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SCRANTON, JANUARY 9, 1899.

No doubt if the Republicans had favored giving the conquered islands back to Spain the Hon, William Jennings Bryan would today be a howiing expansionist. With him it is anything for an issue.

Dishonorable Politics.

With the supreme court of Pennsylvania now considering the Quay case for newspaper discussion of the tchinopportune to point out the essential unfairness of the political methods dis-

If the opposition to Quay should by legal means succeed in preventing his re-election, although ultimately unable to make good their charges of crime, an instance of injustice would be presented for which there would be no redress. Such a sacrifice of Quay would be an example for similar sacrifices in others fields of politics. All that would afterward be necessary to defeat a pro-ninent candidacy for pub-He office would be to lasso the candidate by means of a trumped up criminal charge calculated to involve his candidacy in public suspicion and odium until after the date of election, which would be sufficient so far as the exigencies of vindictive politics are concerned, regardless of the right or wrong. If the candidate thus lassoed were a young man he might live long enough to get political satisfaction; but if an old man he would be humiliated and perchance permanently Injured while his unscrupulous adversaries were enjoying the stolen spoils Such a prospect is intolerably repul-

give to the public's instinctive regard for fair play. It is not true that "all is fair in politics." Falsification is not fair. Vimiletive persecution is not fair. The use of the law courts to thwart or further political ambition without regard to equity or justice by not fair; on the contrary, it is despic able. Its unchallenged establishment in American politics would mark a long step in the degradation of elective goverament.

The saddest feature of Grover Clave land's recent bitter criticism of the socalled imperialists is the fact that no one seems to have been made real angry by the ex-president's sarcasm.

Bounties for American Ships. Says the Philadelphia Ledger:

Senator Hansbrough has given notic of his intention to offer an amendment to Senator Hanna's ships bounty bill Senator Hansbrough evidently believes that if the policy of fostering private business at the expense of the whole body of the people is wise and just it should not be limited in its operations to the fostering of only two or three privabusiness interests but extend to all of His proposed amenun vides for an export bounty of \$2 per ton upon all agricultural products shippe abroad. * * The policy of granting government bountles to render private business prefitable can be defended only upon the ground that its beneficent operations are enjoyed in equal measure b all business interests in common. If the ship building and deep sea fishing indus tries are to be made profitable, not by the well directed efforts, intelligence and enterprise of these who conduct them but by taxes levied upon the entire country for their benefit, why, Senator Hans-brough apparently argues, should not the agricultural industry be made profitable in the same way, by the taking of money from the federal treasury to fes-

An answer to Senator Hansbrough can be made in a felt words. The American agricultural industry does not need a bounty to enable it to grow: the American shipping industry does. Here are some facts collected by Commissioner of Navigation Chamberlain: It costs more to build in the United States than in Great Britain or Germany steamships of the kind required to meet the needs of trans-oceanic transportation. It costs more to oper ate vessels under the American flag than under foreign flags. Foreign gov ernments are paying this year \$24,590,-000 to promote navigation and trans portation under their respective flags. If we want to compete we must use our rivals' weapons. Mr. Chamberlain con-

"If it is deemed worth while to make the effort, American ships can earn much of the freight money we now pay to foreign shipowners. If we do not make the effort we shall not get the trade. The investment proposed is a profitable one, vastly more profitable for the people of this country than much of the millions we have sunk in some river and harber improvements. Here, for example, is an extract from a circular issued on New Year's day by a New York firm of ship brokers: During the past twelve months we have remitted to owners by cable and draft, \$22,411,513, money collected for owners' accounts for the hire of steamers under time charter only, not including the money remitted for rate or lump sum freights. This firm acts as American agents for owners of 190 small steamships, engaged almost exclusively in the trade between the United States and the West Indies, Central America, Mexico and South American on the Caribbean, and of the entire 190 vessels only six were under the American flag. Putting aside for the moment all considerations of sentiment, is it worth while as a business proposition to try to get a fair share of this trade, or is it not? There is no mysterious way by which we can acquire it. It can only be done by the investment of money in the enterprise, and it is for congress to say whether un investment of say \$2,600,000, yield-

colume of foreign trade of any nation is very largely influenced and increased by the fact that its own ships are the means of its communication and trade Their influence on all the agencies of such a trade is naturally and properly directed to the development and inrease of the trade of their own country. And so, while the United States have slept or been indifferent to there considerations, the trade with and markets of most of the nations using such things as the producing and manufacturing nations have to sell, has failen to and been absorbed by others than

the United States. The great bulk of our export trade must depend upon shipping. No theory or doctrine of protection of free trade, no theory or doctrine of finance and currency can affect that the fact that our only means of communication and intercourse with more than 20 per cent, of all the inhabitants of the globe is shipping. In order that the United States can fairly compete with other nations in the markets beyond the seas, it is essenin all its legal aspects there is no call tial that our means of communication and intercourse with the buying nanical points involved; yet is cannot be tions should be put under the protection of our own flag, and on a footing of equality at least with our competi-

> The bounty or subsidy system is the one system for building up rapidly e profitable merchant marine which bears the indorsement of experience. The United States cannot afford to let doctrinaire squeamishness prevent its early employment.

Notwithstanding hysterical reports oncerning the situation in the Philip pines, it is believed that Aguinaldo will take a reef in his ambition and come into camp in time to avoid any unpleasant consequences that might result from what appears to be a very bold game of bluff.

Confronted by Difficulties.

The reply of the English government to the czar's invitation to a disarmament congress of the powers has been published. In it Lord Salisbury notes the strong current of public opinion in favor of a lessening of the economic strain of militarism and adds: "The statements which constitute the grounds of the emperor's proposal are but too well justified. It is unfortunately true that, while the degire for the maintenance of peace is generally professed, and while, in fact, serious with that object by the great powers, there has been a constant tendency on the already vast expenditure on appliances of war. The perfection of the instruments thus brought into use their extreme costliness and the horrible carnage and destruction which would ensue from their employment on a large scale have acted without doubt as a serious deterrent from war, but the burdens imposed by this process on the population affected must, if pro-

external tranquility. "Her majesty's government will glad-"Her majesty's government will glad-ly co-operate in the proposed effort to which amount is calculated to equal 17,provide a remedy for this evil, and if in any degree it succeeds they feel that average of exports for the same five the sovereign to whose suggestion it was due will have richly earned the closely cultivated. Its commercial output gratitude of the world at large. Your can certainly be increased, and its con-excellency is therefore authorized to sumption of fereign merchandise will essure Count Muravleff [Russian formajesty's government, and the queen will have the pleasure of delegating a representative to the conference whenever an invitation is received. Her majesty's government hope that the invitation may be accompanied by some indication of the special points to which the attention of the conference will be directed as a guide to the selection of the British representative and the assistants by whom he should be accompanied."

No doubt from the Russian standpoint one special point would be the reduction by at least one-half of England's naval armament; while from the French standpoint the restoration by Germany of Alsace-Lorraine would be held to be a requisite of a reduction of land forces. In the meantime the German reichstag is urged by the Hohenzollern dynasty to increase both the German army and navy: the developments of the Drevfus conspiracy show that France is already enslaved by the military; internal perils in both Italy, Austro-Hungary and Scandinavia forbid military curtailment and even Russia, whose czar sees visions of the millennium, goes on buying warships and planning the longest and costliest military railroad ever constructed. Even pacific Uncle Sam, having finished with Spain, has Aguinaldo to deal with by other means than word of mouth.

The disarmament programme is confronted by difficulties.

There has been unfair criticism of Congressman Balley for wanting an authoritative determination made of the question whether members of congress can lawfully hold commissions in the army. The attempt has been made to convey the impression that Balley's resolution was a personal drive at General Joe Wheeler. There is no evidence to sustain this theory, but in any event the question is one which should be answered.

Although the straits of Gibraltar are twelve miles wide, Great Britain will hereafter command them with guns which throw 400 pound projectiles with accuracy fifteen miles. The British policy is not to put off defensive precautions until too late, in which respect it differs from the past policy of the United States.

The Kentucky act providing that a third conviction of crime shall mean life imprisonment has been declared constitutional by the Kentucky court of appeals. This does not signify, however, that as modern punitive conditions are it is either just or expedi-

ners as peculiarly a domestic industry.

The objections of Canadians to the abrogation of the treaty provision forbidding the presence of warships on the great lakes are difficult to comprehend. In the fortunately improbable event of war we should not need warships to take care of Canada.

Senator Perkins, of California, the anti-expansionist who asked the legislature of his state for instructions, has been accommodated. By an almost unanimous vote of both branches he has been directed to expand.

Discoverers of presidential timber are already making suggestions with a zeal that shows that they are determined that there shall be no dark horses when the nominations are made.

phia is prosecuting an exhaustive inquiry into the soft coal smoke nuisance. It should not fail to send a delegation to Scranton. It is becoming apparent that mili-

The Franklin institute of Philadel-

tary governors of newly acquired territory should possess tact as well as a knowledge of tactics.

Sultan Ab Hamid has a right to feel slighted. He has not received an ultimatum for several weeks past.

NEWS AND COMMENT

Before leaving Cuba General Butler of the evacuation commission in an open letter to the Cuban people gave the following wholesome advice: "You ask an expression of my opinion before leaving Cuba as to the character of the people of the island and their future prospects. If they will be patient, following the die tates of prudence and trust the govera-ment of the United States, a very prosperous and happy future awaits them, The process of rehabilitation may be slow, but by cordini co-operation of all classes it will be more certain and permanent. The army of the United States is here to guarantee public order and en-force obedience to law. Its use will be controlled very largely by the conduct of the people themselves. If they upheld the law and insure public tranquility, if each will respect the rights and persons of the other, there will be no occasion for interference by American troops, and you take my word for it they will not interfere with the people in their peaceful vocations, if the conditions I have sugand successful efforts on more than gested prevail. So I say, if the people of one recent occasion have been made Cuba (I include in the word 'people' all classes and conditions) will await with patience and resolution the establishment of good government, honestly and im the part of almost every nation to in-crease its armed force and to add to is in store for them. The first lesson in popular government, 'a government of he people, for the people and by the peo ple," is to rule themselves. When they have accomplished this most difficult of all the problems of life, they become fit to govern others and qualified to join the great body politic which is to wield the sceptre of government over all.'

Porto Rico has an area of 3,350 square miles; that of the state of Connecticut is on the population affected must, if pro-longed, produce a feeling of unrest and of Porto Rico is less than 900,000. Acdiscoritent, menacing both internal and cording to the United States department of agriculture the annual average imports of this island from 1892-1896 to all augment with the development neces-sary to bring about this first condition. eign minister] that the emperor's pro- Grant that exports and imports ultimateposal is willingly accepted by her ly increase to per cent., Porto Rico could majesty's government, and the open then supply about 10 per cent. of what the United States yearly consumes in tropical products and she would be a market for about 2 per cent. of our yeary exports. When these facts are consid red one reaches, says the San Juan corfair idea of the commercial value of this

The truth about the cost of the peace ommission at Paris is said to be that it will not aggregate \$100,000. It is said in official circles that there never was a more economical commission in the history of this country. When the war end-ed the president still had some of the emergency appropriation, and \$125,990 was set uside for the expenses of the commison, who were allowed their actual expenses. It is said they were given a check for \$15,000 each to cover incidental expenses and necessities. The attaches of the commission were allowed \$5 and \$10 a day for expenses, according to their rank, and this was all. As the commission did little entertaining, giving only one dinner, which cost \$700, the outside expenses were small. When the commission arrived in America all bills were receipted, accounts cleared up, and he president had a comfortable little balance of the \$125,000 to turn back into the treasury.

A Montreal correspondent of the New York Sun is not optimistic concerning Canada's immediate future. "The late Sir ohn Macdonald," says he, "thought he had given the politicians of Canada an pportunity for formulating a higher hool of politics when he brought about the confederation of Canada, but results go to show that he was mistaken. Can-adian politics are only ratights no matter what the size of the pit. It is a matter of little consequence what the issues avolved in any question are over here, the spirit in which they are discussed is always the same—narrow and little. And othing else can be expected of a people sushed up against the frozen north, and caring the hum of progress and activity among 75,600,000 people, from whom they allow themselves to be wulfully seprated, and whose prosperity and large ife they are not permitted to share, while seing made subservient to the politics of foreign state in another hemisphere."

In spite of the fact that the year 1898 yns a war year it was the busiest year for the New York Stock exchange on record, as these figures of yearly trans-actions from the New York Times' com-

hov	ensive annual	tinuncial	review will
		Shares.	Honds.
808	*******		
897	*************	77,470,763	544,500,900
1896		56,683,023	294,320,000
1995	£100.0000000000000000000000000000000000	65,449,576	519,142,100
894	**********	40,275,736	352,741,950
950	*************	77,994,965	201, 293, 777
893	***************************************	86,720,410	502,507,090

According to Henry Norman, the new American ambassador to England, who to be Joseph H. Choate, will be fortunatic in having at the outset of his diplo-matic career a magnificent opportunity, for, at the same time, serving the interest of his own country and establishing a distinguished position in the country to which he is accredited. This opportunity will be presented by the arrival of the American fleet at Portsmouth in June.

kota senate considers the divorce busi- the battleship Prince George, named after him, and, Mr. Norman understands the queen herself will take some notable er to confer especial brilliancy upo the occasion. At every function, the new American ambassador will occupy the most prominent position.

> An invention which ought to work revolution in the manufacture of fabrics if what is said for it is true has just been patented by W. H. Packer, of Cleveland, O. It is a ramie defibrator.
>
> The machine can be operated by a boy, and has a capacity of 40 pounds a day, against two pounds per day, which is the output of a man in China. The capacity of the machine can be increased according to requirements. Ramie, which is grown very largely in South America and the southern states, is a possible substi-tute for cotton, flax and slik. The fibre produced from it is the strongest in the

Governor General Brooke is penetrat ing the fringe of the educational ques-tion in Cuba. The other day he learned that diplomas to graduates of the University of Havana, under the late regime were signed by the captain general, an subjected to a tax of \$450. He has issued instructions to the rector of the univer-sity and the directors to grant diplomahereafter without a diploma tax. Three hundred young men are now in attendance at the university.

THE GERMAN WAY.

Special Correspondence of The Tribune Washington, Jan. 8.-The great interest in Aslatic commerce which either na-tions as well as the United States are now feeling, is illustrated in a recent sub-sidy agreement made by the German gov-ernment by which it proposes to pay more than a million dellars a year for fifteen-year term for the establishment of steamship lines to ply between its ports and those of Japan, China and Australasia and certain ports of Oceanica. That the German government and those of its citizens participating in its commerce should feel a special interest in the trade of the Orient is not surprising in view of the fact that its exports to that part of the world have quadrupled during the past decade.

A copy of the centract between the German government and the Lloyd steamship line for the establishment and maintenance of postal and commercial communication between Germany and eastern Asia and Australasia has reached the treasury bureau of statistics, a shows that the Lloyd company agrees to maintain for a space of fifteen years, steamship lines running from Bremer-haven or Hamburg, Germany, by way of a Belgian or Dutch port through Genoa Naples, Port Said, Suez, Aden, Colombo Singapore and Hong Kong to Shanghal China, and back by the same route, a second main lire through the same ports to Yokohama, Japan; also a main line through the same ports to Adelaide, Meibourne, and Sidney, Australia; also branch lines from Hong Kong to Shanghai and from Singapore to German New Guiana, and other ports in Oceanica.

Four steamers are, under this contract, to be built for the Chinese and Japanese service to be of not less than 6,000 tons and equal to those of foreign nations in every respect, their plans to be approved by the admiralty, and to be running re-spectively by October 1, 1899, January 1, September 1, and November 1, 1900. The steamers to be constructed for the Aus tralian line are to be not less than 5.3% tons, and also equal to those of foreign nations in every respect and subject to the approval of the admiralty. All the ships are to be built in German yards and German material is to be used as far as possible, all admiralty requirements to se carried out in them, putting them into ndition in which they can readily be utilized for war purposes when neces sary. The agreement provides that in cellor can purchase the vessels on full payment of their value, or can hire them. The terms of the contract also provide that only German coal is to be taken on board at German, Belgian of Dutch ports of call, except by the specia the imperia cases of German and foreign goods being simultaneously offered for dispatch the German goods are, if necessary, to have preference, and that the chancelior may prohibit the importation by German, Belgian or Dutch ports of such agricultura products as may compete with those of German agriculture.

The agreement provides that the German government shall pay to the Lloyd company 5,590,000 marks per year payable monthly. (Value of mark 23.8 cents). This contract extends from April, 1899, for a term of fifteen years; the regular plan of sailing on the Japanese line must begin at latest in April, 1899. It is also annuonced that a Bremen firm intends to establish with steamers now being built for that purpose a steamship line on the Yangtse Kiang in China, to ply between Shanghai and Hankow. By the aid of these lines, which will connect with the subsidized lines running from Hamburg to Shanghal, German dealers and German interests will be in direct communication also with Hankow, one of the most in important of the distributing centers of in the very heart of the country, sur rounded by a net work of rivers and lakes, and reached by the largest ocean steamers, and when to this is added the railway system now under construction. its importance as a distributing point for interior China is very great.

ľ	1896:	CHARLEST MANAGEMENT	ON SHEAR
	Year	r.	Mari.s.
	1887	*****************	41,256,000
	1883	***************************************	
	1889	************************	104,022,000
	1890	*********	116,927,000
	1891	***********************	125, 426,000
	1892	*********************	314,121,000
	1893	*********************	7.13,881,000
	1894	######################################	
	1895	*************************	143,817,000
	1896	*********	176,245,000

From the Chicago Record.

does want the right to navigate it; and being the greatest maritime power on earth, having as many ships as all the

not only with Shanghai which has two thirds of the import trade of China, but portant commercial cities of China, and having a population of about 1,000,000. It s now being connected with Peking b railroad. Hankow is probably the most nterior China, being splendidly situate

Germany's exports to the Asiatic coun ries have increased very rapidly during the past decade. Her experts to China in 1887 amounted to 14.309,000 marks in value, and in 1896 to 45,296,000. To Japan the 1887 exports were 6,328,000 marks, and those of 1836, 35,611,000. To British East Indies they were in 1887 7,239,000, and in 1866 49,172,000 marks. To Dutch East In-Indies and the Philippines they were in 1887, 5,849,000 and in 1896 16,942,000. To Australia they were in 1897 7,479,000; in 1896, 29,247,000 marks. The following table shows the total value of German exports to Asia and Oceanica by years from 1887

THE SENSIBLE WAY.

Admiral Walker's plan for the Nicaragua canal is first to make a treaty with Great Britain by which she will agree to permit the United States to construct and control the canal, provided her ships have the same privileges of traffic that are enjoyed by the merchant marine and men-of-war of the United States. He is confident there would be no difficulty. confident there would be no difficulty is making such an arrangement. Great Hrit ain does not want the canal, but she

rest of the nations put together, she is ontitled to be considered.

Having obtained the formal waiver of rights from Great Britain under the Clay-

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board of competent engineers. Ad miral Walker thinks the rights of the old Maritime Canal company should be set-tled by arbitration. He does not believe the company is entitled to all it claims an investment of say 12,600,000, yielding a certain return of seven or eight times that amount in freight money alone carned by Americans—not to shipbuilding—is worth making."

The North Dakota senate has amended that state's rapid-fire divorce law by extending the period of required shipbuilding—is worth making."

On this subject ex-Senator Edmunds and excluding allens from divorce says: 'Te is an obvious truth that the incidential development of the subject of the canal for a certain price, within a certain limit of time, and pay the cash as fast as the work is done and properly inspected under the supervision.

Will be presented by the arrival of the American fleet at Portsmouth in June. Having obtained the formal waiver of Having obtaine but thinks a commission of disinterested

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69C

Assortment 2

Everything in our stock of Fancy Silks worth from \$1.00 to \$140. 88c

Assortment 3

All Fancy Silks ranging in price from \$1.50 to \$2.00. Now \$1.00

Assortment 4

A few choice things in Fancy Brocades, etc., mostly in short lengths of from two to six yards each; were \$2.50 to \$3.50. Clos-

\$1.25

The first three lots are in lengths ranging from four yards to twelve and fifteen yards each, and we unhesitatingly say that, so far as silk values are concerned, this is an opportunity rarely to be met with.

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