

The Scranton Tribune

PUBLISHED DAILY IN SCRANTON, PA. BY THE TRIBUNE PUBLISHING COMPANY. E. P. KINGSBURY, Pres. and Gen'l. Man. E. H. RIPLEY, Sec'y and Treas. L. V. S. RICHARD, Editor. W. W. DAVIS, Superintendent. W. W. YOUNGS, Asst. Man'g'r.

NEW YORK OFFICE: TRIBUNE BUILDING, FRANK B. GRAY, MANAGER.

ENTERED AT THE POSTOFFICE AT SCRANTON, PA. AS SECOND-CLASS MAIL MATTER.

"Printers' Ink," the recognized journal for advertisers, rates THE SCRANTON TRIBUNE as the best advertising medium in Northeastern Pennsylvania. "Printers' Ink" knows.

SCRANTON, DECEMBER 28, 1894.

THE SCRANTON OF TODAY.

Come and inspect our city. Elevation above the tide, 740 feet. Extremely healthy. Estimated population, 1894, 108,000. Registered voters, 29,500. Value of school property, \$750,000. Number of school children, 12,000. Average amount of bank deposits, \$10,000,000. It's the metropolis of northeastern Pennsylvania. Can produce electric power cheaper than Niagara. No better place in the United States at which to establish new industries. See how we grow: Population in 1860, 4,233. Population in 1870, 25,000. Population in 1880, 45,500. Population in 1890, 75,215. Population in 1894 (estimated), 108,000. And the end is not yet.

Now that the pull-backs in council have been routed home, foot and dragons in the preliminary warfare of words over those new bridges, let us hope that they will have the good sense to suppress any future inclinations to "trifle with the buzz saw." Scranton, in this matter, has had delay enough.

The Glimmer of the Dawn.

It is a pleasant omen for the anthracite region that upon the very day following the belated appearance of winter, presidents and representatives of the leading coal carrier railroads, meeting in Philadelphia, should favorably consider such a readjustment of tonnage allotments as is calculated, if finally ratified, to bring renewed prosperity to the anthracite industry. The report, in another column, of this important conference is somewhat meagre; but the mere fact that such a conference has been rendered possible is an agreeable symptom of returning common sense among elements in the coal trade which were wont to prove disturbing.

We are aware that there yet exists, in some quarters, a notion that it will somehow prove a benefit to the workers in our mines and to the industries of this section which are intimately dependent upon the prosperity of the coal trade to have the fuel resources of the anthracite district squandered in a fierce and profitless internecine business warfare. How ordinarily careful reasoners can reach such an absurd conclusion by any tonable process of logic is to us a profound mystery. Scarcely less rational is the allied notion that the best interests of the mass of fuel consumers are likely to be subserved by a competitive struggle in which an honest dollar's worth of coal is forced upon a panicky market at 99 or 80 cents. If the 10 or 20 cents discount, in such an emergency, should actually go into the pockets of the poorer classes of consumers, it would be at least a partial consolation for the losses necessarily inflicted by such a struggle upon the miners, the mine-owners and, through them, upon the merchants, the professional men and the working classes of the anthracite region. As a matter of demonstrable fact, however, this loss to the coal producers does not become corresponding profit to the coal consumers. The bulk of it is absorbed by already well-to-do middle-men, who make quite as much out of the coal trade at its best as is theirs by any reasonable apportionment of the profits of that trade.

One of the happy lessons of a period of general depression such as that from which we are just beginning to emerge is that no section and no branch of legitimate business can suffer without diffusing something of its pain among all the other sections and trades. Conversely, to depress one section and one business is to strike a direct blow at the general welfare. In the marked recent shrinkage of railway freight revenues, the transportation companies have witnessed one of the direct results of their earlier discriminations against anthracite coal. Other causes, even in this section, have no doubt contributed to that shrinkage; yet if the hard coal trade had in the past uniformly been treated with the consideration which its magnitude as a traffic-feeder warranted, many railroads which today are cutting or passing their dividends would, instead, be in the receipt, despite the general depression, of agreeably larger revenues.

We are glad to see that the presidents of the large railroads which traverse this section are beginning to perceive the significance of these facts. Such perception augurs well, not only for the future of the railroads and of the coal trade, but also of the large public whose prosperity rises or falls with the rise or fall of the prosperity of coal and its carriers.

Councilmen Battle and Sweeney, during the consideration of those bridge contracts, displayed great skill as filibusterers, and yet they were not able to block these much-needed improvements. There was clearly a case of love's labors lost.

To guard against the opposition of liquor dealers in large boroughs to the adoption of city charters, because of the increased license cost, a member of the legislature from Montgomery county will propose an amendment to the Brooks law providing that in all boroughs of 15,000 or more, the license charge shall be the same as in third class cities. An example of this selfish

opposition was recently exhibited during the Pittston campaign for a city charter. There is no reason in logic why a liquor license in a large borough should cost one-half less than a similar license in a small city.

There was something much more than the conventional significance in the tributes yesterday paid by the Lackawanna County Bar association to the memory of ex-Judge Henry M. Seely of Honesdale, who died last Wednesday night. No one who heard the expressions of those who spoke in eulogy of this eminent jurist and citizen could mistake them for the commonplace remarks common to such occasions. Although Judge Seely had been a resident member of the Lackawanna bar for a few months only, the fairness and intelligence of his professional career and the quiet dignity of his private life had won for him an enviable place in the estimation of the members of this bar. There are few persons of any prominence in this city who had not, long ago, become admirers of Judge Seely; who had not recognized in him a splendid type of the courteous and studious professional man whose presence in any community is a daily benefit. Well-rounded intellectually, clean in morals and high in civic purpose, Henry M. Seely, living, was a distinct public resource; and dead, is through memory a notable exemplar of the dignity of true citizenship.

The Farr Bill Will Pass.

We do not know what opinion General Hastings entertains with reference to compulsory education. He has proclaimed himself a hearty friend of the American home and the American school. That being true, it would seem to be a reasonable inference that he views with approval the general principle of systematic popular instruction, a principle that can never be thoroughly applied without recourse to a compulsory school-attendance law. If prudent in its details, such a law ought to receive his signature, and we have no reason to doubt that it would receive it. Representative Farr, of this city, who has already imparted his name to a well-drawn measure of this character which encountered defeat only through gubernatorial veto, will, we have reason to believe, next year make another attempt to bring the school law of Pennsylvania up to the modern standard. The governor who blocked his past efforts along this line will have retired from office; and his successor will have entered the office with a popular indorsement of exceptional magnitude, not a little of which was due to the belief that he would, as governor, keep accurately in touch with the best and bravest public sentiment of the Commonwealth.

This circumstance strongly points to an early victory for the Farr school-attendance law. We shall be much in error in our estimate of the governor-elect if he shall permit the clamor of the opposition to blind him to the intrinsic justice and conspicuous present necessity for compulsory education.

Scranton already covers nearly twenty square miles. Future additions to the city should be at least within walking distance of court house square.

An Unworthy Argument.

Our unusually dignified contemporary, the Philadelphia Press, in speaking of the proposition to create a new judgeship in this county, steps aside from its accustomed fairness and descends to sarcasm. This is the result: "Lackawanna wants another judge. This is to have been anticipated. Luzerne county has four, including its orphan's court judge, and it would have been too much to expect Lackawanna to be very long contented to put up with one judge less than her big neighbor. Lackawanna bases her claim, however, on the amount of litigation reaching her courts, which it is presumed does not come up anywhere else."

This is the first time that Luzerne county has been introduced into this discussion. The people of Lackawanna county, however, do not need to cite the number of judges in a neighboring county in order to make out a case for themselves. It is amply sufficient to lay down the single proposition that in their courts, with three judges working steadily, cannot keep pace with the constantly enlarging volume of business entered upon the dockets of those courts. It is time to increase the number of judges. It is a safe presumption that the "amount of litigation reaching our courts does not come up anywhere else." If it only could be shunted over upon the half-filled dockets of some of the more orderly rural counties, Lackawanna would, perhaps, not need a fourth judge. Unfortunately for this solution of the problem, litigation arising in Lackawanna county must be tried in Lackawanna county; hence if three judges cannot try it without falling behind, it is fair and proper to call for a fourth judge to help the three present judges out.

The Philadelphia Press would appear to better advantage in this discussion if it would be more willing to accord to the people of Lackawanna county a reasonable discretion in the discernment of their own needs. We are quite certain that, were the tables reversed, the Press would resent an attempt on the part of Scranton to oppose an increase in the number of common pleas judges needed to administer justice properly in Philadelphia.

A New Currency Scheme.

Jay Cooke, the veteran financier, suggests the issue of a low-rate government bond for no other purpose than to be subscribed for by the national banks as a basis for circulation. He thinks the bonds should be issued in exchange for greenbacks, which should, in his opinion, be retired as fast as they come into the treasury, until the full amount of the greenback currency is withdrawn and canceled. But Mr. Cooke's scheme, which thus far is simply a modification of one proposed several years ago by Secretary William Windom, does not stop here. He further contends that the banks should be allowed to issue circulation to the amount of one dollar for every dollar at par of government

bonds held. The banks should also be allowed to make additional issues of currency upon the deposit of such bonds so as to keep up a gradual increase suited to the enlarged demands of the country from year to year. As the above provisions for the increase of national currency would not be sufficient to cover all the demands and requirements of our currency system I think it would be well to form a plan, perfectly safe and secure, by which the country could call for more and receive a further amount of circulation upon the deposit of such securities as a commission composed of representatives of the banking department, the banks and a committee of financial men would decide legitimate and safe, to the extent of such valuation as would leave ample margin. An illustration of the character of such securities I would mention first mortgage bonds on improved real estate in the city of Philadelphia, first mortgage bonds of the Pennsylvania railroad and similar securities. The valuation to be placed upon these should be such as in the judgment of the commission is absolutely safe. In this the government should, upon the deposit of similar securities, increase its deposits with the national banks when there is a surplus in the treasury, and money may not be withdrawn from circulation and locked up in the sub-treasuries, as is the case now.

Mr. Cooke would throw a number of valuable precautions and safeguards around this kind of currency. He would, for example, establish a safety fund, consisting of a small percentage of the bank's circulation, for the purpose of promptly redeeming the notes of suspended banks. He would also modify the present system of taxing banks, so that the receipts therefrom should not enter into the income or expenses of the government, but should be laid aside as an inviolable security for this circulation. He contends that his scheme is not only practicable but also that it would give the country a currency which would automatically contract and expand in accordance with the honest needs of business.

It will not escape notice that the foregoing proposition is in some respects identical with that recently outlined in The Tribune by Dr. Daniel B. Strong, of Starbuck. Dr. Strong rejects the idea of creating a new federal debt merely to benefit the banks; but would instead base circulation on approved municipal, county and state bonds, which would be obviously a safer basis than fluctuating industrial securities suggested in the Cooke proposition. The Strong scheme, furthermore, abolishes interest, every tax except a small one on the whole amount of the proposed circulation. Of the two propositions, although both are preferable to the Carle plan, we regard that of our Starbuck friend as the better one. Its greatest drawback is the fact that the public is not yet educated up to it.

POLITICAL POINTS.

The legislative committee of the State Grants, Patrons of Husbandry, as announced by worthy Master Rhone, comprises: Gerard C. Brown, York; James G. McFarren, Lancaster; R. H. Thomas, Cumberland; F. N. Moore, Bradford; and B. H. Warren, Chester.

President Pro Tem, C. Wesley Thomas, of the senate, and Prospective Speaker Henry F. Walton, of the house of representatives, are hard at work selecting the standing committees for the coming legislative session, and will be ready to make them public within a few days after the organization of the two houses. A dispatch from Harrisburg states that Representative George V. Lawrence, of Washington county, who has been conferring with Republican leaders, says that the legislature will adjourn finally about the second week in April, and "orders have been given to carry out that programme."

The name of ex-Sergeant-at-Arms George R. Hoopes, of West Chester, will be presented to the legislature next week for a reappointment to the office, and, inasmuch as he is a resident of this city, he has yet materialized. It is asserted that his application will receive favorable consideration. Isaac Martin, of West Grove, has been proposed the transcribing clerkship of the senate by the Chester members, and William Robinson, of Spring City, is endorsed by Senator Snyder and several members of the house for the office of deputy factory inspector for the West Chester district. Chester county furnishes about seventy-five applications for places at Harrisburg, but only those referred to above have been promised places.

RURAL ELECTRIC ROADS.

From the Pittsburg Dispatch. The extension of the trolley system into the rural districts will probably come up again in the coming session of the legislature. The question whether electric railways should be permitted to run through the country may be taken as an averting leaf. It is practically a self-evident proposition that if capital has faith enough in electric power, as a motor for rural transportation, to invest in these country railroads it should be permitted to make the experiment under proper conditions. Edward Burroughs, the state road commissioner of New Jersey, has laid down certain rules which he regards as vital to protect the public interest. His main point is that the grants of right of way should require the track to conform to the width of vehicles generally in use on the highway; that the rails shall have at least four inches flange, and that wherever the tracks are laid upon public roads the space between the rails and for at least fifteen inches outside of them shall be either paved or macadamized so as to secure a good roadbed.

But there are more vital points to be covered, with reference to the legal status of electrical railways on the public highway. The public experience both with steam railroads and with electric railways in cities has been sufficient to convey a warning against the idea that any corporation can obtain a monopoly in a public highway. The species of corporations using their legal ownership of streets as a basis of speculation and as merchandise in corporate deals should inspire provisions for the future era when the transportation of the agricultural regions will be performed by them. The legislation that gives them being should carefully provide for the rights of the common people, especially in view of the need for such provision exemplified by the older railroads and in the cities.

Fatal.

From the Detroit Tribune. She hesitated. "If I give you this pie," she asked, "will I ever see you again?" The individual with deep fringe on his trousers and gores in his coat, shook his head. "Madame," he answered, "I will be frank with you. I am not prepared to say aught as to the possibility of such manifestation by the souls of the departed as to render them visible to the 'mortals'."

Fatal.

The dripping of the rain mingled with the sound of retreating footsteps, while there could be heard a harsh, grating noise, as if of a woman trying to unchain a bulldog.

WAGES PAID BY RAILROADS.

They Range All the Way from \$6,000 a Year Down to \$400. From the St. Louis Globe-Democrat. We hear a lot of talk nowadays about the princely salaries of railroad men, but the last report of the New York Central road does not seem to offer great inducements to desert a successful mercantile or professional business to hunt for passengers or chase up freight. It is true that there are sixty-nine general officers who average \$6,000 a year each, with which most of us could worry along very well. But as an offset to these there are 1,250 locomotive engineers averaging \$1,250 each, and this is the class drawing the highest average pay when the general officers are omitted. Conductors average \$841 apiece, 31 more than the previous year. The general office clerks have \$988 each, and then come the employes on the floating equipment, who have \$704 each; they are really mechanics rather than railway men. Mechanics and helpers on the road receive about \$604 and firemen and wipers \$646. Station agents get \$523, and trainmen, other than engineers, firemen and conductors, have the same wages, as a rule. Roadmasters and track foremen average \$505, and telegraph operators have an average \$498. Station men, other than agents and telegraphers, average \$565, and mechanics and helpers in the shops are paid \$522. Switchmen, flagmen and watchmen receive \$499; shopmen, other than mechanics and helpers, make about \$469, and trackmen have \$419. The most numerous class on the road are the station men, other than agents and telegraph operators, of whom there are 5,314. Next come the 4,379 trackmen, 3,516 mechanics and helpers in the shops, and the 2,523 switchmen.

Not in That Business.

From the Washington Post. The Philadelphia Times calls on Mr. Reed to help the Democrats out of their financial difficulty. The Times ought to understand that Mr. Reed has never posed as a member of the Society for the Prevention of Cruelty to Democrats.

A VICTIM OF THE RAGE.

His eyes were wildly haggard— His cheeks were worn and thin. He paced his cell with restless strides— A madman lolled in. "Pray tell me, tell me truly, Can this a human be? Or is it some wild animal Who rants and would be free?" "Alas! he once was human, A learned man, they say; Who always kept abreast the times Until one fatal day His literary passions He tried to rear, it seems, All the histories of Napoleon In the current magazines." —Washington Post.

Christmas Presents

Useful and Ornamental goods for the holiday trade.

- LADIES' DESKS, CABINETS, BOOKCASES, LADIES' DRESSING TABLES, TEA TABLES AND LIBRARY TABLES, BRASS AND ONYX TABLES AND CABINETS (OF A GUARANTEED QUALITY), AN ELEGANT STOCK OF PICTURES AT MODERATE COST, FANCY BASKETS AND LAMPS, CALL EARLY AND MAKE YOUR SELECTIONS WHILE OUR ASSORTMENT IS COMPLETE.

Hill & Connell, 131 AND 133 WASHINGTON AVE.

DINNER SETS

We are now showing the largest line of Dinner Sets ever displayed in this city. A splendid variety in

- HAVILAND & CO., CHAS. FIELD HAVILAND, R. DELENIERES & CO., FRENCH CHINA, CARLSBAD AND AMERICAN CHINA, PORCELAIN AND WHITE GRANITE WARE.

If you want a Dinner Set examine our stock before buying.

Coursen, Clemons & Co.

The secret is out. Not only do they say we do washing for a living, but that we do it well. So keep it going. Tell everybody you see, but tell them not to tell.

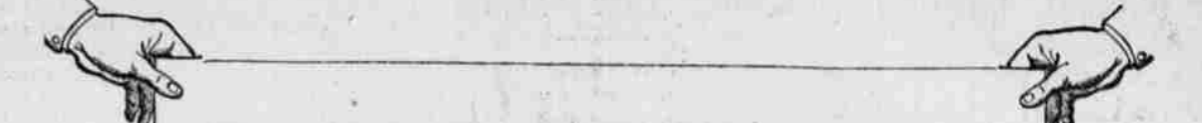
EUREKA LAUNDRY, 322 Washington Ave.

THAT WONDERFUL

WEBER TONE IS FOUND ONLY IN THE WEBER PIANO

GUERNSEY BROTHERS, WYOMING AVE.

GOLDSMITH'S G.B. BAZAAR.



A CARD OF THANKS

We desire to thank the public for the unprecedented patronage extended to us. It is not our desire to rest on our well-earned success. From now until New Year's Day we will hold a final sale of

UNSOLD HOLIDAY GOODS AT ONE-QUARTER VALUE

In accordance with our usual custom every dollar's worth must be disposed of before we begin our annual inventory the first week in January.

Books, Booklets, Games, Toys, Silverware, Leather Goods, etc., etc.—all must go for a mere song.

STOCKTAKING SALE



The Lackawanna Store Association, Limited.

We will sell for the next thirty days, previous to our inventory, Edwin C. Burt & Co.'s FINE SHOES FOR LADIES, at a reduction of 10 per cent, from regular prices. Every lady in Scranton and vicinity should avail themselves of this opportunity to purchase these celebrated shoes at the prices usually paid for ordinary goods. We have several other bargains to offer. See our new novelties in FOOTWEAR FOR THE HOLIDAYS. We have original styles and designs. A full line of Leggings and Overalls. Our stock of the J. S. TURNER CO.'S HIGH GRADE SHOES for gent's wear is complete. You will be pleased with our goods in all departments, having a fine line of Groceries, Hardware, Dry Goods, Gent's Furnishings, Etc.

Examine the new "Kaiser," Patent Finger-Tipped Cashmere GLOVES, for Ladies; perfect fitting. With each pair you will find a guarantee ticket, which entitles you to a new pair if the tips wear out before the Gloves.

We Are Ready To Show You Our

ELEGANT LINE OF Holiday Goods

Comprising Dressing Cases, Jewel Cases, Glove Boxes, Cigar Boxes, Sterling Silver-Mounted Card Cases and Pocket Books, Bill Books, Photograph Albums, Photograph Frames, Prayer Books, Family Bibles, Oxford Bibles.

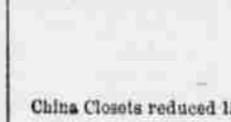
The Most Elegant Line of Ink Stands Ever Shown in the City. ENGRAVING in All Its Branches.

REYNOLDS BROS., Stationers and Engravers, 317 LACKAWANNA AVE.

DR. HILL & SON ALBANY DENTISTS.

Set teeth, \$5.50; best set, \$8; for gold caps and teeth without plates, called crowns and bridge work, call for prices and references. TONALGIA, for extracting teeth without pain. No other. No gas. OVER FIRST NATIONAL BANK.

DR. SHIMBERG IS SELLING NOW Pearl Lamier Opera Glasses for \$3.85, worth \$7.50 305 SPRUCE STREET.



China Closets reduced 15 to 40 per cent. Dec. 27, 1894.

Removal Sale of Furniture at

HULL & CO.'S, 205 WYOMING AVENUE.

Fine Dressing Tables greatly reduced in price.

VENISON, PRAIRIE CHICKEN, Partridges, Quail, Rabbits, All Kinds of Poultry, Ripe Tomatoes, Mushrooms, Green Beans, Cucumbers, Head Lettuce, Salsify Radishes, Etc.

Pierce's Market

START THE NEW YEAR RIGHT And keep going right by buying and carrying one of LLOYD'S WATCHES.

LLOYD, JEWELER, 423 LACKA. AVE.



UNITED STATES CLUB SKATES, MANY STYLES AND SIZES, WHOLESALE AND RETAIL.

FOOTE & SHEAR CO.

IF YOUR OLD BOOKS NEED FIXING, SEND THEM TO The Scranton Tribune Bookbinding Dept.