

# How Big Shoe Man Pegged His Way to a Governorship.

THE story of the recent contest for the governorship of Massachusetts, resulting as it did in the election of the Democratic candidate, William L. Douglas, of Brockton, contributes a unique chapter to the history of American politics. Shorn of equivocal phraseology, the story of the Douglas campaign is a revelation of how a clever Yankee shoemaker has literally "pegged" his way into the gubernatorial chair of a state which stands proverbially for scholarship and erudition in its statesmen and lawmakers.

Indeed so strong has been the Republicanism in this campaign that every other candidate, both state and national, who received a plurality of votes was a Republican. The state which elected the Democratic candidate, Douglas, by a plurality of 35,710 over Governor John L. Bates, Republican candidate for re-election, cast a plurality of 86,279 votes for Roosevelt over Parker. Nor was there a single other Democrat on the state ticket who was not hopelessly buried under the Republicanism.

A man, then, such as William L. Douglas, attaining to an office such as the governorship of Massachusetts, under circumstances so far removed from the ordinary, must of necessity have something of an anomalous personality, says the New York Herald.

One reason instinctively that such a man must be possessed of more than the average amount of Yankee wit and shrewdness; that to have accomplished so much under circumstances so adverse, so inimical to his every ambition and project, he must have in him something of genius. And yet a careful study of the man at close range, in the light of a little knowledge of the true inwardness of his recent election, will not bear out such a theory. In the light of those facts that are daily receiving new and important accretions, it seems that William L. Douglas, far from being a genius, is only the victim

*Man Who Will Become the Executive of Massachusetts a Couple of Weeks Hence, And Who Was Elected as a Democrat by a Plurality of 35,710, in a State That Gave Roosevelt a Plurality of 86,279, Tells the Story of His Life and Recent Triumph—A Career of Industry.*

man only, and elected him by a stupendous plurality over their own party candidate.

Before entering into consideration of the spectacular method of electioneering adopted by the Douglas campaign management, it may be advisable to settle the question in the reader's mind by telling him that there is only one W. L. Douglas, and that he is the same gentleman whose face greets them so frequently and so obliquely in familiar advertisements.

The splendid enterprise displayed in the conduct of the campaign gives strength to the theory. Never in all its history has the austere old state of Massachusetts seen such a revolution of electioneering traditions as that set in motion by this practical shoemaker of Brockton who is incidentally a multi-millionaire and a bank president with political experience which has included a state senatorship and the majority of his home town.

## HIS START IN LIFE.

Plain and prosaic as William L. Douglas' daily routine may appear to day his early career is full of interest and romance, not unadorned with adventures. His father was a sailor and was drowned at sea when the little boy William was five years old. Left to the upbringing and care of his mother, who had a large family of children, with no means of support, the boy was bound out at the age of seven to his uncle, who had a cobbler's shop in Plymouth. His uncle was a hard master, and made him work from sunrise to sunset. He pegged shoes, he went into the woods to cut and prepare fuel for two fires; he did what he had to do well, but for four years he led a miserable, weary existence, suffering all the agonies of a lonely child, with none of its compensating joys.

For brief periods each year he was allowed to stop pegging long enough to attend school, where he secured the rudiments of an education, which he has in later years added to by reading and study. At eleven he returned to his mother. His uncle then made a proposition that he would allow the boy \$5 a month and his "keep" if he would return to the cobbler's shop, and back he went to the unrelenting drudgery. For another four years he pegged shoes, faithfully, silently, uncomplainingly, working much and saying little—a method of procedure which is eminently characteristic of the man today. At 15 he got a job, which at the time appeared a veritable bonanza in the way of wages. For a wage of 33 cents a day he left off pegging shoes and went to a cotton mill in Plymouth, where after a few months' work he broke his leg in an accident and was laid up for the rest of the winter.

Once more able to hobble about on crutches, he returned to the shoemaking trade, getting a job at South Braintree, where for the ensuing three years he learned the details of the craft in an establishment which was considered a large one in those days.

He was now in his nineteenth year. He threw down his awl and his shoemaker's last and started out west in a prairie schooner, which took him as far as Iowa, where he worked intermittently at his trade while trying to earn funds sufficient to carry him to California. The spring of 1865 saw him driving a four-ox team into the city of Denver, after a 600 mile walk behind the lumbering beasts from Bellevue, Neb.

## HIS VARIED EXPERIENCE.

He tired of Denver, and in a few

months drove his ox team back again to Nebraska, discontented, disappointed, disgruntled with the world and with life in general, and with himself, and his luck in particular. No sooner had he unshipped his weary oxen once more in Nebraska than he took another sudden notion to go wandering south, into the great fields of Montana, where the objective point, and to get there, as he supposed, to retrieve the old desert that lay between him and Denver. His provisions giving out on this second journey, and his funds having entirely disappeared, he re-entered Denver, again on foot, but without his ox team.

Here he was a raw New England shoemaker, without money, without prospects, without friends, and in a country that had already more cobbles than it could give work to. It was the spectacle of a young man gone west to seek fortune while a dazzling one was lying at home for him, within 20 miles of the spot where he was born.

Back at last he came to Plymouth, after a lapse of four years, penniless, footsore and weary. Back to Plymouth he came, settled down once more to the prosaic work of pegging shoes, and before he had been pegging very long he got married. He had no money, he had no particularly bright prospects of ever having much more money, but he got married all the same to the young girl of his choice, Miss Naomi Augustus Perry, from up "Chilton's way," as they express it in that country.

From his wedding day neck changed for "Bill" Douglas. There was for him then no more wandering, no more moments of indecision. A shoemaker he was and a shoemaker he would have to be, willingly, with a young wife to support. He not only grew steady, but he began to save money out of his meager earnings. He gradually attained to the rank of a foreman, and in 1870 went to Brockton, where he learned in the ensuing five years the mastery of every detail of the shoemaking business. In 1876 he borrowed \$25,000, a room 30x40 feet and started out as a manufacturer on his own hook, and with this amount of borrowed capital as a nucleus he has built up a fortune which is conservatively estimated to be in the neighborhood of \$1,000,000, although the good management of Mr. Buchanan did not permit too much stress to be laid upon his candidate's large moneyed interests during the stump speaking in the recent campaign.

## THE GOVERNOR-ELECT.

But it is as governor-elect that Mr. Douglas becomes a power to be reckoned with in the politics of the next four years, or rather perhaps it is his young man lieutenant, B. R. Buchanan, who has managed his campaign who is the man to be looked to for development. For to this young man, who was several years ago a New York newspaper reporter, is laid the credit of the victory.

It was this young man who put the "Douglas flying wedge" in motion, and who organized the barbecues and other spectacular features unprecedented in the conservative old Bay state.

The first named feature was organized among the employees of the cotton mills and made a strong appeal to their interests, securing a unanimous vote for its candidate. It was directed against Gov. Bates, who last year vetoed the bill which prohibited the employment of women and children in the cotton factories on the night shift. The bill had been strongly fought for by the labor unions and Mr. Douglas stepped in at the proper psychological moment, at a moment when sentiment running

high against Bates was just awaiting some one to organize it into political effort.

The Democratic nominee had, fortunately for him, already won a favorable reputation as an employer and as a substantial friend of labor.

## A FRIEND OF LABOR.

While serving as a state senator he had fathered the law creating the state board of arbitration and conciliation. He had been the first Massachusetts manufacturer to join with his employees in adopting arbitration in his factories, employing more than 3,000 men, strikes are unknown.

His men are continuously employed. No wheel has been stopped, no door has been closed, no workman has been laid off for 16 years, and among the working people of Massachusetts that counts for a great deal when it comes to getting their votes. The consequence was that with 500,000 cotton employees out of work in Fall River, Lynn and Lowell, the Douglas wedge, swept the labor vote of the state.

The bar-b-cues are also laid to the inequality of the young newspaper man Buchanan. In their way they were quite as effective as the more serious and more highly organized "Douglas flying wedge." The barbecues, with their smoking roast ox, their savory coffee, their pumpkin pies and sizzling sausage, did for the family kitchen the flying wedge did for the people of the cotton cities, and what flying wedge and barbecue missed was caught on the wing by the migratory brass bands, with their transparently fake, and by the vivid night sheet posters with which every highway and lane in the state was bespangled, and the most prominent feature of which was the familiar face of the shoe box.

A kindly, pleasant face has Mr. Douglas, shrewd as becomes a thoroughbred Yankee, born and bred in the good old town of Plymouth. The eyes are bright blue, clear and well set, the nose of a prominent business one would not take him for a man of 39 years. When he rises to acknowledge the introduction, drawing himself up to full height, there is an effect of inherent dignity, not of the patrician kind, but of the old time master workman, the stanch, honest, sober, God fearing master workman of a generation of New England men that has practically passed away. He is a tall man, and being a tall man and a countryman who has not attended dancing school, he is awkward and ill at ease, quite as much in his department as in his conversation.

"Doesn't everyone think it was the shoe vote did it?" was asked of Mr. Douglas.

"Yes, they do," he laughed. "That is the incompressible part of it. But it is a wrong idea, entirely wrong. The fact is that it was the solid business interests of the state that elected me."

"Of course, I got the labor vote, too, but without the moneyed interests I couldn't have carried the state. You see, I am a conservative business man. I am a manufacturer and a bank president myself, and as such I am bound to be conservative. Now, the labor vote is all right to talk about, but there really isn't any such thing as a labor vote."

"It was elected on the stand I take on the tariff question and as a supporter of Canadian reciprocity. I am a conservative, even though I have always been a consistent friend of labor. I have worked to secure for New Eng-

land the markets that are hers by natural right.

CONCERNING CANADIAN RECIPROCITY.

"Under a reciprocity treaty with Canada we manufacturers may get our goods cheaper. I can buy my raw leather cheaper, and consequently I can sell my shoes cheaper."

"Understand, now, that I am the friend of labor. I have always shown myself to be such. Only it is a most mistaken idea to say that labor elected me."

"To what, then, do you attribute the crushing defeat of the Democratic presidential nominee not only in your own state, but in the rest of the country?" was the next question.

"He failed because he had no substantial platform. There is only one platform upon which a Democratic national candidate can win, and that is a platform based upon tariff revision and Canadian reciprocity. A national platform with those issues paramount will sweep the country."

"You see, it's this way. The tariff question settles everything. Adjust the tariff difficulties and there will be no labor problem to solve."

"You do not think, then, that labor will ever become a political issue, Mr. Douglas?" He shook his head emphatically.

"Absolutely no."

"You place no faith, then, in Socialism?"

"Certainly not. Oh, not at all."

"You do not believe in state or municipal ownership?"

"No, I have no bias and no fads." Mr. Douglas has always been a most conservative, old fashioned Democrat. "And I believe that the money interest of the country must be protected quite as much as the laboring interests."

## INDIVIDUALITY IN GIFTS.

The personality of the giver expressed in the wrappings about the Christmas gift adds value to the simplest offering. After all, it is the spirit of the gift rather than the gift itself which gives the greatest pleasure. The favorite ribbon, the slip of mistletoe, the color of the tissue paper covering the card which bears the Christmas greeting, all express love and well wishing.

The low "differential" rates made by the Erie Railroad effect a marked economy for those who travel much, and the saving is surely worth while even for a single trip. Yet the service is strictly first class. The rate between Chicago and New York is considerably less than two cents a mile. Reasonable, isn't it? Write Room 553, Railway Exchange, Chicago, for time tables, booklets, etc.

NEW CATALOGUE OF CHURCH WORKS. Just issued. Send to Deseret News Book Store, Salt Lake City, Utah, for a free copy. Special terms to dealers, agents and canvassers.

## "TOM" LAWSON OF BOSTON.



This is the man who in the last couple of weeks has demonstrated that publicity properly directed will upset the money markets of the world. Lawson, with no other assistance than widespread publicity, has created one of the most remarkable bear markets of recent times.

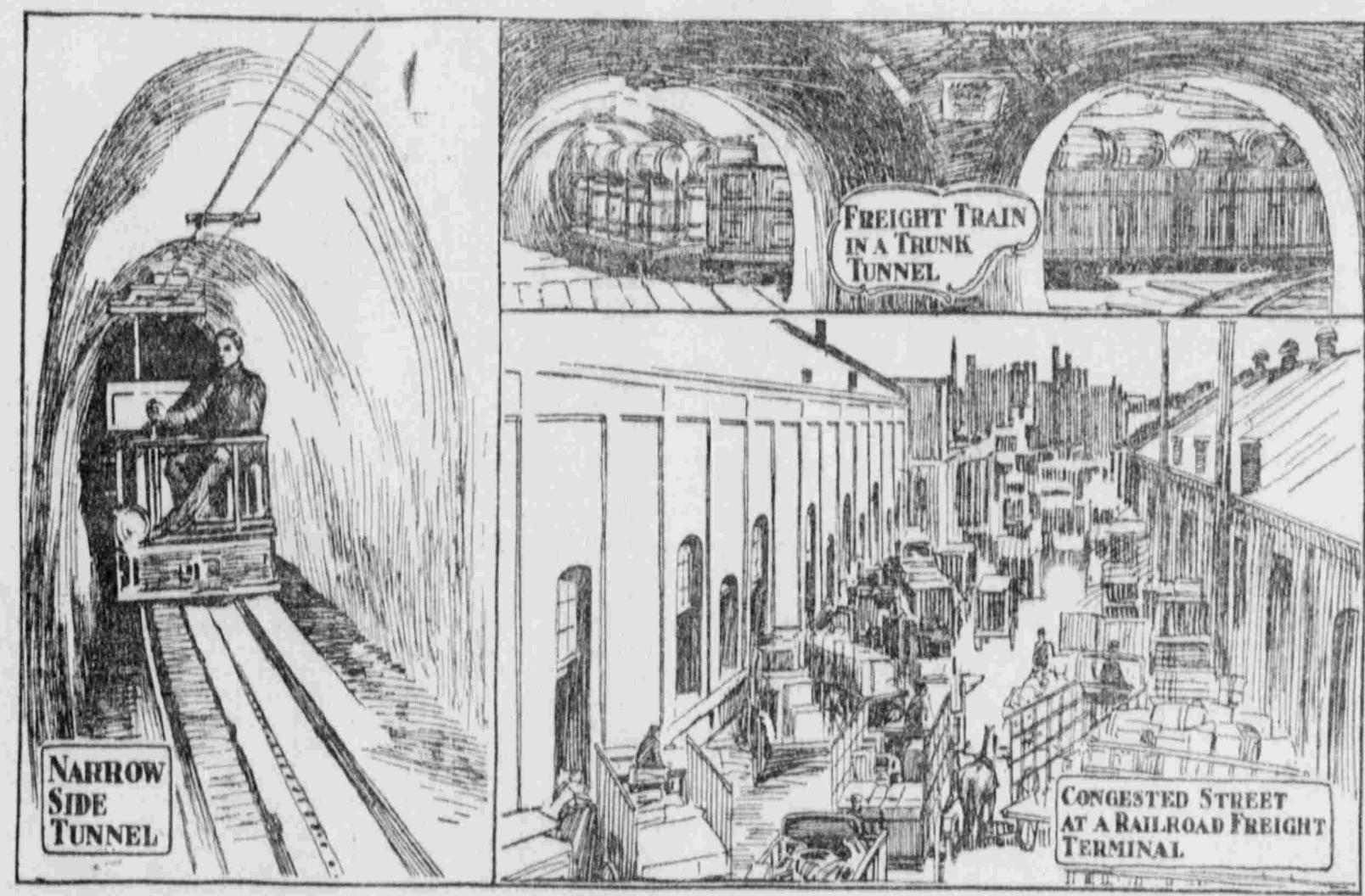
# Longest Subway In the World, Which Is Under Chicago

EVER since the opening of her subway and a long time before the occurrence of that epochal event the metropolis has been felicitating herself upon the length of her subterranean roadway as compared with similar excavations elsewhere. Now, it appears, the cause of her jubilation is no longer operative. The city of Chicago has recently electrified the world, including her own citizens, who seem to have been unconscious of the fact that she is constructing a subway which will be sixty miles in length when completed. Twenty-two and a half miles of it are already finished and will be opened on Jan. 1, 1905.

One reason why the construction of the Chicago subway has been under way for several years without exciting the suspicion of the city official force and a majority of the inhabitants is to be found in the fact that the great enterprise does not contemplate the carrying of passengers. On that account also, although the tunnel is about twenty-four feet below the street level, the Chicago public is not distressing itself over the absence of oxygen and the superabundance of carbon dioxide in the tube or lying awake at night devising a proper system of ventilation for it.

The Chicago subway is designed solely for the transportation of freight. It is expected that after the road is opened for business on Jan. 1 at least 10,000 tons of freight will be transported daily. When fully equipped the road will have a supply of 3,000 cars. These small cars will not be provided with electric motors, but will be drawn by 150 electric engines of simple construction. The trains will be operated between the half dozen great freight stations of the thirty-eight trunk and branch railroad lines which enter Chicago.

Although it will carry no passengers, the new subway will be a huge comfort



will have a gauge of only two feet, the cars have been so designed that they will accommodate any article which will pass through the door of a standard gauge freight car.

There are two sizes of tubes in the subway. The trunk lines, which extend beneath the principal streets, are 11 feet 2 1/2 inches in width and 12 feet 6 inches in height. The branch lines, which turn off into the intersecting streets, are 6 feet in width and 7 feet 6 inches in height. They are arched and laid up with cement. At the street intersections there are what are termed four way crossings. The track system connects with a three way switch, which permits the operation of trains east and west as well as north and south. The trains will be run on the loop system. The origin of the subway was most

of Chicago were surprised to receive an application from the company for an amended franchise giving it the further privilege of transporting the mails, parcels, packages, coal and light freight. The council was astounded to find that the company which had been permitted to have a cable conduit had excavated a subway. There was a lively awakening, and the company was treated to an exhibition of genuine aldermanic thunder. In time, however, the storm subsided, and the company was permitted to go on with its scheme. It was compelled to agree that the system might be made eventually the nucleus of a municipal subway. Having secured the toleration of the city guardians, the builders pushed the work with great assiduity. The merchants, realising the immense value of the scheme to them, came forward with much readiness to enter into contract with the company.

According to a conservative estimate, the cost of operating and maintaining the former freight transportation facilities in the heart of Chicago's business district is \$50,000,000 each year. It is believed that the new system of handling freight will reduce this sum more than 40 per cent. The chief sufferer by the arrangement will be the members of the Teamsters' union.

Plans for a passenger subway are being actively discussed in Chicago financial and municipal circles. It is announced that it will be ready for use in about thirty months. This contemplated subway will contain ten miles of double track and will cost over \$15,000,000. According to the most feasible plan, it will be built above the freight tunnel. It will be a decided improvement upon all subterranean roadways heretofore constructed and will be supplied with several unique conveniences. One of them will be a ten foot walk by means of which passengers may go underground to any station desired. It will also contain galleries for pneumatic, gas, steam, water and sewer pipes.

ANDREW J. DOWNS.

## A CURIOUS WATCH.

THE descendants of Mary Setoun, one of the four maids of honor to Mary Queen of Scots, have in their possession a curious watch, which was given by that queen to her favorite. The watch, which is in the shape of a miniature skull, is about two inches and a half in diameter. It is supposed to have been purchased by Mary herself when on a visit to Blois with her husband, the dauphin of France, as it has

the name of a celebrated Blois manufacturer engraved on it. The entire skull is curiously engraved. On the forehead there is a picture of death, with the usual scythe and hour glass. He is depicted as standing between a palace and a novel to show that he is no respecter of persons, and underneath is the familiar quotation from Horace: "Pallida mors aequo pulsat pede pauperum tabernas Regumque turres."

At the back of the skull is another representation, this one being of time devouring everything. Time also carries a scythe and beside him is the emblem of eternity—the serpent with its tail in its mouth.

The upper section of the skull is divided into two pictures. On one side is the crucifixion with the Marys kneeling at the foot of the cross, and on the other side are Adam and Eve surrounded by animals in the garden of Eden.

Below these pictures, running right round the skull, there is an openwork band, to allow the sound of the striking of the watch to be heard. The open work is a series of designs cut to represent the different emblems of the crucifixion, such as scourges, the cross,

gold, with elaborate scrolls, while the hours are marked in large Roman letters. The works are remarkably complete, even in a large silver bell with a musical sound, which holds the works in the skull when the watch is closed.

This curious watch is still in perfect order and when wound every day keeps accurate time. It is too large to be worn and was probably intended for a desk or private altar.—Tit-Bits.

## TRIMMED AN ORATOR.

Hon. John E. Roche of Scranton was

a member of the Pennsylvania Legislature during the first Pattison administration. He used to tell a good story about how a pretentious orator was squelched. Two young lawyers from adjoining districts had been trying during an entire session to make reputations as orators. When the appropriation bill was taken up, one of them spoke for five hours against the bill, and when he had concluded his harangue, the other young man took the floor for another lengthy ebullition in favor of the measure. In his peroration he said that he was sorry to find his brother on the wrong side, for there

was every reason why they should agree. "We were raised together, we studied together, we played together, we were born in the same year; yes even on the same day."

"Did I understand you to say that you were born on the same day?" interrogated a member from Philadelphia.

"Yes," came the prompt reply.

"On the very same day?"

"Yes, sir."

"Then it must have been a very windy day," said the Philadelphian.

"Yes," said John E. Roche, squelched by roars of laughter.