The Scranton Tribune charges of his court, but there is always an appeal, and today neither suitor doubts what the next judgment is to be.

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GENERAL MANAGES

SCRANTON, JULY 7, 1804.

REPUBLICAN STATE TICKET.

For Overnor: DANIEL H. HASTINGS. For Lieutenant Governor: WALTER LYON, OF ALLEGHENY. For Auditor General; AMOS H. MYLIN, For Secretary of Iteraal Affairs: JAMES W. LATTA, OF PHILADELPHIA.

resmen-al-Large: GALUSHA A. GROW, OF SUBQUEHANNA GEORGE F. HUFF, OF WESTMORELAND. Election Time, Nov. 6

THE ESTERMED Hazieton Plain-Speaker is entirely correct in belleving 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 Dabs betrays between its well-worded lines an unsafe suxiety to reform the ills of mankind at one clip. Mr. Debs looks at certain evils and yows that he will cure them, yet does not pause to consider the necessary question of methols 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. "All right!" says Don Quixote Debs, "we'll make Employer Pullman pay more money to his men or we'll smash every railroad company that uses Pullman's cars."

This, perhaps, was a natural view for Debs to take, schooled as he was in the agitators' school. But it would have been more prudent in him had he paused to consider the causes underlying the Pullman wage reductionsnotably the great falling off in railway travel and consequently diminished demand for cars that followed in the wake of the Demogratic free trade triumph that Debs helped to achieveand the methods best calculated to neutralize or modify those causes. It illustrates the hopelessness of labor organization along the lines of demagogism that Debs' inconsiderate onslaught upon the Pullman windmill was followed without a murmur of dissent and apparently in entire submission by hundreds of thousands of contented working men throughout the west who had absolutely no grievance of their own and who were not in the least controuble. Peter the Hermit leading thousands of zealous crusaders into the fever camps and death pits of Palestine in a sentimental effort to wrest from Infidel hands the four feet of earth wherein the Savior was supposed to have been buried almost a dozen conturies before was not a circumstance in point of misdirected zeal to this wild stampeds of deluded wage earners against a fee that had no existence in

The Debs crusade will fail, of course, because it has no justice and no reason back of it. And in its failure the cause of labor will experience a reverse not less galling because almost angrily self inflicted against the counsel of labor's truest friends. But it is not upon Debs alone that the burden of defeat will descend. If it were, the American people could await the inevitable outcome with entire equanimity. The thing which they are complaining for society in general. There is such a about is the fact that for every penny of experience bought in this mad fight by Debs, the innocent public is being precipitantly deluged with dollars' worth of losses that come through no fault of their own, at a time when any new business reverses are doubly dis

A good Rule of conduct in these troublous days is the golden rule; but unfortunately it is under a boycott in many places.

THOSE RABID foes of corporate wealth who exhibit spleen at the National gnard because, in pursuance of its plain duty, it is sometimes called upon represent the sober opinions of intelligent workingmen. A violation of law is none the less a violation because committed by those who are poor at the expense of those who are rich. No honest laborer is under any necessity of becoming a criminal or an outlaw. Upon the contrary, his sympathies and his interests all lie in the direction of good order and good citizenship. It is time the conservative common sense that, when aroused, really dominates in this country awoke to the injury that false counsel is now doing to labor's

THE TENDENCY in a number of instances to draw the line at cheap journalism where cheapness necessarily involves poorness, is a wholesome one. A good paper is worth a fair price, every day in the year.

The Verdict Foreseen.

Bold Tom Reed is very much inclined to say "I told you so." He has no patience with the idea that President Cleveland is to be blamed for all the ills that be. He suspects that it is the people themselves who have been at fault; and who are now writhing over the effects of their own medicine. This is his conclusion to an interesting article in the July North American Re-

How long will it be before the children of the republic rise to the full knowledge of their faith and rest on the foundation atone of their institutions, that no one man can make or mar, but that all the people does finally come, and are the only Daniel that does finally come to judgment? It is true that the last year demonstrates how careless the judgment of our Daniel may some.

The value of Criticism.

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

IT IS ANNOUNCED that owing to advancing years and tailing 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 ticket with Cleveland. 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.

WHEN MAYOR CONNELL judged the cowboy evangelist, Rice, to be a wolf in sheep's clothing he seems to have as probable accompaniments of a sea voy 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 bustness 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 enthinking that the passengers below were counter little if any opposition and it will fill a long felt want. Who is the councilment that shall prove countil were crying and men gasping for breath. councilmen 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 Tarrytowo, 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 resette. 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 thing as being indiscreetly 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 as an organization caunot sanc tion the Pullman strike. It has no affiliation whatever with the American Railway union. This strike was auto protect corporation property that is thorized by about 200 delegates attend jeoparded by mob violence do not ing the American Railway union convention, who did not represent onethirtieth of the employes 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. the various branches of organized labor 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 societyunerringly 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

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 juil. The utter disregard of public rights and public sentiment shown in this strike is not characteristic of thoughtful and considerate leadership. nor is it sauctioned by respectable citizenship. The one fate 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 Amercan dramatists against theatrical pirates. The thief in literature should note the handwriting on the wall.

MR. DEBS, according to current bio graphies, is a young man who evidently as a good deal yet to learn.

ALONG HIS present pathway President

Debs will soon be qualified to go on the

FIRST

Night at Sea.

wentieth of June the lines were cast off smil the cheers of an excited throng and the best wishes of friends, relatives and weethear's lining the pier. The steam-hip New York backed out into the middle North river and turned her nose down he bay. It was simply glorious weather, he water being as clear as a mill pond. We passed the Statue of Liberty, Govern-or'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

age. The crowds of passengers on deck, the jolly members of the Cinderella 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 hap-piness 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 unch 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. Dun-ner was served at 7, and the dining saloon, with its electric lights, ceiling of colored glass and tables bedecked with flowers and illed 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 port side well forward. Lying in my bunk I could look out at the water as quiet as Lake Ariel and the only thing disgusting at all was the everlasting foghern toeting 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. Our ship, I thought, was being crushed like an egg abell. I jumped out, and dressing very hurriedly gropes! my way out and up the hurriedly groped my way out and up the stairs leading to the dining saloon. We were on the upper deck and 1 remember 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 sontence. There had been a col-lision; 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 twist-ed all out of shape. I saw the bowsprit of ed all out of shape. I saw the bowspit of the vessel and its anchor on the promen-ade deck before me. Were we damaged below the water line? That was the im-portant question. In less than five min-utes soundings were made and lines lowered into the wells in the hull in dif-ferent places. Captain Jamison, a jolly little way, whose hair was white with little man, whose hair was white with years of battling with the elements, stood on the bridge, the coolest man on the ship. I managed to crawl up on the star-board side and half way up the ladder of the bridge. Off on our right through the mist the lights of a ship were visible. W were lying to, and it was evident that was the boat we had to thank for our condi-

Nearer the vessels came to each other.

What is your name?" shouted the cap-tain across the intervening water. 'The El Dorado of Spain," came back the answer. "Are you hurt and do you need any as

sistance?

istance?"
"No. What is your name?"
"The New York, of the American line."
"Do you need help?"
"No sir; although you gave us a bad vrench.

"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 \$500 for a boat alone by himself. Inasmuch as we are carrying 1,000 sonls, I guess he would have been lucky to have been permitted to get a boat at all. Ladies were praying and crying, and many men were shaking. The officers were not balieved. It was hinted that they would conceal the real condition of things in any

I had quite a talk with Hon. Roger A. Pryor, the ex-Confederate general now 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 equirement of the act of congress and a condition of the subsidy for carrying the mails. "So it is," he said, and added, "While I'm patriotic I would prefer a: English or Scotch captain. They know the business vastly better than any Amer-

can."
This sounded to me just like a south erner and a Tammany man. They both prefer England to America and have al-ways looked out for her interests. They are at it now.

General Pryor said: "I reckon if you're

from Pennsylvania you do not agree 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 shown better than this morning and the blue water of the ocean was never hand-somer, but I have changed my opinion about the loveliness of ocean travel.

ciples 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 things, and not by the man who talks about how they man to complete the contract of the country of the about how they ought or ought not be

Do More Harm Than Good.

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

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

Respectfully Referred to Dabs.

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

DEMEMBER 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

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