

needed for irrigation purposes. Indeed, as soon as the people are led to consider this question, its far-reaching relations become evident, and with the exception of those who have something to make by the spoliation of government lands, they are sure to be overwhelmingly on the conservative side. Such has been the case with regard to the great forest reservations in the Sierra Nevada and the Cascade range, and there is every reason to believe that public sentiment will heartily support the much-needed extension of the system in other portions of the country.

But the most striking instance of public revolt against an attempt to divert a forest reservation from public uses is found in the overwhelming majority—officially given as 384,282—by which the endeavor to amend the constitution of the State of New York relating to the Adirondack Park was defeated at the election in November. Late in the campaign, under the lead of the New York Board of Trade and Transportation, a vigorous fight was made against the scheme to undo what had been gained for the Adirondacks through the Constitution of 1894, by which the framers of that instrument, in sheer despair at the prevalent vandalism, forbade the cutting of timber, or the sale or exchange of lands already reserved for public uses. The spirit of this protest may be inferred from the fact that, in the

words of Mr. Frank S. Gardner, secretary of the Board of Trade, «at the first intimation of danger the people were wide awake, and in every county of the State captains eager to lead the fight were found.» The significant feature of the vote was that the counties in the vicinity of the park uniformly voted on the right side. We believe that this tremendous majority indicates that, as Mr. Gardner says, «the forests are protected in the love and intelligence of the people.»

The Adirondacks have become so largely a resort and sanitarium for the people of the United States that their preservation is no longer a matter of local concern. It would now seem, in view of this vote, an appropriate time to undertake the completion of the original plan for the reservation, the limits of which are known on the map as the «blue line,» within which, however, there is much private land, the denuding of which would largely defeat the very purpose of the reservation. Surely, the wish of the public, as revealed in the test vote on the amendment, and the fact that the acquisition of the desired territory can be made more cheaply now than at any future time, are strong arguments for seizing the opportune moment to perfect this beneficent scheme. To this end the law of eminent domain may well be invoked, and the cost of the undertaking provided for by some carefully planned scheme of gradual payment.



OPEN LETTERS

A Recollection of Lincoln in Court.

THOSE who knew Mr. Lincoln in the days before his contest with Douglas for the senatorial representation from Illinois, will remember that he had won reputation for legal ability and for unsurpassed tact in jury trials.

Among the most important cases in which he appeared was the Rock Island Bridge Case, which was tried in the fall of 1857.

Being then in Chicago, and meeting John F. Tracy of the Rock Island Railroad, he said to me: «Our case will be heard in a day or two. You had better look in; I think it will interest you.»

The trial was the result of a long and violent opposition of river-men and steamboat-owners to the construction of a railroad bridge across the Mississippi River between Rock Island in Illinois and Davenport in Iowa. Continued friction between the builders and boatmen finally culminated in the burning of a steamboat which ran against a pier, causing a partial destruction of one of the trusses of the bridge. Suit was brought by the owners against the railroad company, and after various legal delays was called in the District Court of the United States for the Northern District of Illinois, Hon. John McLean presiding.

The court held its sessions in what was known as the «Saloon Building» on the southeast corner of Clark and

Lake streets. The room appropriated for its use was not more than forty feet square, with the usual division for the judge, clerks, and attorneys occupying perhaps twenty feet on the farther side, and provided with the usual furniture. The rest of the room contained long benches for the accommodation of the public. Near the door was a large stove of the «box» pattern surmounted by a «drum.» These were common throughout the West in those days, when modern appliances were not thought of.

Alongside the stove was drawn one of the long benches, its front and sides cut and lettered all over. Here in cool weather frequently sat idlers, or weary members of the bar, and witnesses in cases on trial.

Much time was taken up by testimony and contentions between counsel; and as the participation of the St. Louis Chamber of Commerce was openly charged, great interest was manifested in the evidence and the manner in which it was presented.

As the character of the Mississippi River was described,—the nature of its currents, their velocity at certain periods, the custom of navigators and pilots in allowance for drift, the depth of water at the «draw» of the bridge, the direction of the piers in relation to the channel, and many other points involving mechanics and engineering being drawn out,—the spectators showed their sympathies unmistakably.

Engineers in the service of the government, civil engineers, pilots, boat-owners, and river-men had testified under the most searching examination. Lincoln seemed to have committed all the facts and figures to memory, and often corrected evidence so effectively as to cause a ripple of mirth in the audience.

During a tedious examination by one of the opposing counsel, Mr. Lincoln rose from his chair, and walking wearily about,—this seemed to be his habit,—at last came down the aisle between the long benches toward the end of the room; and seeing a vacant space on the end of the bench which projected some distance beyond the stove, came over and sat down.

Having entered the room an hour before, I sat on the end, but, as Mr. Lincoln approached, moved back to give him room. As he sat down he picked up a bit of wood, and began to chip it with his knife, seeming absorbed, however, in the testimony under consideration. Some time passed, when Lincoln suddenly rose, and walking rapidly toward the bar, energetically contested the testimony, and demanded the production of the original notes as to measurements, showing wide differences. Considerable stir was occasioned in the room by this incident, and it evidently made a deep impression as to his comprehension, vigilance, and remembrance of the details of the testimony.

As the case progressed public interest increased; the court-room was crowded day after day. In due time the final arguments were made. Apparently counsel had assigned parts to one another. The Hon. Norman B. Judd, the Hon. Joseph Knox, and Mr. Stanton (of Cincinnati) preceded Mr. Lincoln, who in addressing the court claimed that the people along the river had the right to cross it in common intercourse; that the General government had jurisdiction under that provision of the Constitution authorizing Congress to regulate commerce between the States, in which power there was implied protection of legitimate means for its extension; that in such legitimate extension of commerce, which necessarily included transportation, rivers were to be crossed and natural obstacles everywhere surmounted; and that it was the manifest destiny of the people to move westward and surround themselves with everything connected with modern civilization. He further argued that the contention of the St. Louis interest was wholly technical and against public policy.

These and other points were most clearly and ably presented, and when Judge McLean gave his emphatic decision in favor of the Rock Island Railroad Company, it seemed to have received a large inspiration from Lincoln's masterly argument.

In the following year occurred the debates between Lincoln and Douglas, which abounded in amusing incidents. Lincoln's talent and tact in controversy, his deep knowledge of our institutions, his intense desire for their legitimate perpetuation, and his profound love for the people at large, for charity and forbearance—

all these qualifications impressed the public mind, and prepared the way for his subsequent elevation to the Presidency.

F. G. Saltonstall.

Our Frontispieces—Lincoln; Grant.

THE portrait of Lincoln which is given as a frontispiece of the present number of *THE CENTURY* is not new to the public; but no wood-engraving of it has before been made, and the unusual interest which attaches to it as one of the most agreeable of the early portraits of Mr. Lincoln has induced us to present here the admirable woodcut which has been made by Mr. T. Johnson. From a letter from the Hon. Robert T. Lincoln, dated November 21, 1896, we quote the following reference to the portrait:

The proofs mentioned in your favor of the 18th inst. have come, and I am very much pleased with the work of your artist. I regret that I cannot give you any positive information as to the date of the original daguerreotype, and there is probably no one living who can do so. I was born in 1843, and can only say that I remember it as being in my father's house as far back as I can remember anything there. My own mere guess is that it was made either in St. Louis or Washington City during my father's term in Congress—which practically began in December, 1847, and ended in March, 1849. I mention St. Louis because I think it was in those days an important stage in the journey to the capital.

The portrait of Grant as major-general is from a photograph owned by Fred. B. Schell, who during the war was pictorial correspondent on the staff of «Frank Leslie's.» It bears General Grant's autograph, placed there at Chattanooga on Mr. Schell's request. It is from a negative taken at Vicksburg in 1863, and well represents General Grant's appearance at the time of his command at Chattanooga, which is the subject of the opening paragraphs of General Porter's series. It is believed that this little-known portrait has not been hitherto engraved.

A Servant's Approval of the Training-school Idea.

WE have received a letter from a servant doing general house-work who has been in only three places in eight years. Having read in the September *CENTURY* the article on «Training-schools for Domestic Servants,» she expresses her opinion that it would remedy the present unfortunate state of affairs. She thinks that if such a school were established, there is little doubt that there would be plenty of capable girls willing to learn; that the present trouble is caused by a lack of knowledge of how things should be done, which makes them harder to do, and so tries the patience of the mistress. She thinks if servants had a broad training of this sort, they would then know which special line of work it would be best to follow, and they would at the same time be able to manage any branch of it; they would, moreover, thus learn that house-work is an art to be proud of.—EDITOR.