The National Republican

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THE REPUBLICAN DURING THE SUMMER.

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TUESDAY, JULY 15, 1884.

THE late perfectionist republicans are going to have a conference in New York on the 22d. None but political pharisees need apply.

IF District Attorney Worthington knows anything about a swindle in connection with the Middleton bank failure why don't he go ahead and investigate? That is what he is hired for.

How do the civil service reformers, who are enraptured with Cleveland, like Mr. Hendricks's declaration in favor of turning the present federal officeholders out in the event of democratic success?

MR. HENDRICKS says, "I do not ask that all be turned out." No doubt the exceptions in his mind are the very large number of democrats now holding office under republican rule in every department of the federal service.

GEN. BUTLER says if he goes into the campaign as the candidate of the anti-monopolists he will "concentrate on New York." Between Butler and John Kelly there is evidently much unhappiness in store for the New York democracy.

THE leading English papers are unanimous in their approval of Cleveland's nomination and cordially hope for his election. Of course the Irish voters of America will be moved to enthusiasm in Cleveland's behalf by their warmly expressed desire for his success on the part of their worst enemies.

THAT minor democratic daily the New York *Times* has a great deal to say about the "independent republicans," of whom it affects to be the organ. This is contemptible hypocrisy. The *Times* is now a democratic paper in all essentials, and as the so-called independent republicans are "teeth and toe nail" supporting the democratic candidates and laboring to defeat the republican candidates, they are no more and no less than democrats.

THAT eminent New England theologian, James Freeman Clarke, was so greatly shocked at the anti-Chinese declaration in the republican platform that he thought seriously of going over to the democrats. The following paragraph in the democratic platform may possibly escape Mr. Clarke's notice: "American civilization demands that against the immigration or importation of Mongolians to these shores the gates shall be closed." The passage in the republican platform which gave the New England bolters so much pain reads as follows: "We pledge ourselves to sustain the present law restricting Chinese immigration and to provide such further legislation as will tend to correct the evil."

SECRETARY FRELINGHUYSEN has lost no time in instructing our consuls at the principal European ports to do all that lies in their power to prevent the germs of cholera from being carried across the ocean. Consuls can not prevent the sailing of infected ships, but they are instructed to appoint competent physicians to inspect each ship bound for United States ports, and only to grant clean bills of health upon the recommendation of these sanitary inspectors. The absence of such papers will put the health officers on this side of the ocean on their guard, and quarantine regulations will be enforced against all suspected vessels. Our consuls have also been instructed to give notice by cable of the sailing of vessels which are supposed to have contagious diseases on board. Should the cholera reach the great sea ports of western Europe it can scarcely be hoped that these regulations will keep it away from America, but as long as the epidemic is confined to Mediterranean ports a vigorous quarantine may shut it out.

THERE is one statement of the democratic platform that is grimly humorous in the light of history. It declares for the democratic party that "its policy has ever been in regard to foreign nations, so long as they do no acts detrimental to the interests of the country or hurtful to our citizens, to let them alone. As the result of this policy we recall the acquisition of Louisiana, California, Florida, and of the adjacent Mexican territory by purchase alone." All the vast western territory referred to, except that embraced in the "Gadsden purchase," was acquired by us "by purchase alone" simply because the democratic slave-holding power had brought about a war between the two nations which resulted in the total overthrow of Mexico, and the cession of that territory to us at our own price as the result of that war. It was a queer sort of letting alone, so far as Mexico was concerned, and if the ghost of Santa Anna and the old slave-driving democrats of '46 were hovering about the Chicago convention they must have been twisted double with silent hilarity by the exquisitely mendacious humor of the modern democracy.

ONE of the leading colored republicans of Colbert county, Ala., has been disposed of early in the campaign. George Lightfoot, colored, had a difficulty with a white man named Sam Hurst about the changing of a $5 bill. The matter was settled, and Lightfoot went home. The next day, when walking to church with his mother, Lightfoot was confronted on the road by Hurst and another ruffian named Basden and murdered in cold blood. Hurst drew a pistol and fired at Lightfoot wounding him. Lightfoot wrenched the pistol out of Hurst's hand, and as he did this Hurst's accomplice shot him dead. Hurst ran away, but Basden gave himself up and will doubtless soon be at liberty. The democratic newspapers have already set up a defense for him which no Alabama jury will disregard. At the time Lightfoot was killed he had Hurst's pistol in his hand, and Basden will prove by his own testimony that Hurst's life was in imminent peril, and that he was obliged to kill Lightfoot to keep him from shooting Hurst with his own pistol. The glittering generality in the democratic platform about all men being equal before the law has no practical application in Alabama. It was simply thrown in to ease the consciences of the republican bolters.

White Lights and Red Lights.

There have been very few accidents on the Washington branch of the Baltimore and Ohio railroad. We cannot recall a collision or a wreck of any kind since the war that caused the death of a passenger. The hundreds of people who make the trip every day between Washington and Baltimore feel about the same sense of security, while being carried along at the rate of forty and fifty miles an hour, as they do when sitting in their own homes. The rude shock of Saturday night wakened many of them up to a realization of the fact that railroad travel cannot be entirely divested of danger. No matter how perfect the system of signals, or how plain the running rules, every now and then some conductor, or engineer, or switch tender, or flagman, or train dispatcher, or telegraph operator will make a mistake, either through negligence or inadvertence, and suddenly there comes a crash followed by death in its most cruel forms.

It seems to be impossible to provide against sporadic outbreaks of human infirmity such as brought two trains together on Saturday night at the Metropolitan junction. No doubt the poor flagman, John Sullivan, was trying to do his duty as best he knew how, but for the moment his judgment was confused, and when he saw his mistake it was too late to correct it. There is no use of imputing criminal neglect or even want of vigilance to the unfortunate man. His whole conduct shows that he was wide awake and was doing what he supposed was necessary to keep the track clear for the train that had the right of way, but he was acting under a wrong impression, and thus produced the disaster he was trying to avert. It was a matter of life or death whether the signal-man at the east end of the forked switch transmitted a red light or a white light to the signal-man at the west end. If he sent a red light it was notice to the Martinsburg train that the Baltimore train had the right of way and was going to occupy the track. If he sent a white light it was notice that the Baltimore train would be kept back, and an invitation to the Martinsburg train to come ahead.

There seems to be no doubt but that a red light was displayed at the east end of the switch. The Baltimore train was on time and had the right of way, and it was the duty of the signal-man at the junction to display a red light. If the signal-man at the west end could have seen this light there would have been no collision. But, unfortunately, there are intervening trees and houses, and the signal must be transmitted by flagmen who carry lanterns at night with three sides that transmit white light, and one side that transmits red light. The flagman at the bridge caught the red light and transmitted it to the next flagman on the line, who in turn gave it to Sullivan, the flagman at the watch box on First street, near I street. Sullivan was in doubt as to whether the man to his right showed a red or a white light, but he settled down into the belief that he had seen the white side of the lantern, and he accordingly showed the signal-man at the west end of the switch the white side of his own lantern. This opened the way for the Martinsburg train. The Baltimore train already had moved in, and the next instant the two trains came together with a terrific crash.

The testimony taken before the coroner yesterday shows pretty conclusively that Sullivan mistook the red light for a white light, and that this mistake was the immediate cause of the accident. But the whole blame should not be put on this unfortunate watchman, whose compensation is a dollar a day for sixteen hours' work. There ought to be some better device for transmitting signals than a lantern with colored panes. If the watchman in his haste should happen to drop his lantern and break the red pane, he would have no danger signal. He may also hold his lantern in a way that leaves the man who is reading the signal in doubt as to whether he means to show the red or white.

At a point like the Metropolitan junction, where trains from two roads run on a connecting switch, there ought to be some better system of indicating the movements of trains than by means of colored lanterns in the hands of hard worked flagmen. The money that this accident will cost would have erected a watch tower at each end of the switch, high above trees and houses, and enough would have been left to have paid for the maintenance of a pair of burning eyes that could be seen for miles on either track. The failure of the company to provide a proper system of signals relieves watchman Sullivan from a good deal of the blame that attaches to him for showing the wrong side of his lantern.

It is also quite apparent that both trains were running at an unreasonable rate of speed. The engineer of the Baltimore train says that he was not running faster than four or five miles an hour, but witnesses who were looking at the moving train think that the speed was at least twenty miles an hour. The Martinsburg train was also running very fast. Both trains were running in violation of the law when they came together.

THE democrats declare in their platform that the republican party has subjected American workmen to the competition of convict labor. If called upon to say when and where, the "putrid reminiscence," could not answer the query, the statement being a solemn falsehood. But the American workingman who cares to inquire into the good faith of the statement is invited to examine into the convict labor system prevalent in the southern states, where democracy reigns supreme and unquestioned. There he will find that the black men are sent to the penitentiary in droves for trivial offenses that in the northern states would be adequately punished by fine. He would find that their labor is leased out to contractors who are at liberty to employ them at any form of labor they may choose, without the slightest regard to how free labor may be affected. He will find that these convict laborers are treated with a measure of inhumanity shocking to the moral sense of the age. He will find that men high in authority in the councils of the democratic party, men who sat in the very convention that made this false and hypocritical declaration against the republican party, even a democratic United States senator, have grown rich from the iniquitous profits of this degraded and horribly cruel convict labor system for which democracy is solely responsible, and which democracy to-day fosters and protects.

HENDRICKS AND M'DONALD.

They Give Expression to Views About the Convention and People—Hendricks Tickled to Death and McDonald Surly.

Interview in the New York Herald.

"What is your opinion of the convention, Mr. Hendricks?"

"It was the greatest convention I ever attended, and greater than I ever expect to see again. It was composed of representative men of the party—gentlemen of broad, conservative views and deliberate and conscientious minds. A great many of them I had known for years, but there were some new faces. The oratory was of a high order of excellence, and in my opinion excelled that of the recent republican convention."

"Do you think that Tammany will support Mr. Cleveland?"

"I haven't any doubt of it whatever. Mr. Kelly had his preference, but will no doubt abide by the will of the majority. He is an able man. Mr. Cleveland will grow with the people. They will like him better as they become familiar with his character and ability. I have never seen him, but he won my admiration some time ago. His strength in the convention was wonderful."

"How about Ben Butler?"

"As to his action I can say nothing. He was bitterly opposed to Mr. Cleveland's nomination, but whether he will come to his assistance now I am unable to say."

It was evident, however, from Mr. Hendricks's manner that he did not count much upon Butler's support in the campaign; and Mr. John C. Shoemaker, proprietor of the *Sentinel*, the democratic state organ, who was present, added that he feared the influence of Butler more than any othe opposition in Indiana.

In a subsequent conversation Mr. Hendricks said: "I see I am reported as having said that I was truly sorry for Mr. McDonald. I never made such a remark as that. I shouldn't have done so. I probably said that I regretted very much Mr. McDonald's disappointment." Then, straightening himself up and speaking with added emphasis, he continued: "When Mr. Tilden declined that ended the matter with me, and I had no further expectations. I went to Chicago as one of the Indiana delegates to further Mr. McDonald's interests, and believe I did all in my power. I made the speech in his behalf and threw into it all the earnestness that the subject inspired."

Ex-Senator McDonald positively declined to be interviewed, saying that he had already said repeatedly all that he deemed it necessary or expedient to say.

"But I should like to ask one question," persisted the correspondent. "It has been charged by many of your friends that Mr. Hendricks was lukewarm in his support of you, and that, had he heartily desires it, you, and not he, would have been honored with a place on the ticket. Do you share that feeling?"

"No, I do not," was the reply. "I believe that Mr. Hendricks did all he could for me, and that he did not sacrifice me to further his own ends. I think that his speech in nominating me was all that I could have expected, and certainly was all that was required of him."

Further than this Mr. McDonald declined to talk.

WHAT WILL HE DO?

The Massachusetts Ex-Governor Thinks He May Mass His Forces in a State or Two, But He Will Calmly Reflect Before Acting.

Detroit interview with Gen. Butler.

"I have never told anyone that I should run as an independent candidate for president. I cannot now say what will or will not happen, so far as the coming election may depend upon me. Your idea that my candidacy will draw support from both the democratic and republican parties, and that, therefore, the totals will be proportional, not affecting the result by a vote, makes me but a fly on the wheel. There are a hundred congressional districts in which the election is settled by less than a vote of 500 one way or the other. Suppose men are organized for work in those districts. Who thinks it worth while to solicit their support? The men who want to be governors and congressmen. There are many earnest and true men who feel that I represent them, and that I should do so in a more active way. They urge me to remain a candidate for president, to stand for the principles which they believe, in which they know I sympathize. Is it best for them and for me? I have already accepted the nomination of the greenback party. The best things in the democratic platform I subscribe to. Some of them are substantially my own.

"I have met Gov. Cleveland but once, and have no quarrel with him. But he is not the representative of those principles in regard to the government of corporate powers, transportation, currency and the labor question which I believe in—let me make it plain to you—is not acceptable to a great body of men.

"Now," continued Gen. Butler, after this diversion, "New York is the battle ground of this election. If I were to spread myself out thin over the country I could effect nothing, (sarcastically)—a fly on the wheel. But suppose I take New York. In military parlance, mass my forces—not weaken them in a long, thin line. Having the motive of my own treatment at the convention, and the fervent co-operation of the anti-monopolists and the greenback labor parties, something might be done. In that case you might change the figure. You would not call me the fly on a wheel, but the bull in a china shop, or, perhaps, (laughing heartily), a jackass dancing among the chickens."

"I shall do nothing in a pet," concluded Gen. Butler, "I shall not speak in a pet. If such had been my mind, I had reason enough to show it at the convention."

Tilden's Grudge Against Hendricks.

Providence Journal.

There was hardly a candidate mentioned for the position who would not have done more to help the ticket than Hendricks, even if no count is made of that silent and secret animosity which makes its lair in the breast of Samuel J. Tilden, and which has punished many who have stood in the way of his ambition or thwarted his schemes.

A Friendly Hint to Hendricks.

Saratoga Saratogian.

We sincerely hope that Thomas A. Hendricks will cling to the little sop thrown to him by the democratic convention. From the tail of the ticket headed by Tilden to the tail of the ticket headed by Cleveland may be a startling fall, but it is now or never.

The Broadest Sort of Farce.

Worcester Spy.

A more grotesque travesty on serious politics than the nomination of Cleveland is scarcely possible.

POLITICAL SMALL TALK.

Mr. Charles A. Dana is preparing to swallow a good-sized plate of Cleveland crow.—*New York Truth.*

The ambulance train is in from Chicago and ex-Boss Kelly and his men are at again.—*New York Herald.*

It was natural, after all, that the starved goddess of reform should have given the others the mitten in favor of Grover Cleveland. He is young, good looking, and a bachelor.—*Courier-Journal.*

The democratic ticket is practically this: For president—A Supposed Availability; for vice president—An Alleged Expediency; platform—We need a change, whether the country does or not.—*Philadelphia Press.*

Some of the leading republican journals are making a serious mistake, we think, in decrying the strength of the democratic ticket. We cannot perceive the weakness of it except that weakness which is inseparable from its being a democratic ticket. The opposition of Butler and Kelly cannot defeat it; it is not even a great element of weakness. Indeed, that of Butler is likely to dwindle to infinitesimal proportions before November, and that of Kelly change into hearty support.—*Philadelphia Inquirer.*

SPECIAL NOTICES.

POSTOFFICE NOTICE.

Letters for Europe need not be specially directed for dispatch by any particular steamer in order to secure speedy delivery at destination, as all Trans-Atlantic mails are forwarded by the fastest vessels available.

Foreign mails for the week ending JULY 19 will close at this office as follows:

WEDNESDAY.—At 8 a. m. for Europe, per steamship America, via Queenstown (letters for Germany and France must be directed "per America"); at 8 a. m. for Germany, &c., per steamship Ems, via Southampton and Bremen (letters for Great Britain and other European countries must be directed "per Ems"); at 8 a. m. for France direct, per steamship Canada, via Havre; at 9 a. m. for Jamaica, per steamship Stroma; at 10 a. m. for Hayti, per steamship Alvena; at 10 a. m. for the Netherlands direct, per steamship W. A. Scholten, via Rotterdam; at 1 p. m. for the Windward Islands, per steamship Belair; at 4 p. m. for Newfoundland, per steamship Ardandhu.

THURSDAY.—At 9:30 a. m. for Europe, per steamship City of Richmond, via Queenstown (letters for Germany and France must be directed "per City of Richmond"); at 10 a. m. for Europe, per steamship Gallia, via Plymouth, Cherbourg, and Hamburg; at 1:30 p. m. for Cuba and the West Indies, per steamship City of Washington, via Havana (letters for Mexico must be directed "per City Washington").

SATURDAY.—At 11 a. m. for Germany, &c., per steamship Rhein, via Southampton and Bremen (letters for Great Britain and other European countries must be directed "per Rhein"); at 11:30 a. m. for Europe, per steamship Germanic, via Queenstown (letters for Germany, &c., must be directed "per Germanic"); at 1 p. m. for Belgium, per steamship Beigenland, via Antwerp; at 1 p. m. for Scotland direct, per steamship Ethiopia, via Glasgow; at 1:30 p. m. for Cuba and Port Rico, per steamship Newport, via Havana.

SUNDAY.—At 7:30 p. m. for Truxillo and Ruatan, per steamship S. & J. Otero, via New Orleans; at 7:30 p. m. for Honduras and Livingston, per steamship City of Dallas, via New Orleans.

Mails for China and Japan, per steamship City of Peking, via San Francisco, close here July 19 at 7 p. m. Mails for Australia, New Zealand, Sandwich and Fiji Islands, per steamship City of Sydney (via San Francisco), close here July 26 at 7 p. m. (or on arrival at New York of steamship Britannic with British mails for Australia).

*The schedule of closing of Trans-Pacific mails is arranged on the presumption of their uninterrupted overland transit to San Francisco. Mails from the East arriving on time at San Francisco on the day of sailing of steamers are dispatched thence the same day.

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