THE DEMOCRAT-LEADER.

VOL. 5. NO. 31. PORT ANGELES, CLALLAM COUNTY, WASHINGTON, NOVEMBER 30, 1894. PRICE FIVE CENTS

RAILROAD THAT NEVER WAS BUILT.

A Bit of Strikingly Sensational Local History Revealing

THE PLAN OF A PAPER RAILWAY SCHEME,

Which Deluded the People, Precipitated the Failure of the First National Bank, Bankrupted the Country and Ruined the Business Men of Port Angeles—Something About the Arch Conspirator Who Conceived, and His Willing Co-operators Who Assisted In Launching the Gigantic Scheme That They Might "Make Money at Every Turn of the Wheel," Even Though It Plunge the Community Almost Irretrievably Into Financial Straits.

Hon. John F. Plummer,

DEAR SIR:—At your request I have prepared and herewith enclose a statement or narrative of the original conception of our R. R. and the raising of the subsidy. It is in the nature of a reply to and refutation of the claims which Mr. Carrigan appears to have set-up in N. Y., and with which he seems to have fed his vanity. They would be too absurd to notice were it not from the fact of his having had for so long exclusive access to your ear, so that he has produced in your mind misconceptions most dangerous to our enterprise. As I get time I will give you further information which time forbids now.

Any matters not clearly explained in the enclosed statement I would be glad to have you call my attention to. You are at liberty to use it in any way you please; there is nothing confidential about it, and if the statements, so much at varience with your previous information, require proof, I will take pleasure in furnishing it.

I would only say that each statement is true to the best of my knowledge and belief and that I have not knowingly or intentionally done Mr. Carrigan any injustice.

Very truly yours,
C. A. BARNES.

STATEMENT.

In the winter and spring of 89-90 I was sent by the Seattle Press as a member of an expedition to explore the unknown mountainous region in the Olympic peninsular. One of the main objects was to find a railway route as an outlet for the isolated northern coast. I found that route to be impracticable. The east and west coast routes were not regarded with favor by practical railroad men.

Afterwards, while in the employ of the Great Northern Railway, I frequently studied the conditions which might enable that railway to get into so valuable a territory. My familiarity with several eastern railway ferries and their working, suggested to me the ferry method, which upon reflection seemed a simple and natural solution.

At that time, the spring of 1892, I discussed it with Mr. Amasa Miller, of Seattle. I collected much data concerning ferries and became satisfied that the idea was sound and the key to the situation.

I was already well acquainted with all the Northern part of the peninsula. I examined it further. Its resources and probable traffic, conceived the idea of the road as a factor in the grain trade, the fishing industry, the foreign mail service etc. I devised the scheme for the practical and economical working of the steamers and ferry boat between the mill and other ports and the railroad. In short, the entire scheme with all details as finally shown in the various prospectuses were devised wholly by myself and without suggestions from anyone, I think it required a railroad man to work it out. Mr. D. B. Fitten, civil engineer, and Captain Dyer, an owner of tow boats, both of Seattle, supplied me with valuable information relative to ferry-boats, towing, etc., in the summer of 1892, who, together with Miller will remember the circumstances. Also Mr. P. F. Shelly, general manager Great Northern railway (Pacific Coast) will propably remember a conversation and approval at about that time.

I asked Henry Hewitt if he would subsidize another Everett railroad, (about July '92). He promised to do so, and assured me that Colby&Hoyt would help in New York if clear benefit to Everett could be shown.

Considering how I might float it I counted upon Colby & Hoyt, the support of J. J. Hill, the Dunsmuir people, Messrs. Samuels & Co., of London, and others whose interests would be so advanced by the building of the road. J. R. McDonald, owner of the Washington Sothern R. R. and late president of the S. L. S. & E. Railway, I sounded and knew I could enlist and he has since reproached me that I did not. I had friends also in New York. Good as times were then I felt it could be done.

I desired a good local man however, who would know the country and the people, and C. E. Mallette was the man in my mind. Although personally unknown to me his character and standing were well known to me by reason of his having organized the Port Angeles Southeen R. R. I knew him to be a man of enterprise as well as the largest individual property owner in the county one corporation excepted.

On November 23, '92, I went to Port Angeles with the intention of seeing Mallette, but he happened to be in Victoria that day.

I met, however, M. J. Carrigan, who was secretary of the Board of Trade and whom I had met once or twice before and knew him slightly. I had been well impressed by him as all strangers appear to be, and could not help liking his seemingly frank and business like ways. I spent a long time in conversation with him at the Board of Trade rooms, sounded him regarding the different peo- of the town and found him well informed about them. His position as secretary of what appeared to be a representative body was an unqualified indorsement and created additional confidence in my mind. After thinking the matter over carefully I resolved to mention the matter to him. That evening I did so, and he embraced the idea instantly and eagerly. After a brief explanatory talk he asked me to his rooms for tea and afterwards to go into the details more fully, adding that he would like to have his wife hear it. I objected to this, not desiring any woman in such an important secret. I finally yielded after being assured he tongue was trustworthy, and I believe she kept the secret faithfully.

That evening I went over the whole scheme with Carrigan, his wife present. Later in the evening he introduced a long narrative of his troubles with the Port Crescent Improvement Company, of which I had heard nothing before. He read many letters and extracts therefrom tending to show his good character and principles, and to secure my confidence and to anticipate possible adverse statements. However, I accepted these unhesitatingly and was thoroughly convinced of his honesty and virtue. It was finally agreed between us that we should undertake the scheme and share alike in everything, expenses, time, profit, etc.

I remained in Port Angeles the next day, explained and discussed with him the financial aspect. Stated my intention of going to New York. This caused him to remember that Mr. Plummer, when in Angeles with General Noble had told him if he could at any time do anything for Port Angeles he would do so. I knew Mr. Plummer by reputation at Everett, and I was very agreeable impressed by the suggestion.

Carrigan said that the board of trade was intending to send some one to Washington to push the appointment of a praisers, and that he might manage to go, and if so could lay the matter before Mr. Plummer himself. I returned to Seattle next day.

There still remained one point to investigate before anyone went East, namely, the exact point on Puget sound for our terminus. I engaged D. B. Fitten, in whose discretion I had confidence and stated that, having some coal interests at Discovery I wanted to find a tram route to the Sound. Beginning November 26, for a week, with pocket surveying instruments to explore and run lines, in heavy rains through the roads by every possible pass, I found one excellent pass and determined the terminus at Oak Bay beyond any question.

From there I went to Angeles, remained three days, studying the terminal facilities there, the character of the people, there relations, cliques, jealousies and everything necessary to know in my business. This and several subsequent visits were made for this purpose. I paid $60 for a relinquishment of lots there in order that I might have explanations for being so much in town.

Mr. Carrigan finally succeeded in getting authority to go to Washington and came to Seattle. I had ready for him a prospectus, materials for which I had long been preparing, illustrating the same with maps, charts, etc. I had also provided photographs, minerals, newspaper clippings and statistics, everything I could think of which would be helpful to him in New York, including articles of incorporation which I had drawn up and type written in blank by Messrs. Burke, Shepard & Woods, my attorneys, to be signed by Mr. Plummer, if successful. Carrigan returned with a copy of same signed by Mr. Plummer.

As Mr. Carrigan was entirely ignorant of all matters relative to railroading I conversed with him much and lent him books on the subject, instructing him even to the nomenclature in railroad ways. He knew at that time neither more or less than the average person living in towns without railroads.

From New York in due time I heard from Mr. Carrigan by wire that he had accomplished the happy results of interesting Mr. Plummer in the enterprise. I immediately put the machinery in motion here toward getting Oak Bay bonds, opening this matter to Henry Hewitt, etc. All of which were in good shape when Carrigan returned from New York and met me in Seattle.

Before Carrigan went east we had figured that considerable money would be required, and we decided to take in another man to help provide funds. Carrigan recommended Coolican, whom I had met only once in Portland at that time. Carrigan urged his wealth and magnetism, and stated that he had been a colonel in the British army. I think Carrigan believed this himself in good faith.

I consented and Coolican met me in Seattle by appointment. I myself explained the matter to him and proposed his joining on equal basis. He came in gladly. Carrigan went to Angeles the next morning and I to Everett to see Hewitt again by previous appointment. Wishing to initiate Coolican and use him as president of the board of trade, I took him with me, had him with me all day, returning to Seattle in the evening.

That evening I felt we had made an error. Coolican I found was a "boomer," not the substantial man needed in serious undertakings. But it was too late. I felt that my word required keeping, and a week later I wrote to Colonel Coolican for money as his first assessment toward the work. He replied with a promise of future payment.

Frequently thereafter, when in straits for money I repeated the request, but never with success. Never a penny.

Carrigan and I both felt our error, but we kept him on until he finally took himself off our hands. Our cause against him was his utter uselessness to us.

Meanwhile Carrigan was bonding everythiag possible in Port Angeles. That, and keeping me informed as to affairs there in my absence, and writing to Mr. Plummer with the same object, was all he had to do for the railroad. He devoted his time to the appraisement and board of trade. The many different matters necessary to be done before making public, I went about to do. I was at Angeles, Everett, Townsend, Ludlow, Tacoma, etc. I had absolute confidence in Carrigan's honor and natural ability, but he had not the experience to have helped me if he had had the time. The interlacing details of a complicated scheme like ours could not be divided into two parts, anyway. Besides, neither Carrigan nor any other local man could move hand or foot without giving the thing away. To keep his eyes open and post me was all I wanted of him and needed.

I pushed the Everett subsidy matter trying to get that closed before opening at Angeles, Oak Bay and Hadlock required much work, the most of the owners residing elsewhere. Coal was my ostensible object, and I had experts examine and make report (with a result surprising to myself). A diversion was necessary at Ludlow and took as much time as if I had really been in earnest there. I bonded "coal" (in fact townsite) at Discovery Bay also. I had a cruiser or prospector getting hold of real coal lands between Sequim and Discovery Bays. The sand spit at Port Angeles came in for much attention also; it is simply indispensible for any railroad at Angeles. The plan was laid at Port Townsend for bringing that town into the fold at the proper time. Nothing was left undone which could be made to yield profit in future. It was all done without money except for expenses and assistance, all of which I paid for out of my own pocket.

These things and many minor matters and details kept me very busy and took my whole time. I gave up all work for Great Northern Railway. I had no assistance except by days work duly paid for. I dared not take any outsider into my confidence. Even my family did not know what I did nor where I went. Henry Hewitt was in the secret only in a partial and harmless manner.

By the end of March everything was ready except the Everett matter, and I would have waited longer for that had it not been for the forcing of my hand by J. R. McDonald, He proposed extending his road (Washington Southern) around Olympic peninsula approaching Angeles from westward, thence to Port Townsend, and claimed to have Dutch money for building the same. He is a man commanding respect and confidence and would have been a dangerous enemy if he had kept his own council as we did. I learned with certainty that he had fixed a day for visiting Angeles with members of his Dutch syndicate to ask for a subsidy. I could therefore wait no longer, and on March 31, one week before his date, I was at Angeles, ready for business.

My plans were carefully laid in advance. I had obtained through Mr. Carrigan your permission to act as your agent. I designed to support ourselves at this end and at one stroke aleninate envy and jealousy, particularly of Carrigan and Coolican, the local members. As agent, I was able to work more nearly in my natual and accustomed lines, and, enabled me to do many things which a principal could not without manifest impropriety, being intermediate, it justified an interest in the affairs of both.

There are different ways of raising a subsidy. That generally adopted results in its being mainly subscribed by the public spirited and generous—the mean and miserly get out of it. The more promising the proposition appears, the easier the latter avoids it.

Perfect success also demanded eternal harmony. All bickerings, local jealousies and petty ambitions are at the expense of the railroad. So I made a drag-net plan for Angeles that in the end succeeded and took fish. If there was any property holder, whom we could find or reach, who got away, I don't know him.

On Saturday, April 1st, I requested eight carefully selected citizens, specially representative of the various interests and cliques, to meet me, and in confidence explained the proposition, Mr. Carrigan not being present. It was endorsed most heartily by each one, and each pledged to do his part. I laid the groundwork of the campaign there, and gave some plain talk. The object of this preliminary affair was partly to reconcile and bring the leaders into harmony. Other objects about equally important were attained, but which I cannot go into here.

On the next day, Sunday, some bonding was done, but under circumstance entirely exhonorating the gentleman just mentioned, for I investigated the matter very carefully afterwards.

On Monday morning I made the proposition public, for the first time, before a large meeting of citizens, including all those whom I hand beforehand, and with the assistance of the first crowd selected, as desirable to get committed. I succeeded, and in the enthusiasm of the hour, I secured every ordinary doubtful man, and there and then assured the success of the subsidy. The machinery was started, a general committee of about 30 appointed and campaign funds subscribed. Mr. Carrigan was not present at the meeting. A meeting of the general committee was held the same afternoon, and working committees appointed, a plan of campaign adopted and the work began in earnest. I had everything cut and dried and my suggestions all adopted. All local cliques and rings were buried, and for the first time in its history the town united for a common object. All hurrah and brass band propositions were snowed under, nothing but plain business methods adopted. The country was divided into districts and the work assigned to individuals locally influential. A complete list of the property owners ordered from abstractors, correspondence opened with distant owners, while those nearer at hand were visited by volunteer agents of the committee. The committee then organized under the chairmanship of Mr. Gray, who then enjoyed the confidence of all, worked to the end without jar or friction.

I also drew up myself and had printed by the committee the form of subsidy bond thereafter used.

I rounded up that day the editors of the four local papers and the correspondents of the Seattle papers, and insisted on a mild censorship of the press. Some ill-advised article crept in afterwards, but those acturally published were comparatively mild and harmless. These rivalries were a constant sorce of care to me, and impossible entirely to control.

Mr. Carrigan returned from appraising the townsite that afternoon and I think was present at the meeting, and was at that time, I think, selected as Secretary of the committee. My feelings toward him at that time, and for long after, were most warm and generous.

In these preliminary meetings, in his absence and on every other occasion, public and private, I constantly praised him and dwelt upon the grand work he he done in interesting Mr. Plummer in Port Angeles. He was honestly and justly entitled to this credit, and he got it freely and generously. At my suggestion, to avoid jealousy, he suppressed the fact that he had any interest in the undertaking, assuming the part of a public-spirited citizen, who had done a good thing, and who rested on his laurels. He went about his appraisement duties and drew his salary therefor without interruption.

I would say here that all credit for what was and is regarded as a happy solution of the Port Angeles railway problem was given, by Mr. Carrigan and myself, to Mr. Plummer. We regarded it as just and consistent that the head of the enterprise should enjoy the honor. It is so supposed by the public to this day, and should remain so. It is really a matter of no importance until it becomes a private question of veracity between ourselves, and thus effects other matters of real consequence. I never cared for popular applause. I never passed at Angeles as an important person, my work was done quietly and unnoticed by the majority. I avoided all ostentation, put forward others, looking solely to results. My business at Angeles was subsidy, not vanity. My object in acting as agent was largely that I might thereby avoid envy, etc. Mr. Carrigan's own personal unpopularity at Angeles arises less from specific acts than from the continual song of his own praises, and claims to gratitude, thereby awakening in every other man of small mind in town the more or less latent vanity with which we are all endowed.

Col. Coolican was some unpopular at this time. At the first meeting of the committee of 30, it was proposed to add several names, including Coolican's. A member arose and stated why the addition of his name was impolitic and unpolitic and undesirable. The suggestion was adopted unanimously by the body representing every faction in town. Several of his friends were there and knew better than to even desire the introduction of such a fire-brand. Col. Coolican, when he heard of it, made much trouble to Carrigan and me in private, but the practical wisdom of the committee's action was so apparent that Carrigan and I heartily acquiesced in it and quieted Col. Coolican.

By this time Carrigan was sick of our bargain as I was. If it had ever been suspected in the town that Coolican was interested we would never have raised one-half our subsidy. We might have dropped him for non-payment of assessment, but to have angered him would have made public his connection with us and ruined us. He had the good sense to say nothing, do nothing and keep away from all public meetings.

In the evening of this same Monday was held the regular weekly meeting of the board of trade, at which I was present by invitation. I addressed it briefly, speaking most highly of Mr. Carrigan. He was called for and gave an account of what he had done in New York, which was very enthusiastically received

The next day awoke the opposition for which I was fully prepared. The Western Washington Development Company, a railway enterprise supported by San Francisco capital, and at his head the mayor of the town, instantly wired for and assembled its officers and financial bodies from Portland and San Francisco. The next boat brought McDonald and Dutch friends, and Murphy, the agent of the Northern Pacific Railroad, and a contingent of smart fellows from Port Townsend. Besides these three were John E, Lutz, of Port Crescent, Wm.

CONTINUED ON PAGE FOUR.

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JOHN W. TROY.....Editor

SOME INSIDE HISTORY.

Elsewhere in this issue will be found a statement made by Mr. C. A. Barnes with reference to the inside working of the late Angeles-Everett railroad scheme. This statement is given out by Mr. John F. Plummer, to vindicate himself and his connection with that notorious affair. It will be remembered that the effeminate appearing secretary of the Port Angeles board of trade, at the time when a bonus was sought for the benefit of the aforesaid railroad, represented to the prominent citizen, the newspapers and the business men of this city that the proposition to build a railroad from Everette to Port Angeles came from Mr. John F. Plummer. He represented that Mr. Plummer had the money with which to build this road, and was only awaiting the raising of the bonus to begin operations. Through these representations, Mr. Carrigan enlisted the services of the entire community. The bonus was raised in a very short time. This done and instead of active operations, it was found that the money had yet to be secured.

By this time some became suspicious, but more of the people still believed that Mr. Plummer had deceived the board of trade, Mr. Barnes and the people. However, when Mr. Plummer stated to the people at a meeting of the city council that he had not come to the people of this city with a railroad proposition, but that they, through their (?) board of trade, came to him, a great many suspected that the Italian-like secretary of the board of trade had played the citizens of Port Angeles for "suckers," and had caught them.

This last statement confirms the theory. Instead of Mr. Plummer coming to the people of this city with a proposition to build them a railroad, instead of this being a scheme of Plummer's, it was, it seems a scheme conceived in the brain of Mr. C. A. Barnes, and hatched in the closets of the board of trade, over which hatching Mr. M. J. Carrigan reigned supreme, seeing in the proposition an opportunity "to make money at every turn of the wheel." It was a gigantic swindle.

This brilliant secretary of the Port Angeles board of trade is the man who now seeks to control the city government of Port Angeles.

And how has he gone about his work?

An effort was made at first to secure his nomination for mayor at a citizen's convention. It took but a brief canvass of the situation to reveal the fact that he stood about as much chance for nomination, let alone election, as mayor, as a snow-ball in hades would stand to retain its beautiful crystalline formation. A happy thought then found lodgement in his fertile brain. He would use the Taxpayers' Union to further his ambition to hold the strings to the dancing puppets who should, at his bidding, decide the policies of the city of Port Angeles for the next year. This scheme seemed to work well for a while. With the confidence of a Nepolian, we now find our enterprising, money making secretary in a mass citizens' convention, endeavoring to secure the nomination of his "man Friday," or, the man who would grant him any coal franchise he might require "in making money at every turn of the wheel."

This would have satisfied an ordinary man. But this man who proposes "to make money at every turn of the wheel" is not an ordinary man. There is yet another chance. With all the skill gained through his money making pursuits, he turns his attentions to the People's party. By hook and by crook, to the utter disgust of Populists who had served their party until it was in a fair way to serve them, he succeeded in manipulating its convention. His man was nominated for mayor. Now, all that will be necessary apparently to start in motion the "wheel" that each turn may grind money for this secretary, is the suffrage of the people of Port Angeles.

But the people this time know from whom the "scheme" comes. It is not a proposition from Mr. Plummer, certainly, and the Populists cannot claim its authorship. Captain Morrisey's candidacy for mayor is unquestionably of the doing of Michael J. Carrigan, Esq., Secretary of the Port Angeles Board of Trade, and the people will act accordingly.

POOR ELECTRIC LIGHT SERVICE

The commercial electric lighting service furnished private consumers by the city of Port Angeles is very unsatisfactory and inadequate

The service extends over a period of about nine hours from early twilight till 2 o'clock a. m. The city is then enveloped in darkness during the waning hours of the night when the peaceable and law-abiding citizen is at home asleep, and the evil doer is abroad in the land plying his nefarious occupation under protection and cover of a system of lights that shineth not on the pathway of the just nor the unjust.

As the electric lighting system is now managed and operated it is absolutely of no service, whatever, either from a commercial or from precautionary point of view. It would be an admirable stroke of policy and of economy as well, were the business men to dispense entirely with the lights until 2 o'clock a. m. and have them turned on to aid the watchman in his periodical rounds in more effectively protecting property from being appropriated by thieves and robbers who confine their mysterious movements to the darkest hours of the night.

If the system of lights had been operated on this sensible, thorough and comprehensive plan, the Morse burglary would doubtless never have been perpetrated, as the discreet, wary burglar is less likely to venture where the searching electric light penetrates the innermost corners of business houses during the hours of inoccupancy and darkness.

Every business man interested in properly protecting his property should appeal to the council to provide a more serviceable system of electric lights.

CARRIGAN SOPHISTRY.

The charge made by Lilliputian Carrigan through the columns of the Simoon that Clallam county gave $32,012 cash for the securities accepted from the First National bank in exchange for the bank certificates held by the county, is as ridiculous as it is untrue. Mr. Carrigan knows well that all the county held was certificates of deposit, and that there were not funds in the bank to represent these. This the county, as one of the bank's creditors, had certificates representing a certain interest in the assets of the bank. The assets of the bank consisted in the securities turned over to the county, and other similar securities.

The county commissioners thought they could, by selecting those securities which they deemed the most valuable, realize quicker and at less expense than by permitting the business of the bank to be wound up by a receiver. That is all there is to the matter, and Mr. Carrigan and the Simoon know it as well as the balance of the people of Clallam county.

If the connty commissioners accepted the less valuable securities, or if they accepted less securities than they should, it seems strange that Mr. Carrigan should not place the responsibility with the paid agents of the people of the county rather than seek to censure the salaried representative of the bank.

Mr. Carrigan, the sophist, is outranked only by Mr. Carrigan, the schemer.

THE REAL ISSUE.

The voters should not mistake the issue at the city election next Tuesday. As one of the leading Populist said to a representative of THE DEMOCRAT-LEADER, "Its Carrigan's fight."

Do the people of Port Angeles want to endorse the man who entered into the railroad scheme for the chance "to make money at every turn of the wheel?"

Do these people, many of whom have been paying 8 per cent per month interest on money borrowed to make final proof on their "free" home, desire to endorse the man who assisted in appraising the Port Angeles townsite reservation at several times its true worth?

It is not probable. They will show that they do not by electing Mr. Mallette mayor by a good, round majority.

DURING the recent period of financial distress in this city, when a number of families were compelled to appeal to the county commissioners for temporary relief, it being utterly impossible for them at that time to obtain any employment, whatever, the commissioners, to protect the county from possible imposition, appointed a relief committee, the duty of which was to carefully examine into each case, and to those deemed worthy, supply with the necessaries of life. Of this committee Capt. Morrisey had been constituted a member. In behalf of the committee it can truthfully be said it exercised the utmost precaution in its discriminations and an admirable degree of fairness in its decisions. But those who received assistance complained bitterly at the time against the miserly parsimony of Capt. Morrisey, who struck out coffee from the bill of rations, justifying the act, it was claimed, with the defense that water was good enough for them.

The fact is, and the writer defies contradiction, that the county commissioners SOUGHT, ACCEPTED AND APPROVED the securites from the First National bank of this city in lieu of the moneys due it from that institution. If these securities are inadequate or impaired, the commissioners, and NOT Mr. Mallette, are solely responsible, and on them will rest the blame if they have not protected the interests of the people. No one is better aware of the fact than Lilliputian Carrigan, himself. But, true to his nature, he ignores those responsible, and ingeniously shifts the responsibility on Mr. Mallette. Once before the people of Port Angeles were mislead and deluded by the sophistry and fulsome promises of this prince of public schemers. He had a purpose then. He has one now. And the pitiable feature of the scheme is that poor, trusting and unsuspicious Capt. Morrisey is the victim and unconscious means to the end of designing and unscruplous schemes.

NOT satisfied with an indecent, unjustifiable, malicious and cowardly assault on the character of Chas. E. Mallette, the Lilliputian dwarf, M. J. Carrigan, refers to the bondsmen of Donald McInnes, trustee, namely, Messrs. J. I. Kirschberg, John Brown, jr. and T. T. Aldwell, all young business men of character and responsibility, in insinuating and uncomplimentary terms. The venomous thrust from this spark of humanity is, no doubt, appreciated by the gentleman referred to. When again appealed to, they, and their friends, whose name is legion doubtless will generously contribute to the periodical schemes of Lilliputian Carrigan.

A VOTE for Chas. E. Mallette is a stinging rebuke to the "fake" methods employed by Lilliputian Carrigan, the prince of public schemers.

THE scurrilous, undignified and unworthy effusions reflecting on the character of Chas. E. Mallette, which appeared in the current issue of the Simoon is the handiwork of Lilliputian Carrigan. It rises to the supreme heights of indency. If it reflects the true character of the writer, the good Lord forbid the people electing a man to the mayoralty who may be unconsciously becomes a pliant tool in the hands of designing and unscrupulous tricksters.

To assault the character and reputation of a man under mask and cover and indirectly is cowardly and even worse, it is villainous. These are the infamous methods employed by Lilliputian Carrigan. It is not known whether or not Capt. Morrisey approves the reprehensible methods of his "heeler." If he does he is unworthy public recognition.

DID Mr. Carrigan appraise the reservation two or three times higher than the settlers expected it to be appraised in order to freeze out the squatters, that he and his friends might get possession of the reservation, thus giving them another chance "to make monoy at every turn of the wheel?"

A VOTE for Chas. E. Mallette is a vote for a man who has put every cent earned by an industrious business man into the city of Port Angeles. A vote against him is a vote to endorse the man who stands ready "to make money at every turn of the wheel."

DO NOT forget citizens that Mr. Mallette is paid to represent the stockholders of the bank, and that he represented them in the settlement with the county commissioners. The county commissioners were your representatives.

GENUINE reform will only succeed when prosecuted by those sincerely hostile to corruption and extravagance. Public "fakers" and public "swindlers" are not genuine reformers. Beware of public frauds.

"I PROPOSE to make money at every turn of the wheel."—M. J. CARRIGAN.

As a public schemer Lilliputian Carrigan is a phenomena.

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The Democrat-Leader.

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LEANDER BUTT,

WATCHMAKER AND JEWELER

Fess Building, Front Street,

Fine Watch Repairing a Specialty.

LOCAL PARAGRAPHS.

Mr. Albert Whittier has returned from Port Blakely.

Mr. and Mrs. A. B. Dorsey have removed to the city.

Mr. Wm. K. Clark returned from Seattle last Sunday.

Mr. M. R. Ackles, of Quillayute, was in the city last Saturday.

Mr. J. C. Haswell, of Port Crescent was in the city yesterday.

Thanksgiving services were held in the Congregational church yesterday.

Miss Elsie Clark returned from Seattle and Dungeness last Wednesday.

Mr. Geo. E. Fisher, of Victoria, was in the city last Monday, returning home Tuesday.

Mr. D. G. McKinzie, formerly deputy collector of customs at Seattle, was in the city yesterday.

The Thanksgiving services in St. Andrews' Episcopal church yesterday were quite impressive.

The public offices and a large number of places of business were closed on Thanksgiving day.

The Rev. J. M. Baxter has been indisposed for some time past with a severe attack of the piles.

Mr. J. L. Worthley left last Wednesdar morning for Helen, Arkansas, where he has accepted his old position in the railroad machine shops.

Mr. and Mrs. A. L. McClinton, of Townsend, are spending Thanksgiving with their parents, Judge and Mrs. McClinton, of this city.

Fred R. Thompson, chief engineer of the steamer Lydia Thompson, is visiting with his family. He will remain until after election.

Judge Jas. G. McClinton has returned from Snohomish, where he conducted the case involving the contest over the removal of the county seat to Everett.

The Gem restaurant is opened to the general public in the McGill building next to the opera house block. It is understood it is under the management of Mrs. McGill.

A petition has been circulated and quite numerously signed, the purpose of which is an appeal to Robt. Shields to consent to run as an independent candidate for councilman-at-large.

The ladies of the Building Society Committee of the Lincoln Heights M. E. Church, will serve a chicken dinner for 20 cents on election day, Tuesday, December 4th, in the Clark building. The ladies solicit a liberal patronage.

The A. O. U. W. lodge of this city will celebrate its third anniversary on Friday evening, December 7th. The program will include an old fashioned "spelling school," coffee and cake and dancing. On account of the large membership of the lodge and the limited capacity of the lodge room, invitations will be limited.

In the Congregational church next Sunday morning there will be the regular quarterly communion service held, the subject will be, "A Revival Needed." In the evening the subject will be "Christian Education." Everybody is welcome.

Mr. Levy P. Aukney, a prominent banker and politician of Walla Walla, was in the city last Wednesday. Mr. Aukney is a candidate for United States senator, and, his mission to this city was, doubtless, to meet joint senater-elect, R. C. Wilson.

The ladies of the St. Andrew's guild will conduct a sale of plain and fancy work at the office recently occupied by Chas. E. Mallette, in the Levy building on the afternoon and evening of December 6th. They will also serve a luncheon of clam chowder, bread and butter, at the reasonable price of 15 cents.

There was quite a large attendance at the masquerade last evening. Two prizes were awarded. The one for the best sustained character the judges awarded to Mr. W. W. Dedman, who represented "the old man with the pitchfork." For the best waltzers Miss Zoe Shields and A. Watt carried off the prize.

DARING BURGLARY.

D. W. Morse the Victim—The Goods Stolen Valued at $150.

The store of D. W. Morse was burglarized last Sunday morning. It is supposed the burglary was committed just after the electric lights were turned off. An entrance was effected through a window at the rear of the store. One of the panes of glass in the window was broken, and through it one of the burglars passed his arm, unloosened the windon clasp, removed a piece of board—which Mr. Morse had securely adjusted from the lower to the upper window as an additional precaution against midnight intruders—and forced the window down. An entrance effected, the burglars stealthily proceeded to accomplish the purpose of their midnight visit. They, undoubtedly, first inspected the shoe department, from which they selected forty pairs of shoes, which, of course, represented the best article in stock, as the average burglar usually possesses luxurious tastes and princely habits. They also took several pair of odd shoes, which Mr. Oscar Morse brought with him recently from the East as samples from his brother's shoe manufactory in Massachusetts. The till was not forgotten, from which, its contents, five dollars, were taken. From the hardware department a revolver, several pocket knives and a number of other articles were appropriated. Quite a number of miscellaneous articles are missing from the furnishing goods department, the exact number and character of which, will doubtless not be known, until a complete inventory of the stock is taken.

The value of the goods stolen Mr. Morse roughly estimates at $150.

The goods were undoubtedly loaded into a boat and removed to a place of safety.

Whether or not the culprits are experienced and hardened crooks or novices is largely a question of conjecture, but one which promises soon to be solved, as the police force have an excellent clue as to the identity and the whereabout of the perpetrators of this somewhat bold and daring burglary.

Mass Meeting.

There will be a citizens' mass meeting held in the opera house Monday evening December 3rd, 1894, for the purpose of PATRIOTICALLY discussing from a dispassionate point of view the important issues involved in the approaching municipal election.

Every citizen interested should attend.

Attention, G. A. R.

The annual inspection also the annual election of officers of Pacific post, will be held on December 7, 1894. Every member of the post should be present and all visiting comrades of the G. A.R. in good standing are cordially invited to attend.

Dissolution Notice.

We, the undersigned, have this day, by mutual consent, dissolved partnership, S. M. Bugge retiring. H. J. Bugge will continue the business as heretofore and who will pay all bills owing by the firm of Bugge Bros., and collect all bills due said firm.

HANS J. BUGGE,
S. M. BUGGE.

NEWS OF THE COUNTY.

Gleanings From the Press of Western Clallam.

East Clallam Record.]

Keats Montrose, well-known here, is in the restaurant business at Gate City Thurston county, this state.

Another sawmill and shingle mill is talked of at Port Angeles. It is reported that Hallock's mill plant now located on the line of the Seattle, Lake Shore and Eastern railway, will remove to Angeles.

The wagon with which Fred Knott and A. G. Collins were hauling hops from Forks broke down outside of town last Monday and Messrs. Knott and Collins have been here during the waiting for a new wagon. The wagon had a load of goods belonging to a family who are moving to Quillayute. These people went out on foot and will have to wait for the wagon before they can take a ride.

Government Inspector Newby was in town yesterday. He is now engaged in examining the survey of township 31-14, and will then proceed to 31-15 and 32-15 and the 8th Standard. Surveyor Shelton arrived on Wednesday and will start in with a crew next week going over some old survey work west of the Sekiou which appears to be in conflict with recent new surveys.

Two young men from Kentucky came here about a week ago with an outfit to go hunting and trapping. They went out as far as Wolch's and gave up the enterprise, returning here on Monday. Their guns and goods were left in O'berg's bank until the departure of the steamer and went they went to take away the gooods the guns were missing and no trace has been found of them since. One of the men took passage on the ship Morse for San Francisco and his partner left for Seattle Wednesday

How's This!

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

F. J. CHENEY & CO., Props., Toledo, O.

We the undersigned have known F. J Cheney for the last 15 years, and believe him perfectly honorable in all business transaction and financially able to carry out any obligation made by their firm.

WEST & TRUAX, Wholesale Druggists, Toledo, O.

WALDING, KINNAN & MARVIN, Wholesale Druggists, Toledo, O.

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Price 75c. per bottle. Sold by all Druggists. Testimonials free.

Chop feed, 80 cents per sack, at Van Lehn Bros.

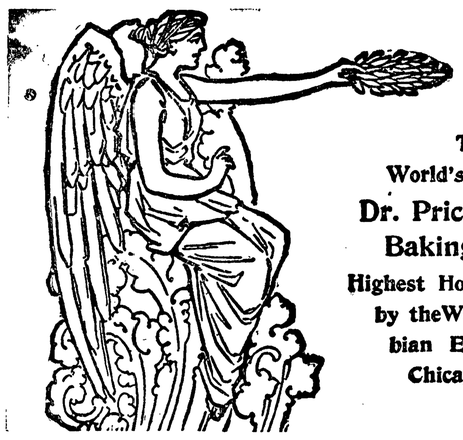
PORT ANGELES BAKERY
. . . . . AND LUNCH ROOM

NEXT TO POSTOFFICE.

BREAD . . . . . .
. . . CAKES . . . . . .
. . . . . AND PIES . .

WEDDING CAKES MADE TO ORDER.

D. R. BURNESS, Proprietor.



The World's Tribute to
Dr. Price's Cream Baking Powder
Highest Honors Awarded by the World's Columbian Exposition, Chicago, 1893.

World's Fair
Medal and Diploma
awarded to
Dr. Price's Cream Baking Powder

The highest award was given on every claim, comprising superiority in leavening power, keeping properties, purity and excellence. This verdict has been given by the best jury ever assembled for such a purpose, backed by the recommendation of the Chief Chemist of the United States Department of Agriculture, Washington, D. C., who made an elaborate examination and test of all the baking powders. This is pre-eminently the highest authority on such matters in America.

This verdict conclusively settles the question and proves that Dr. Price's Cream Baking Powder is superior in every way to any other brand.

NOTE.—The Chief Chemist rejected the Alum baking powders, stating to the World's Fair jury that he considered them unwholesome.

SPECIAL SALE

::AT THE::

US

Clothing and Dry Goods Store.

2.25 Ladies Shoes	Will go for 1.50
2.50 Ladies Shoes	Will go for 1.75
3.00 and 3.25 Shoes	Will go for 2.00
4.00 Fine Ladies Shoes	Will go for 2.50
Ladies and Misses Rubbers	.25
Men's 2.00 and 2.50 Shoes	Will go for 1.25

FALL
OVERCOATS
AND
SUITS

Will talk for themselves if you will call and see, and it will not trouble your brains to decide in their favor at the prices we are offering them.

US

Clothing and Dry Goods Store.

RAILROAD FAKE.

CONTINUED FROM FIRST PAGE.

ich and others, Carrigan's personal enemies, with their knives drawn for blood.

It was then that the thoroughness of the preparatory work was tested. The enemy included the shrewdest railroad politicians on the coast. Had there been a flaw they would have it. They tried every possible device to break our terminals and other strategic points, introduced divisions into the ranks of Angeles by false reports, ridicule, promises and money, working upon the city council, railroad committee and citizens. They tried to use Shelby & Hill against us, to turn Henry Hewitt and filled the Seattle and Tacoma papers with lies. McDonald was an easy conquest and afterwards behaved very gracefully. The others were disgusted again and again, keeping it up to very end. From the standpoint of the present time there was only the one who had the power to hurt seriously, had they known how to use it—the Crescent combination. But they were never able to prove that Carrigan had any interest in the enterprise, so their personal attacks on him fell harmless on the enterprise. They never came to me with a statement of of the cause, while Carrigan kept me well informed of his side of it.

To describe in detail the long work of raising the subsidy, I have not the time for now, I will merely poss over it, giving its general outlines.

I was in Angeles most of the time, and when there held daily meetings with the committee and guided it. I held public meetings in the opera house and in the schoolhouses throughout the county, and supervised the sysmtematic house to house canvass. The work resembled a practical campaign in many respects. Mr. Gray devoted his whole time to committee details and deserves mention. To Mr. Mallette was assigned Victoria. He held meetings there in the Opera house, remained two weeks and came back with a valise full of bonds for the choicest property in Angeles, at a personally borne expense of over $200. Mr. Gale superintended an extensive correspondence with owners scattered over the whole country. It would be invidious to mention names where all worked so faithfully.

Messrs. Moore, Morse, Crockett, Maloney, and Mastick worked no harder than dozens of others, nor accomplished much more. Everybody worked in unison. The public spirit rose to such a height that I was able to induce those who had bonded land to return their bonds to whoever would contribute reasonably to the subsidy, which was a great relief to me. Many individuals contributed much money for the expenses of the committee. Notaries and attorneys gave their time and services, livery stables their teams, examiners of titles furnished lists of property owners, etc. Many of the traveling agents paid their own expenses and all worked fine.

The city council appropriated $250, toward the expenses of the committees.

I had occassionally to go away. I was pushing matters at Everett and spent several days with Messrs. Bartlett and Gardner Colby and had everything arranged to take them to Angeles and would certainly have brought them to Angeles and would certainly have brought them to final terms, but at that very time occurred the crash in Wall street which caused indefinite postponement. However, while with them I wrote a prospectus, had it type-written and gave them each one with maps.

At Townsend I was converging matters for a campaign there the moment Angeles was off my hands, by methods of course entirely different from those adopted at Angeles. This was all ripe when the Carrigan expose threw me on my haunches, and made any further work on the coast impossible.

Oak Bay demanded finishing touches. Satisfied that we had a valuable coal property there, I employed coal experts and made a careful examination and report of it for use in New York.

I employed the best engineer on the coast (in my judgment), Mr. Stixrud, and had a thorough examination made under my personal supervision of our route, estimate of cost, etc., etc., for use in New York, and for my private use in selecting the station grounds at local points.

We obtained better and more reliable results at trifling expense than was obtained by Mr. Mallette's company at a cost of several thousand dollars. We have a better and wholly different route from this. I kept my cruisers going, J. I. Swanson and Christian Parsons, of Port Townsend, in quest of minerals. I was also aided by much volunteer help, secured by Mr. Dennis, of Townsend, Major Hooker and others in this line. I believe I have in my possession the best and most complete collection of data and information regarding the Olympic peninsula yet made.

Many other matters and details I omit for want of time.

Until Mr. Carrigan left for Boise City, his time was fully taken up with his daily duties. The only work he did for the railroad during the subsidy period, was his correspondence with Mr. Plummer in which he was supposed to report everything, the secretar ship of the railroad committee, a purely ornamental position; assistance in the private pacification of Coolican. I cannot recall anything else.

There was absolutely nothing which a clerk might not have done as well, and a faithful clerk would have done much better. If he can mention even a suggestion made by him which was adopted since the lamentable one which brought Coolican on our hands, I should be glad to give him credit for the same. But it was entirely out of his line and he left me alone to do all the work to which I was accustomed, which I appreciated at the time.

Everything seemed to be generously yielded and accepted and there was never the slightest jar or friction. When I took Carrigan up and gave him a part with us it was clearly understood (tacitly of course) that I should guide the subsidy matter, that his real work begin later in New York. I was to have gone to New York also. Until he went to Boise he incurred no expense (except about $20) and contributed nothing toward mine. He made thousands of dollars by private deals, new ones coming constantly to light. He remarked to me once, "Mr. Barnes, I intend to make money at every turn of the wheel." I did not then understand it. I do now.

If Mr. Carrigan did all the work he claims to have done, there ought surely to be some traces left. The machinery which produced the results ought to be still in existence. Where are the note books, memoranda, sketches, plans, original figures and dates? Where the engineers, the prospectors, the fishermen, the millmen, etc., etc., from whom he got his information? With whom did he correspond and where is the correspondence? Who are the type-writers, draughtsmen, abstractors of title, etc., who did the mechanical work for him? For what did he expend money and where are his expense accounts, bills, vouchers, etc., etc.? There ought to be a trunkful of such evidence. What intelligent plan can he give for the further progress of the campaign—or does he even know what remains to be done? Is it not a fact that he never in his life visited any part of the country between Angeles and Townsend? He has so told me. If he visited any part of it, it should be easy to prove.

Then again our mutual correspondence during the eventful period ought to be instructive. I give him permission to produce my letters to him, may I produce his to me?

The fact is, such claims are too absurd to be treated seriously. I have all the above mentioned machinery and much more besides, and of course the whole of Clallam county is a witness to the public facts narrated.

C. A. BARNES.

WHY THEY ASSEMBLED.

Not to Criticise the Commissioners But to Abuse Mr. Mallette.

The undignified, disgraceful and dishonorable course pursued by the leaders of the opposition to the candadacy of Chas. E. Mallette, for mayor, is universally denounced by all citizens who believe in honorable methods and fair play in politics.

Personal abuse, villification, unjust and untrue accusations, distorting fact solely for political advantage is the plan of the campaign adopted by Lilliputian Carrigan, the slum-vitrolized leader of the candadacy of poor, trusting, unfortunate and ill-starred Capt. Morrisey.

When Captain Morrisey failed for the nomination in the Citizens' convention, it was generally expected he would gracefully bow to the enevitable and withdraw as a candidate for mayor in the present campaign. In justice to the gentleman, charity, at least, prompts the conclusion that, if left to his honest convictions, he certainly would not have been a candidate. But Lilliputian Carrigan saw the opportunity to raise his fallen hero from the wreck of honorable defeat and gathered as a prodigal from the home of his father into the unnatural abiding place of the parents of his adoption. As the snake charmes its unsuspecting victim, Lilliputian Michael forgot not its cunning, but with that smooth, subtle, benign influence slowly but surely entwined himself into the good graces of the Captain until he succeeded in accomplishing his political doom. Behold the work of the destroyer:

The political downfall of this poor, honest, trusting, unsuspicious old man, reads like a romance, and furnishes a chapter in real life that is touched with the sombering glow of pity and sadness.

Having succeeded in prevailing upon the captain to accept the nomination, then the plan of a campaign was laid, recent developments have proved the most indecent, disgraceful and unjustifiable of modern times.

The first attack is made through the columns of the Simoon, the grovling, vulgar and pot-house character of which most citizens are familiar with and have already vigorously condemned and pronounced worthy the steel of the author.

The next attack of vulgarity and indecency on a parity with the first, was the meeting called doubtless at the suggestion of Lilliputian Carrigan, presumably, as the call stated, to ventilate and denounce the recent settlement by the county commissioners with the First National Bank, but what later developments positively proved primarily for the purpose of continuing the villainous sandbagging of the character and reputation of Mr. Mallette.

This meeting was called for Wednesday evening at McDonald's hall.

And Micheal was there in the splendor of his exceeding stinking diminutiveness. To his utter surprise, chagrin and disgust, Mr. Mallette and his friends, although not sought, much less expected, attended the meeting and confronted the sandbagger face to face, and denied his statements and denounced his methods as untruthful and infamous.

The first speaker, Mr. G. V. Smith was called and his address was conspicuous for the "ifs" sprinkled throughout its entire length and breadth. Mr. Smith said in substance that "if" Mr. Mr. Mallette had been instrumental in defrauding the county by giving it worthless securities he should not be mayor. Mr. Smith admitted, however, that he fully and thoroughly believed that his farm, on which the bank held a note for $300, secured by a mortgage, and which was one of the securities transferred by the bank to the county for that amount was abundant security for the amount involved.

The next speaker, Mr. Haynes, arose and endeavored to prove that the securities were worthless, but utterly failed, and did not advance a better method of settlement.

Mr. Grimes then arose and deplored the methods employed in calling such a meeting. The speaker then proceeded with a clear, caustic statement of the position of the county commissioners in the bank settlement and fully convinced the audience that the board had no other resource.

Mr. McInnes then took the floor and fully analyzed his bond, as trustee, and when he got through, even the great unterrified champion of Capt. Morrisey's candadacy, Mr. Haynes, admitted that it was perfectly good for any amount he (McInnes) might collect as trustee for the county.

At this point Lilliputian Carrigan, restless and fearful of the results of the meeting, as it was unexpectedly taking a course not desired nor intended, arose midst the "golden silence of applause," and devoted ill-spent time in trying to prove that the interest on the warrants could not be transferred from the holders of the warrants.

This brought Mr. Mallette to his feet, who said in substance: "That when Mr. Carrigan was in New York he (Carrigan) wired Mr. W. W. Gray that if the bank would give him (Carrigan) $5,000 commission, (another striking example of making money at every turn of the wheel, but the wheel clogged this time) and the interest on the same warrants that he (Carrigan) was now trying to prove could not be transferred, he (Carrigan) thought he could make the loan. So. There you are. A truly striking example of Carrigonian methods.

After considerable repartee indulged in by the audience, the ill-advised meeting adjourned.

POPULISTS CONVENE.

They Place a Municipal Ticket in the Field.

Mayor	W. S. Morrisey
Councilman-at-large	W. J. Lochaby
Treasurer	T. H. Carter
Clerk	T. Wagner
Attorney	G. V. Smith
Marshal	Frank Dustman
Health Officer	W. H. Brown
Councilman, 1st Ward	J. W. Stewart
Councilman, 3d Ward	P. Mathews
Councilman, 6th Ward	H. C. Shelton

The populists of Port Angeles held a convention in the city hall last Friday evening for the purpose of nominating a strictly partisan municipal ticket.

T. H. Carter was called to the chair and C. H. Foss was elected secretary.

The unexpected happened in the convention endorsing the independent candidacy of Capt. Morrisey, for the mayoralty.

The fact of a large element of Populists having expressed themselves as positively opposed to affiliating with either of the other parties, or endorsing any candidate for public office not within their ranks was generally accepted as conclusive, and therefore the unqualified and unanimous endosement of the candidacy of Captain Morrisey, by them in convention assembled, was, indeed, to many, a decided surprise.

The position assumed by Captain Morrisey towards populists and populist principles, no doubt softened and modified, what the general public had come to accept as an unalterable and irrevocable tenet of the populist platform, i. e., "keeping in the middle of the road," and letting the older parties do as they may.

In accepting the nomination Captain Morrisey expressed sympathy with populism, and heartily and unequivocally endorsed its principles. He also pleded himself if elected, to labor untiringly for better municipal government and rigid and systematic economy in every department.

It doubtless would be an injustice to Populists to assume that the ticket nominated was from top to bottom a "slate" ticket, for of all partisans of whatever shade or color or previous condition of servitude, none other more loudly, lustily and indignantly discountenance any connection with these questionable political methods. Nevertheless the municipal ticket standing out in bold and conspicuous relief for Populism and reform, was strikingly notable in the fact that the opposition, and there was opposition too, was vague, indefinite, of uncertain number, consequently succumbed, although not uncomplainingly, to the overwhelming number, superior generalship and relentless, uncompromising onslaught of the tyrannical majority.

Even "Bob" Shields, than whom none other stands for more liberal, broad and progressive. Populism was crushed beneath the irresistible sway of the extreme and radical wing of Populism.

Next fell J. E. Krueger, the old, true and tried veteran of Populism in Clallam. This proved the crowning stroke of ingratitude. Of Mr. Krueger it can in justice be said that he is admirably equipped and eminently qualified for the position of treasurer, and, had he have received the nomination, would have made a splendid race.

In fact the plan of ignoring those more eligible, worthy and acceptable for the several municipal offices seemed characteristic of the spirit dominant, and that in some instances fatal mistakes were made, will, no doubt, be verified on the 4th of next December.

"Old Honesty."

Communicated.]

The nominee for mayor on the Populist ticket seems to be a veritable "old man of the sea." Either he, or those who are using him, are apparently determined that he shall be mayor at whatever cost. His greatest claim to recognition, as put forth by those who are boosting him, is that he is an honest man. But honest men, as a rule, take part in two or three nominating conventions for one and the same election. He is paraded as an "honorable man." So was Brutus, yet Brutus stuck his knife into poor old Cæsar's back along with the rest of the crowd. Honorable men do not stab, either with their knives into those who happen to wax greater in the estimation of the people than do they, or go out of one convention and enter into another because defeat chances to be their fate in the first.

Captain Morrisey went into the Citizen's convention, no doubt, hoping and expecting to win, and, had he been successful, would probably have been unreasonable enough to have expected the opposition to fall in line and support him. That convention was fairly and honestly conducted, and no one took a more prominent part therein than the Captain and his friends. Mr. Mallette was nominated by a vote fully double that received by Mr. Morrisey, and was unmistakably the choice of the people. Had he been defeated, he, and his friends, would be found standing solidly by the nominee. This is the common idea among the people of honesty and honor in politics. If Mr. Morrisey has the recipe for reconciling his present course with honor and honesty, he should publish it, that the world may know how 'tis done.

The primary election laws of Washington make it a misdemeanor, punishable by fine and imprisonment, for an elector to take part in more than one nominating convention. Honest men always endeavor to keep within the pale of the law, however much they may be disgruntled in politics. Under the circumstances it would seem that the Captain must either back down from his much vaunted pinnacle of "honesty" and "honor," or decline the nomination that has been thrust upon him by the Populists.

Again, an honorable man is generally supposed to subscribe to the principles so called of a political party before he endeavors to ride into office upon its platform. Does Captain Morrisey subscribe to the tenets of Populism, or is his acceptance of their nomination but a subterfuge to defeat the Citizens' nominee?

The Captain has the floor, and should say something to justify his unusual and remarkable course, or else give up his sobriquet of "Old Honesty." A.

Do You Want a Pledge?

EDITOR DEMOCRAT:—Certain interested persons have been very diligently circulating the report that I wanted to be elected mayor of this city, for the express purpose of selling the water works to the city. This story is almost too ridiculous to notice for any one who is at all conversant with the affairs of Port Angeles, must know that it would be simply out of the question for the city to attempt to buy anything while its finances are in the condition they are at the present time, however if the people of Port Angeles want a pledge from me, I will say that as far as I am concerned there will be no legislation of any kind or description come before the city council, in relation to the water works, during next year.

C. E. MALLETTE.

SUIT AGAINST THE CITY.

Court Petitioned to Declare Front and First St Warrants Liability of Treasurer.

Suit has been brought in the Superior court against the city of Port Angeles by the holders of First and Front streets grade warrants.

The value of these warrants aggregate $14,000.

Plaintiffs petition court for decree affirming these outstanding warrants to be a liability of the treasurer, and that they are to be paid in the order of their issue, the same as general fund warrants. As these are the oldest outstanding warrants, their market value would materially appreciate should the court grant petition of plaintiffs.

City attorney Lamoreux is of the opinion that a debt incurred in an improvement district cannot legally be transferred to the general fund, therefore he holds that the petition of plaintiffs is unreasonable, contrary to the law and in conflict with the statute.

Mr. Geo. C. Hatch is attorney for the plaintiffs.

Beaver Leader.]

D. A. Christpher has been employed to teach the Forks school this winter, and he passed through Beaver last Friday on his way there to take charge.

John Gordon shipped a fine Birkshire pig to Donald McInnes of Port Angeles, this week. Mr. McInnes evidently considers pig raising better and more profitable than politics any day in the year.

Geo. Laird and Tom Flannigan came in from up Sound Saturday. Mr. Flannigan is an old pioneer of h Quillayute, but Mr. Laird is a new arrival looking for a suitable piece of land in take up as a homestead.

Mr. Fitch has been appointed deputy game warden for this section of country. We hope the game, which has been wantonly slaughtered for several years past, will now be given the protection the law provides.

The road election will be held in the different road districts on Saturday, December 1st. The scramble among the would-be road bosses is becoming interesting.

AN INPERATIVE DUTY.

The State Legislature Must Give the People Relief By Retrenchment.

The Spokane Chronicle is making an able and a vigorous fight for entrenchment in public expenditures and consequent reduction of high taxation, and appealing to the legislature to give the people relief when it meets in January. It says:

"The duty of reducing taxation is an imperative one and should be met squarely by our citizens. The time for temporizing has passed. The taxpayers must find relief in some way, and it is the duty of the state and local governments to afford that relief.

"The state legislature must be called upon to repeal the laws which enforce high taxation upon the city and county governments. No other method of reform will prove adequate to meet the situation. The people must organize to present their case to the legislature.

"The reduction of public expenditures is the great issue of the day in our state and local governments. This must come largely through legislative action, as the state laws enforce excessive expenses upon the local governments. An appeal to the legislature must be had, and the people of Spokane county ought to organize a citizens' committee to place the matter before the legislature. In no other way can adequate relief be obtained.

"The expenses of our county government are beyond measure it their wastefulness and extravagance. But the officials are not to be held altogether responsible for this, as the state laws enforce so many heavy expenses on the city and county governments. These laws must be repealed. It is time for the taxpayers to organize with a view to bringing some pressure to bear upon the legislature."

J. C. Hansen the druggist, will tell you that no one is better qualified to judge of the merits of an article than t dealer, because he bases his opinion on the experience of all who use it. For this reason he wishes us t publish the remarks of other dealers about an article which he handles. Messrs. C. F. Moore & Co., Newberg, Ore., say: "We sell more of Chamberlain's Cough Remedy than all others put together, and it always gives good satisfaction." Mr. J. F. Allen, Fox, Ore., says: "I believe Chamberlain's Cough Remedy to be the best I have handled." Mr. W. H. Hitchcock, Columbus, Wash., says: "Chamberlain's Cough Remedy sells well and is highly praised by all who use it." For sale by J. C. Hansen, druggist.

Farm Loans.

I am now prepared to place loans on WELL improved farms for five years time with option to pay off before maturity. Correspondence solicited. All notary business promptly attended to.

J. E. BLAM.

SHERIFF'S SALE.

Port Townsend National Bank, Plaintiff
vs.
A. Weymouth, Defendant. No. 1125

State of Washington, County of Clallam, ss.

By virtue of an execution or order of sale issued out of the Superior Court in said for Clallam county, Washington, dated the 14th day of November, 1894 in a certain action wherein the Port Townsend National Bank, plaintiff in said action, recovered judgment against A. Weymouth, defendant, for the sum of one thousand, two hundred, sixty-seven, and 57-100 ($1267.57) dollars, and one and 35-100 ($1.35) dollars, costs of suit, and accruing costs on the 2nd day of June, 1893, I have levied upon the following described real property as property of said defendant, to wit:

The southwest quarter (SW ¼) of the northeast quarter (NE ¼) of section thirteen (13) township thirty (30) north of range five (5) west of Willamette Meridian, in Clallam county, state of Washington.

Notice is hereby given that on Saturday, the 15th day of December, A. D. 1894, at the hour of two o'clock in the afternoon of said day, at the north front door of the Court House, in the city of Port Angeles, Clallam county, Washington, I will sell all or the right, title and interest of the said A. Weymouth, defendant, in and to the above described property, at public auction, to the highest bidder for cash, to satisfy said judgment, costs and accruing costs.

Dated the 16th day of November, 1894.

S. G. MORSE,
Sheriff of Clallam County, Wash.
By, W. E. BURNS, Deputy.

Date of first publication, Nov. 16, 1894.
Carroll & Rohde, Attorneys for Plaintiff.

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