

Lancaster Intelligencer.

MONDAY EVENING, JAN. 22, 1883.

Spreckles and his Sugar.

Claus Spreckles is a California gentleman, who provides the people of the Pacific slope with their sugar. Mr. Spreckles is a man, consequently, of power and of millions. He is a remarkable illustration of the great reward that may come to intelligent energy embracing a simple opportunity. This man came here from Germany in his youth, entirely without capital. In 1856 he went to California from Charleston. He has made his fortune there by controlling the sugar traffic of the Hawaiian Islands between which country and our own there is a free sugar trade. It was an easy thing to see that if Hawaiian was a good sugar country, and its product would reach free of duty the neighboring people of the Pacific slope of the United States, who cannot grow sugar, it would be a very good enterprise to cultivate sugar in Hawaii. Mr. Spreckles seems to have felt the force of the idea; and he seems, moreover, to have cultivated it for all it is worth. He grows sugar on twenty thousand acres of Hawaii land and controls all that is grown there. He has formed a company to do it, and he controls the company. His plantations do not grow sugar spontaneously; else other people would have been as quick as Mr. Spreckles to seize upon his idea. The land needed irrigation, and Mr. Spreckles applied what it needed. Now that he has gained the great fortune that his sagacity has given him, the California people who have to buy their sugar seem to think that they are paying too much for it. It is not easy to see how they are going to get it for less, since he sells it to them cheaper than they can buy sugar from the East. The railroad charge for transportation is as good as a tariff protection to Spreckles against Eastern sugar. Of course, it will not help the consumer to put a duty on Hawaiian sugar. That would injure Spreckles, but would not help the Californians. If they could shake Spreckles out of the control of Hawaii sugar, or if they could get a lower rate of transportation of sugar from the East, they might get cheaper sugar, but at present neither of these things seems practicable. Mr. Spreckles is now in Washington. He says he is not there to influence Congress to continue our free trade with Hawaii, though he admits that it is a very good thing for him. Still he declares that he can probably continue his business through a duty should be laid upon his sugar; but that probably would depend on the amount of it. He might be laid out very cold with a higher duty. He maintains that it is to the interest of this country to continue its present relations with Hawaii, which for trade purposes is now a part of the United States. Our contiguity to it gives us an advantage over all other nations, but this would be lost if a free interchange of products was not permitted. No doubt Mr. Spreckles is right. He talks frankly and like an honest man. All the money he has made has no doubt been honestly made by his superior sagacity and enterprise. If all our rich men earned their fortunes as fairly we would have cause for congratulation. Mr. Spreckles speaks with a frankness about the king of the Hawaiian Islands which one would think would be embarrassing to a man who has so large business interests in the country. He says that Kalakaua is a good fellow, but a perfect baby, needing a guardian. Mr. Spreckles seems himself to be doing some guardianship duties over the imperial infant, since he says that he kicked his minister of foreign affairs out of the island and put an end to the schemes of the Chinese government. Evidently Mr. Spreckles is a Dutchman with a fairly good opinion of himself. No doubt it is deserved; but it is a question whether King Kalakaua will receive him with a smiling countenance next time he goes to Hawaii to look after his 20,000 acres of sugar. It may be that the kicking fashion that Mr. Spreckles inaugurated may return to plague its inventor. Still there is comfort to Spreckles in the thought that a baby can't kick very hard even if he is a king.

Too Big to be Bessed.

The Philadelphia Times, which saw in Mr. Cassidy's appointment of Mr. Cassidy for his attorney general only suicide for the administration, can see nothing better ahead of the party of Mr. Pattison and Mr. Cassidy than total wreck and ruin. And, in its view, whatever the efforts of the organization, "Cassidyism will restore Pennsylvania to Republicanism and make Cameron's re-election to the Senate among the possibilities of the future."

When Ever They Run Short of a Newspaper Sensation.

Whenever they run short of a newspaper sensation out West, some enterprising correspondent kills off Billy the Kid, who, from the returns thus far received is decidedly the most numerous outlaw that the boundless resources of the prairies have yet been able to produce.

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that it will be. There is a universal disposition to judge of the new attorney general by what he will do and not by what he has been. If he prove a good officer he will do himself, the appointing power and the party credit and service. It has not yet been apprehended, we believe, that he will commit official wrongs. The fears of the Times and those who share its views are that he will abuse his political advantages to make his party a machine for his own advancement, and that by prostituting the administration to this service the Democracy will be afflicted with the same fatality which, in the shape of Cameronism, not only rendered Republican administration inadequate to public needs, but made the dominant influences of the party so odious to a large portion of it that, as a final and desperate means of relief from them, party defeat was allowed by some and aided by others. If it was to be expected that such a condition of things would ensue to the Democracy from Mr. Cassidy's appointment similar results might be predicted with unerring certainty. But there is this saving and essential difference, that the Democratic organization will permit no such thing as the bossship of its organization by its office-holders and office-hunters, should that be contemplated, of which the administration of Mr. Pattison and Mr. Cassidy has as yet made no sign. Mr. Cassidy has a right to be a candidate for United States senator and he can, no doubt, aid his election to that office by attracting public admiration for the upright and vigorous and intelligent discharge of the duties of the place upon which he has now entered. He can injure himself and his prospects more by attempting to establish a bossship over his party than by any other means. It would be resented by the party on general principles, and not only because after Mr. Cassidy's proclamation of his candidacy for United States senatorship he would be suspected of selfish motives, but because his past career has not shown him to be a courageous or successful political leader. The Democratic party in Pennsylvania will not permit the interests of its organization to become identical with the interests of what the Times calls "Cassidyism" any more than it will permit it to be subordinated to Wallaceism, Randallism, McClureism, Pattisonism or anything else that may be understood to be the interests of one man to the exclusion of the party good. The last campaign was won by men and means superior to these selfish considerations and the party organization can be controlled by them, despite any effort to mislead or subvert it. No Democratic state convention will take a policy nor candidates shaped for it by any one rival interests battling for themselves at the cost of the party's integrity, and until it is made plain that Democracy is to mean one or the other of such interests we decline to share the view of the Times that "Reform Democracy has degenerated" to the personal service of any one of its leaders or followers.

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A TERRIBLE ACCIDENT.

WRECK ON THE SOUTHERN PACIFIC.

A Train of Car Separates, is Wrecked and Burned—Twenty-one Persons Known to Have Perished.

The overland express by the Southern Pacific stopped near Tehichipa station, Friday night, near Tehichipa station to attach an extra engine. While making the change the train by some means yet unknown got away and started back down a grade of 130 feet to the mile. The train consisted of two engines, express, mail and baggage cars, two sleeping cars, one coach and a smoking car. It went down the grade at a frightful speed for about four miles, when the last sleeping car jumped the track and went over an embankment fifteen feet high, carrying with it the other sleeping car and the mail, baggage and express cars, all of which were piled in a shattered heap, took fire and were consumed. The passenger coach and the smoking car kept on the down grade, but were stopped by leaving the track two miles further on. No one on board the train was injured. The scene following the wreck was a terrible one. A number of persons jammed in the debris of the train were roasted to death before the eyes of those who were unable to save them. At present it is impossible to give an accurate account of the loss of life, but it is believed that from twelve to fifteen persons were killed or burned to death. The dead, so far as known, are Mrs. John Cassell, wife of a well known mining man, burned; F. W. Pierson, express messenger; J. W. Casell, express messenger; Thomas J. Downey, the porter of the other sleeper, named Wright, who was taken out alive, but died soon after. It is feared that the wife of ex-Governor Downey, who was on the train with her husband, is among the dead. At 10:10 a. m. seven bodies had been taken out, seven of them burned beyond recognition. The following named persons are reported injured: Mrs. Captain J. K. Brown, Miss Ida Brown, Lee Waterhouse, Mrs. A. L. Waterhouse and her two children, John T. Casell, ex-Governor Downey, J. Downey, the maid of Mrs. Porter Ashe, James Woodall F. W. Dougherty, Mrs. P. C. Hatch, Mrs. R. Hatch. It is a remarkable fact that the wounded are almost without exception but slightly injured. The following passengers were injured: Mrs. A. L. Waterhouse and her two children, John T. Casell, ex-Governor Downey, J. Downey, the maid of Mrs. Porter Ashe, James Woodall F. W. Dougherty, Mrs. P. C. Hatch, Mrs. R. Hatch. It is a remarkable fact that the wounded are almost without exception but slightly injured. The following passengers were injured: Mrs. A. L. Waterhouse and her two children, John T. Casell, ex-Governor Downey, J. Downey, the maid of Mrs. Porter Ashe, James Woodall F. W. Dougherty, Mrs. P. C. Hatch, Mrs. R. Hatch. It is a remarkable fact that the wounded are almost without exception but slightly injured. The following passengers were injured: Mrs. A. L. Waterhouse and her two children, John T. Casell, ex-Governor Downey, J. 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