

From Scranton to Paris All the Way by Rail.

Governor Gilpin's Dream of the Abandonment of the Atlantic for Commerce Is Near Realization.

Says the Chicago Times-Herald:

William Gilpin's dream of the abandonment of the Atlantic ocean for purposes of commerce, is fast coming out of the mists of the visionary into the realm of the possible. Governor Gilpin was an anti-bellum warrior of Colorado. Many years of his life he devoted to the perfection of a plan for the construction of a railroad which should extend from the Atlantic ocean off the west coast of Europe to the Atlantic ocean off the east coast of the United States by way of Bering Strait, thereby making it possible to abandon the "big pond" as a necessary highway of the world's commerce.

The line his imagination wrought and which he described with great detail in his book, "The International Railroad," is fast becoming a reality, and, strange as it may seem, it is following almost the exact route mapped out by the anti-war governor of Colorado. Many years ago the United States was crossed by the Russian's great Trans-Siberian railroad more than half completed. The financiers in Europe are now considering plans for the construction of a line from the Bering Strait to the Trans-Siberian road, with every prospect of approval. When these works are completed, and perhaps both may be in 1905, New York and Liverpool will be joined by the line of shipping steel, and Governor Gilpin's dream, visionary and impossible of realization as it must have seemed thirty years ago, will have become a fact.

RAILWAY TO ALASKA.

Behind this vision which carries a Chicago man to Liverpool over a route that includes only about three miles of open water, is a foundation of fact that can not be ignored. It is reported in London that application had been made to the British Parliament by certain parties believed to be in the interest of three connecting trunk lines forming a transcontinental route from New York city via Chicago, Milwaukee, St. Paul, Helena and Portland to Vancouver for a concession, or privilege, to construct a line of railroad from the northwestern boundary of the United States through the British possessions bordering the Pacific ocean to the southern boundary of Alaska. Simultaneously with the securing of British consent to this scheme, it is reported, bonds will be put upon the market for the construction of the international line through Alaska to Bering sea, when, by joint arrangement with the Russian government, by the use of bridges and a ferry line, connection will be made with the Siberian railroad through the Russian territory. How much truth there may be in the report may be judged from the fact that one of the railroads mentioned as an interested party is already preparing maps and advertising matter for distribution, advertising the new all-around-the-world route. It is one of the lines which will be obliged to help produce funds for floating the gigantic scheme, and it apparently has faith enough in the outcome to prepare for it at least eight years in advance of its inauguration as a completed fact.

MUCH OF IT BUILT.

Work remaining as a necessity for the inauguration of this fact is not, however, so gigantic and improbable as may at first seem. Liverpool and Paris, Paris and St. Petersburg, St. Petersburg and Krasnoyarsk, 3,000 miles east of the Russian capital, already are tied by lines of continuous steel, except for the small gap between England and France, New York and San Francisco, San Francisco and Vancouver (via Portland, Ore.), the proposed southern terminus of the British-American line, are already connected. Russia's railroad in 1900 will be completed to Vladivostok. Sixty thousand people, not including experts and officials, are laboring on it daily. Not to exceed 1,500 miles from Bering Strait on the Siberian railroad will be Kotonango, a city probably 500 miles east of Vladivostok. From Bering Strait to Vancouver is about 2,600 miles. Thirty-five hundred miles of railroad construction, now already an assured fact of the future, will fill in the gap of Governor Gilpin's "international" railroad.

To the student of geography the crossing of Bering Strait presents no great difficulties. To railroad engineers it is not a serious problem. This strait is filled with islands so close together that no difficulty will be encountered in connecting them with bridges which will not be expensive of construction. Three miles of open water will then divide Russia and Alaska. A three-mile car ferry line today, when boats carrying loaded cars are sent from South Chicago to Peshigo, from Ludington and Denton Harbor, Mich., to Manitowac, Wis., presents no difficulties.

AROUND THE WORLD IN THIRTY-THREE DAYS.

Already students of railroad problems have given to the subject sufficient consideration to realize that the inauguration of the year 1905 will make possible of realization Jules Verne's dream of "Around the World in Eighty Days," with a discount of over 50 per cent. Leaving out the proposed British-American road they have figured that a trip around the world may then be made in thirty days. At present the shortest route, in point of time, is as follows:

RED ROUGH HANDS
Itching, scaly, bleeding pimples, blackheads, and painful finger cuts, pinches, chafings, etc., easily, safely, and quickly with CUTICURA Soap, and gentle sootings with CUTICURA Ointment, the great skin cure.

Cuticura
Itching humors Justly relieved by CUTICURA Soap.

Instead of Whisky, Treat to Apples

Rocheater Democrat and Chronicle.
"Well, boys, it's my treat. Let's have another apple." As a promoter of convivial joy, such an invitation would have the feature of novelty. As an encouragement to sobriety and to the introduction of a good article of substance into the mechanism of the human system, it would be a distinct improvement on some other kind of invitation. Perhaps the time will not speedily come when men will treat their companions to apples as a guarantee of good fellowship, but why should a good apple be a delicious and harmless. A drink of whisky is unpleasant to the taste and pernicious in its effects. A man may exclaim, scoffingly, that if he wants an apple he is able to buy it. May he not truthfully say the same thing with regard to a drink of whisky? And why should he scorn to accept the former as a gift and at the same time gratefully accept the latter? The question of morals, or ethics, or honor, in which a distinction or a difference is pointed out? The treating custom is directly responsible for the prevalence of the disease that goes on in this country, and therefore is the main cause of that direful affliction known as dipsomania. Very few people, if they are honest, will ever contract an irresistible craving for body-racking and brain-mutilating stimulants. They get it from the habit of drinking to the preposterous function of "social" life which impels them to donate and accept donations of abominable liquors which they do not want, but which they feel under obligations to swallow, and which no man can take without suffering damage. Almost every man who will tell you that this is the origin of his disease, and will express with unmistakable sincerity a desire to be cured of the malady that is carrying him on to wreck and ruin.

JOURNEY'S COST \$500.

Such a trip probably can be made from Chicago, including in it a steamship journey from Liverpool or Southampton to New York, so that the current will be carried on earth, for less than \$500. Estimating fares on the unconstructed lines on the basis already established by the Russian government and that already in existence in Northern United States, the cost would be as follows:

Chicago to Vancouver	\$3.70
Vancouver to Kotonango	100
Kotonango to London	119
London to New York	75
New York to Chicago	18
A total of	\$282

Add to this for meals, sleeping-car berths, and other miscellaneous expenses a continuous traveler could make the whole journey for about \$500. Think of that, ye people who studied the map of the world forty years ago and who dared not then dream of ever seeing the Pacific ocean or thought that old Mexico with its volcano of Popocatepetl would ever be reached by a railroad!

ROUTE'S IMPORTANCE.

The amount of traffic which will seek this new around-the-world route can hardly be realized. Consul Monaghan, in a recent letter to the state department, declares that the construction of the Siberian railroad is an event hardly second in importance to the cutting of the Suez Canal. July 1, 1904, he says, will probably see trains running from the Baltic sea to the Japan sea. Five thousand miles of steel rails have already been laid. One year from now trains are to run over the Siberian road to the Amur river. Thence by fast steamer passengers, post parcels and freight are to be pushed on to Chabarovka; thence, in eighteen hours, over the north Russian section of the Siberian road to Vladivostok making the distance from London to the most important harbor of the Japan sea seventeen and one-half days.

Ninety per cent of the present travel to the far east, it is estimated, will be by the all-rail route when it is completed, especially when the cost of a first-class ticket from London to Vladivostok will be but \$119 as against the present fare via Brindisi and the Suez of \$428. What this ninety per cent means is astonishing. In 1895 216,928 passengers went via the Suez Canal to China and Australia. For political, military, and other reasons the compiler of these statistics drops 137,660 from the list of possible passengers for the Russian route, leaving 82,292. Taking from this 13,299 pilgrims, 69,000 East Indian travelers, and adding 10,000 who hitherto have gone via the American transcontinental lines, 10,000 west Europeans who annually go to the far east for pleasure, and we get 90,000 mostly first-class passengers who will use the new route.

MEANING TO AMERICA.

The freight over the new road to the east and that which pays the big charges—furs, gold, silver, platinum, and tea. Many of these commodities will go to Europe out of Siberia itself. That land is rich in minerals of all kinds, especially the Ural district. Siberian furs are known the world over. Much as the road may mean to Germany, Russia, and the rest of Europe, it means more to us," declares Consul Monaghan, California, Oregon, Washington and the rest of the country if not our whole continent, is interested in this road. Russia has her hands full at home. The hands to help in the east are ours. There is something more attractive in our civilization and in the life of eastern people than in those of Europe; at least it is so asserted by eastern travelers. To develop the resources of an empire so vast as Russia will require capital, enterprise, and energy such as has made us the richest nation in the world. To equip her roads, to develop her great agricultural, fishing, mineral, and forest resources Russia needs just such implements as has helped us. No time is to be lost if we are to have any part in the great drama that has for its plot the development and modernizing of the Orient.

The commercial possibilities and benefits to accrue to Chicago and the whole northern half of the American continent can not now be estimated, but it is safe to predict that eight or ten years hence will witness a radical change in the direction of transportation commodities and passengers between the old world and the new world, and ocean traveling will have lost its terrors to thousands who would visit Europe annually but for fear of drowning or the dread of the racking pains of mal-de-mer.

"ALL ABOARD FOR SIBERIA!"

It will not be long before the passenger agents at the Union depot on Canton street will announce the departure of express trains for the Orient. The conductors will call out: "All aboard for Siberia, Japan and Corea."

"Some Straight Talk."

"There are three ways in which a concern gets 'sized up': first, by what it looks like--inside and out; second, by what it says--in ads, etc.; third, by what it does. This programme suits us to a dot. We continue to do business with the people of Scranton exactly along these lines--to meet just this series of tests. We believe in 'straight talk,' backed up by straight work.

Friday . . .

Has become a particularly brisk business day owing to the special inducements offered by our dry goods and notion houses. The women come abroad in hundreds, attracted by reductions, and although we have made no extra inducements, offered no cut prices, our business on Fridays has more than doubled lately. So we have decided to give an offering of bargains for Friday shoppers--good only for the day. Bargains, sweet and wholesome, picked from a clean stock of regular goods.

Boys' Reefers.

For boys 3 to 10 years, heavy chinchilla sailor collar, trimmed, heavy lining, in two-priced stores they sell for \$2.00 and \$2.50. For Friday only **\$1.25**

Men's Reefers.

All sizes from 34 inch to 46 inch chest measure, heavy chinchilla, heavy plaid lining warm and good wearing, in two-priced stores the price is \$4.50 to \$5. For Friday only **\$2.98**

Men's Pants.

Fine grey stripe and fancy worsted pants, heavy winter weight, cut to style, in two-priced stores they bring \$4.00 to \$5.00. Here on Friday only **\$2.98**

Boys' Shirts.

Boys' colored shirts, two collars separate, cuffs attached, same styles and quality as men's. On sale Friday only **39c**

Men's Shirts.

Men's colored bosom shirts, white bodies, some with cuffs and some without, large assortment, regular 75c quality. On sale Friday only **39c**

Hats.

There's no way under the sun for any man to tell the difference between the hatter's \$1.50 hat, the two-priced store's \$2.00 hat and the one we offer in Derbys and Alpines on Friday only **98c**

Gloves.

Here's a dress glove that will keep your hands warm, too. Kid, with lamb's wool lining. For Friday only **49c**

Underwear.

Men's heavy close-woven fleece wool lined shirts and drawers, sizes to fit large and small men, natural color, each garment for Friday's bargains only **43c**

Collars.

We offer for Friday only our entire line of 4-ply all linen collars, in all the latest shapes and styles, that we always sell at 15c. for Friday only **10c Each**

SAMTER BROS.,

Clothiers, Hatters, Furnishers.

MISQUOTATIONS.

From the Providence Journal.
Memory is proverbially treacherous and not fire is more common, even in the writing of one's own history, than misquoting. The only safe rule, of course, is never to quote from memory. It is tedious to look up a line that one is certain one has in one's mind, but that would be much better than the wretched habit of making up quotations for the sake of expediency or to make a point. It would not be so much to make up quotations as to make up quotations. It would not be so much to make up quotations as to make up quotations. It would not be so much to make up quotations as to make up quotations.

From the Philadelphia Press.
One feature of the recent improvement in medical practice lies in the fact that physicians have largely ceased to treat symptoms and are searching out and remedying causes. They now try to remove not a cough but the cause of the cough. They consider that the cough is frequently the effort of nature to relieve the patient. The thing to be considered is the evil which demands the cough. It is not the "cough" which must be removed, but the fever of which the cough is a symptom. The distinction between symptoms and causes must be made not only in the practice of medicine but in morals, in government, in philanthropy, in sociology. The hunger and rags of the tramp are symptoms; food him to repletion, clothe him in a brand new suit from the establishment of the most fashionable tailor, and he would still be a tramp, and within forty-eight hours the symptoms would all return with redoubled virulence. The poverty-stricken home of the drunkard is a symptom; to put him in a brownstone front, suspiciously furnished, would not remove the cause. It sometimes happens that that which is a symptom may be the result of one cause and the cause of another symptom. The drunkard's thirst may be the result of a badly nourished body, insufficient food and overwork, and it is also the cause of excess, of aggravated poverty and misery.

THE ETHICS OF THE BAR.
From the Times-Herald.
The extraordinary statements made by Mr. Howe, the New York criminal lawyer who is defending Thorn, the alleged murderer of Goldenshoppe, ought to challenge public attention for their license as to the lawyer's duty to his client. Mr. Howe upbraided the counsel of Mrs. Nick for suffering his client as confessor, and thanked God with fervor that in a practice of thirty-five years he had never permitted a client against whom there was no testimony to confess a crime. Mr. Howe shows and says that notwithstanding the guilt of his client, it is the lawyer's duty to free him if he can.

A MUTUAL MISTAKE.
Two ladies stood on the doorstep of a friend's house waiting for admittance, and they became very impatient at the delay. "It's very odd to be kept waiting at Mrs. Darcy's" said one. "The door is usually opened so promptly." "So it is. I'm getting very tired." "I wonder if there is absolutely no one in the house?" "Of course there are people in. We'll ring again." "You rang before, didn't you?" "Well, no. I thought you rang." "Well, I was sure you rang. How ridiculous!" "Yes, isn't it?" "Then one of them rang, and the door was opened." --Tit-Bits.

FOOT NOTES.
Two little feet At which I kneel, And faint would kiss From toe to heel. Two smaller feet, In wild unrest, Prancing about at night Upon my chest. Another pair, And more and more, Till round me dance A solid score. My faithful vine For many a night; They nearly ruin Me in boots. --Tit-Bits.

As Dr. Johnson very forcibly said: "A lawyer is not to tell what he knows to be a lie; he is not to produce what he knows to be false testimony, but he is not to usurp the province of the jury and the judge and determine what shall be the effect of evidence--what shall be the result of legal argument."

Very often there is spread before the