

The Scranton Tribune

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SCRANTON, OCTOBER 17, 1894.

REPUBLICAN TICKET. State. Governor.....JOHN B. HASTINGS. Lieut. Governor.....WALTER LYON. Auditor General.....AMOS H. MYLON. Sec'y Internal Affairs.....JAMES W. LAUTA. Congressmen-at-large.....GALUSHA A. GROW. GEORGE F. HUFF.

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Legislative. First District.....ALEX. T. CONNELL. Second District.....ALEX. T. CONNELL. Third District.....F. J. GROVER. Fourth District.....CHAS. P. O'MALLEY.

THE SCRANTON OF TODAY. Come and inspect our city. Elevation above the tide, 740 feet. Extremely healthy. Estimated population, 104,100,000. Registered voters, 25,200. Value of school property, \$750,000. Number of school children, 12,900. Average amount of bank deposits, \$18,000,000. It is the metropolis of northeastern Pennsylvania. Can produce electric power cheaper than Niagara. No better point in the United States at which to establish new industries. See how we grow: Population in 1850.....9,223. Population in 1870.....25,000. Population in 1890.....75,215. Population in 1900.....104,100. And the end is not yet.

THOMAS D. DAVIES is an unflinching citizen whose steadfast purposes cannot be swayed by a passing breeze. As custodian of the county funds in the office of county treasurer Mr. Davies will be the right man in the right place. Remember Thomas D. Davies on election day.

The Free Coal Job. Upon another page THE TRIBUNE presents indubitable facts fully sustaining the proposition that free coal, as advocated by President Cleveland and the majority of the Democratic party, was in effect, if not in intention a deliberate scheme to cut into the seaboard markets of the American fuel producers, in the interest of a big Nova Scotian syndicate, in which it has been many times rumored that Grover Cleveland holds stock. The Pennsylvanian who will read this article through must come to the conclusion either that the Democratic party managers are criminally indifferent to the welfare of the American miner or that, actually checked in the senate, they had actually entered into a "deal" against him.

In this connection, it is well to remember, upon so good an authority as the Colliery Engineer, that the statements that a protective tariff on coal enables American producers to maintain prices which would be considered intolerable or fabulous in England or Nova Scotia, and that they thus impose a system of extortion on 60,000,000 of people which is represented by \$45,200,000, are wholly without foundation. It is impossible to see how a tariff is to affect other markets than those in which the competition of Nova Scotia coal is liable to be felt, and it must be remembered that only a small portion of the population of the United States go to these markets for their coal. That a tariff would affect the selling price of our own coal even in these markets we absolutely deny. The measure is merely a provision whereby the home producer may maintain his American markets against foreign aggression, and in no way permits the so-called 'monopolists' to make more than a fair and reasonable profit on his produce.

"The only prices over which producers have any direct control are those at the mines. These values are neither affected by tariff legislation nor by freight rates, and therefore exonerate the producer from the charges above quoted. This 115,000,000 tons of bituminous coal is worth at the mines \$127,000,000. This means that the average price per ton of all the bituminous coal produced in the United States is slightly over \$1.10. Can any coal mining nation in the world show a better? The cost of our best steam coal at the mines is actually less than that of English, Welsh or Nova Scotia coal of a similar character, despite the fact of the higher wages paid to our miners." The difference is almost exclusively one of cost of shipment. Thus, on a cost of 87 1/2 cents f. o. b. at the mines in the New River region, West Virginia; \$1.30 freight to seaboard, 80 cents freight by sea to Boston, and 10 cents for incidentals, the cost of American coal alongside at Boston is \$3.07. The cost of Cape Breton coal at the mines is \$1.11; freight to Boston, as from Virginia, 80 cents; incidentals 10 cents, making the cost of Nova Scotia coal at Boston, less duty, \$2.01. It is very readily seen from this comparison

that the proposed 40 cents duty is not by any means enough to keep Nova Scotia coal out of New England, and so long as the senseless provision exists for a 15 cents duty on slack, without any definition of what slack is, we might as well have no tariff at all on coal. It is a fact that nearly two-thirds of all the coal imported from Nova Scotia is slack. Even under the Gorman edition of the Wilson tariff, therefore, the American fuel digger gets the worst of it. He will remember these things when he shall go to the ballot box next month; and he will remember, too, that other Democratic "deal," which puts a plump acre of needless tax on the sugar used in his house.

England's Past Tendencies. The banquet given by the London chamber of commerce to Congressman William L. Wilson, of West Virginia, during his recent visit to England, in recognition of his services to the English people in attempting to secure the adoption of a free trade tariff bill by the American congress receives and merits the attention of every American citizen. The kind attention paid to us by our British cousins, and their friendly interest in us which causes them to lay awake o' nights worrying over our waywardness, and contriving means by which to persuade us to adopt free trade and thus extend (?) our commerce at their expense, and their loss, is an exhibition of philanthropy which is truly affecting. It brings tears to one's eyes to see them so ready to destroy their own trade for the benefit of our commerce. They have always taken the same kindly interest in us. The careful student of American history knows the record well, and through the records of the past reads between the lines of the present.

The English people are in an abnormal condition. Britain is not a nation. A nation, in the true sense of the word, whether large or small, is such a collection of people, residing within given limits, as have within themselves and in those limits all the elements of existence, and are capable of existence and of sustaining and supporting themselves independently of the rest of the world and without reference to it. England cannot do this. Shut in by "the four seas," her population is so dense that her soil cannot feed her inhabitants, nor furnish the material for her looms, her factories, and her furnaces. She must, therefore, depend upon other countries for her food and supplies, and for a market for her manufactures. She cannot exist within herself and of herself, and in just so far as she cannot do so she is in an abnormal condition. This is why she must hold other countries in subjection to her, and why she interests herself so much in our affairs.

It is for these reasons that she holds Ireland in subjection, has conquered India, and seized the best part of Africa. She has built up her commerce and her manufactures by breaking down and destroying the manufactures and commerce of her dependencies. She uses these dependencies to furnish her those things which, as a nation, she lacks—and to be the complete to her deformities—and to supply her with cheap raw material and cheap food products, and to furnish her a market in which to sell her manufactured goods. It is for these reasons that she discourages manufacturing in her dependencies and endeavors to make her colonies agricultural provinces. With her colonies she does this whenever possible, by her tyrannical legislation. Not being able to legislate for us, she endeavors to attain the same end by cozening such rattle brained statesmen as Professor Wilson who deal entirely with theories, and thus secure through free trade legislation from Washington what she can no longer secure by act of parliament.

It is well to recall to the minds of the younger voters how Great Britain has built up her commerce, and how she has shown her philanthropic spirit toward America. This deep interest was shown as early as 1651, when parliament passed the navigation act which required that all articles exported or imported by the American colonies should be carried in English ships, and forbade the colonists to sell their products in any but English ports. The tobacco of Virginia must not only be carried in English ships to English ports, but there must be paid upon it both an export duty and an import duty. This is the way the British built up their commerce. It was not done by adopting free trade. The importation act of 1733 laid exorbitant duties upon sugar, molasses and rum imported into the colonies from the Dutch West India islands. England did not object to the Americans paying a high rate of duty so long as she collected the revenue. In 1750 parliament passed a law making it illegal for anyone to erect in the colonies any mill, furnace, or forge for the manufacture of iron; and specially providing against the manufacture of steel, in order to prevent the colonies from competing with the English iron manufacturers, and to maintain a market exclusively for the English furnaces and mills. With the same object in view hatters were forbidden to take more than two apprentices at a time, and each must be taken for at least seven years. Woolen goods manufactured in one colony were forbidden transportation to the others, thus compelling those colonies which did not manufacture woolen goods to buy their goods from England rather than a neighboring colony. It was the desire of the British to compel the colonists to do as Mr. Gladstone recently said that we ought now to do, "to produce more cereal and cotton at low prices," rather than "more cloth and more iron at high prices." It was

declared by parliament that "the erecting of manufactures in the colonies tends to lessen their dependence on Great Britain," and not long after the British board of trade reported to parliament that "manufacturers in the American colonies interfere with the profits made by British merchants," and petitioned parliament that "some measure should be provided to prevent the manufacturing of woolen and linen goods in the colonies;" and parliament declared that "colonial manufacturing is prejudicial to the trade and manufactures of Great Britain." These are specimen illustrations to show how England built up her commerce, and to show her kindly interest in our prosperity, and her loving attempts to look after our interests. If any one thinks that free trade has made England great or established her commerce, these facts should dispel that idea. England has built up her industries by means of legislation the most repressive upon the trade of other countries, and has extended her commerce at the point of the bayonet and the muzzle of the musket.

When Mr. Wilson declared to his London audience that protection had "clipped the wings of our industry and trade," he exhibited a dense ignorance of the facts or a wilful misstatement of them. Can it be that the leader of the dominant party in the national legislature is ignorant of the fact that during the past twenty-five years of protection the increase of the foreign commerce of the United States has exceeded by nearly \$100,000,000 the increase of the foreign commerce of the United Kingdom of Great Britain and Ireland during the same time? Does he not know that our exports have grown more than twice as rapidly as those of Great Britain during the same time? Those of this country have increased in round numbers, \$35,000,000; those of England less than \$23,000,000. Whether Mr. Wilson was aware of the fact or not, certainly the members of the London chamber of commerce knew that under the McKinley tariff act, whose repeal they were celebrating, the foreign commerce of the United States increased at a phenomenal rate, while the foreign commerce of Great Britain actually declined nearly \$150,000,000.

THE FIELD OF POLITICS.

"The report that Senator Cameron is sending out from Washington his silver literature, besides his personal views and speeches on the silver question," says the Harrisburg correspondent of the Norristown Herald. "A number have been received here. It appears the senator is confining his field at present to some of the western states, especially Illinois. It has been known for some time that these states have a weakness in this direction, and Cameron has been specially encouraged by some of the state platforms adopting the free silver plank. Major Lane S. Hart the other day displayed pamphlets and documents on the silver question that Cameron had sent him. Major Hart, who is doesn't agree with Senator Cameron on this question, says 'the senator in conversation presents some persuasive arguments.' Mr. Hart further related that Senator Cameron, who is a personal friend of his, called a few days ago on him and was thoroughly imbued with his side of the silver question, and maintains that he is right, and it is only a question of time when the people will be found with him. On this line of thought I asked the major if he knew whether Cameron was going to be a candidate for United States senator again? He said Cameron is not hithering about that and takes no interest in it whatever, and you can make it as strong and emphatic as you please. Mr. Hart spoke very complimentary of ex-Senator Louis Watres' candidacy, and thought Cameron's views would take him out of the fight in this state for the senatorship, and were likely to bring him to the front as the silver candidate in the presidential fight of 1896."

Charles Emory Smith, who with Major Warren and others, assisted General Hastings at Greenville Monday night, made a neat point not hitherto brought out during the campaign. He contrasted the conduct of William L. Marcy, the great Democratic secretary of state, who, when Captain Ingraham had taken an American from an Austrian ship, not only upheld the action, but declared that the American flag should protect every citizen on land and sea, with the course of mugwump Secretary Gresham, who, instead of maintaining the flag and honor of the country, had pulled down the one and trampled the other under foot. Major Warren followed Mr. Smith in an address which was listened to with marked interest.

Chief Clerk Voorhees, of the house of representatives, is again in the harness at the city Republican headquarters, Philadelphia. The Harrisburg Patriot thinks there are few men in the state better posted in politics than is Mr. Voorhees. Resident Clerk Petteforf and Reading Clerk Rex are assisting Chairman Gilkeson at the state Republican headquarters, while Journal Clerk Fife is looking after affairs of the State League of Republican clubs at Scranton in the absence of President Warren, who is stumping with Hastings.

"The name of Lieutenant Governor Watres is being prominently mentioned," says the Reading Times, "as a candidate for United States senator—the first, so far, formally announced in opposition to the re-election of Senator Cameron. Watres is a fighter, and his contest for the succession promises to be an aggressive one. There will be no lack of other candidates as the campaign progresses."

FORGING AHEAD. May Well Be Proud. George H. Harris, of the Philadelphia Inquirer, in a personal letter, writes: "You may well be proud of the Scranton Tribune as it appears now. I was amazed when I picked up Saturday's issue, and can scarcely find words to convey to you my delight at the evident success which has attended you. Your journal looks as though it was published in a great city, and surely Scranton has no institution of which she can justly be more proud. I have often thought that one of the coal region papers is entitled to 20,000 daily circulation. If you have the right man in the circulation department you should reach these figures in a couple of years from now."

Success Well Deserved. Pottsville Miners' Journal: "The Scranton Tribune, one of our most valued exchanges, came to us yesterday enlarged in size and arrayed in a handsome new dress of type, set by Mergenthaler machines. The success of The Tribune is well deserved."

Making Gigantic Strides. Reading Times, Oct. 15: "The Scranton Tribune is making gigantic strides in a business way. Its enterprising proprietors having invested \$25,000 in new typesetting

machines, thus adding largely to the facilities for getting out this splendid newspaper. The Tribune is a truly representative morning journal, every page fairly glistening with the best product of brilliant management and munificent support."

To the Very Front. Lancaster Examiner, Oct. 15: "The Scranton Tribune, but a few years old, has forged to the very front of northeastern state journalism, and so has become a leading paper in the commonwealth. It has just extended its plant at an expense of \$25,000 in order to meet the demands of its popularity. The type is now set almost entirely by four Mergenthaler Linotype machines, a fact in itself showing that The Tribune is no longer an experiment but an established success. We wish our contemporary the good fortune in the future it has enjoyed in the past, simply because equity demands that prosperity should attend merit."

Powerful Lever for Good. Buffalo News, Oct. 15: "The Scranton Tribune appears in a new dress of type fresh from the Mergenthaler Linotype composing machines, four of which, of the latest improved design, have been purchased at a cost of \$25,000. The machines used are wonderful samples of intricate mechanism and seem almost human in the precision, ease and speed of motion. Typesetting by machinery comes very near evoking of thought by machinery, so closely are the two allied. The Scranton Tribune is one of the foremost journals of Pennsylvania. Its influence is felt over a large part of the state and it is foremost in enterprise, careful and judicious in its utterances, and a powerful lever for good."

Do not be deceived. The following brands of White Lead are still made by the "Old Dutch" process of slow corrosion. They are standard, and always Strictly Pure White Lead. The recommendation of "Atlantic," "Beymer-Bannan," "Jewett," "Davis-Chambers," "Fahnestock," "Armstrong & McKelvy," to you by your merchant is an evidence of his reliability, as he can sell you cheap ready-mixed paints and bogus White Lead and make a larger profit. Many short-sighted dealers do so. FOR COLORS.—National Lead Co.'s Pure White Lead Tinting Colors, a one-pound can to a 25-pound keg of Lead and mix your own paints. Saves time and assurance in matching shades, and insures the best paint that it is possible to get for the money. Send us a postal card and get our book on paints and color-card, free; it will probably save you a good many dollars. NATIONAL LEAD CO., New York.

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AT THIS STAGE of the season overdue shipments often place the importers at the mercy of accommodating retailers, with large outlet. Through such a channel came several very choice lines that now go on our counters at half what they would have brought in the usual way. Of these extraordinary specials we submit the following specimens:

1,000 yards Drap de Paris, 45 inches wide, in all of the new shades; could not be imported to retail regular under \$1.25, Our Price on Them 59 Cents.

1,250 yards of the finest French Whipcords, all shades; would have to be retailed regularly at \$1.50, Our Price on Them 75 Cents.

1,500 yards German Costume Cloths, 50 inches wide, all colors; ordinarily sold at \$1.50, Our Price on Them 89 Cents.

Silks away under last year's prices for anything like equal quality.

Cutters, 22-inch Black Gros Grains, purest stock, wear guaranteed; formerly \$1.25, Our New Price, 87 Cents.

Brocaded Japanese Silk, 24 inches wide, for evening wear, heretofore \$1.00, Our New Price, 75 Cents.

Striped, Figured and Plain Changeable Taffetas, so desirable for waists; elsewhere \$1, Our New Price, 75 Cents.



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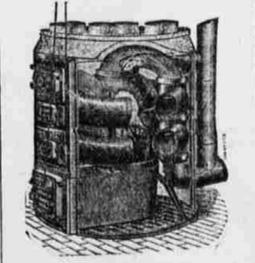
Everybody who buys anything knows that what you buy does not depend wholly on the amount of money spent. One person can make a dollar go farther than another can two dollars.

And those "one dollar people" we are apt to call lucky, and envy them their luck in finding bargains.

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