

The Scranton Tribune

PUBLISHED DAILY IN SCRANTON, PA., BY THE TRIBUNE PUBLISHING COMPANY. E. P. KINGSBURY, GENERAL MANAGER. NEW YORK OFFICE: TRIBUNE BUILDING, FRANK B. GRAY, MANAGER.

SCRANTON, JULY 7, 1894.

REPUBLICAN STATE TICKET. For Governor: DANIEL H. HASTINGS, OF CENTER. For Lieutenant Governor: WALTER LYON, OF ALLEGHENY. For Auditor General: AMOS H. MYLIN, OF LACKAWANNA. For Secretary of Internal Affairs: JAMES W. LATTA, OF PHILADELPHIA. For Commissioner of Labor: GALUSHA A. GROW, OF SUDBURGHANA. For Commissioner of Agriculture: GEORGE F. HUFF, OF WESTMORELAND. Election Time, Nov. 6.

THE ESTEEMED Hazleton Plain-Spoken is entirely correct in believing that the SCRANTON TRIBUNE will support with emphasis the fair choice of the Republican party for congress from this district. But the convention hasn't named him yet.

Mr. Debs' Reply. The elaborate defense published yesterday by President Debs betrays between its well-ordered lines an unsafe anxiety to reform the lines of mankind at one clip. Mr. Debs looks at certain evils and vows that he will cure them, yet does not pause to consider the necessary question of methods. He perceives, for instance, that men who once earned large sums of money at Pullman, when times were brisk and wages high, had, during the business depression suffered necessary reductions and had finally struck against the new order of things.

When Mayor Connell judged the cowboy evangelist, Rice, to be a wolf in sheep's clothing he seems to have rung the center bell. Widen the Fire Limits. The question of re-adjusting the fire limits of Scranton, to fit the extraordinary recent growth of the city, although a solution is strongly urged by every consideration of prudence and foresight, unaccountably yet hangs in abeyance. Meanwhile, new structures are being planned daily, many of which virtually invite rapid destruction by the first fire that shall carelessly be ignited within them.

Now while the lessons of the Fourth of July are fresh in mind, it would be timely for councils to make a forward move in this matter. It is not denied that new frame buildings in the business portion of the city are a menace to adjoining property; yet scarcely a day passes that does not see such buildings begun or contracted for. The time to act is before the danger gets too great; and before the custom of building tinder-like structures in places of uncommon exposure becomes too firmly established. An ordinance extending the fire limits to a degree commensurate with our expanding city should be introduced at the next session of councils. It will encounter little if any opposition and it will fill a long felt want. Who is the councilman that shall prove equal to this opportunity?

ROBERT ROSS threatens to prove the John Brown of anti-bossism in municipal politics. It is no doubt the privilege of Edward Gould to use eighty-five horses on a tally ho journey from New Haven to Tarrytown, as he proposes to do. Indeed, we dare say that he could, if he so desired, use 8,500 and bedeck each nag with a diamond rosette. But the less of this sort of costly nonsense that young Edward indulges in at a time when men are starving and others wearily tramping, the better it will be for society in general. There is such a thing as being indelicately gay.

IF THE HOUSE of representatives knows what is good for it, it will amend the senate tariff bill by dropping its sugar schedule down a sewer hole. In Its Death Throes. Grand Master Wilkinson, of the Brotherhood of Railway Trainmen, makes the following official announcement, which embodies sound sense: "The Brotherhood of Railway Trainmen is an organization cannot name" the Pullman strike. It has no affiliation whatever with the American Railway union. This strike was authorized by about 300 delegates attending the American Railway union convention, who did not represent one-third of the employees in the train service in the United States, but every man, woman or child employed in any capacity on a railway is expected to bow to this imperious command regardless of any right of their own obligation to other organizations or contracts with their employers. Members go out on strike and then wire asking me to sanction their action when they know absolutely I have no such power. If they go out it will have to be with the American Railway union for they cannot go out as members of the Brotherhood of Railway Trainmen unless they have some grievance of their own or of an organization which is a part of a federation on the system where they are at work."

This, added to the disapproval of Chief Sargent and ex-General Master Workman Powderly, leaves Debs virtually alone in his questionable glory. The breezy disregard of law and justice which characterizes his latest interviews—his contempt of the courts, abuse of the government officials at Washington and bids for the sympathy of the incendiary elements of society—unerringly indicates the near approach of the end. He would not talk in his present fashion but for the fact that he is in a frenzy of despair. What he had planned as the grand uprising of masses against classes has speedily resolved itself into its true constituents of a bold conspiracy against law, in the consummation of which Debs and his agents were willing to sacrifice the welfare of the whole country rather than submit to personal humiliation. Intelligent labor can have no tolerance for Debs and Debsism, for these

charges of his court, but there is always an appeal, and today neither sutor doubts what the next judgment is to be. Only one thing can change the character of that finding. It will be the nomination by Republicans of unfit men. The party is on the top wave; but it cannot long float there successfully if weighted down by water-soaked standing claimants. If the best party now in the field hasn't judgment enough to draft its best men for its best opportunity it ought to be disciplined by means of another defeat.

A LUTHERAN contemporary severely criticizes the management of the Scranton bicycle races for having "wheels of fortune" upon the grounds. Possibly this idyllic Wilkes-Barrean would have been more at ease in a merry-go-round.

IT IS ANNOUNCED that owing to advancing years and failing health, ex-Vice President Morton will not be a candidate for the Republican gubernatorial nomination in New York. This withdrawal will disappoint many who have looked upon Mr. Morton's candidacy as the one in many respects best calculated to command sincere respect and almost certain victory. Under the circumstances, however, the party could not do better than to place in nomination that stalwart Republican and veteran journalist, ex-Minister John M. Francis, of Troy. Mr. Francis' popularity before the people was strikingly shown last spring when he led all the candidates for delegate-at-large to the constitutional convention. With Mr. Francis in the executive chair at Albany there would be no shirking of duty, no surrender of principle and no quarter to bossism or jobbery. If he could be prevailed upon to accept a nomination, which would almost surely be followed by victory at the polls, it would be a happy solution to the gubernatorial problem in the Empire state and one that would appeal to the best instincts of virile Republicanism everywhere.

words represent labor's greatest foe. The cause of labor does not require its champions to become criminals. It imposes no obligation upon them that would lead them to the gallows or the jail. The utter disregard of public rights and public sentiment shown in this strike is not characteristic of thoughtful and considerate leadership, nor is it sanctioned by respectable citizenship. The one safe open to Debs is defeat. His policy of rule or ruin is already in its death throes.

"I BELIEVE," said venerable John Sherman, at Washington Wednesday, "that the 65,000,000 people in this country are stronger and wiser than any other 65,000,000 people in the world. The duty of patriotism should be elevated above other duties. It is the foundation stone of our government." And the quickest way to elevate that duty is to make it felt at the primaries and to vote it at the polls.

CONGRESS DOES well to protect American dramatists against theatrical pirates. The thief in literature should note the handwriting on the wall.

MR. DEBS, according to current biographies, is a young man who evidently has a good deal yet to learn.

ALONG HIS present pathway President Debs will soon be qualified to go on the ticket with Cleveland.

FIRST Night at Sea. At 11 o'clock on the morning of the twentieth of June the lines were cast off amid the cheers of an excited throng and the best wishes of friends, relatives and sweethearts lining the pier. The steamer New York backed out into the harbor of North river and turned her nose down the bay. It was simply glorious weather, the water being as clear as a mill pond. We passed the Statue of Liberty, Governor's island and quarantine, and stopped in the lower bay to let off some celebrity and again outside of Sandy Hook to bid the pilot good-bye, and soon were out of sight of land. I have always been fearful of the water and imagined all sorts of things as probable accompaniments of a sea voyage. The crowds of passengers on deck, the jolly members of the Ginecristia troop, returning home, the Yale athletes singing the dear old college songs, the groups of passengers in steamer chairs encased in rug, the picture of contentment and happiness combined, however, to make me distrust the notions I had always held of the sea and its terrors; and I began to think it wasn't such a terrible experience after all.

We had been sailing about an hour after lunch when all of a sudden a fog settled down upon us so thick and impenetrable as to justify the dismal sound of the fog-horn all the afternoon and evening. Dinner was served at 7, and the dining saloon, with its electric lights, ceiling of colored glass and tables bedecked with flowers and filled with passengers, confirmed my ideas formed in the afternoon. I said to myself: "The crossing of the ocean is no trick at all." Before retiring I looked into the smoking room where groups of gentlemen were surrounding tables of whist and games of every description. At 10 I was fast asleep in an outside state room on the port side well forward. Lying in my bunk I could look out at the water, as dark as Lake Ariel and the only thing disgusting at all was the everlasting foghorn tooting every other minute. How long I had been asleep I do not know, but I was awakened by a noise unlike any other I have ever heard. My ship, I thought, was being crushed like an egg shell. I jumped out, and dressing very hurriedly groped my way out and up the stairs leading to the dining saloon. We were on the upper deck and I remember thinking that the passengers were probably all drowned. Up on deck were crowds of excited passengers—women were crying and men gasping for breath. The officers were hurrying back and forth, the sailors preparing to lower the boats outside; you could not see fifty feet from the boat.

The pursor, Mr. Kinsey, stood by his office, and I think he must have answered a thousand questions in less time than it takes me to write this sentence. The vessel was in collision; that was evident. On the port side amidships the railing was all carried away, the supports to the bridge bent into fragments, the davits of two boats twisted all out of shape. I saw the bowsprit of the vessel and its anchor on the promenade deck before me. Were we damaged below the water line, and dressing very hurriedly groped my way out and up the stairs leading to the dining saloon. We were on the upper deck and I remember thinking that the passengers were probably all drowned. Up on deck were crowds of excited passengers—women were crying and men gasping for breath. The officers were hurrying back and forth, the sailors preparing to lower the boats outside; you could not see fifty feet from the boat.

NEARER the vessels came to each other. "What is your name?" asked the captain across the intervening water. "The El Dorado of Spain," came back the answer. "Are you hurt and do you need any assistance?" "No. What is your name?" "The New York, of the American line." "Do you need help?" "No sir; although you gave us a bad wrench." "Are you taking any water?" "No," said Captain Jamison and the signal was given to go ahead at half speed.

It was quite interesting to hear the conversation in the dining room. One man offered \$50 for a boat alone by himself. Inasmuch as we are carrying 1,000 souls, I guess he would have been looser to have been permitted to get a boat at all. Ladies were praying and crying, and many men were shaking. The officers were not believed. It was hinted that they would conceal the real condition of things in any event.

I had quite a talk with Hon. Roger A. Pryor, the ex-Confederate general, judge of the common pleas in New York. He said it was all folly for the American line to require Americans as captains. I remarked I thought that was due to the requirement of the act of congress and a condition of the subsidy for carrying the mails. "So it is," he said, and added, "While it is justifiable I would prefer an English or Scotch captain. They know the business vastly better than any American."

This sounded to me just like a southerner and a Tammany man. They both prefer England to America and have always looked out for her interests. They are at it now. General Fry said: "I reckon if you're from Pennsylvania you do not agree with me." I told him I had a prejudice in favor of the Stars and Stripes and was not willing to admit that any other land was better or any other set of men better. Soon we each went our own way.

The cause of our unfortunate experience will probably never be known. We are sailing right along and the sun never shows better than this morning and the blue water of the ocean is never lovelier than now. I have changed my opinion about the loveliness of ocean travel.

On board the New York, June 21. THE VALUE OF CRITICISM. We need fearless criticism of our public men and public parties; we need unsparring condemnation of all persons and prin-

ples that count for evil in our public life; but it behooves every man to remember that the work of the critic, important though it is, is of altogether secondary importance, and that, in the end, progress is accomplished by the man who does the thing, and not by the man who talks about how they ought or ought not to be done.

Do More Harm Than Good. Eastern Express. If there is one person more than another of whom good sense may be expected it is the one presuming to teach others the way of life. When, therefore, they do or say anything that is unreasonable they bring discredit to the cause they wish to promote and, of course, harm it.

Capital Suggestion, Indeed. Washington Star. "I wish you would give us something more on current topics." "Here's the very thing; an article on the overhead trolley."

Respectfully Referred to Debs. Denver News. All classes of people in this and other states should remember that no just cause can be won by lawlessness.

REMEMBER there are hundreds of brands of White Lead (so called) on the market that are not White Lead, composed largely of Barytes and other cheap materials. But the number of brands of genuine

Strictly Pure White Lead is limited. The following brands are standard "Old Dutch" process, and just as good as they were when you or your father were boys: "Atlantic," "Beymer-Bauman," "Jewett," "Davis-Chambers," "Fahnestock," "Armstrong & McKelvy."

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We now have the full control of this Piano for this section as well as many other fine Pianos which we are selling at greatly reduced prices and on easy monthly payments. Don't buy until you see our goods and get our prices.

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