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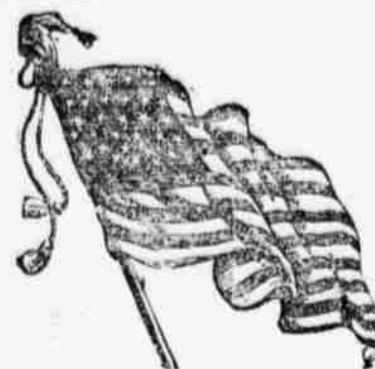
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SCRANTON, APRIL 14, 1898.



STAND BY THE FLAG!

A Day of Glory.

The president is hereby authorized and directed to intervene at once to stop the war in Cuba to the end and with the purpose of securing permanent peace and order there and establishing by the free action of the people thereof, a stable and independent government of their own in the island of Cuba; and the president is hereby authorized and empowered to use the land and naval forces of the United States to execute the purpose of this resolution.

The adoption of this resolution yesterday by the house of representatives by the practically unanimous vote of 222 to 19 adds a noble chapter to American history, to be supplemented today, it is hoped, by equally emphatic action in the senate.

The day was one of conflict, turmoil and great excitement, culminating in some scenes and phases which were well forgotten; but on the whole it was a day forever hereafter to be memorable; a day which history will in future point to as having added to civilization's credit an entry reflecting augmented lustre upon the American character and the American flag.

The fact that both sides at Washington are accusing each other of being influenced by bond speculation renders it probable that there isn't a word of truth in either story. We do not believe that in a time like this, when the patriotism of the people is fast rising to the boiling point, there is a man in either branch of congress whose vote could be influenced by financial considerations.

Europe Will Be Neutral.

There are some foreign papers which are not deceived by the funny business of Spanish diplomacy. Here, for instance, is an opinion from the Toronto Globe, a paper not given to lightness of utterance: "Acting, it is said, under the advice of the powers of Europe, Spain has proclaimed a brief armistice with the insurgents. There is a very hollow sound about it. Such a proposition from Spain strikes one as looking remarkably like manoeuvring for position. This conclusion is hastened by the declaration sent out from Spanish sources that if this armistice fails to bring about a cessation of the struggle in Cuba the Spaniards will receive the moral support of the powers. We know perfectly well that Spain will not have the moral support of Britain in such a contingency. We have the best grounds for believing that should a struggle ensue Great Britain's moral support would go to the United States. We may well hesitate to believe that the powers would set themselves to bring about a coalition of the English-speaking race."

This opinion is receiving daily corroboration from various sources. The action of the British freighter of Key West Tuesday in dipping its flag to the American men-of-war is passed with in view is a symptom, a slight but indicative symptom, of the growing feeling of kinship which is developing between the ocean-parted branches of the Anglo-Saxon race. The action of the British ships and sailors in saluting General Lee and his party in Havana harbor last Saturday as the latter were leaving is another, others could be cited to the limit of patience. We quote just one more—that chronicled in the appended Associated Press dispatch from Vancouver, B. C., under date of April 11:

Fourth Officer Hepburn, of the steamer Empress of Japan, now in port, tells of a big street fight in Hong Kong. Just before the steamer sailed a mob gathered at a saloon between Russian and English sailors. A squad of Russian sailors on land held a council of war, and hostilities were declared against the Anglo-Saxon race. In thirty minutes 400 German, French and Russian sailors had lined three down along Queen street, which is twenty-five feet wide, for one hundred yards from Jess Temple to the water edge and defied the Yankees and Johnnies to break their ranks, leaving them for cowards. The Yankees and Britishers, being strong, cut half the number of

the enemy, advanced to the charge, shoulder to shoulder, some crying "Hail Columbia" and some "God Save the Queen." They drove like a mighty rock through the mass of foreigners. The allied German, French and Russian forces were soon surrounded and in the words of an eye-witness, "the small squad of Anglo-Saxons knocked seven bells out of them." The police were powerless to interfere. The officers hurried to shore in launches, but the hostilities did not cease till the allied forces fired for quarter.

While this kind of Anglo-American alliance may be open to criticism it serves at least to illustrate the rapid convergence of American and British sentiment and sympathy under the stimulus of the Cuban and Chinese complications. Europe, as the Toronto paper says, will hardly force an armed coalition.

Spain may be slow in warming up, but when his temperature once reaches the boiling point look out for him.

The President's Peal Purpos.

Judge Grosscup of the Federal court for the Northern district of Illinois has, during the entire course of the Cuban problem, been a consistent advocate of the policy of forcible intervention along the lines suggested in the president's message. It is believed that he has contributed not a little to the shaping of that message. In an interview with the Chicago Times Herald he reviews the subject exhaustively and in a manner worthy of public commendation. He first recites the history of the problem down to the time of the destruction of the Maine, laying stress upon the steady growth of public sympathy for the insurgent cause, and he continues:

"The difficulties of the situation, though dimpled by this unanimity of sentiment, were, however, by no means dispelled. What should be done? Should we declare war on account of the sinking of the Maine? In all fairness that could not be done, when our own jury of inquiry had returned a verdict which did not fix upon the authorities of Spain any purpose to destroy. Considered in connection with other facts, the Maine catastrophe, evidencing as it did the inability of Spain to maintain order in her own harbors, is a potent argument in favor of the polling of the island and its harbors by an outside power. But considered alone, the failure of proof implicating beyond mere negligence of the Spanish authorities causes it to fall short of a casus belli. War for vengeance or for chastisement is never justifiable except upon proof of the gravest wrong intentionally perpetrated. The wrong in this case was great, but the intention has never been shown. The judgment of disinterested mankind and of history would never justify a war under such circumstances, except as a means to compel indemnity. Who would excuse a war by Great Britain or France against us if one of her war ships had gone down in the harbor of New York under circumstances showing an external cause but failing to show complicity on the part of our government, and especially without giving us an opportunity to make good the loss, no far as such loss can be made good? Life for life is taken only when the loss of the first life is clearly the result not of negligence or inattention but of purposeful murder. The president's policy stood bravely against a war precipitated upon any insufficient reason, though it might be popular."

At this point Judge Grosscup calls attention to the cumulative evidence showing the inhumanity of Spain's rule in Cuba and cites the announced determination of the president that it must be stopped—a conclusion universally approved. But how? Should the means employed be recognition of independence, followed by armed intervention, or should it be simply armed intervention to pacify the island? "The former," he contends, "has almost insuperable difficulties. Recognition of independence implies that in our judgment the insurgent Government has already conquered its independence. In point of fact, however, it has not. If it had, then armed intervention would be unnecessary. Recognition of independence and armed intervention as members of the same proposal contradict each other. Independence already achieved needs no outside help. The proffer of outside help betrays the claim that independence has already been achieved. A proposal so self-contradictory could not help but be regarded by the world as insincere. It would be attributed to the wish of this nation for war, rather than to the facts of the situation. But even a weightier reason against recognition exists. Not even the Cuban insurgents claim that they have possession of the whole of Cuba. No one acquainted with the facts claims that they are in control of the entire island. Spain is still in possession of Havana and of the western provinces. Recognition could at most go only to the extent of the actual present possessions of the insurgents. Are there, then, to be two flags on the island—the flag of the republic and the flag of the queen—the one floating over the east, the other waving over the capital and the west? Or, recognizing the independence of the republic, which is in possession of the east end of the island, do we propose to make ourselves its allies, to counter or to drive out the queen in the west? That would not be recognition of independence. It would be an alliance, offensive and defensive, with the insurgent government, and against the Spanish government; and it might make us, under the laws of nations, responsible for the conduct of our ally."

All these considerations, in the judge's opinion, had much weight in determining the executive to recommend armed but neutral intervention, which, the judge believes, means simply that the war on the island of Cuba must close; that the people there must be permitted to go about their usual vocations, and that the order thus restored must be kept, with Uncle Sam as the policeman. If Spain resists, its execution will require the naval and military forces of the United States government. "But the American military on the island would," he adds, "be only the substitution of civilized military rule for ignorant barbarism. It would, in the nature of things, constitute

The Probabilities as to Privateering.

From the New York Sun. SPAIN and the United States are the only two maritime countries in the world which do not adhere to the Declaration of Paris, made in 1856, which agreed to abandon piracy, which has little merchant marine and less navy. Thus far we have heard of no applications to our government for letters of marque either from home or from abroad. Spain's commerce, it is true, is far inferior to ours. When she has taken all her merchant vessels that can be used as auxiliary cruisers of armed transports there will be still left of it, notably in the trans-oceanic trade. Our navy department, however, has had compiled a list of the Spanish merchant marine, and it comprises over twenty steam lines, including over 160 vessels. Nearly sixty of them are put down as in the transatlantic trade, although a portion of them may run also to England or to Africa. Over forty more trade with England and the West Indies, and about twenty more go to the Canaries, visit to North Africa, and as many more to the Balearic Islands, which are not put down exclusively to the coasting trade. A very large portion of these steamers are freight boats, while the government has already taken some as auxiliary cruisers or transports.

But while there are thus spots in prospect for privateering, it is not to be thought that any resort by our government to letters of marque. The reasons for this conclusion are many. To begin with, our true policy is to do with ships of the enemy the work which need to be entrusted to privateers. We have not only a fleet of a dozen squadrons, but have sought for the navy many of the fastest liners and steam yachts that could be secured. The stimulus to exertion which comes from the prospect of a prize belonging to the captors, after due condemnation by a court, should be furnished, as far as possible, to the government's navy crews. Again, there is a great necessity of speed for our navy, and commissioning privateers would further reduce the supply. The government is not likely to do so unless it would find its true policy that of making its regular navy furnish the only means of taking the sea in the way, and the only method of carrying off money. We already see a move in this direction by its allowing short terms of enlistment, and even enlistment for the voyage, to those who continue to serve on the purchased merchant ships. This gives them an advantage like that which attracts men to privateering and induces ready exchange in case of capture. In the civil war we found this policy advisable, ships and crews being taken into the regular naval service, and their officers commissioned with appointments as acting naval officers.

Another consideration is that ships of the regular navy are not only under stricter discipline than privateers, but have other motives than money in view. Their officers must look out for professional reputation and strict obedience to orders. The discipline of the

until an effective civil government could be established. The logic of such a peace would expel the flag of the Spaniard. It would also afford the island—if it wants self-government and is capable of it—an opportunity to erect a government of its own in an atmosphere of comparative peace. It would prevent the unjust punishment of individuals for their past opinions and unjust confiscation of property—a result not so certain under an insurgent government triumphant. It would start off the new government free from burdens of an unjust load imposed on it by another debt and freed from the disadvantages of military fatigue. Intervention of this character would be, of course, attended with cares and dangers. I do not think that any peace in Cuba can be made to last except through intervention. But unless we turn our backs upon Cuba altogether, an intervention for peace—not for vengeance against Spain, nor in the interest of a partisan to the contest, but for the freest opportunities for the future—seems to be the wisest solution of the difficulty."

An Eye to the Future.

From the Wilkes-Barre Record. There are probably no more far-sighted business men as a class than those engaged in the anthracite coal industry in these valleys. For several years it has been noticed that a large number of the coal operators in this section have become identified with bituminous mining interests, not only in the western and southwestern fields of Pennsylvania, but some of them in distant western states. While this fact has heretofore been very generally regarded as merely a branch of their business enterprise, it is not improbable that with far-sighted sagacity these local operators and capitalists have been taking precautionary steps against the curtailment of the demand for anthracite by reason of the encroachments of bituminous upon the markets formerly monopolized by anthracite.

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cause less anxiety in regard to respecting the rights of neutrals, and that would be important in a war with Spain, when so many powerful maritime nations would jealously watch any infringement of their privileges by a belligerent. A still broader consideration is that our navy is so far superior to Spain's that we do not need to resort to privateering, and, one of the chief incentives to it has always been that a country having only a small navy could obtain auxiliaries rapidly and at a slight cost. With that motive wanting in our case, we may prefer to secure the commendation that would certainly come from those nations that are bound themselves by the Declaration of Paris, in observing that we are not so bound, yet we voluntarily abstain from issuing letters of marque. We should reserve our rights to privateers, but should refrain from exercising those rights in dealing with Spain.

And how would it be with private interests? It seems to me that they would have little encouragement to apply for letters of marque. The venture would hardly pay. The days of sailing warships have gone by and to fit out and arm a steamer, and then maintain her in coal, is costly, apart from the difficulty of getting coal in foreign ports. Then comes the danger of recapture and the expense of running to a home port for the adjudication and sale of the prize. When we consider that the government has already taken so many of the fastest merchant vessels, that it needs for its own ships a little that is tempting in Spain's commerce, that such part of it as does not instantly withdraw from the market is being bought up by the government, and that it is undoubtedly so well armed, and finally that the war might be over before a privateer had paid for her outfit, we find that privateering is not a very attractive prospect. Accordingly, although the Madrid government may find it good policy to threaten us with privateering, it seems likely that the very conditions of modern warfare, and particularly of a conflict between Spain and our country, would make it an element of minor importance, even on her part.

The case of Spain, as has been shown, is somewhat different, and yet even there nearly or quite all the foregoing considerations, taken up one by one, would lead to the same conclusion. Privateering, and particularly of a conflict between Spain and our country, would make it an element of minor importance, even on her part.

An Eye to the Future.

From the Wilkes-Barre Record. There are probably no more far-sighted business men as a class than those engaged in the anthracite coal industry in these valleys. For several years it has been noticed that a large number of the coal operators in this section have become identified with bituminous mining interests, not only in the western and southwestern fields of Pennsylvania, but some of them in distant western states. While this fact has heretofore been very generally regarded as merely a branch of their business enterprise, it is not improbable that with far-sighted sagacity these local operators and capitalists have been taking precautionary steps against the curtailment of the demand for anthracite by reason of the encroachments of bituminous upon the markets formerly monopolized by anthracite.

The recently chartered Conemaugh Coal & Coke company with a capital of \$1,000,000, is being organized and controlled by Luzerne and Lackawanna coal men. Among those prominent in anthracite mining operations in this section of the state who are, more or less extensively interested in bituminous operations are John Welles Hollenback, W. A. Lathrop, Irving A. Stearns, W. L. Conyngnam, A. H. McClintock, Norman B. Williams, George W. Shank, E. H. Lathrop, James Mitchell, S. J. Tonkin, M. J. Roberts and many others. Lackawanna Valley coal fields are almost equally well represented in bituminous mining, among them being such conspicuous names as Wiam Conroy, Thomas H. Watkins, Reece G. Brooks and H. P. Simpson.

These sagacious coal operators and capitalists are doubtless looking forward to a time when operations in the bituminous coal fields may be more profitable than in the anthracite. The fact that there has in recent years been a tremendous increase in the demand for bituminous, while there has been an absolute decrease in anthracite, is a significant fact that may explain the extensive branching out of anthracite operators into the soft coal fields of southern and western states, as well as into those of our own state. They have an eye to the future.

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GOLDSMITH'S G. B. BAZAAR.

Special Sale of Dress Goods, Novelties for Spring and Summer, 1898

There is one American manufacturer who employs the best foreign designers and makes goods that will neither fade, cockle or shrink, it matters not how many colorings there are in any design—besides the weaving qualities of these goods is superior to that of any foreign production—and the styles always the latest. The goods we refer to are called the Jamestown and are made by William Brodhead & Sons, of Jamestown, N. Y. We have had the exclusive sale of these goods in this city for 12 years, and still hold the control. In order to bring their merits still more prominently before the public, we have concluded that we will sell 100 pieces of the Fancies during the month of April or until they are gone—at the phenomenally low price of

29 Cents Per Yard.

Lewis, Reilly & Davies. ALWAYS BUSY.

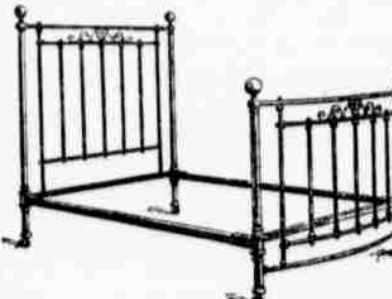


Spring of '98.

WE MAKE A SPECIALTY OF FOOT CLOTHING. WE FITTINGLY FIT THE FEET. THAT IS OUR BUSINESS. SHOES, SHOES, FOUR FLOORS, AND NOTHING BUT SHOES.

Lewis, Reilly & Davies, 114 AND 116 WYOMING AVENUE.

HILL & CONNELL 121 N. Washington Ave.



BRASS BEDSTEADS.

In buying a brass bedstead, be sure that you get the best. Our brass bedsteads are all made with seamless brass tubing and frame work is all of steel. They cost no more than many bedsteads made of the open seamess tubing. Every bedstead is highly finished and lacquered under a peculiar method, nothing ever having been produced to equal it. Our new Spring Patterns are now on exhibition.

Hill & Connell At 121 North Washington Avenue. Scranton, Pa.

THE MODERN HARDWARE STORE

Spring Time Greeting.



THE CLEMONS, FERBER, O'MALLEY CO.

FOOTE & SHEAR CO. 119 N. WASHINGTON AVE.

SPRING CLOTHING

in endless variety is arriving daily. It is of the "Boyle & Mucklow grade," which is sufficient guarantee of its style and quality. Before making your spring purchases we would be pleased to show you our line. Everybody buys at the same price.

BOYLE & MUCKLOW, 416 LACKAWANNA AVENUE.

FINLEY'S

BLACK CREPONS

There has never been a fancy weave of Black Dress Goods more deservedly popular than a Crepon, and we are showing a line of them this season that we guarantee to be clearly ahead of any competition, both as regards choice styles and correct prices at \$1.25, \$1.50, \$1.85, \$2.00, \$2.50.

GRENADINES

Are also claiming their full share of attention and are today not only the handsomest but the most "sought after" light weight fabric for dressy wear. Prices range from \$1.50 to 3.75 and all DOUBLE WIDTH

We are showing both of the above lines in an unlimited assortment of designs--Stripes, Bars, Brocades and Bayedere Effects.

Fancy Checks, Plaids and Ribbon Stripes.

in silks for waists see our Elegant line of "Cheney Bros" "Old Time" Wash Silks.

Colors Guaranteed.

510 and 512 LACKAWANNA AVENUE

BLANK BOOKS

OFFICE SUPPLIES

STATIONERY