

The Scranton Tribune
Published Weekly.
By The Tribune Publishing Company.
WILLIAM CONNELL, President.
Subscription Price:
Daily, 5 cents a month.
Weekly, \$1.00 a year.

enabled the ship on its trial run to gain a speed of 22.4 knots or 37.6 land miles an hour. There is a great gain in the lightness of the new engine, as well as in their efficiency; a horse-power being possible of achievement with a machinery weight of 27 pounds, whereas under the cylinder-and-piston system the machinery weight per horse power is nearly 80 pounds.

The ship which disclosed these remarkable economies in mechanical construction, the "Turbinia," is a small one and it remains to be seen whether equally desirable economies can be achieved by the application of the turbine principle on a larger scale. If they can, it is clear that another great forward stride will soon be made in transatlantic transportation. It is estimated that if the "Turbinia" were to be enlarged to ocean grey-hound size without sacrifice of the speed resources indicated in its recent trial trips, the time of voyage between New York and Liverpool could be reduced to 2 1/2 days.

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PARALLELS.
From the Washington Star.
This is the day for tracing parallels and some of them are instructive. The Democratic party, after its phenomenal success in 1892 upon a specific platform as to the tariff, "fell into business" with its legislation on the subject, and not only brought about its own disruption and defeat but bequeathed to the country the present heritage of woe. The Republican party has been returned to power upon quite a specific purpose as to the tariff, and now confronts the choice of carrying out its promises and instructions, or violating them and plunging with a good deal of certainty to the duce. Which course will it take?

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THE COST OF ROYALTY.
From the Pittsburg Dispatch.
The royal family of England costs the British government, in round numbers, \$2,000,000 a year. The queen receives nearly \$2,000,000 a year, besides the revenues from the duchy of Lancaster, which amount to a quarter of a million. The lord lieutenant of Ireland receives \$100,000 a year for his services and expenses, and the Prince of Wales \$200,000 a year. The president of France receives \$200,000 a year for salary and expenses, an enormous salary, when it is remembered that the republic is sweating under a stupendous national debt of over \$2,000,000,000—the largest debt ever incurred by any nation in the world. Italy can have ten thousand times as many princes in Abyssinia and still pay her king \$2,000,000 a year. The civil list of the German emperor is about \$4,000,000 a year, besides large revenues from vast estates belonging to the royal family. The czar of all the Russias owns in fee simple 1,900,000 square miles of cultivated land, and enjoys an income of \$2,000,000. The King of Spain, little Alfonso XIII, if he is of a saving disposition, will be one of the richest sovereigns in Europe, when he comes of age. The state allows him \$4,000,000 a year, with an additional \$600,000 for family expenses. We are said to be a richest nation on earth, yet our president's salary is only \$50,000 a year. It was only \$25,000 from 1789 to 1872.

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fast transportation induces people to change their habitation readily. They are attracted to country boys and girls, perhaps not more than formerly, but cities are far more accessible than they used to be. The cities afford a multitude of industries affords new business opportunities. To many life in the country is humdrum, and they will escape from it if they can.

But if the cities are growing at the expense of the country, every year sees them brought comparatively nearer together. This fact must be considered in connection with movements of population. Railway transportation is constantly improving, city lines reach more distant suburbs, trolley roads are extending from town to town, and there has even been an application of electricity to steam lines for passenger trains every half hour for eighteen hours a day. This provides a means of transit which is a sharer in the advantages of the new rapid transit. Every improvement in locomotion, and the number of miles a year is a sharer in the advantages of the new rapid transit. Every improvement in locomotion, and the number of miles a year is a sharer in the advantages of the new rapid transit.

Fresh elements of interest are added to rural life from time to time, and it is by no means impossible as travel becomes more cheap and rapid that city and country will become largely interchangeable terms. The quietest place in a city at night is what is called "down-town," and the quietest place in the country is what is called "up-town." There are more people there on the streets of a suburb ten miles away than on the avenues containing a great throng during business hours. The drift from city to country is governed only by questions of rapid and comfortable travel, and in this direction the development is wonderfully swift. City and country are more intimately acquainted than they ever were before, and this is a fact as well worth study as the fancied danger of depopulated farms.

Why should Insurance Agent French of Oil City wish to lie about Senator Short? Is he lying or is he telling the unwelcome truth?

Criticism with a Vengeance.
It is not often that musical critics possess the power to enforce their opinions which was enjoyed at Washington on Memorial day by Lieutenant Draper, of the marine corps. The leader of the Marine band, Professor Fanciuilli, selected for that occasion a classical programme and the lieutenant, in the pride of his brief authority, gave orders that the band should play only modern tunes. The band leader, being in a military sense a private in the ranks, objected to the lieutenant's interference, but his objection was overruled and he was publicly humiliated by being ordered to the guard house.

It is difficult for a civilian standpoint to work up any great amount of indignation over the Italian bandmaster's insubordination. To the average citizen it would appear as if a verdict of acquittal would have been justified had Professor Fanciuilli piled his baton on the poppinny lieutenant's skull. The latter would probably have made a fair substitute for a tympannist in point of employment. The petty tyranny of the military service over men not bred to it is fortunately not often experienced in this land of the free; but if the higher authorities at Washington do not soon take some of the conceit out of the strutting subordinates in the marine corps they will be misled in a duty not only to the Marine band but also to public opinion.

Those councilmen who are disposed to criticize the new street commissioner for his stand with reference to the employment and supervision of labor on the streets forget that Mr. Dunning is simply endeavoring to enforce the law. Councils, if not satisfied with that law, can pass a new ordinance giving the ward representatives ample jurisdiction and relieving the street commissioner of practically all responsibility; but until it does this it cannot fairly censure Mr. Dunning. It is doing what any honest man would be in duty bound to do in the same circumstances.

The present session of congress has gone further. In the opinion of the Chicago Times-Herald, "to establish in the minds of the people a sense of confidence in the patriotism and strength of the lower chamber and a feeling of disgust for the selfishness and childishness

of the senate than any of its predecessors." Don't blame the entire senate for the faults of a few of its members. The only reason why the house gives superior satisfaction is because it has superior rules against filibustering and miscellaneous obstruction.

There was manifest appropriateness in the inclusion in yesterday's Philadelphia Press of portraits of President McKinley and Secretary Sherman among the six portraits on the first page of visiting board of trade men in attendance at the Pan-American commercial congress. The Scranton board has fully merited this graceful recognition of its enterprise. It is almost a model organization of its kind.

In the chess duel between congress and parliament, honors appear to be about even; but when it comes to fluent gabble, England, being without Populists, had better evade a challenge.

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