### THE SCRANTON TRIBUNE-THURSDAY MORNING, MAY 27, 1897.

## The Scranton Tribune

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SCRANTON, MAY 27, 1897.

In the interest of peace, an American warship ought to be anchored in Havana harbor, under orders to preserve amity though it take a thousand shells.

Concerning Julberry Street. The relation of the Traction company to Mulberry street is a subject to which select council should tonight give careful attention. The importance of maintaining this street in the best possible condition for the use of four-wheeled vehicles going to or returning from the boulevard is obvious, and it should be council's aim to protect these vehicles by requiring the Traction company to lay a track such as will not unnecessarily inconvenience them.

The company desires permission to lay a T rail, whereas, under its franchise, a flange rail is called for. There are certain forms of construction by which a T rail can be made acceptable to drivers generally; but upon the whole the flange rail gives superior satisfaction, and if the voice of the public is influential in this matter, the T rail will be defeated.

There is another matter which will soon arise for determination. It has to do with the kind of paving to be done by the Traction company on this street. By the terms of its franchise the company must pave its portion of the thoroughfare in as thorough a manner as the city's portion is paved; but while the city paves with asphalt on a concrete base, it has been the company's practice on other streets to pave with bricks laid simply on a foundation of sand. Sand as a base is naturally cheaper than concrete in initial cost, but in the long run it is undoubtedly dearer. The use of sand means that water can soak through it and down underneath the asphalt, which it rots and cracks, thus necessitating frequent and costly repairs. The Traction company is required by its franchise to pave on concrete if the city does also, and it should in this instance be made to keep the letter of its agreement.

These few remarks are not advanced in any spirit of ill will toward the Traction company. That institution naturally reaches out for what advantages it can get. But the importance of Mulberry street to the driving public is such that the city should take care to protect its own.

The Chicago Times- Herald calls Senator Morgan a "feather-brain." After this, there is nothing left for Morgan to do but to resign

the field of private enterprise, Cepend to consider it in detail. Senator Kauffor their success upon the quality of man, to be sure, has offered an itemizathe executive ability which controls the tion of his own, based partly on hearmachinery of their production and say, which the members of the comupon the extent to which that execu- mittee emphatically repudiate; but tive will can make its influence potent their repudiation would have greater among the subordinates upon whom it weight if accompanied by a sworn largely depends. The lesson of experstatement in detail. The Kauffman esience points to a strengthening of the timate is as follows: Total number of sessions of committee. arm of the centralized authority, sub-

57; average number of senators sitting at each session; 4½; average length of each ject to frequent review by the people, rather than to a scattering of power session, 2 hours and 25 minutes; total num-ber of hours committee in sension, 137%; total number of witnesses sworn, 438. among boards, commissions and comnittees. Careful examination of list shows that at least 30 per cent, will accept no compen-Why does Mr. Loomis waste time on mpractical and valueless theories when sation for their services. Committee held 57 meetings, at a cost of \$65,908 95, or \$1,156.28 per session; committee was in ces-

there is so much need for practical improvement in municipal conditions under the systems that already exist?

The point is well made by the New York Sun that if it had not been for the United States' assertion of the Monroe doctrine, warning other powers to keep hands off, Cuba would long re this have been stolen from Spain by some one of the land-grabbing Euopean nations. Spain has absolutely no reason to complain of her treatment by this country.

#### The American Credit Foncier.

bill for reporting testimony of 45 winess-es is \$9.812.25, an average cost per wit-ness of \$22.50. Average cost per witness for mileage and feer is \$75.73. Average cost of stenographer's service per wit-On this page a few days ago we outined the plan of John R. Dos Passos of New York to alleviate agricultural ness is \$22.50, making total average cost per witness of \$93.28. Counsel fees for fifty-seven meetings is \$12.000, an average discontent by bringing to the farmer's door the same banking advantages encost of \$210,53. joyed by the merchant in the city, and It should be borne in mind that this suggested certain objections which that is the table of a factional opponent plan seemed to invite. The New York and therefore doubtless comprises

correspondent of the Springfield Remany exaggerations and distortions. publican has since made public an in-But with due allowance for factional terview with Mr. Dos Passos which misrepresentation, the fact remains offers now light upon his interesting that the work of the Andrews commitenterprise

money on land." He continues:

The capitalization of the company at sion,000,000 is a necessity of its nation-wide conduct. Of that sum \$25,000,000 h

rested in government securities will

held as a reserve. The remaining \$75

gage that pays \$4.65, the bonds of the com-

and the \$75,000,000 of working capital, will

mny, backed also by the \$25,000,000 reserv

be a desirable security. The limit of is

pany to the land owners, and the same

out loans based on solid, existing business

nt subtracted from the sum now held

tee was wholly uncalled for by public After pointing out that present shortsentiment; that it benefited only a few term farm mortgages draw interest contestants for factional supremacy, averaging nearly 10 per cent., which is and that the forcing of it upon the utterly ruinous to the farmers as busitaxpayers of Pennsylvania would intess conditions now stand, Mr. Dos cite discontent of a serious character. Passes notes the causes which have If the bill shall pass the house, there contributed to the numerous failures will still remain the hope that Govattending present banking overtures to ernor Hastings will veto it. the farming communities: 1st, no market for the mortgage companies' bonds President McKinley has decided, it is 2d, mortgage terms too short; 3d, in-

said, to move in the Cuban matter terest rates too high and 4th, gross as soon as congress shall have passed carelessness in the placing of loans. the tariff bill. If the government must 'In this system I am advocating," adds take the risk of a possible war he he, "loans will be limited to 50 per cent. thinks it ought to have sufficient revof the value. Money will not be loaned enue at least to pay normal current unless the borrower can show an inexpenses, and he is correct. corae from which the annual charges can be paid. The borrower's character

The ordinarily attractive job of Minas a man of industry and honesty will ister to Spain does not appear to be be examined. The same care which the object of a frantic clamor these has protected life insurance as a busidays. ness will be applied to the loaning of

## Senator Foraker On Railroad Pools.

-six witnesses were examined at a cost

of \$33.029.22, or an average cost per wit-tess of \$75.73. Expense of committee at

Hotel Walton for 57 sessions, \$5.912,40, or

an average cost of \$103.72 per meeting for hotel expenses. The average number of

009,000 will not, as some imagine, be locked up and withheld from circulation, but will 'rom an Interview with Him by "Gath.' Published Recently in the New York Sun

be kept active in other cognate business channels and used to protect its bonds. "What is your Pooling bill?" For the company will not hand over cash when it makes a loan on land. It will is sue its bonds against the amount. These "The immediate purpose of the bill is to authorize pooling, to enable railroads to bonds will be salable in the open market and will bear interest at \$3.65 per \$100 per maintain reasonable rates. What the shipper wants to know is, not only what he himself must pay, but also that his annum. They will be maintained at par, and may soon be expected to command a premium, following the case of the bonds and may soon be expected to command a premium, following the case of the bonds of the Credit Foncier of France. These 3 per cent. Credit Foncier bends, I may suy, sell at 105, while the 3 per cents of

ed pooling agreements. The law sought to accomplish its purpose by substituting for the pooling arrangements heavy penal tics; five thousand dollars fines; two years imprisonment, etc. This law did not say anything about traffic agreements, and inasmuch as there was no prohibition of such agreements, upon the enactment of the law, pooling arrangements were dis continued; but traffic agreements were still continued without question as to their validity, until 1890, when the Sherman anti-Trust law was enacted. This law prohibited every kind of conspiracy agreements, contracts, or combinations in restraint of trade. "The question was at once relised that

under this law, traffic arrangements were invalid; but the railroads were advised by their counsels that this Trust law did not apply to them; that they were govern-ed by the Interstate Commerce law, and that traffic agreements were legal, alsion 1374 hours, a cost of \$485.72 for each hour in session. Four hundred and thirthough they might restrain trade, so long as they amounted to nothing more than reasonable regulations. Pursuant to this advice the railroads continued traffic agreements after the law of 1890 until the recent decision handed down by the Su-preme Court, under what is known as the Trans-Micsouri Freight senators present at each meeting was 4½, making average hotel cost per day for each senator in attendance, \$23. Cost of Association Case.' That was a suit in which it was sought to enjoin the Trans-Missouri Freight Association from relintaining a traffic agreement which had been enterstenographer for 57 meetings, 49,812.36, of an average cost per session of \$172.14, av-erage let gth of meeting being 2 hours and 25 minutes, the average cost per hour for stenographer was \$71.23. Stenographer's ed into prior to the law of 1890. The Su preme court, by a majority of one, held that the Anti-Trust law of 1890 prohibited every kind of restraint, and that it was no defence that the Trans-Missouri Freight association's agreement was only a reasonable regulation. It was declared invalid because prohibited by the Anti-Trust law. We have, therefore, the result of all this prohibition of pooling by the Inter-State Commerce act of 1887 and a prohibition of traffic agreements by the Supreme Court decision of 1897. The re-sult is that, notwithstanding the Inter-State Commerce provisions, under which it was sought to bring about the purposes all have been seeking to accomplish, the roads are remitted to where they were before any of these methods were applied There is a special necessity for the legis lation proposed in the bill I have offered or some similar legislation. Without it

## A CUBAN RHAPSODY.

the roads cannot prosper, neither can there be any general prosperity, in my judgment."

From the Chicago News. There was a clatter of horses' hoofs and the advance guard of the Spanish troops came up, covered with foam and dust. General Weyler, with his iron fea-tures relaxing a trifle, stepped out upon the porch of the headquarters to greet

them The leader of the horsemen, a big, fine looking young man, whose long black mustachios gave his face a warlike cast, not at all softened by the torn and bat-tered condition of his uniform, bowed his plumed head till his high cap al-most swept the dust of the veranda Captain Weyler took no heed of the sa

his hand. An orderly came forward, stag-gering under the weight of a huge mili-tary chest. General Weyler, with a low, ary chest. General Weyler, with a low, glad cry of joy, twisted open the cover before the ready hands of the orderly could perform the service. The great Spaniard delved into the contents of the chest with eager haste and the troop-ers stood around, smiling trumphantly and with a conscious sense of duty well done.

"It was a hard struggle, general," yen tured the young troop leader, "but we won them from the insurgents at last." General Weyler withdrew his hands from the chest and gazed fixedly upon their contents for a moment. Then his free gray block as nicht.

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others.



# SPECIAL NOTICE.

Our store will remain open until 9.30 Friday evening for the special accommodation of our many customers, on account of being closed Saturday, May 29, for the observance of Decoration Day.

## Special Sale.

Of all sorts of Ladies', Gents' and Children's Fixings are upon our programme for Friday.

No. 40 All Silk Taffeta Ribbons in all the new shades, 121/2 c per yard for Friday only. No. 60 All Silk Taffeta Ribbons in all the new shades, 17c per yard for Friday only. We have just received a full line of Roman Striped Ribbons which are so fashionable for Neckwear.

Also, a new line of Lace and Embroidered Collars and Yokes at very low prices. 250 Fast Black Umbrellas, with natural sticks and congoe handles, at 49c. A lot of 28-inch silver handle, paragon frame, Gloria Umbrellas, at \$1.00.

Laundered Percale Shirts, with two separate collars, at 49 cents.

Linen Negligee Shirts, with white neckbands, at 49 cents.

Men's and Boys' Wool Golf Hose, fancy Scotch tops, at 49 cents.

Boys' Blouses, all sizes, in white and fancies, at 29c and upwards.

Ladies' Laundered Shirt Waists, double vokes, detachable collars, at 47c and upwards. Children's Linen and Duck Tam O'Shanters at 14c.

Ladies' Leather Belts, with large buckles, in blacks and colors, at 10c and upwards. Ladies' Shirt Waist Sets, in sterling silver and roman gold, from 10c upwards.

The greatest lot of Fine Dress Goods ever offered. The usual 50-cent kind. Your choice at 25c.

Suits, Capes and Separate Skirts at Half Price.



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**False Reasoning** 

The paper which attracted the greatest notice at the recent convention of the National Municipal league in Louisville was one read by Frank M. Loomis, of Buffalo, on "The Exclusion of sue of these bonds will be \$2,000,000,000, If you imagine that sum loaned by this com-Partisan Politics from Municipal Affairs." In this paper Mr. Loomis suggested a number of sweeping revolutions. In the first place he would abolat short term, high interest mortgage, you can figure out very easily a saving to the farmers of \$100,000,000 a year. The ish the caucus and permit any group of citizens to nominate candidates of other business of the company will be the placing of loans on mortgage upon other properties than land. Nothing of the ventheir own by petition. In this way the taxpayer would have a wider margin turesome, projecting kind-the exact oppo-site, indeed, of the Credit Mobilier ideaof choice at municipal elections. Next, Mr. Loomis would diminish the numher of elective offices. In fact he proand material. It will not conduct a bank-ing business, such as implies the payment poses the abolition of all elective ofof money on demand checks. The stock of the company will be issued in small shares, and the thrift of the whole country fices except those of aldermen, who, as in European cities, are to have entire control of the administration of the municipality. They would be divided up into committees, and each committee would have charge of some particular department. Under this system there would be no mayor outside of the president of the municipal council. All the executive power of the municipality would be vested in the chiefs of the several departments, appointed by the several committees of the council and responsible to them.

"In the first place," Mr. Loomis says in his enumeration of the alleged advantages of his plan, "and this is all important, under the free nominating system, the office seeks the man, not the man the office. In the next place, the election being for but one office that of councilman, and no candidate having the advantage of a political endorsement, each person whose name has been placed upon the official ballot by petition, has to run on his personal merit, with the consequence, as old best man usually wins. This result is further guaranteed by the fact that the elective office is unsalaried, thereby depriving it of the character of a political prize, and effectually barring the competition of the spoils politician. The further fact that the office of councilman is the highest municipal office within the gift of the people, gives to it the same dignity which with us is attached to the mayoralty and the duties of the councilmen not being executive, except in the sense that they have supervision over the acts of their appointees, it is entirely practicable to obtain the services of the best class of citizens without compensation, the same class as serve on Civil Service commissions and like official boards in the United States."

It requires very little familiarity with American conditions and traditions to establish the utter inutility of this system on American soil. Running an American city government by means of a supreme council, each member of which would soon be trying to climb over the other members, would be very much like running a newspaper by means of a board of directors. Unless the board were continually in session and constantly in unison, the paper wouldn't run long nor would it give much satisfaction. The whole theory of a diffusion of power is proved by history to be an iridescent dream.

invited to share in it. It is designed to have the president of the company and two of the aircetors appointed by the government, and a continual and completo oversight of its workings provided. Notaing in fact will be left undone to make it safe to invest in and sound to carry on. Concerning the bonds of his proposed company Mr. Dos Passos declares they will "represent an increase of the circulating medium, since they will be as readily exchangeable as money. That is surely in their favor. Each bond will represent something actual, tangible." And he concludes with the assertion that "something must be done, and done quickly to relieve the situation. Either the best business principles applied to the needs of the hour must prevail or the country will be hurried through a series of empirical changes that will land us no one knows where, This may be admitted without involving an indorsement of Mr. Dos Passos' specific remedy. We must say that as he explains it, the project looks invitworld experience teaches us, that the ing; but it must be remembered that it proposes practically a government monopoly in the loan and trust business, which, if not paternalism in extreme form, is certainly a hazardous stretch of the federal prerogative. The plan might work to advantage so long as kept on its original lines and restricted by the rules which Mr. Dos Passos lays down; but the certainty of a swift and awful collapse should these lines be departed from is something appalling. Ex-Ambassador Eustis says the arbitration treaty was unnecessary in the first place, and secondly, it was a humbug. Mr. Eustis is unkind to the inen who appointed him to office. A Fine Chance for a Veto.

The adoption by the state senate on Tuesday of the bill appropriating \$65,-908.96 to pay the expenses of the Andrews Lexow committee was an expected event but 'one that nevertheless calls for emphatic censure. The original appointment of that committee was a piece of factional strategy utterly valueless to the commonwealth at large and of such little consequence at the time that the legislature which authorized the inquiry did not deem it worth while to make provision for the payment of its expenses.

The bill of expense which the present legislature is asked to pay is not Results in government, no less than in itemized and therefore it is impossible

the same class and denominations, of French rentes, namely, the 100-frane bonds, sell at 101. They are regarded in France as worth four francs more than a French government bond. It is plain to be "Are not the railroads prohibited by law rom making discriminations and giving seen that when every bond issued at \$3.65 is based on a carefully protected mortebates?" "Such are the provisions of the Inter-

tate Commerce act passed in 1887, but although severe penalties are provided or the violation of tha law, yet its viola tion is constant. Our railroads have grown from small beginnings. At the start they were short and small; finally they were blended into lines and systems, These came into sharp competition with each other and there was much improvident railroad building. In consequence some roads could not be, under natural conditions, properly operated; they struggled for business; the stronger and more favored roads would, however, take the most of the traffic; the weaker lines to ecure the business, having all to gain and nothing to lose, especially where they were already insolvent, resorted to the giving of rebates, cutting of rates, shippers' passes, and various other devices to attract business. The solvent roads, find-ing their business leaving them and ascertaining the cause, resorted to similar practices, to hold what they had and re-cover what they had lost These rate wars were frequent, and always more or less disastrous. The fluctuations of rates disturbed all kinds of commercial business. Lower rates than were profitable lost money to the roads; some of them

were unable in consequence to make prop-er betterments and at the same time keep up their equipments; others went into the hands of receivers, and the result was prejudicial all around." "Could not the railroads help them-

Bolves? "The first step taken by the railroad managers to modify this evil was to inuce competing lines to enter into traffic agreements between competitive points. Certain rates for each road were charged to all alike, and there was not to be any cutting of rates, giving of rebates, or making of discriminations of any sort. There were not at this time any statutory provisions on the subject, and such agree-ments were lawful at common law. If these agreements had been kept ...ey would have accomplished the purpose o the managers of the roads and the chie purpose of the Interstate Commerce act but unfortunately they were not kept; the rivalry of the roads continued; the weakest lines strove to take business from the strongest; the old practices were again resorted to. The reliroad managers, fluiing that more traffic agreements were not sufficient to break up discriminations, then resorted to pooling. The first pooling agreements were entered into about 1877, after the strikes and riots of that "Describe pooling." "In pooling, competing lines between

competitive points, having first agreed upon their rates, agree that they will put nto a common fund or pool all the carnings of all the roads entering into the pool, and then divide that aggregate of carnings according to an agreed percent-age, which percentage is based upon the carnings of the roads; that is to say, if there be inree roads in a pool, and it be found upon examination of their previous ousiness of the three roads, that one road has been doing 40 per cent. of the aggre-gate, another 35 per cent., and the third only 25 per cent., their agreement will be that after a given time, one year or two years, they will divide their gross or aggregate carnings according to these per-centages. Each road was to account to the pool for every pound of freight. By this means the motive to cut rates was removed, since the road that would cut rates or grant a rebate would necessarily have to do so at its own expense. The pooling arrangements worked out the most satisfactory results, were becoming popular, and were becoming extended, when in 1887 the Interstate Commerce Act was passed. Although the pooling ar-rangements were well understood by the railroads, they were not very well understood by other people; the masses seemed to have a prejudice against word 'pool' they associated it with gambling, speclating, and trusts, and the result was that when the Interstate Commerce Act was passed, for the express purpose of secur ing uniform rates, it expressly prohibit