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SCRANTON, OCTOBER 26, 1897.
THE REPUBLICAN TICKET.

State.
State Treasurer—J. S. BEACON, of Westmoreland.
Auditor General—LEVI G. McCAULEY, of Chester.

County.
Sheriff—CLARENCE E. PRYOR, of Scranton.
District Attorney—JOHN R. JONES, of Blakely.

Clerk of the Courts—THOMAS P. DANIELS, of Scranton.
Recorder—CHARLES H. RUSTEN, of Scranton.
Register—WILLIAM K. BECK, of Moscow.

Jury Commissioner—CHARLES WIGGINS, of Scranton.
Election day, November 2.
The safest way, the quickest way and, all things considered, the most sensible way for Republicans to vote next week is to vote straight.

Up and at them!
There is reason to believe that our platform-dodging friends have developed a genuine case of flutters. Trustworthy information from various sources is unanimous in the representation that all pretense of united work for the whole ticket has disappeared and that from this time forward until next Tuesday every Democratic candidate will make a wild attempt to save himself.

and the pay, also, is greater, not only in the aggregate but per man.
Our railroads represent a capitalization of \$15,566,955.71, or \$39,610 per mile; and a debt of \$5,340,238.52. To buy these roads, paying in cash the difference between capitalization and debts, would involve the government in twice the expense of the civil war, and it would probably prove an unprofitable investment for this reason: In 1896 70 per cent. of the total railway stock paid no dividends; and the average per cent. of dividends paid by the other 30 per cent. of stock was only 5.62. More than eleven per cent. of the total railway bonds paid no interest.

Altogether in 1896 a total of 511,772-737 passengers were transported and 765,591,287 tons of freight. Gross earnings were \$1,150,169,376, made up chiefly as follows: Passenger revenue, \$266,562,533; freight, \$786,615,837; mail, \$32,379,819; and express, \$24,880,383. Operating expenses were \$772,898,044, but fixed charges did the rest. They left only \$377,693,371 available for dividends and \$1,524,169 for a surplus. Railways are not, therefore, Klondike gold mines, as some suppose.

Concerning accidents the abstract shows that the number of railway employees killed during the year was 1,851, and the number injured was 29,593. The number of passengers killed was 181, and the number of passengers injured 2,873. The number of persons other than employees and passengers killed was 4,092, and the number injured 5,845. These figures include casualties to persons reported as trespassers, of whom 3,411 were killed and 4,468 were injured. For every 431 men employed on railways one was killed, and for every 28 men employed one was injured. A similar comparison as to trainmen shows that one trainman was killed for each 152 trainmen employed, and that one trainman was injured for each 10 trainmen employed.

The number of passengers carried for one passenger killed was 2,874, and the number of passengers carried for one passenger injured was 15,132. As showing in another way the immunity of passengers from accidents it may be said that 7,063,363 passenger-miles were accomplished for every passenger killed, and 4,311,945 passenger-miles for every passenger injured. It is safer to ride on a well conducted railroad these days, despite the occasional accidents, than to brave the omnipresent cyclist by attempting to cross a city street.

When Boland takes the stump this week to shake the boodle scarecrow, he should be prepared to have the searchlight turned on his own political career. That is one of the fair hazards of war.

That Accident at Garrison's.
We dare say the public ear will for a period ring with denunciations of the New York Central railroad because of the frightful disaster at Garrison's. Unquestionably the casualty in horrifying beyond recent precedent and the details of it are well calculated to appal the stoutest reader. Yet common justice demands the recognition of one fact, which needs all the more to be emphasized in view of the tendency of excitable public opinion to fly to the opposite extreme; and that is, that no more carefully and humanely managed railway corporation exists in this or any other country than the one on whose lines this dire misfortune has befallen. In attentiveness to details making for the safety and comfort of patrons; in judicious liberality in equipment and in the spirit of willingness to meet the public more than half way the New York Central has justly earned the distinction of being "America's greatest railroad," and its opportunity to recall these characteristics now.

Judgment as to the responsibility for this accident may well be deferred pending the official inquiry. The authorities are fully competent to pass on this aspect of the case and there need be no fear that justice will be swayed by undue influence. In the meantime let the love of fairness which underlies the American character assert itself in estoppel of the frothy fuming so customary after railway accidents; a fuming which does no good but much harm; and let the intelligent portion of the public rest assured that there is not a railway management in the country which will not profit by the lesson of this wreck to order new inspection of all doubtful parts of track and equipment and institute, wherever possible, additional safeguards and precautions.

Through the courtesy of S. S. McClure The Tribune has been enabled to examine the opening chapters of the "Reminiscences of Men and Events of the Civil War," prepared by Charles A. Dana shortly before his death, for serial publication in McClure's magazine. From this foretaste it is clear to us that Mr. Dana's recollections will constitute by all odds the most interesting contribution yet made to the now voluminous literature of the civil war. No person deserving to be well-informed concerning the most notable period in modern history can afford to skip this testimony as to war-time men and measures by one who served in Mr. Lincoln's quaint words, as "the eyes of the government at the front."

Aiming too Low.
At the Lotus club dinner to Anthony Hope in New York the other night, Chauncey M. Depew uttered a few pleasant remarks concerning the majority fight in that city, spoke humorously of the intensity of many of the campaign speakers, alluded to the frequency with which profanity had outcropped in the published speeches and then, momentarily growing serious, said: "I have a bit of advice for the young orators who are using violent language and vulgar expressions. It is a fatal mistake for the collegian and the lawyer to suppose because his audience is composed of workmen that he must adopt a different standard and lower the tone of his argument or expression. He should remember that his audience is made up of citizens who, however humble their circumstances, are the product of the American common school. They are as keen judges of good logic and good language as the cultured and brilliant people who meet at Carnegie Hall or the Metropolitan Opera house. I have seen many a promising speaker ruined by this effort of lowering himself to what he be-

lieved to be the plane of his audience and adopting a tone and treatment of his subject which they thought, and rightly thought, an insult to their position and intelligence."
Instances of this are common. The fact is that the audience which is made up of men in humble circumstances does not want to be patronized. The speaker who deliberately aims low misses the mark quite as disastrously as does the one who directs his remarks to the shining stars. The policy of frankness, naturalness and common sense is the policy that wins. Budding orators would do well to make note thereof.

Elect Pryor sheriff and he will know you and speak to you as cordially after election as before. Clarence Pryor is not a clam.

What His Neighbors Say.
One of the best tests of a man's standing is what his neighbors say. In view of the campaign against John R. Jones which has lately enlisted some members of the bar and apparently one member of the bench of Lackawanna county, it is interesting to see how Mr. Jones' neighbors feel concerning his candidacy for re-election. The Olyphant Gazette, the leading paper published almost within a stone's throw of Mr. Jones' home, in its last issue says: "The ability which John R. Jones has shown in the district attorney's office during the past three years is too well known to be commented upon. No incumbent in that responsible position has performed his duties better and never has the task been as onerous as during Mr. Jones' administration. Every grand jury has given him unstinted praise for his courtesy and diligent attention to business. The duties of this office are too large to be entrusted to a man untried and totally ignorant of all the numerous details. Every one in Olyphant knows Mr. Jones and we can confidently predict that he will receive the largest majority any Republican candidate ever had in this borough. And we know that the surrounding boroughs think equally well of this distinguished public servant."

These words and the approving popular sentiment which they express, constitute an effective answer to John R. Jones' traducers. The Cosmopolitan university has secured a president in the person of Dr. E. N. Potter, whose educational experience includes a period of service as professor of ethics at Lehigh, and an extended tenure as president first of Hobart and afterward of Union college. The enrollment of pupils in this new correspondence institution has already exceeded 10,000, representing every state and territory in the union and many foreign countries. The disposition to deride Mr. Walker's scheme has not disappeared, but we feel sure that the fair play of the intelligent public will accord it an honest test; for even if it shall fail no one will be the worse for the failure save the university's originator, while if it shall succeed in carrying only to one man a message of culture it will deserve well of the community and put to shame those who have so wantonly misrepresented and embarrassed it.

The policy of President Depew of the New York Central railroad company when wrecks occur on that line is to put the public in immediate possession of all the facts at the company's command. He recognizes the legitimacy of the public's interest in such tragedies and properly conceives that it is not wise for his company to appear to lack in candor and straightforwardness. His position in the matter undoubtedly is sound, and should be called to the attention of other railway executives in the habit of enforcing a more secretive policy.

Elsewhere we reprint the Times' annual warning touching election boards. It is a little later this year than usual, but its familiar language comes with all the force of an old acquaintance. If any minion of any kind attempts what the Times insinuates, force him at once to read that paper's campaign editorials.

The organ-afraid-of-its-party's-platform is reminded that The Tribune did not say Schadt had yet paid Okell any money. It is the promise of payment to which we alluded. You can rest assured that Okell is not running stump for his health.

We observe that Hon. M. A. McGinley has been added to the stumpers for Bryanism, Schadt and reform. We apprehend that his great speciality will be reform.

If one Thomas Platt is playing the losing game that his opponents aver, it must be said for him that he is playing it with nerve. No candidate afraid of his party's platform should receive the vote of any lover of candor. No doubt Spain is in a ticklish situation; but we must remember it is of her own making.

BUNCOERS ABROAD: BEWARE!
It is the trick of the Bryanized Democracy this fall to make false charges against Republican methods, raise a big dust, hire Republican malcontents to organize Republican mobs and then coax individual Republicans to desert their party on the representation that "party ties needn't count for anything in an off year." By this trick, if it shall work, the Bryanites will get a foothold for a hopeful fight in national campaigns, and make just so much more trouble for McKinley, the Republican congress and the cause of sound money. You now see through this trick. Are you going to let it work?

BEWARE-R-RE!
From the Scranton Times.
We have been informed that minions of the Republican machine have already approached members of election boards in certain districts in this county for the purpose of corrupting the boards. This is dangerous business and we give warning so that a halt may be called to those reckless people before they place their heads in a halter.

Senator Platt on Gotham Outlook

Senator Platt has issued the following statement concerning the New York mayoralty battle: "In response to many inquiries as to how the municipal campaign is likely to end, I want to say that in my belief General Tracy has won the election. There are three Democratic candidates in the field—four, counting Gleason—among whom the Democratic vote will be divided. It is not a majority vote, actually cast at every poll, that will elect a mayor. The Democrats have a majority in the territory now consolidated since the enactment of the present election law. They used to have majority, any kind of majority, that suited their taste and convenience. They had absolute control of the electoral machinery at every poll. The appointment of all ballot clerks, poll clerks and inspectors was lodged unreservedly in the hands of the Tammany board of police commissioners. Theoretically, the law required that the inspectors be appointed by the board, but in practice that was ignored. The alleged Republican representation was in practice provided by the Tammany board of police commissioners. This gave unlimited opportunity for fraud, and fraud was practiced in an unlimited way. But when Governor Morton and a Republican legislature were elected in 1892, the law was changed, and a bi-partisan control of the polling places was established. The two leading parties are now equally represented at every polling place. The ballot clerks, poll clerks and inspectors are now appointed on the nomination of the official heads of the two principal parties, and since that time the Democrats have never had a majority in the city of New York. They won in 1895, but they did not win against the Republican party."

"Whatever their present vote may be, it is going to be divided between Van Wyck, George, Low and Gleason. Van Wyck will probably get the most of it, George will get a huge proportion of it and Low will get a substantial remainder. Low is the candidate best known to the voters as the expression of their notions and their hopes. And that which makes his success impossible is the fact now so prominently in the minds of the community, that through Low this Cleveland clique are endeavoring to recover their lost prestige for use in 1900."

"The Republican vote, on the other hand, is consolidated upon a single candidate. Every district in New York has been thoroughly canvassed by the Republican organization, and its leaders know the situation as accurately as it can be known by anybody until the votes are actually cast and counted. They approach the crisis of the campaign with absolute confidence. There is not an assembly district in the whole city where the loss of Republican votes to Low will amount to 15 per cent. of the normal Republican strength. Even this small percentage of loss can occur in no more than twelve out of the fifty-nine assembly districts into which the new municipality is divided. In all the other assembly districts the Republican loss to Low will be utterly trivial. In other words, Low will receive a much larger Democratic than Republican support, and it is not the least interesting feature of this extraordinary campaign that the Republican vote will be instead of smothering the Republican party, as it was intended to do, will really be an additional and distinct force for Republican success. George and Van Wyck, who are identified themselves in other respects, will be identified in this—that each will help to use up and split up the Democratic vote and leave the consolidated Republican vote triumphantly potential."

"Of course I do not forget those Low hangers who are busy in the most unwholesome thing in the way of a political 'fake' that has been exhibited heretofore during my experience. They are not worth detecting and naming. The simple fact is that they place Low's chief strength as a candidate below Fourteenth street makes them so obviously absurd that it is a waste of time to discuss them. In districts where they give him nearly 50,000 votes he will not have 4,000. Nor do I forget that there are some Tammany and Wall street squabblers who seem to be trying desperately to give new proof of the adage that 'a fool and his money are soon parted.' Campaign betting has already been started and there may be such a class in this community, but it is not large. To bet that Low's vote will exceed Tracy's is just like throwing money into the fire. To bet that Tracy will exceed Van Wyck's is like picking it up in the streets."

"And so I say to Republicans—keep steadily at work, have absolute faith and are winning in greater measure every day. Your constant and united efforts will bring this great city, with its tremendous influence upon the affairs of the country, to the support of the Republican party and the noble principles for which it stands. You have nominated the best ticket that was ever offered to the people of this community. You bring to them the services of a man as the first mayor of the Greater New York, whose character, ability and experience place him high above any of those who think themselves his rivals in this race. You have stood for your principles, as principles should be held, and without compromise or denial. You are entitled to win. You deserve to win. Your victory will do more to credit and to give impetus and permanence to our new prosperity than can be accomplished by any public event. It will give to the country the greatest center of commerce and capital, from which is drawn the vitality of all enterprise. It is true to the sound policies for which it spoke one year ago. It will assure to the people of New York a pure, independent and efficient administration of their local affairs. It will start the new city upon its feet, and it will assure to the people of all men. And all you have to do to make your victory complete is to keep right at it day by day until the votes are cast and counted."

THE GOOD ROADS PROBLEM.

From the New York Sun.
A computation which finds much favor among the advocates of good roads is this: There are approximately, though the number is steadily on the decline, 14,000,000 horses in the United States (there were 15,000,000 by the census of 1890), and there are about 2,000,000 mules, principally in the south, the annual cost of fodder for these animals being \$1,500,000,000. On fine stone roads one horse can haul as much as three horses can haul over the average dirt road of this country. It is estimated that it would be necessary to build about 1,000,000 miles of macadamized roads in the United States in order to have as good a system of public highways as is found in several European States. At \$1,000 a mile this would involve an outlay of \$1,000,000,000, a pretty large sum. But if one-half of the draught animals could be disposed of by the building of such roads, there would be an annual saving of \$750,000,000 in the food bill. Consequently, if road funds were issued bearing 3 per cent. interest, 4,000,000 miles of macadamized road could be built without increasing the annual expenses one dollar.

Non's Claim to Wisdom.
Teacher—Who was the wisest man?
Tommy—Non.
Teacher—Non?
Tommy—Yes. He was the only man who knew enough to come in when it rained.—Indiana Journal.

GOLDSMITH'S G. B. BAZAAR.

Black Dress Goods

We haven't said a word about them this season. To delay it any longer would be an injustice to an intelligent buying community as well as neglecting the special mention of one of the greatest departments in our entire establishment. The Dingley Tariff Bill caused an advance of about 25 per cent. in nearly everything in the Black Dress Goods line. We took time by the forelock, placed all our import orders, and got the goods in the house before this bill went into effect. Worthy of special mention are:

- 8 different styles of 38-inch Black Jacquard Dress Goods, 50c value, at 35 cents
A lot of 45-inch Australian Wool Cheviot Serges, a good 75c value, at 59 cents.
48-inch Brocaded Mohair Sicilians, with a rich gloss, and heavy for winter wear, \$1.25 value, at 98 cents.
10 different patterns Faconne Francaise, a rich silk and wool fabric, entirely new, \$1.50 value, at \$1.25.
48-inch Parola Crepons, which are very desirable, \$2.00 value, at \$1.50.

Although we are cramped for room and are unable to throw these goods upon our counters we have them in stock and we will be glad to show them to every lady who calls.

FINLEY'S Great Linen Sale.

Saturday, Oct. 23rd will inaugurate a Great Autumn Sale of Housekeeping Linens.

The character of our Linen Stock is too well-known to need much talk on our part. We merely say that having purchased largely in anticipation of the advanced prices consequent on the new tariff schedule, we can offer extraordinary values. It is impossible to enumerate the different lines and prices, therefore we mention only a few items: One case silver bleached German table linen, 64 inches wide, ten different patterns, 59c a yard, good value at 75c. 100 dozen silver bleached napkins. 50 pieces Scotch and Irish damasks, from 25c to \$2.50 per yard. 200 dozen napkins to match. Linen sheets, pillow and bolster cases, counterpanes, bureau sets, etc.

Harmless Kicks
DON'T HURT A GOOD SHOE. SUPPOSE IT DID, WE HAVE LOTS THAT WILL STAND OUT-DOOR SPORT FROM 50c UP. SEE OUR WINDOW DISPLAY.

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We have them in all colors with globes and silk shades at prices that are right and goods guaranteed. Also a fine line of extra Globes, Shades and Chimneys to fix up your old lamps if you wish.

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Illustration of a man carrying a bundle.
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