennsylvania's tracks in order to effect a junction with the Jersey Junction Railroad so that it could transfer freight to the Delaware, Lackawanna and Western, Erie and West Shore, thus greatly increasing its business. The Jersey Junction road would also greatly add to its revenues by sending cars south of the Pennsylvania road. But the Pennsylvania saw that it controlled the situation, and it refused to let either road cross. It would transfer cars across itself, if necessary, and thus pocket a big terminal charge, but the two junction railroads refused to do business in that way.

The Judges of the Court of Appeals were divided on the matter, but a short time ago the law judges outvoted the law judges, and gave the National Docks road the right to cross underneath the Pennsylvania's tracks.



Did the Pennsylvania suspect what was up? If it did, that would account for its bitter opposition to the National Docks road crossing to get a connection with the New Jersey Junction Railroad. An alliance has been effected between the two, which means a standard Oil-Vanderbilt combination. The purpose is to control the entire transfer business of Jersey City and vicinity, and it will be far reaching in its effects.

This is only one link in the chain. The National Docks road is being extended down the eastern shore of the Bergen Neck, under the name of the Bergen Neck Railroad, to Constable Hook, with several branches around the Hook. The schemes is to tap the entire terminal business from Weehawken to Staten Island, shutting out the Jersey Central, Pennsylvania, and all others that have threatened to take part in the junction transfer business. It will be noticed, by a glance at the map, that from Communipaw down, the Bergen Neck road keeps as close as possible to the shore. A few years hence, when New York bay is one solid front of piers, the new Standard Oil road will have a tight grip on the situation, and it may refuse to let the other roads have access to the wharves.

This alone is a big deal between the Standard Oil and Vanderbilt interests, but there is more on foot. About this more later.

Now for the relations between the Standard Oil road and the Lehigh Valley people. The apparent understanding is this: The Lehigh Valley will use the tracks of the National Docks road from Claremont to Jersey City to get to its own terminal north of the Jersey Central, and in return the Lehigh agrees to let the National Docks road use its tracks between Greenville and Claremont, saving the Bergen Neck road the trouble of acquiring property and building anything to speak of north of Greenville. Both lines are about the same length. The two sections will be operated jointly, both companies having equal privileges between Greenville and Communipaw. This solves the problem of the Lehigh Valley's entrance into Jersey City. There is also an understanding between the Lehigh Valley and the Bergen Neck road for the former to reach Constable Hook, where it has recently acquired a good deal of water front adjoining the Standard Oil plant on the north. It is a question what consideration the Standard gets for this privilege.

It is said that the Standard will abandon Black Tom Island as soon as the Bergen Neck road is completed, concentrating it all at Constable Hook, where it has plenty of room. If it does this it is rumored Black Tom Island may be turned over to the Lehigh Valley for a terminal, but on what consideration it is not stated. The security of all these things is that the railroad appears to be getting a good deal for almost nothing.

A glance at history may furnish the key to the situation. The Standard Oil Company is thoroughly supreme in the shipment of oil from the refining regions to the seaboard, although it has become the master only after a series of bitter struggles. At one time or another nearly every road in the vicinity of New York has made a bluff at competing with the king of corporations; but every attempt has been short lived. The Standard has swallowed all competitors, making them subsidiary to its will or perhaps it would better be said that it paid each of them its price for not transporting oil to the seaboard. If they had kept up the struggle the Standard, in the long run, would have forced them out, and the railroads would have been the worst losers.

The deal with the Pennsylvania Railroad, which has remained a secret up to the present time, was that the Standard should allow the railroad company a perpetual rate of 1 cent a gallon or 42 cents a barrel (the same as if the rail road shipped it on 25 per cent. of all the oil that the Standard pipes from the oil regions reached by the Pennsylvania Railroad. The Pennsylvania, it is said, has been getting this fat allowance year in and year out, although it does not carry a barrel of oil, to speak of, to the seaboard.

The deal with the Erie gave the Standard the privilege of laying a pipe along the Erie's roadway from Jersey City to the oil regions, and, furthermore, the Standard is said to have paid the railroad company a large sum of money to keep quiet about it. There is a story that nearly half a million dollars changed hands, but this could not be verified. At any rate, the Erie is said not to receive any percentage, as the Pennsylvania does.

Something might be said about the way other New York roads were brought to time, but the cases mentioned illustrate the Standard's methods of doing business. It works.

Now comes the Lehigh Valley Railroad. In a very short time it will be a full-fledged trunk line to New York. It has the privilege that all common carriers have of bringing oil from the mining regions to the seaboard. There are a number of small oil companies that have been looking forward to the completion of this road into New York, to receive a boon which has been denied them by the other railroads for some mysterious reason. They could give the Lehigh Valley enough business to make the oil traffic one of the most profitable features of its revenue. Will the Lehigh Valley assert its independence and undertake to carry oil, regardless of what the Standard Oil Company thinks about it? This is a question that has been asked many times of late by business men. In other words, will it refuse to bow to the Standard?

The favors which the railroad company has already accepted from the Standard would seem to indicate the direction that affairs are taking. The Standard has let the Lehigh Valley into Jersey City; it has invited the railroad to Constable Hook, and if the latter and should get any water front through, many men think that this would be evidence enough that no oil will come to the seaboard over the Lehigh Valley. Several men told the reporter that the deal was already consummated but if it has been it has been kept a profound secret.

A man who is intimately connected with the Standard Oil Company verified the fact that the Standard Oil road and the New Jersey Junction Railroad, that is owned by the Vanderbilts, will become intimately associated, if not consolidated. The standard has no particular use for the National Docks road, while the Vanderbilts would be only too glad to have it to annex to the New Jersey Junction road. This is said to be one of the things that are likely to happen within a year. The Vanderbilts would realize a handsome profit out of the road as a transfer between all the great trunk lines in New Jersey, and if they acquire any water front in the lower bay it would furnish them the necessary access to it.

The Vanderbilts are after more water front. A gentleman who has, or had, a good slice of it at Constable Hook, visited the Vanderbilts last summer at Newport on purpose to confer about the matter. They sent for him. This man had already sold a portion of his property to the Lehigh Valley, and the Vanderbilts it is said told him that they would have done better by him if he had waited. It is reported that the Standard may let the Vanderbilts have some of its wharfage room at the extreme point of the Hook, but this rumor could not be verified. The purpose here is merely to show that the Vanderbilts have had their eye on the Bergen Neck.

There is no longer any doubt that within a few years the Bergen Neck will be so gridironed and belted with railroad tracks that the beautiful residence sites along the shore of Newark Bay will be a thing of the past. Another project is a belt line extending ten miles along the eastern shore of Newark Bay, from the point where the Erie road crosses the bay to the head of the peninsula, as indicated by the dotted line on the map. This road, together with several others that have been projected, will leave only a small fragment of the twenty miles of shore front unmolested by the railroads. The road in question is called the West Side Connecting Railroad, and it was projected by ex-Mayor Cutler of Jersey City, G. A. Hobar of Passaic, and other New Jersey capitalists. It is believed that at no distant day the shores of Newark Bay will be in demand for pier room and a railroad tapping the whole water front and connecting with the big railroads that cross Newark Bay would in that case be a valuable franchise. It may well be compared in importance with the New Jersey Junction Railroad.

There is an idea in Jersey City that the charter was obtained merely to sell, but there are indications that some bigger railroad is back of the scheme. One man, who is well posted on the Bergen Neck situation, said that the Susquehanna and Western would turn out to be the real owner of the road. True, the belt line does extend north to a junction with the Susquehanna, and it is intended to connect with the Jersey Central at Bergen Point. But another man said that the West Side Connecting Railroad was more apt to swallow the Susquehanna road. There is plenty of capital behind the former, he said, and the Susquehanna is anxious to sell out.

"Still another railroad project on the Bergen Neck, but one that will probably never go through, is Mr. R. C. Packard's line, which he laid out over the route of his unfortunate canal. The purpose of the road was to protect the canal against the encroachments of other railroads. Mr. Packard's road would usurp the water front on Newark Bay east of the point where the Jersey Central crosses the bay on the long trestle, and it would form a belt line along the Kill Von Kull as far as the Jersey Central's coal docks. Mr. Packard's road is called the Bayonne City Terminal Railroad.

"THOMAS MURPHY."

A Zulu Warrior Who Now Handles a Broom Instead of an Assegai.

Among the queer odds and ends of humanity that have lodged hereabouts none is queerer than a certain Zulu who may be seen any morning at the Court street station of the Kings County Elevated road, where he now pursues the peaceful occupation of porter. This gentleman may be recognized from other Africans by a huge topknot of natural wool which began to grow many years ago in his native land. He also wears a pair of large goggles, through which his eyes gaze with an appearance of great restfulness.

The Zulu is put down on the pay rolls of the company as Thomas Murphy. When he is at home in Natal he is called Quango Percorial. Mr. Murphy says he was born in Gilton in 1859. He came to this country with Chief Two Strike, and was exhibited by Barnum for several years as a native warrior, which he was. He also whistled.

He says that in his native undress, with an assegai in hand, he is imposing to see. In the course of his wanderings he came upon an American negress whom he loved and by whom he was loved with a passion all too fierce for lasting. They separated, but before he had got a good vocabulary of English words. Of the nine years of his life away from Zululand six were spent in museums. The last three years Mr. Murphy has earned his living by the sweat of his brow.

WHAT IS INSIDE OF THE EARTH?

The Question as Affected by What is Known of the Interior Heat.

From Goldthwaite's Geographical Magazine.

Many scientific men are devoting their lives to finding out all that can be learned about the interior of this wonderful globe of ours. One of the interesting problems on which they are engaged is the depth and geological limits of the permanently frozen soil. The British Association has collected a large amount of data on this question. It has already told us some curious things, such as the fact that excellent wheat lands north of Manitoba overlies frozen earth that never thaws.

Some geologists find strata of rock that they are able to show must have been buried at a remote age 10,000 feet under the surface. These upturned edges of rock, which some terrible convulsion lifted to the air, give us a glimpse of the condition of the interior so many below the greatest depth to which we can attain. The workmen in the deepest mines in Europe swelter in almost intolerable heat and yet they have never penetrated over one-thousandth part of the distance from the surface to the centre of the earth. In the lower levels of some of the Comstock mines the men fought scalding water, and could labor only three hours at a time, until the Sutro Tunnel pierced the mine and drained off some of the terrible heat, which had been 170 degrees.

The deepest boring ever made—that at Speenberg, near Berlin—penetrates only 4,172 feet, about 1,000 feet deeper than the famous artesian well at St. Louis. The result of this imperfect knowledge is that there are more theories and disputes among scientific men with regard to the interior of the earth than about any other problem of physical science. Some eminent physicists, for instance like Sir William Thompson, have believed that the crust of the earth is at least 100 miles thick. The majority adhere good reasons for believing that the crust is only twenty-five to fifty miles thick. All agree that the temperature within the earth continues to increase as it does near the surface—at the rate of one degree Fahrenheit, for about every fifty-five feet of descent. All igneous rocks must be fused at no great depth.

In fact, at this rate of increase the temperature at 200 miles is 28,000 degrees Fahrenheit, which is Prof. Ericsson's estimate of the probable temperature of the sun. It is improbable, however, that this rate of increase is maintained for a great distance, and many physicists believe that at some unknown but not very great depth the increase in temperature ceases. One of the most wonderful thing in the study of science is the fact that the mysteries of one science are sometimes completely or partly explained by knowledge gained in some other department of study. It is thus that the naturalists who have investigated the fauna and flora of scores of Pacific islands have learned how far south Asiatic types prevail, and have added great weight to the conclusions of geologists that these islands were once a part of the big continent north of them.

HARD HEADS AND HIGH ART.

THE LOWER EAST SIDE AT THE METROPOLITAN MUSEUM.

The Sunday Crowd of Men and Women who Have Not Learned to Gush at Sight of a Great Name—Hester Street Shocked by the Statuary—Mummies Unhonored and Unsought—Natural Criticism.

Before the Sunday opening of the Metropolitan Museum the art gallery was was the resort of hysterical enthusiasts. There were, of course, thousands of visitors who wandered about in a natural way, scores of artists and art lovers with keen appreciation; but the visits of these were made weary by the men and women of the hysterical school, who were original only in their sensational affectless. This sort of thing still goes on, but of a Sunday a new kind of art critic is now admitted. He is always amusing, and at times instructive. This crit