

Success of Mr. Taft as Solicitor General.

WON MANY NOTABLE SUITS.

Victorious in the Celebrated Alaskan Seal Fisheries Controversy—His Defense of the McKinley Bill—Refused Golden Offers For a Seat on the Federal Bench

Mr. Taft's eight years of history making utility upon the bench of the Sixth federal circuit, during most of which period he was the ablest lawyer in the country, was followed by three years of high accomplishment as solicitor general of the United States. President Harrison picked him to be the legal representative of the United States in active litigation in 1890, when he was only thirty-three years old and still had three years of his elective term upon the superior court bench in Ohio. As solicitor general of the United States at thirty-three! Scarcely more than a boy in years as ripened maturity is reckoned and already doing deeds of national moment—deeds of international moment, to be sure, but not without taking the life of the oath he had put up to him the defense of the government in the Alaska seal fisheries controversy, at which the courts and the diplomats of three countries—the United States, England and Russia—had been dinging for fourteen years.

Briefly the sum and substance of it was this: We had captured and condemned to be sold the Canadian schooner Sayward for illegal sealing in Alaska waters. England and Canada supported the claim of the owner for damages. The case was brought to arbitration the case was brought unexpectedly before the supreme court. It was clever tactics on the other fellow's part, and it put us in rather a pickle. While Canada would not be bound by an adverse decision if the case went against her—that is, she would not be compelled to accept the decision—she would not accept the fact of our losing in our own court would count against us.

The new solicitor general sailed in to hear the documents. He clutched and held fast. When he emerged from the muck of international law, treaties precedent and kindred clarities he had a new brief to bring to the president and the court. It won for him and for the United States against two of the best lawyers in the land—Joseph H. Choate and Calderon Carlisle, Jr.

Then it fell to him to defend the McKinley bill in an action brought by an employer of a colored man, who sought higher duties imposed by the bill and pleaded that Speaker Reed's way of counting a quorum, by which tactics the bill had passed the house of representatives, was unconstitutional. The importers urged that the members present in the house were those constituting a quorum. Reed, could break a quorum by his vote.

"If voting and not present is necessary to make a quorum, why is the speaker empowered to employ the sergeant at arms of the house to compel absentees to attend with the object of securing a quorum?" queried Mr. Taft. General Taft. The McKim bill was saved.

The young solicitor general was won, won and kept on winning for the government for the two years he was in office. Then President Harrison set him upon what Mr. Taft felt would be the track leading to the ranch and to the supreme court bench. He was a circuit judge, and Mr. Taft accepted unhesitatingly. He was in face of the well meant advice of friends who wanted him to be a money maker. Attractive partnerships were proposed to him by big law firms, partnerships that meant \$40,000, \$50,000 and \$100,000 a year. The enthusiasm of the bench was great.

Mr. Taft shook his head. "There are bigger and better things than money," was his reply to these gliding suggestions. He was then thirty-five. He was a poor man, but he had energy. He is now fifty-one and a poor man still by the standard of the dollar.

Mr. Taft at Yale.

Mr. Taft was seventeen years old when he entered Yale and had passed his majority when he graduated with the class of '78. Numerically '78 was the largest class in the history of the institution, with only two exceptions. Of its 185 members 129 graduated. There are ninety-six of the graduate members living. "While Mr. Taft dominated the class physically," writes the class historian, "his, even at that time, was a dominating mentality as well."

Scholastic and social honors came to him unstintingly. He was a member of Delta Kappa, Phi Theta Psi, Psi Chi, Skull and Bones and Phi Kappa. In his freshman year he was president of the class boat club and member of Delta Kappa chapter committee and of the freshman class supper committee. With Roger Frost he tied for second place in the freshman scholarship, divided the first mathematical prize with John A. Donald and won two first sophomore composition prizes. In the fall of his senior year, he pulled with the winning tug of war team. He prepared philosophical papers at commencement. He was the salutatorian and also the valedictorian of his class.

Keeping in the Spotlight.
Candidate Chafin, having fallen
the water tank out west and
stopped half a brick with his pet
Springfield, will, if he is going
in the limelight, have to lose his
diamonds or do a buck and wing.
Mrs. Nation. — **Mississippi Journal.**

Bryan wants to destroy the
protection of American
Isn't there competition
work now? Vote for that
thing.

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

Wheels Will Go Round if Taft Is Elected.

SO SAY MANUFACTURERS.

The National Association of Manufacturers, through its organ, American Industries, has just completed a canvass of its 3,000 members throughout the United States in nearly every line of trade to ascertain the commercial status two months after the election. The canvass was not made to serve any political purpose, and the forthcoming election was not mentioned, but the members of the association have taken advantage of one of the questions to declare that prosperity depends upon the election of Taft.

The canvass was made by means of letters sent out two weeks ago. Forty questions were asked of the members relating to the exact condition of trade at present, the percentage of increase in business in the last ten months, the possibilities for future improvement and any suggestions which might serve to better future conditions. Everybody answered the last question by suggesting that Taft be elected.

Agricultural implements show the largest percentage of increase and vehicles the lowest. The textiles show a small percentage of increase with a rather unfavorable outlook, while leather and its manufactures and the lumber industry are fairly satisfied and optimistic. Very little attention is paid to the tariff as a disturbing element, but a number of manufacturers, especially those interested in railway supplies and allied trades, complain against pending or threatened railway legislation.

The steel trade and the movement of pig iron, which form the most accurate barometer of trade conditions, make a distinctly encouraging report, as 70 per cent of the iron and steel plants in the association report conditions good, 78 per cent have had an increase during the last ten months, and 85 per cent have reason to believe that prospects for immediate future are reassuring. Machinery, including all classes throughout the country, shows present conditions 68 per cent good, and 70 per cent of the machinery manufacturers have had an increase since Jan. 1 last. Only one manufacturer of agricultural implements is pessimistic regarding the future.

In food products 80 per cent report business good, 94 per cent have had an increase, and all are optimistic for the future. Lumbermen report 85 per cent good, and 80 per cent have had an increase, while 93 per cent of them are hopeful for the future. Of the leather manufacturers 91 per cent report good, 94 per cent have had an increase, and 93 per cent are optimistic. Other percentages from the various trades reporting conditions good, an increase of business and good possibilities for the future are as follows: Tools and hardware, 77, 87 and 92; drugs and chemicals, 83, 80 and 82; paper and printing, 75, 70 and 94; textiles, 68, 71 and 93; vehicles, 92, 80 and 85.

James W. Van Cleave, president of the National Association of Manufacturers, says of the outlook: "Nearly every issue of the trades papers all over the country reports the reopening of steel, cotton and woolen mills and the increase in the working forces of some of these already open. There are fewer idle persons in the United States now than at any previous time since the beginning of the scare last November. Aside from the chance—the very remote chance—that Bryan may be elected there is not a cloud on the business horizon, so far as I can see at this moment."

"Let it be remembered that in the shape in which it presents itself Taft adjustment will cause no perceptible halt in the revival of trade. By its platform and the repeated promises of its candidate the dominant party is pledged to revision. Just as I have urged, the revising is to be done by an extra session of congress just as soon as the new president enters office in March, 1909. The adjustment will be done in the interest of the American manufacturer, the American worker and the American consumer and not in the interest of the manufacturers and workers of Great Britain, Germany, Japan and the rest of Europe and Asia."

OPPOSITE AS THE POLES.

The liberalism of Bryan and the radicalism of Taft are as opposite as the poles. The radicalism of the former, by training and profession a politician, prompts to the advocacy of anything as good if new. The radicalism of the latter, by training and profession a statesman and jurist, prompts to the adoption of anything new if good. There are false teachers everywhere, and they are the chief obstacles to the spread of that species of radicalism that in its greatest and best interpretation means the uplifting of humanity and the progress of the nation. The sort of radicalism or liberalism which adopts and advocates anything and everything in the category of theory and originality for personal aggrandizement or momentary political gain is the sort of radicalism that this country can well do without.

At twenty Mr. Taft was graduated from Yale, at twenty-two he was admitted to the bar, at twenty-three he was assistant prosecutor of Cincinnati, at twenty-four he was collector of internal revenue, at twenty-nine superior court judge in Ohio and at thirty-three solicitor general of the United States. When he received his degree of doctor of laws from Yale he was thirty-six and the youngest man upon whom the degree had ever been conferred.

LEGAL.

SPECIAL MASTER'S SALE

By virtue of a writ of fieri facias to me directed, issued out of the Court of Chancery of the State of New Jersey, will be sold at Public Vendue on SATURDAY, OCTOBER THIRTY-FIRST, NINETEEN HUNDRED AND EIGHT.

at two o'clock in the afternoon, of said day, at Kuchin's Hotel, corner of Atlantic and South Carolina avenues, in the City of Atlantic City, County of Atlantic and State of New Jersey.

All the railroads of the said traction company, constructed and unconstructed or projected to be constructed, with all the routes, changes of line, branches, extensions and spurs of the same to wit:

Beginning at a point in the City of Atlantic City on the northerly side of the highway known as the Boardwalk; thence by Florida avenue to Baltic avenue; thence by Baltic avenue to its intersection with the Pleasantville and Atlantic Turnpike or Plank Road; thence by the said turnpike or plank road out of the city of Atlantic City and through the township of Egg Harbor, Atlantic County, New Jersey, to and into the borough of Pleasantville, where the turnpike or plank road intersects with a highway known as the Shore Road; thence through the borough of Pleasantville to and into the city of Absecon; thence still by the said Shore Road and in the said city of Absecon to a point where the highway known as the Philadelphia Road intersects with the same; thence upon the said Philadelphia Road north-easterly to its first deflection northerly.

Again, beginning at the intersection of the said Pleasantville and Atlantic Turnpike or Plank Road and the said Shore Road; thence southerly by said Shore Road through the Borough of Pleasantville to and into the Township of Egg Harbor, Atlantic County, New Jersey; thence still along the said Shore Road through the said township to and through the borough of Linwood, and into the City of Somers Point; thence still along the said highway called the Shore Road to a point at or near where New Jersey avenue intersects with said Shore Road; thence by said New Jersey avenue to Bay avenue of the said city; thence on said Bay avenue to a point near the tracks of the West Jersey and Seashore Railroad Company.

Together with all the real estate of the said traction company wherever the same may be situated and all branches, extensions, sidings and spurs of said railway now belonging to or which may hereafter be constructed by the said traction company as appurtenant to or properly belonging to the line of railway above described, and all lands, rights of way, rails, bridges, wharves, fences, works, shops, machinery, stations, offices, depots, grounds, engine houses, poles, wires and wire structures, power houses, dynamos, engines, motors, buildings, improvements, tenements and hereditaments now owned by the said traction company and used for the purpose of operating the railway above described, or which may hereafter be acquired by the said traction company and used or to be used for the said purpose; together with all the rolling stock, tools, implements and materials now belonging or which may hereafter belong to the said traction company now or hereafter in use, or intended for use, upon the said railway above described, or in connection with the proper equipment and operation of the same, and all the corporate rights, franchises, privileges, appurtenances and franchises of the said traction company, acquired or to be acquired, connected with or relating to the mortgaged premises.

Also, five hundred and ninety-five shares of the capital stock of the Pleasantville and Atlantic Turnpike or Plank Road Company, and the due and proper certificates in evidence of the said stock and the ownership thereof.

Also, all the after acquired property of said Atlantic City and Suburban Traction Company, whether embraced in the following descriptions or otherwise.

"Let it be remembered that in the shape in which it presents itself Taft adjustment will cause no perceptible halt in the revival of trade. By its platform and the repeated promises of its candidate the dominant party is pledged to revision. Just as I have urged, the revising is to be done by an extra session of congress just as soon as the new president enters office in March, 1909. The adjustment will be done in the interest of the American manufacturer, the American worker and the American consumer and not in the interest of the manufacturers and workers of Great Britain, Germany, Japan and the rest of Europe and Asia."

Also, all the leasehold interest and the right, liberty, privilege and property of the said Atlantic City and Suburban Traction Company to lay down its railroad tracks, with sufficient turnouts, along and over the Turnpike or Plank Road of the Pleasantville and Atlantic Turnpike or Plank Road Company, and to set its poles in any place or side of the said Turnpike or Plank Road, and to erect and maintain such wires and overhead construction as may be proper and necessary to the operation of its said railway, and to operate, use, maintain, change or abandon the same and adopt other now known or unknown systems as science or invention may hereafter may advance or create, and all other rights fully set out and contained in a memorandum of agreement made the fifth day of August, nineteen hundred and two, by and between the Pleasantville and Atlantic Turnpike or Plank Road Company, and the Atlantic City and Suburban Traction Company, and recorded in the Clerk's Office of Atlantic County, in Book 365 of Deeds, folio 341, &c.

Also, all that lot, piece, tract or parcel of land lying and situate in the borough of Pleasantville, in the county of Atlantic and State of New Jersey, and more particularly bounded and described as follows: Beginning at a point in the northerly side of the highway known as the Philadelphia Road; thence southerly along the said highway to a point where the highway known as the Shore Road intersects with the same; thence upon the said Shore Road north-easterly to its first deflection northerly; thence still along the said highway called the Shore Road to a point at or near where New Jersey avenue intersects with said Shore Road; thence by said New Jersey avenue to Bay avenue of the said city; thence on said Bay avenue to a point near the tracks of the West Jersey and Seashore Railroad Company.

one foot and seven-tenths of a foot to the line of lands of one Abe Freeman; thence (5) southwesterly along said line of said Freeman's land one hundred feet to a point; thence (6) southwesterly along said line of said Freeman's land one hundred feet to a point; thence (7) southwesterly along said line of said Freeman's land one hundred feet to a point; thence (8) southwesterly along said line of said Freeman's land one hundred feet to a point; thence (9) southwesterly along said line of said Freeman's land one hundred feet to a point; thence (10) southwesterly along said line of said Freeman's land one hundred feet to a point; thence (11) southwesterly along said line of said Freeman's land one hundred feet to a point; thence (12) southwesterly along said line of said Freeman's land one hundred feet to a point; thence (13) southwesterly along said line of said Freeman's land one hundred feet to a point; thence (14) southwesterly along said line of said Freeman's land one hundred feet to a point; 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