

The Scranton Tribune

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SCRANTON, APRIL 5, 1899.

The drawing of a factional line in the house yesterday on the vote upon the Keator ballot bill was unfortunate and it was also unfortunate that the supporters of Senator Quay, with a few honorable exceptions—notably Speaker Farr—should have arrayed themselves in antagonism to this measure. The Keator bill is supported by an overwhelming public sentiment and its enactment is demanded.

The Question of City Ownership.

Under the terms of a recently enacted law Governor Pinrooe has appointed a commission to estimate and appraise the value of the existing street railway systems in the city of Detroit, with a view to their purchase and operation by the city. The validity of the law has yet to be tested and inasmuch as the street car companies do not want to sell and will fight with all their resources the effort of Governor Pinrooe and his following to force them to sell, it may be a long time before the struggle will end. Nevertheless the episode will call up for general discussion Pinrooe's favorite subject of municipal ownership and in this way it will be educational. Those who agree with Pinrooe that the cities of the United States should own and manage all public works resting upon municipal franchises present as their principal argument the statement that such ownership would insure a service directly in the interest of the people, offering superior accommodations at smaller costs than at present. This is the substance of the affirmative argument for city ownership. Theoretically it is not controvertible, if we assume it to be the proper function of the city to supplant private enterprise wherever it can.

But on practical grounds, taking into account the prevalent conditions of municipal politics, the general character of the men who control ward and city primaries and elections or who afterward control the men elected by them, and the lack under these conditions of an effective organization of honest and intelligent public sentiment sufficient to enforce honesty and fidelity in the public service as it is enforced in the great majority of instances of private service, there is room for vigorous dissent. It is true that private corporations now frequently secure valuable public franchises by corrupt means and fail to give to the public owning the franchises a just equivalent either in taxes or in service. It is true that private enterprise occupying this field exhibits as a rule numerous shortcomings. Street car companies, for example, do not run cars enough at busy seasons and do not keep their cars or tracks in the best condition; telephone companies secure against competition are inclined to be stiff as to prices and curt as to complaints; water and light companies, save in exceptional instances, consider their own interests first and the interests of patrons afterwards. These and a thousand other possible indictments of private enterprise protected by monopolistic franchises are in the main true and no opponent of city ownership who is honest and fair can gainsay them.

But where there is disease it does not follow that there should be blind haste to experiment with the first glibly offered remedy. The objectionable features to private enterprise in control of public works can nearly all be traced directly to the monopolistic character of its franchise grants; throw open and keep open the door to competition and the objectionable features disappear readily. A monopoly is a monopoly, whether run by a board of corporation directors or a board of councilmen or mayorally appointees; and monopolistic characteristics invariably out-crop in either case. The city-owned street railway would reflect in its business methods the mental and moral caliber of the men in control of the city hall, and if, as is alleged, such men now sometimes sell themselves or give themselves away, leaving the public in the lurch, they would be just as apt to repeat the trick when clothed with additional power.

The franchise wisely leased under just conditions is the ideal toward which reformative effort in this matter should tend, and if agitation can force city ownership, which is not desirable, it could with equal ease force the leasing system, which is.

Until the people secure an efficient conduct of the municipal business already provided for they will be foolish to risk the experiment of wholesale municipal ownership.

The Chicago Election.

Of the three nominees for mayor of Chicago voted upon yesterday none measured up to the highest requirements but of the three the one elected was decidedly the best. Carter Harrison in politics is a Democrat, and that is against him. He is also a sportsman, and that is not much better. He has the misfortune for shall we say good fortune) to be popular with the sporting element, which is a large one in Chicago, and hence arises the cry that politically he is a creature of the saloons. But on the other hand he has shown a good deal of his father's grit in blocking schemes to turn the city over to pillage; he has been an affable, approachable and level-headed mayor and he has won the signal honor of being marked for slaughter by the franchise grabbers who could not use him in their crooked business.

In the great Chicago fight against the Yerkes street railway combination which captured the Republican party organization in Cook county, elected John J. Tanner governor, gained control of the legislature at Springfield, passed the notorious Allen bill

empowering cities to renew existing street railway franchises for fifty year periods, and then tried to take advantage of this privilege by means of a rotten ordinance in Chicago's rotten council which virtually meant corporate confiscation of Chicago's streets, Mayor Harrison stood out boldly for the people and directed the opposition so effectively that it finally defeated the franchise grabbers at every point. For this course Harrison received the unstinted praise and support of every newspaper in the city save the one controlled by the Yerkes syndicate, and it was this which reflected him.

It doesn't make a particle of difference to the public at large what particular paving company secures the contract for repairing the pot-hole streets provided it puts in a responsible low bid and is made to do its work well. But the people do demand that this long neglected matter of street repairs shall be proceeded with at once and not held up indefinitely.

Declaring American Intentions.

The proclamation of the Philippine commission recites nothing which has been unknown in this country but its declaration of American intentions in categorical form exposes the hollowness of the sentimental objections which have been raised to the nation's present procedure in the Far East. Liberty in the truest sense is the American programme; liberty but not license; equality in place of favoritism before the law; honest application of revenues to local needs; release from inherited prejudices and oppression; in short, encouragement and help toward the highest planes of possible achievement, individual and collective. Where there is government there must be responsibility and this the United States proposes to assume. Conversely, where there is responsibility there must be government, and this the United States will establish over all opposition. But once established, the benefits will be free to all; the American programme provides no place for pillage or monopoly.

Independence for the conglomerate races inhabiting the Philippines is a dream of the far off future. In a political sense the proclamation wisely holds out no delusive inducements. Not a word is said concerning the contingency, so freely mooted in America, when the American flag will be furled and the ensign of the franchised Filipino republic substituted in its stead. The commission on the ground sees that such a contingency is not worth considering at this time. It recognizes, however, that the natives have been misled; that nefarious lying has taken place among them; that their imaginations have been inflamed and their heads swelled with false representation and ignorant flattery; and it proceeds as best it may to dispel these wrong impressions and to make plain the American government's honorable and humane intent. The proclamation, coming on top of a first-class drubbing, will command attention and simplify the problem. It should also put to blush those doubting Thomases at home who have persistently encouraged the misguided Filipinos in their unjust distrust.

Senator Hanna's Cleveland friends who bolted the regular Republican nominee and elected a Democrat for mayor have set a precedent which may return to plague the senator in the years to be.

Proof of England's Good Will.

The Washington correspondent of the St. Louis Globe-Democrat has obtained confirmation of the recent report that the British government had authorized its ambassador at our capital, Sir Julian Pauncefote, to inform the president of its willingness to abrogate the Clayton-Bulwer treaty which stood in the way of American control of the Nicaragua canal. But that was not all. At the same time Sir Julian was authorized to say that if the United States desired the repeal of the Rush-Bagot convention forbidding the construction of war ships on the great lakes England would not object.

The Clayton-Bulwer treaty came about as follows: In 1849, during the rush of gold seekers from the Eastern States to California, the United States entered into a treaty with Nicaragua for the opening of a ship canal from Greytown, on the Atlantic coast, to the Pacific coast, by way of the Lake of Nicaragua. At that time, however, Greytown was virtually occupied by British settlers. The whole eastern coast was occupied by the Mosquito Indians, over whom the British government claimed to exercise a protectorate. This contention was disputed by the United States, but, as any attempt to force a canal through the Mosquito country might precipitate a war, United States Secretary of State Clayton asked British Minister Bulwer, at Washington, to withdraw the British pretensions. This the British government declined to do, but agreed to enter into a treaty for a joint (Anglo-American) protectorate over the proposed canal. This agreement was signed at Washington April 19, 1850, and ratifications were exchanged on the Fourth of July following, and is commonly known as the Clayton-Bulwer treaty. Its language in the first article is as follows: "The governments of the United States and Great Britain hereby declare that neither the one nor the other will ever obtain or maintain for itself any exclusive control over the said ship canal; agreeing that neither will ever erect or maintain any fortifications commanding the same or in the vicinity thereof, or occupy, or fortify, or colonize, or assume, or exercise, any dominion over Nicaragua, Costa Rica, the Mosquito coast, or any part of Central America, nor will either make use of any protection which either affords, or may afford, or any alliance which either has or may have to or with any state or people for the purpose of erecting or maintaining any such fortifications or of occupying, fortifying, or colonizing Nicaragua, Costa Rica, the Mosquito coast, or any part of Central America, or of assuming or exercising dominion over the same, nor

will the United States or Great Britain take advantage of any infirmity or use any alliance, connection or influence that either may possess, with any state or government through whose territory the said canal may pass, for the purpose of acquiring or holding, directly or indirectly, for the citizens or subjects of the one, any rights or advantages in regard to commerce or navigation through the said canal which shall not be offered on the same terms to the citizens or subjects of the other."

It is understood that England's willingness to abrogate this treaty is conditional upon the understanding that if the United States shall build a transisthmian canal it shall be open on equal terms to all nations, a condition to which there will be little objection. The other matter of warships on the lakes is an accommodation to American shipbuilders along the lake shores who, being near to timber and iron supplies, want to enter into competition with the coastwise ship yards in the construction of small war craft.

At the meeting of the Democratic state committee which is scheduled to take place at Harrisburg on April 19 the public would like to have an explanation of the present mission of the Democratic organization. Has it become simply an incident to Republican factionalism?

An increase of immigration is reported, indicative of the foreign belief that times in the United States are improving. For once this is a foreign opinion concerning this country which is well founded.

A ten per cent. voluntary wage increase to the operatives in the New England cotton mills is a good time sign of pleasing proportions. Republican supremacy pays.

The Pennsylvania senate did a good day's work yesterday when it dispatched without mercy the vicious bill to double the tax on foreign insurance companies.

Hopeful military officials at Manila believe that Aguinaldo will soon be willing to exchange his gold collar for one of celluloid and come into camp.

It looks as though the base ball players might be obliged to keep their muscles limber by shoveling snow for a few weeks longer.

TOLD BY THE STARS.

Daily Horoscope Drawn by Ajacchus, The Tribune Astrologer.

Astrological Cast: 4:56 a. m., for Wednesday, April 5, 1899.

A child born on this day will notice a peaceful and "thank heaven it is over" expression on the countenance of Citizen Bailey.

The present cold weather has doubtless been prepared to balk the fellow who says, "It hot enough for you?"

This is the week that we record all of the resolutions never to move again.

In matrimony it is better to be someone's ideal.

All will rejoice when April showers cease to be flaky.

With the right kind of neighbors it is not necessary for a man to mind his own business.

The Germans expect to seize L-chou at once though they are not snuff-takers as a nation.

CASUAL CHAT.

The usual number of "For Rent" signs that confront one on almost every street of the city this season have caused much speculation in circles where things are judged from a surface view only. Many persons attribute the condition of a fearful blight that has fallen upon wicked landlords who refuse to paper the walls twice a year and the Atlantic coast, or the Pacific coast, by way of the Lake of Nicaragua. At that time, however, Greytown was virtually occupied by British settlers. The whole eastern coast was occupied by the Mosquito Indians, over whom the British government claimed to exercise a protectorate. This contention was disputed by the United States, but, as any attempt to force a canal through the Mosquito country might precipitate a war, United States Secretary of State Clayton asked British Minister Bulwer, at Washington, to withdraw the British pretensions. This the British government declined to do, but agreed to enter into a treaty for a joint (Anglo-American) protectorate over the proposed canal. This agreement was signed at Washington April 19, 1850, and ratifications were exchanged on the Fourth of July following, and is commonly known as the Clayton-Bulwer treaty. Its language in the first article is as follows: "The governments of the United States and Great Britain hereby declare that neither the one nor the other will ever obtain or maintain for itself any exclusive control over the said ship canal; agreeing that neither will ever erect or maintain any fortifications commanding the same or in the vicinity thereof, or occupy, or fortify, or colonize, or assume, or exercise, any dominion over Nicaragua, Costa Rica, the Mosquito coast, or any part of Central America, nor will either make use of any protection which either affords, or may afford, or any alliance which either has or may have to or with any state or people for the purpose of erecting or maintaining any such fortifications or of occupying, fortifying, or colonizing Nicaragua, Costa Rica, the Mosquito coast, or any part of Central America, or of assuming or exercising dominion over the same, nor

It is noticed that the boys who "buck the tiger on 'change'" in Scranton are more numerous than usual of late on account of the recent activity in stocks which has made it possible for all to lose a few dollars in a gentle way. While fabulous tales of winnings at stocks are told we do not know of anyone in this vicinity gaining riches at stock speculation who was not rich before he began to speculate.

Mayor Malr is now kept busy receiving the second crop of congratulations upon his recently acquired honors. In a few months hence he will be able to decide whether the good hands were extended in pure friendship or in the attempt to secure a portion of the loaves and fishes in his larder.

There has always been a disposition to scoff at the spring post in Scranton as well as in other localities. But people who remember that James Whitcomb Riley was once a spring post will be apt for a time at least to look with more consideration upon budding genius. This is not given, however, for the purpose of opening the flood-gates of song too suddenly in this vicinity.

THE INFALLIBLE MAN.

There was a man who never made a blunder in his life; He loved a girl, but was afraid If she became his wife That he or she might rue the day They brought their babies, and so He put the happiness away That wedded lovers know.

One day the man who never made a mistake perceived the way That led to fame, but still afraid, Drew back and stole away; He shunned the winding paths that led To distant, unseen ends, And kept the road that stretched ahead With neither steps nor bends.

At last the man who never made a mistake fell by the way; In garments that were badly frayed, And pale and starved he lay; No weeping friend bent o'er him there, No child to nurse him; But victory was his—he never Had blundered in his life. —S. E. Kiser, in Chicago News.

Information About the Samoan Islands.

Washington, April 4.—The people, productions and commercial and strategic importance of the Samoan islands are discussed in the current number of the "Monthly Summary of Commerce and Finance," just issued by the treasury bureau of statistics. The islands are situated about 2,000 miles south and 300 miles west of the Hawaiian islands and 14 degrees south of the equator. They lie in an almost direct line between San Francisco and Australia, and slightly south of the direct steamship line connecting the Philippines with the proposed Panama canal. The islands are, therefore, their special importance, therefore, lies more in their position as coaling and repair stations on these great highways of commerce than in their direct commercial value, their population being small and their imports and exports of comparatively little importance.

The group consists of 10 inhabited and 2 uninhabited islands, with an area of 1,700 square miles, and an aggregate population of 100,000. They are divided into 20,000 people, of which something over 20 are British subjects, 125 Germans, 25 Americans, 25 French and 25 of other nationalities, while the remainder are natives of the Polynesian race. The bulk of the population is located in the three islands of Upolu, Savaii and Tutuila; the number in Upolu being 16,000, in Savaii 12,500 and in Tutuila 2,500. The islands are of volcanic origin, but fertile, producing coconuts, cotton, sugar and coffee, the most important, however, being coconuts. From the "coconuts" of commerce is obtained by drying the kernel of the coconut, the "copra," which is exported to Europe and the United States, being used in the manufacture of coconut oil. The exportation of copra from the islands in 1896 amounted to 12,765,300 pounds, valued at \$21,372,240. The natives in 1894 cleared 50,000 acres of land to German, 25,000 to British and 25,000 to American, though much of this land has since changed hands.

Especially interesting to these islands from the standpoint of the United States by reason of the fact that the harbor of Pago Pago, in the island of Tutuila, the southernmost of the group, was ceded to the United States for a naval and coaling station in 1892, and the harbor was confirmed by a treaty signed at Washington, Jan. 17, 1878, and ratifications exchanged on Feb. 13 of the same year, by which the United States was given the right to establish at that harbor a station for coaling, naval supplies, freedom of trade, commercial treatment as a favored nation, and extra-territorial consular jurisdiction. This harbor was occupied by the United States in 1898, presumably with the purpose of utilizing its advantages as a coaling and supply station, for the natives upon whose coast the harbor is located, has a population of 3,700 and an area of 30 square miles and Savaii, 650 square miles.

The imports during the fiscal year 1898 amounted to \$18,840, of which \$60,624 came from the United States, \$41,504 from Germany, \$1,100 from France, \$15,558 from New South Wales, and \$10,000 from New Zealand. In 1898, the imports were \$20,120, of which \$17,522 came from the United States, \$1,800 from Germany, \$1,797 from the Australasian colonies, \$7,041 from Great Britain and \$21,504 from other countries. The exports in 1898 were \$26,750 in value, of which \$20,650 went to the United States, being exclusively copra, \$17,550 to Europe, of which \$15,650 was copra, and \$2,174 cotton. The 1896 exports were \$23,647, of which \$21,372 was copra.

NEWS AND COMMENT.

W. E. Curtis is sure that everybody who reads the paragraph we are about to quote from his correspondence from Washington to the Chicago Record will be glad to hear that Charles Brandon, of Moundsville, W. Va., is entitled to a pension even if only half her story is true. She claims to have been the third wife of Charles Brandon, who recently died at the age of 36, having been the father of thirty-five living children and four who did not survive his infancy. At the time of his death his eldest child was 75 and the youngest 3 years of age. Her maiden name was Sarah Barker, and she was the youngest of a family of sixteen. She is now 61 years old. The first Mrs. Brandon was the mother of two children now living and of four that died in infancy. The second Mrs. Brandon was the mother of the third and the third, the petitioner, of fifteen children. At the time of her marriage twenty-two children were left by the parents, the oldest being a strapping boy of 39 years, and she claims that she has always given them a tender mother's care. Brandon was a veteran of three wars. He fought the British in 1812, the Indians and the Mexicans, and seventeen of his children were taken prisoners at the battle of Chickamauga and died in Andersonville. Peter was killed at Shiloh. The rest of them returned safe and sound at the close of the war and are now scattered through the mountains of West Virginia, Virginia and eastern Kentucky, engaged in farming and other pursuits. Having reached the age of 61 and feeling the infirmities of her years Mrs. Brandon thinks the government should do something to help her, and therefore applies for a pension.

The more stable the government of Cuba, writes Robert F. Porter in the Paris News American Review, the more certain will be its industrial development. The closer and stronger the ties which bind Cuba to the United States, the more rapid the reconstruction of the island. To the outside world Cuba has become a part of the United States. To call the present situation Military Protectorate or Military Occupation will not alter the fact that the strength of Cuba lies in its close alliance with the United States. Commercially and industrially the two countries fit perfectly together. The products of Cuba can find a market in the United States, while the needs of Cuba can be supplied by its continental neighbor. The Cubans have had a taste of the prosperity which followed reciprocal commercial relations with the United States. The golden possibilities of absolutely free intercourse between Cuba and the United States must be apparent to the more intelligent Cubans.

Here, says the Sun, is the story of a business transaction between the war department and an American corporation in connection with the war. The largest single purchase of ships for transport was that of the fleet of the Atlantic Transport Line, of which Bernard N. Baker, of Baltimore, is the president. When the government was again in need of vessels in which to carry its troops, Mr. Baker offered to the department seven steamships of his line at the de-

partment's own valuation of the ships. The price finally fixed was \$1,000,000. The Mohawk became the Grant, now at Manila. The Mobile became the Sherman, also at Manila. The old Massachusetts of the Sheridan, now on her way out to the Philippines. The other vessels, the Manitoba, the Minnewaska, the Mississippi and the Michigan, are respectively the government's own property. Mr. Baker gave, free of cost, the use of another ship, the Missouri, for hospital service. The government is still using the Missouri, and the Atlantic Transport Line is still paying all the expenses of running the ship. That was not a business transaction on the Atlantic Transport Line's part; it was simply a patriotic contribution to the national cause. Already the government has received two offers of \$4,000,000 for these ships, which, if accepted, would mean their free use by the government for over eight months, a use worth easily 1,000,000 at the prevailing market rates.

The means by which the return of government candidates is secured at elections in Spain are curious, writes H. Butler Clarke in the Forum. In desperate cases they are sometimes violent. An instance is quoted in which it was found necessary to bring about the election of the floor of the room in which the election was held, in order that, during the confusion and flight of the opposition voters, the voting might be changed for others held in readiness. Many are the miracles of electioneering times. The dead vote with the living; the absent, with those who are present, and always on the right side—they are ministerialists to a man. Those whose opinions are known to be safe need trouble little about qualifications; even beggars may at times exercise privileges which harsh laws have denied to them; but known opponents and doubtful persons are subjected to rigid scrutiny. The first precaution taken is to secure a trustworthy body of overseers, whose duty it is to watch over the purity of elections. On them the election depends, so no efforts are spared to insure their right thinking; and, if the result is as required, they need fear no inquiry into their methods.

Two hundred and fifty new companies were incorporated in New Jersey during the month of March, and the total capital of these authorized to issue stock and bonds over \$1,000,000 each amounting to \$1,111,750,000. The incorporation fees received from these companies by the secretary of state of New Jersey amount to \$125,000. The average capital stock of the 250 companies is \$4,447,000.

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