The Scranton Tribune

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THE WEEKLY TRIBUNE, Issued Every Saturday, Contains Twelve Handsome Pages, with an Abundance of News, Fiction, and Well-Edited Miscellany. For Those Who Cannot Take THE DAILY TRIBUNE, the Weekly Is Recommended as the Best Bargain Going. Only $1 a Year, in Advance.

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UNION LABEL

SCRANTON, JUNE 1, 1895.

It would be interesting to know precisely what caused Senator Quay to change over, after having announced that he would take no part in the apportionment fight. The chances are that some lively political history is being enacted these days.

Apportion the State.

The Philadelphia Inquirer and other journals friendly to Senator Quay ought not to infer that because the fake apportionment bills introduced at Harrisburg for the sole purpose of being knocked out were objectable to many Republicans, including those of Lackawanna county, who resented the effort of certain discredited influences in this region to get Susquehanna yoked up with the present Eleventh congressional district, presumably in the hope of bolstering up an unpopular congressman, the sentiment of the party is not favorable to a fair and sincere reapportionment. It is, of course, unfortunate that this duty could not be performed earlier in the decade; but we know of no statute of limitations which takes precedence over the constitution of Pennsylvania in matters of this kind.

The fact that Senator Quay is said to be of the opinion that an equitable apportionment cannot now be made, owing to the shifting of population since the last decennial census, does not release the legislature from its constitutional duty to make an earnest attempt at securing an apportionment; and if the senator's personal opinion in this matter shall carry greater weight with members sworn to obey the constitution than their official oaths, then the governor will be thoroughly justified in calling an extra session, upon whose deliberations the public can gaze free from all distracting side issues. In this manner it can be seen whether one man's opinion, however estimable the man, can in a government like our own, permanently exert a greater influence than the opinion of 5,000,000 citizens, as expressed in the fundamental charter of their civic institutions.

We do not attempt to conceal the fact that in this unexpected attitude of Senator Quay we are both surprised and grieved; surprised that so astute a politician as he has repeatedly shown himself to be should so unnecessarily and without apparent provocation make the mistake which he is making in his present fight against reapportionment, and grieved at the advantage which this mistake will almost certainly give to his enemies, with whom we have no interests in common. This is a time when the real friends of the Beaver senator—friends who are not friends simply for what there is in it, but friends who have become such in honest admiration of his superb abilities as an organizer and director of political forces— should perform the highest function of friendship by counseling against an impending misfortune, imminent solely by reason of his own mistake.

It is not yet too late for the legislature to put itself right in this matter. It is not yet too late for Senator Quay to recover himself by abjuring the false counsel of those who are deceiving him, and trusting once more to the masses of a party which is still loyal to him, regardless of his mistakes.

The Confederate Dead.

The dedication at Chicago, on Memorial Day, of a monument to the Confederate dead has been made the subject of much discussion and not a little bitterness of feeling. A number of Grand Army posts have recorded their unalterable opposition to this so-called apotheosis of treason, and several eminent veterans have announced their individual objection. It probably is true that a majority of the surviving soldiers of the Union cause object to this use of a day which has been by law and custom set apart for the commemoration of their own and their dead comrades' devotion.

Such a feeling is entirely natural to those who experience it, and springs for the most part from sentiments wholly creditable. But it is nevertheless equally true that to the majority of those persons in the North who have come to manhood since the war, the Chicago incident is fraught with no such evil significance, but is regarded rather as a token of that respect which manly men in all ages pay to brave brothers-in-arms who fall fighting for a cause which at the moment to them seems right. Let it not be assumed from this that the younger generation is unmindful either of its duty to the saved and reunited Union or of its debt to that Union's heroic saviors. Far, indeed, is forgetfulness of these things from the minds of any considerable number of the sons and daughters of the Union soldiers of the Civil War. If any proof were needed of the gratitude and of the loyalty of this younger element in our citizenship it would be abundantly furnished by the seemly part which that element took only two days ago at the gravesides of a million heroic dead.

But to the mind which looks ahead, there is visible no inconsistency between true patriotism and a forgiving spirit, which, in this happy era of the fulness of sectional concord and amity, seeks rather to cement the future than to exaggerate the divisions of the past. In the twilight of the lives of the surviving participants of the war for the Union, what can it profit to rekindle the fires of three decades ago, except they be the camp fires of fraternal reunion, the Blue with the Gray? The dead of both were once Americans and to Americans have they bequeathed a common memory of valor which rises high above the unhappy errors that led to the grim arbitrament of the battle field.

Some Remarks About Base Ball.

Scranton is a good base ball city. Its people will by their attendance liberally support a well-managed club, whose playing shows continuous evidences of a desire to win. This year the interest manifested in the national game in this city at one time showed signs of surpassing all former records. The rough element which once characterized the audiences at base ball exhibitions hereabouts has gradually given place to an orderly and respectable class of patrons, this season including an uncommonly large representation of business and professional men, whose interest in this sport, if properly catered to, would constitute a valuable asset to the local base ball association.

It seems a pity, therefore, that this bright prospect should so soon be marred by a variety of avoidable circumstances from which it is hoped the Scranton club will soon recover. The afternoon game on Memorial Day unquestionably disgusted every patron of the sport who witnessed it. In the first place, the management of the park seemed to have made absolutely no preparations to handle a large audience. For 5,000 persons it provided only one ticket window and one entrance, thus causing patrons to be wedged for half an hour in a struggling, frantic and perspiring mob, with the sunbeams beating down at well nigh the boiling point. In this plight hundreds scaled the fence and other hundreds retraced their steps, preferring peace and comfort to the torments of a ferocious fight for admission.

Once inside the park, however, the visitor found himself scarcely in better quarters. It is said that there was but one park policeman on hand to preserve order. The accidental presence of a few city policemen in uniform, notably that of Chief Simpson, who did heroic service in repressing disorder in the grandstand, served to reinforce the work of this one regular custodian of the peace; but there should have been ten times the preparation for the immense attendance that was shown by the club's management; and the lack of such foresight, especially when contrasted with the fine accommodations and smooth handling of crowds at the Wilkes-Barre park, caused general and proper complaint.

Concerning the game itself little need be said further than that it kept pace with the other efforts to dampen the ardor of local enthusiasts. There is a fourth detail which needs to be mentioned in this connection. It is the disposition toward rowdyism lately manifested by one or two members of the Scranton team. The conduct of First Baseman Clark has already received proper attention from Manager Barnie, in whose behalf it should be said that none of the foregoing oversights are of his making. But thus far we have not learned that Pitcher Johnson has been disciplined for his cowardly and unprovoked assault upon Director McTammany of the Wilkes-Barre association. That offense would warrant the Scranton management in releasing Johnson instantly, if not in blacklisting him, and if such action were taken it would have a wholesome tendency. Players who can neither play ball nor act like gentlemen off the ball field will bring little fame or fortune to the local association; and the sooner a weeding out of them occurs, the sooner will the Scranton team's now lost popularity be appreciably restored.

Honest vs. Dishonest Money.

The strongest argument for international bimetallism—that strong hope of the American masses which the leaders of the present fight on silver airily pronounce an iridescent dream—is the unanswerable one that a currency based on gold alone is not stable, and therefore is not honest. Its purchasing value is bound to change with every change in the relative value of gold; and with gold appreciating as it is today, it is as certain as that two and two make four that the producing classes—the farmer on his farm, the artisan in his shop and the miner in his chamber underneath the ground—must continue to sustain losses while the traders in gold and gold securities make unearned gains.

In the exigencies of the present "sound money" fight on silver it has become necessary for many persons who know better to deny these plain facts, and to assume that a gold basis means stability of values. But in their very next breath they signally contradict themselves, for when they admit the desirability of international bimetallism they give the case for gold entirely away. If gold alone is a sufficient money base, then international bimetallism becomes international nonsense; and the man who argues for it on the same day that he extols the superiority of a monometallic gold standard writes himself down either as a faulty logician or as a demagogue.

There is every reason to believe that the Republican party in the next national campaign will, as in the last one, pronounce with emphasis for international bimetallism. We personally believe that under certain restrictions the benefits promised under international bimetallism could, if desired, be secured to the people of the United States alone; but we are entirely willing to go into a fight for the larger issue if it is to be a genuine fight. Let those who are for international bimetallism, however, quit holding up the hands of those dishonest money men who, under the false plea of "honest" money, hope to rivet gold monometallism upon the statute books at Washington for all time to come. Let them cease thus to contradict their own pretensions; and the battle for honest money, by which term we mean money based on both gold and silver internationally sustained at a parity, need not be a long nor a hard one to win.

The independent Washington Star, with excellent facilities for getting at the drift of political opinion, is inclined at this time to predict that the ultimate outcome of the present silver agitation will be the free coinage of American silver with a protective duty on foreign silver. This coincides with our own view of the subject. At a ratio of, say, 20 to 1, we are unable to see wherein such an adjustment of the problem would be either hurtful to the great mass of our people or unfair to the men who own our silver mines. The question is, Could business stand such an increase in the currency? We think it could.

Senator Hill's caution to the gold monometallists not to nag bimetallism so hard will be wasted. The ultra gold bugs are not in this battle for fun.

Henri Watterson's threatened separation from politics could no doubt be averted by means of a proffered United States senatorship.

Hello! Is that Mr. Ackerly?
Yes.
What are the weather indications for tomorrow, Mr. Ackerly?
Dunno.
Can't you see the signals from your office?
What signals?
Why, the weather flags on the court house. The white, black and blue flags that indicate coming temperature.
Are them signal flags! Why, gosh darn it, I thought that was a warning that some one about the court house had scarlet fever. Signal flags, eh? Well that beats me! Good-bye.
Z-z-z-ling!

• • •

Is that Mr. Hawley talking?
Yes, sir.
Mr. Hawley, do you expect to be a candidate for governor next time?
Hardly.
What are your plans for the future?
I have none, politically speaking.
Nothing in politics?
No. My experience in Scranton convinces me that as a lawyer I can make more from my share of the patronage of the court than from politics.
Z-z-z-ling!

• • •

Exchange, please call up the meat house, I wish to speak to Mr. Barnie.
Did you say Barnie or Betts?
I said Mr. Barnie.
Hello! Is that Mr. Barnie?
Yes. What's left of him.
Is there anything new, Mr. Barnie?
Ask Solomon.
Can you give me an illustration of the difference between theoretical and practical base ball?
Young man, do you reside in Scranton?
Yes, sir.
You were at the park, Thursday?
Yes, sir.
Well, if that illustration does not satisfy you, you may go——
Z-z-z-ling! ling! ling!

• • •

Well? Who's calling?
This is James P. Taylor, of the Montrose Republican.
Oh! How are you, James? How is the Susquehanna ice crop?
The ice crop's all right. It has been harvested and placed in "packing boxes" ready for shipment.
How does the proposed union of Susquehanna and Lackawanna strike you?
Like an inspired idea. You know we have always been stuck on a union with Lackawanna and her congressional timber. In fact, we are lying awake nights in a fever of anticipation.
You will celebrate the event with red fire?
Yes. With fire and brimstone. Good-bye.
Z-z-z-ling!

TOLD BY THE STARS.

Daily Horoscope Drawn by Ajacchus, The Tribune Astrologer.

Astrolabe cast: 2.18 a. m. for Saturday, June 1, 1895.

Moon rises 2.27 p. m.

It is altogether likely that a female child born on this day will have a taste for the study of languages, and will be able to converse in many of the dead and living dialects. In discussing the merits of a rival's new bonnet, however, plain English will suffice upon every occasion.

The man who stays at home from church in winter because it is too cold, will, no doubt, be able to substitute heat in his excuse tomorrow.

The Mears building does not afford much shade on a hot day, but it keeps the locality of its site in a proper state of disorder.

It is probable that before he gets out of court Mr. Jennings will realize that he is in the position of a base ball catchers' chest protector.

Ajacchus' Advice.

Beware of secret enemies who would, under guise of friendship, entice thee into a game of freeze-out.

A Tale from the Greek.

From the Detroit Free Press.

A man was seen standing in front of the tub of Diogenes talking earnestly with the philosopher, and very shortly went away. A half hour later a friend met Diogenes some distance from his tub.

"Ah," he said, "good morning. You seem to be going somewhere?"

"I am," responded the philosopher, curtly.

"But you haven't your lantern with you?"

"No. There's no use taking it along on this trip."

"Where are you going?"

"Down to see the people in the gas office. They've sent a man up with a bill for $4.75 for the last month, and I want to find out when they put a meter on my lantern.

RAILROAD TIME-TABLES

Central Railroad of New Jersey.

(Lehigh and Susquehanna Division)
Anthracite coal used exclusively, insuring cleanliness and comfort.
TIME TABLE IN EFFECT JUNE 2, 1895.

Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8.20, 9.15, 11.30 a.m., 1.23, 2.00, 3.05, 5.00, 7.10 p. m. Sundays, 9.00 a. m., 1.00, 2.15, 7.10, p. m.

For Atlantic City, 8.20 a.m.

For New York, Newark and Elizabeth, 8.20 (express) a. m., 1.23 (express with Buffet parlor car), 3.05 (express) p.m. Sunday, 2.15 p. m. Train leaving 1.23 p. m. arrives at Philadelphia, Reading Terminal, 6.21 p. m. and New York 6.45 p. m.

For Mauch Chunk, Allentown, Bethlehem, Easton and Philadelphia, 8.20 a.m., 1.23, 3.05, 5.00 (except Philadelphia) p. m. Sunday, 2.15 p.m.

For Long Branch, Ocean Grove, etc., at 8.20 a. m., 1.23 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.20 a. m., 1.23, 5.00 p. m. Sunday, 2.15 p.m.

For Pottsville, 8.20 a. m., 1.23 p. m.

Returning, leave New York, foot of Liberty street, North river, at 9.10 (express) a.m., 1.10, 1.30, 4.30 (express with Buffet parlor car) p.m. Sunday, 4.30 a.m.

Leave Philadelphia, Reading Terminal, 5.00 a.m., 2.00 and 4.30 p.m. Sunday 6.27 a.m.

Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.

H. P. BALDWIN, Gen. Pass. Agent.
J. H. OLHAUSEN, Gen. Supt.

Del., Lack. and Western.

Trains leave Scranton as follows: Express for New York and all points East, 1.40, 2.50, 5.15, 8.00 and 9.55 a.m.; 12.55 and 3.50 p.m.

Express for Easton, Trenton, Philadelphia and the south, 5.15, 8.00 and 9.55 a.m., 12.55 and 3.50 p.m.

Washington and way stations, 2.55 p.m.

Tobyhanna accommodation, 6.10 p.m.

Express for Binghamton, Oswego, Elmira, Corning, Bath, Dansville, Mount Morris and Buffalo, 12.10, 2.35 a.m. and 1.24 p.m., making close connections at Buffalo to all points in the West, Northwest and Southwest.

Bath accommodation, 9 a.m.

Binghamton and way stations, 12.37 p.m.

Nicholson accommodation, at 5.15 p.m.

Binghamton and Elmira Express, 6.05 p.m.

Express for Cortland, Syracuse, Oswego Utica and Richfield Springs, 2.35 a.m. and 1.24 p.m.

Ithaca, 2.35 and Bath 9 a.m. and 1.24 p.m.

For Northumberland, Pittston, Wilkes-Barre, Plymouth, Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Washington and the South.

Northumberland and intermediate stations, 6.00, 9.55 a.m. and 1.30 and 6.07 p.m.

Nanticoke and intermediate stations, 8.08 and 11.20 a.m. Plymouth and intermediate stations, 3.50 and 8.52 p.m.

Pullman parlor and sleeping coaches on all express trains

For detailed information, pocket time tables, etc., apply to M. L. Smith, city ticket office, 325 Lackawanna avenue, or depot ticket office.

LEHIGH VALLEY RAILROAD

May 12, 1895.

Train leaves Scranton for Philadelphia and New York via D. & H. R. R. at 7.45 a. m., 12.05, 1.20, 2.38 and 11.38 p. m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., and 1.30 p. m.

Leave Scranton for Pittston and Wilkes-Barre, via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., 3.50, 6.07, 8.52 p. m.

Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. V. R. R., 6.40 a.m., via D. & H. R. R. at 7.45 a. m., 12.05, 1.20, 2.38, 4.00 p. m., via D., L. & W. R. R. 6.00, 8.08, 11.20 a. m., 1.30, 3.50 p. m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg and all intermediate points via D. & H. R. R., 7.45 a.m., 12.05, 1.20, 2.38, 4.00, 11.38 p. m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., 1.30 p. m.

Leave Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 8.45 a.m., 12.05 and 11.35 p.m., via D., L. & W. R. R., 8.08, 9.55 a.m., 1.30 p.m.

Leave Scranton for Rochester, Buffalo, Niagara Falls, Detroit, Chicago and all points west via D. & H. R. R., 8.45 a.m., 12.05, 9.15, 11.38 p.m., via D., L. & W. R. R. and Pittston Junction, 8.08, 9.55 a.m., 1.30, 8.50 p.m., via E. & W. V. R. R., 3.41 p.m.

For Elmira and the west via Salamanca, via D. & H. R. R., 8.45 a.m., 12.05, 6.05 p.m., via D., L. & W. R. R., 8.08, 9.55 a.m., 1.30, and 6.07 p.m.

Pullman parlor and sleeping or L. V. chair cars on all trains between L. & B. Junction or Wilkes-Barre and New York, Philadelphia, Buffalo, and Suspension Bridge.

ROLLIN H. WILBUR, Gen. Supt.
CHAS. S. LEE, Gen. Pass. Agt., Phila., Pa.
A. W. NONNEMACHER, Asst. Gen. Pass. Agt., South Bethlehem, Pa.

"The D. L. & W."

DELAWARE AND HUDSON RAILROAD.

Commencing Monday, July 29, all trains will arrive at new Lackawanna avenue station as follows:

Trains will leave Scranton station for Carbondale and intermediate points at 2.20, 5.45, 7.00, 8.25 and 10.10 a.m., 12.00, 2.20, 3.55, 5.15, 6.15, 7.25, 9.18 and 11.20 p.m.

For Farview, Waymart and Honesdale at 7.00, 8.25 and 10.10 a.m., 12.00, 2.20 and 5.18 p.m.

For Albany, Saratoga, the Adirondacks and Montreal at 5.45 a.m. and 2.20 p.m.

For Wilkes-Barre and intermediate points at 7.45, 8.45, 9.38 and 10.45 a.m., 12.05, 1.20, 2.38, 4.00, 5.18, 6.05, 9.15 and 11.38 p.m.

Trains will arrive at Scranton station from Carbondale and intermediate points at 7.40, 8.40, 9.34 and 10.40 a.m., 12.00, 1.17, 2.34, 3.40, 4.54, 5.55, 7.45, 9.11 and 11.33 p.m.

From Honesdale, Waymart and Farview at 9.34 a.m., 12.00, 1.17, 3.40, 5.55 and 7.45 p.m.

From Montreal, Saratoga, Albany, etc., at 4.54 and 11.33 p.m.

From Wilkes-Barre and intermediate points at 2.15, 8.04, 10.05 and 11.55 a.m., 1.13, 2.14, 3.20, 5.10, 6.08, 7.20, 9.03 and 11.16 p.m.

Erie and Wyoming Valley.

Trains leave Scranton for New York and intermediate points on the Erie railroad at 6.40 a. m. and 3.24 p. m. Also for Honesdale, Hawley and local points at 6.40, 9.45 a. m., and 3.24 p. m.

All the above are through trains to and from Honesdale.

Trains leave for Wilkes-Barre at 6.35 a. m. and 3.41 p.m.

NEW YORK ONTARIO AND WESTERN RAILWAY

SCRANTON DIVISION.
In Effect, May 19th, 1895.

North Bound.					South Bound.		
205 Local Pass	203 N Y Day Exp	201 Local Pass	Stations (Trains Daily, Except Sunday.)		202 Local Pass	204 Ontario Day Ex	206 Local Pass
P M	P M	M					A M
10 55	7 25	....	N. Y. Franklin St.	....	....	....	7 40
10 40	7 10	....	West 42nd street	....	....	....	7 55
10 30	7 00	....	Weehawken	....	....	....	8 10
P M	P M	P M	Arrive Leave	A M			P M
5 25	1 15	....	Hancock Junction	6 08		....	2 05
5 22	1 09	....	Hancock	6 05		....	2 11
5 10	12 56	....	Starlight	6 18		....	2 22
5 03	12 40	....	Preston Park	6 25		....	2 31
4 58	12 40	....	Cono	6 32		....	2 41
4 52	12 28	....	Poyntelle	6 40		....	2 50
4 47	12 14	....	Belmont	6 45		....	2 58
4 33	12 03	....	Pleasant Mt.	6 55		....	3 06
f4 23	f11 50	....	Uniondale	f6 58		....	3 09
4 23	11 49	A M	Forest City	7 10	P M		3 19
4 06	11 34	9 15	Carbondale	7 24	12 34		3 34
....	f11 20	9 12	White Bridge	7 27	f12 27		f3 38
f3 58	....	f9 04	Mayfield	f7 32	f12 42		3 43
3 56	11 23	9 03	Jermyn	7 34	12 45		3 45
3 51	11 18	8 57	Archbald	7 40	12 51		3 51
3 46	f11 15	8 54	Winton	7 42	12 54		3 54
3 43	11 11	8 50	Peckville	7 48	12 59		3 59
3 39	11 07	8 44	Olyphant	7 52	1 04		4 04
3 35	11 03	8 41	Dickson	7 54	1 07		4 07
f3 33	f11 03	8 39	Throop	7 56	1 10		4 10
3 30	11 00	8 36	Providence	8 00	1 14		4 14
f3 27	f10 57	8 32	Park Place	8 02	f1 16		f4 17
3 25	10 55	9 30	Scranton	8 05	1 20		4 20
P M	A M	A M	Leave Arrive	A M	P M		P M

All trains run daily except Sunday.

f. signifies that trains stop on signal for passengers.

Secure rates via Ontario & Western before purchasing tickets and save money. Day and Night Express to the West.

J. C. Anderson, Gen. Pass. Agt.
T. Flitcroft, Div. Pass. Agt. Scranton, Pa.