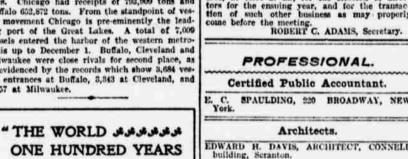


cause the idealist type of citizen is willing to submit to that kind of government or is too lazy or too cowardly

The number of places in this city in or too stupid to take practical steps which crimes like the stabbing of the

THE COMMERCE of the Great Lakes for the closing year of the cuntury seems likely to show a larger tonnage movement than in any preceding year. The figures just comthe trea statistics and



fairness that is exactly the kind of reason of the combination of intemgovernment he ought to have. To re- perance with unrestrained lechery is strict the suffrage with a view to put- a blot upon Scranton which must be ting more power into the hands of wiped out. "good citizens" who make a practice of neglecting what power they already have would simply aggravate the evil, not remedy It.

When looked at practically, the problem of securing good city government

-not perfect government nor government that will suit every man who sits in a cory retreat and imagines things tain southern states, the Republican which are vain, but substantial and leaders in congress opposed to the agia little commingling of energy with common sense. The inachinery for getting good government already exists. It len't perfect, of course, but it will work very well if properly handled. When there is a ward primary to name a party candidate for councilman. It in very clear that the practical thing him the strength of those citizens of his party who want that kind of a man to represent them in councils. The political generalship which cannot accomplish that small local result would be powerless to effect the difficult revolution toward non-partisanship in municipal affairs. There must be a party organization to bring and gress. hold men into line and the only reason party organization sometimes sustains bad men in office is because the votors

back of that organization are willing to let the less desirable fraction of the party membership have control of the primaries and through them gain command over the organization. Not only should good men be advo-

cated and practically supported for local offices, but they should also be instructed. Much as we think of President McKinley we don't let him have his own way about everything. The party that nominated him also adopted a platform and that platform was accepted by him with pledge to do his utmost within constitutional limits to secure its enactment into legislation. The members of congress elected to make the laws of the nation were also committed to certain broad platform principles and few of them are unmanly enough to forget their obligations. Yet when party government is applied to the government of a municipality the platform disappears and men are elected or defeated for city office on personal grounds almost entirely, producing irresponsibility. Nobody now contends that this or that party is to blame when this or that councilman votes unwisely on a pending measure

or when the mayor approves an obnoxious or vetoes & worthy ordinance. The consequence is that city government reflects only the weaknesses of party government by being shorn of its elements of strength.

Every man who runs for mayor, or councilman, or school controller, or alderman, or assessor, or controller, or treasurer, or any other elective city of-

vercome it, then by all the rules of ex-pugilist Davis are generated by hich cover the entire navigation season up to December 1 are execually interesting as demon-strating the relative importance of the principal ports as handlers of the water-borne commerce of the inland seas.

The Main Question.

Y REFERRING to the census committee, to await resurrection, the Olmsted resolution calling for information concerning the various schemes of disfranchisement now in operation in cerplanned victory. As the Washington correspondent of the New York Tribune puts it:

Parliamentary etiquette and sound policy were thus equally satisfied, for by the courtesics rec-ognized in the house the committee on which an investigation of such importance is to be thrust naturally expects to be allowed to draw the auto do is to get a clean man into the as the debate clearly showed, no apportionment the entire shipment field as a candidate and unite upon bill could possibly be passed by this congress if unloaded at Buffalo. thorizing resolution after its own fashion, while, the two houses should be compelled to wait for the information demanded in Mr. Oinsted's reso-

lution. It is probable that the census commit-tee will accede to the general demand on the Republican side that an inquiry into the disfranchisement schemes in vogue in the south be undertaken. But any legislation it may recenmend involving reductions in representation for violation of the Fourteenth amendment will have to be left for another assion and another con

"The debate on the resolution was," Milwaukce. 844,387 frankness. Some of the southern members declared that the attempt to enfranchise the negro had been a la- Chicago certain states in eliminating the blacks Milwaukee in the interest of civilization and progress." And doubtless many northern-

ers agreed with them. But still the Chicago Constitution of the United States Duluth ontains an imperative mandate to congress to do the very thing which West Superior it is endeavoring not to do. Is the Constitution to become a dead letter?

The registered vote in Louisiana, amounting not long ago to 240,000, has been cut down until now the claim is
Buffalo so nearly monopolizes the unloading of made that not to exceed 40,000 citizens will be permitted to vote in 1902. In other words, one vote in Louisiana will soon be as effective as six votes in S15,019 bushels of wheat, 57,175,069 bushels of Pennsylvania. Does the Republican corn, 26,133,424 bushels of oats, and 9,412,437 party lack the courage to protest? party lack the courage to protest?

Abrogating a Treaty.

HE RECENTLY enacted senate amendments to the Hay-Pauncefote canal treaty are

now on file in the British foreign office but no hint has yet escaped as to England's purpose respecting them. Probabilities favor acceptance, but should England take the other course, it is interesting to consider in what manner the abrogation of the Clayton-Bulwer treaty could be ef-

fected. derman, or assessor, or controller, or treasurer, or any other elective city of-fice ought to be pledged by his con-stituents, before election, to a certain platform of principles and policies re-in the Clayton-Bulwer instrument. In Most treatles contain a clause au-

Chicago remains well in the lead as a receiving port for hard coal, a total of 678,091 tons having been unloaded on her doclos. Milwaukee ranks second with receipts of 476,502 tons, and then come South Chicago and Daluth. In the neightens. The water transportation of soft coal pre-sents radically different conditions. West Supethard.

esting features. There have been transported by lake carriers during the navigation season up to December 1 a total of 1.177,850 tons of four. The heaviest shipments have been from Duluth, which sent out 201,440 tons, and from her sister port. West Superior, with a total of 322,590 tons. Of the entire shipment of flour, 030,793 tons were

The extent to which the great vessels on the nation's most important interior waterway are holding their own against the railroads as grain

ports. A summary of shipments follows: WHEAT. Chicago 15,922,610 Duluth 12,603,500

> CORN. Rushela

47,114,149 563,285 12,840,621 1,001,079 OATS. **Bushels** 13,955,064

Milwaukee 5.545.644 160,000 BARLEY.

Chicago 221,584 this grain that it is scarcely worth while to con-sider the arrivals at other ports. The receipts

In the shipment of iron ore it would seem probable that Two Harbors will hold the year's second. Up to December 1 that port had shipped 1,652,236 tons, while Duluth had sent forward 3,570,787 tons, and Escanaba, 2,876,298 tons, Ashtabula, on the south shore of Lake Erie, which has for several years ranked as the greatwhich has been as a set of the second set of the second se

Conneaut, Ohio, 2,388,203 tons were received and at South Chicago, where the ore can be unloaded direct from vessels to furnaces, there were handled 2,022,292 tons.

Almost every port on the Upper Lakes has this year made fairly heavy shipments of lumber, Duluth alone sending out 550,264 thousand feet, Almost half of the total lumber movement was

RUBBER TIRED CARS AND CAPRIAGES; BEST T HEODOSIA BURR, only daughter of Aaron Burr, a brilliant and highly-accompliahed woman, was married to Joseph Alston, afterward governor of South Carolina. She was passionately fond of her lather, and her faith in him remained unshaken through all the miscome South Chicago and Duluth. In the neigh-borhood of two-thirds of the hard coal moved was sent from Buffalo, the alignents from that port aggregating 1,203,727 tons. Eric, Pa., the bad during the scason a movement of 455,758 During her father's trial for treason at Rich-mond, Va., she appeared in court, and her beauty fairly efficient government-is by no tation of this subject have scored with a record of 1.270,183 tons. Milwaukee comes a favorable verdict. Upon Burr's return from a little scored with 726,014 tons, and Duluth is a close voluntary exile. Mrs. Alston left Charleston on the pilot boat Patriot for New York to see him, but a storm off Cape Hatteras probably cap-By reason of the rail competition involved, the movement of flour by water presents some inter-Playfair's investigations of the claims made b Ceisius, to whom was due the invention of the centrigrade scale, that the waters of both the Baltic Sea and the North Sea were gradually subsiding, due to the transportation agency of rivers and of ice, led to the startling discovery that the land was rising rather than the water receding. Subsequent study of this phenomenon re-vealed the fact that the elevation of the whole of Norway, from the North Cape to the Naze had taken place within a comparatively recent period. This elevatory action did not occur carriers is most strikingly evidenced by the equally over the whole area, varying i showing made by the principal grain shipping feet at some points to 600 feet at others. equally over the whole area, varying from 200 One of the famous cases of stigmatization came to light. Rosa Serra, a Capuchin, of Ozieri, in Sardina, was fully stigmatized and attracted much attention. The pedal harp was rapidly attaining perfection under the unremitting study of Sebastian Erard, who triumphed in this regard while in Paris. . . . Bank of England notes, which had not only been kept on par with gold, but actually bore a small premium, after the passing of the re-striction act, by a heavy increase in issue, fell to a discount of from 5 to 10 per cent. Black bears were killed in the wooded part of North America in enormous numbers for their

AGO TODAY" \$ \$ \$ \$ \$

(Copyright, 1900, by R. E. Hughes, Louis

ville.]

339,830 furs, which at this time were highly valued. About 25,000 were exported to England annually, . . . The progress of knowledge in regard to the

system of the Nile began with the new century. Jacobin's surveys from the Mediterranean to As suan were inaugurated. . . .

John Lowell became chief justice of the First Circuit of the United States, including Maine, New Hampshire, Massachusetts and Rhode Island, . . .

Additional births of prominent people were follows: Zacharius Frankel, Rabbi and author.

Poter Fredit, French author in America, Janos Forgarasy, Hungarian philologist. Seaburg Ford, American lawyer and statesman, Joseph Francis, American inventor and writer,

Heinrich Liberecht Fleischer, German oriental Joshua Barker Flint, American statesman and

uthor. Lewis de Saussure Ford, American physician and educator.

FROM SCOUT TO SENATOR.

From the Saturday Evening Post.

Scout, cavalryman, miner, farmer, stock-raiser, politician-all these vocations in turn have been followed by George L. Shoup, United States son-ator from Idaho. Senator Shoup is a typical prod-uct of the strenuous life of the great west, and

has had a most interesting career. He was born in a little Pennsylvania town in 1830, and went

Cabs and Carriages. RUBBER TIRED CABS AND CAPRIAGES; BEST of service. Prompt attention given orders by 'phone. 'Phones 2572 and 5552. Joseph Kelley, 124 Lindea.	SCHOOL OF THE LACKAWANNA SCRANTON, Pa. Course preparatory to college, law, medi- cine or business. Opens Sept. 12th. Send for catalogue. Rev. Thomas M. Cann, LL D., prin- cipal and propriotor; W. E. Plumley, A. M., headmaster.
	Seeds.
Dentists. DR. C. E. EILENBERGER, PAULI BUILDING, Spruce street, Scranton.	G. R. CLARK & CO., SEEDSMEN AND NURS- erymen, store 201 Washington avenue; green houses, 1950 North Main avenue; store tele- phone, 782.
DR. I. O. LYMAN, SCRANTON PRIVATE HOS- pital, corner Wyoming and Mulberry.	Wire Screens.
DR. C. C. LAUBACH, 115 WYOMING AVENUE.	JOSEPH KUETTEL, REAR 511 LACKAWANNA avenue, Scranton, Pa., manufacturer of Wire
DR. H. F. REYNOLDS, OPP. P. O.	avenue, Scranton, Pa., manufacturer of wire Screens,
Lawyers.	RAILROAD TIME TABLES.
J. W. BROWN, ATTORNEY AND COUNSEL- lor-at-law. Rooms 512-513 Mears building.	Delaware and Hudson.
D. B. REPLOGLE, ATTORNEY-LOANS NECO- tiated on real estate security. Mears building, corner Washington avenue and Spruce street.	In Effect Nov. 25, 1900. Trains for Carbondale leave Scranton at 6.20, 7.53, 8.53, 10.13 a. m.; 12.00, 1.29, 2.44, 3.52, 6.29, 6.25, 7.57, 9.15, 11.15 p. m.; 1.16 a. m.
WILLARD, WARREN & KNAPP, ATTORNEYS and counsellors-at-law. Republican building, Washington avenue.	For Honesdale-6.29, 10.13 a. m.: 2.44 and 5.29 p. m. For Wilkes-Barre-6.45, 7.48, 8.43, 9.35, 10.43, 11.55 a. m.: 1.28, 2.18, 3.33, 4.27, 6.10, 7.45, 10.41,
JESSUP & JESSUP, ATTORNEYS AND COUN- sellors-at-law. Commonwealth building, Rooms 19, 20 and 21.	11.30 p. m. For L. V. R. R. points-6.45, 11.55 a. m.; 2.18, 4.27 and 11.30 p. m. For Pennsylvania R. R. points-6.45, 9.38 a.
EDWARD W. THAYER, ATTORNEY. ROOMS 903-904, 9th floor, Mears building.	m: 2.18 and 4.27 p. m. For Albany and all points north-6.20 s. m. and 3.52 p. m.
L. A. WATRES, ATTORNEY-AT-LAW, BOARD of Trade building, Scranton, Pa.	SUNDAY TRAINS. For Carbondale-9.00, 11.33 a. m.; 2.44, 3.52, 5.47, 10.52 p. m.
PATTERSON & WILCOX, TRADERS' NATIONAL Ban't building.	For Wilkes-Barre-9.28, 11.55 a. m.; 1.58, 5.28, 6.27, 8.27 p. m. For Albany and points north3.52 p. m.
C. COMEGYS, 9-13 REPUBLICAN BUILDING.	For Honesdale-9.00 a. m. and 3.52 p. m. Lowest rates to all points in United States and
A. W. BERTHOLF, ATTORNEY, MEARS BLDG.	Canada, J. W. BURDICK, G. P. A., Albany, N. Y. H. W. CROSS, D. P. A., Scranton, Pa.
Physicians and Surgeons.	Central Railroad of New Jersey.
DR. W. E. ALLEN, 513 NORTH WASHINGTON avenue.	Stations in New York-Foot of Liberty street, N. R., and South Ferry.
DR. S. W. L'AMOREAUN, OFFICE 329 WASH- ington avenue. Residence, 1315 Mulberry. Chronic diseases, lungs, heart, kidneys and genito-urinary organs a specialty. Hours, 1 to 4 p. m.	TIME TABLE IN EFFECT NOV. 25, 1909. Trains leave Scranton for New York, Newark, Eheabeth, Philadelphia, Easton, Bethlehem, Al- lentown, Mauch Chunk and White Haven, at 8.30 a. m.; express, 1.10; express, 3.50 p. m. Sun- days, 2.15 p. m. For Pittaton and Wilkes Barre, 8.50 a. m., 1.10
Hotels and Restaurants.	and 3.50 p. m. Sundays, 2.15 p. m. For Baltimore and Washington, and points
THE ELK CAFE, 123 AND 127 FRANKLIN AVE- nue. Rates reasonable.	South and West via Bethlehem, 8.30 a. m., 1.19 and 3.50 p. m. Sunday, 2.15 p. m. For Long Branch, Ocean Grove, etc., at 8.39
P. ZEIGLER, Proprietor. SCRANTON HOUSE, NEAR D., L & W. PAS-	 m. and 1.10 p. m. For Reading, Lebanon and Harrisburg, via Allentown, 8.30 a. m. and 1.10 p. m. Sundays
enger depot. Conducted on the European plan, VICTOR KOCH, Proprietor.	2.15 p. m. For Pottsville, 8.50 a. m. and 1.10 p. m. Through tickets to all points east, south and
Miscellaneous.	west at lowest rates at the station. H. P. BALDWIN, Gen. Pass. Agt.
DRESSMAKING FOR CHILDREN TO ORDER; also ladies' walats. Louis Shoemaker, 212 Adams avenue.	J. H. OLHAUSEN, Gen. Supt. Lehigh Valley Railroad.
A. B. BRIGGS CLEANS PRIVY VAULTS AND cess pools: no odor. Improved pumps used A. B. Briggs, proprietor. Leave orders 1500 North Main avenue, or Eleke's drug store, cor- ner Adams and Mulberry. Telephone 554.	In Effect Nov. 23, 1990, Trains leave Scranton, For Philadelphilo and Now York via D. & H. R. R., at 6.45 and 11.55 a. m. and 2.13, 4.47 (Binek Diamond Express), and 11.30 p. m. Sun- days, D. & H. R. R., 1.58, 8.37 p. m. For White Haven, Hazleton and principal paints in the coal regions, via D. & H. R. R. M. & W. S. M. S. M. S. S. J. K. R. R.
MRS, L. T. KELLER, SCALP TREATMENT, 50c.; shampooing, 50c.; facial manages manicuring, 25c.; chiropody. 701 Quincy.	2.13 and 4.27 p. m.
BAUER'S ORCHESTRA-MUSIC FOR RALLS, picnics, parties, receptions, weddings and con- cert work furnished. For terms address R. J. Bauer, conductor, 117 Wyoming avenue, over Hulbert's music store.	and principal intermediate stations via D, & H, R, R, 645, 11.55 a. m.; 2.18, 4.27 (Black Dia-
MEGARGEE BROS., PRINTERS' SUPPLIES, EN- velopes, paper hags, twine, Warehouse, En- Washington avenue, Scranton, Pr.	P. 10. For Geneva, Roebeder, Buffalo, Niagara Falls,
THE WILKES-BARDE RECORD CAN BE HAD	Chicago, and all points west, via D. & H. R. R., 11,55 p. m., fall (Black Diamond Express), 7,48 10 at 11,50 v. m. Sandays, B. & H. R. P.

FREDERICK L. BROWN, ARCHITECT, PRICE

building, 126 Washington avenue, Scranton.

leave Scranton. and New York via D. & H. 11.55 a. m. and 2.13, 4.27 orees), and 11.30 p. m. Sun-, 1.58, 8.27 p. m. o., Hazleton and principal regions, via D. & H. B. K. p. m. For Pottaville, 6.45, aston, Reading, Harrisburg diate stations via D, & H, m.: 2.18, 4.27 (Black Dia-p. m. Sundays, D, & H. Towanda, Elmira, Ithaca, intermediate stations, via 5.05 a. m.; 1.05 and 0.40 siler, Buffalo, Niagara Falls, att west, via D. & H. B. B. ack Diamond Express), 7.48, Sundays, D. & H. B. R. BERMENES-BARRE RECORD CAN BE HAD in Seranton at the nows stands of Reisman Bross., 406 Surgee and 508 Linden; M. Nortos, 122 Lackawarns, avenue; I. S. Schutner, 201
 Boruce street.

1.25, 8.37 p. m. Pullman parlor and sleeping or Lehigh Vallay arlor cars on all trains between Wilke-Barre and New York, Pulladelpida, Buffalo and Sac-Bridge S. R. WILDUR, Geo. Supt., 29 Cortland promptly commissioned a second licutement. The ROLLIN scouting led him as long journeys through

 ROLLIN R. WILDUR, Gen. Supt., 20 Cortland survet, New York.
 CHARLES S. LEE, Gen. Pass. Agt., 26 Cortland street, New York.
 A. W. NONNEMACHER, Div. Pass. Agt., South menutain country of Arizons, Colorado and New Mexico, in the course of which he buil rainy boly-breadth escapes. He ross rapidly in the service Bernielsen, Pa. For thekes and Paliman reservations apply to 200 Lackawanna avenue, Scranien, Pa. until he was made colonel of a Colorado regi-

Schedule in Effect May 27, 1900. Trains leave Scranton, D. & H. Station:

PENNSYLVANIA

Hotel Jermyn Building.

Schools.

6.45 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Balti-more, Washington and for Pitts-burg and the West.

RAILROA

9.38 a. m., week days, for Hazleton, Pottsville, Reading, Norristown, and Philadelphia; and for Sun-bury, Harrisburg, Philadelphia, Baltimore, Washington and Pitts-burg and the West.

8 p. m., week days (Sundays, 1.58 p. m.) for Sunbury, Harris-burg, Philadelphia, Baltimore, 2.18 Washington and Pittsburg and the West. For Hazleton, Potts-ville, Reading, &c., week days. 4.27 p. m., week days, for Sunbury,

Hazleton, Pottsville, Harrisburg, Philadelphia and Pittsburg.

J. B. WOOD, Gen. Pass. Agt. J. B. HUTCHINSON, Gen. Mgr.

Delaware, Lackawanna and Western. In Effect Dec. 2, 1900.

5.20, 10.13 a. m.; 2.44 and -6.52, 7.48, 8.47, 9.35, 10.45, 1.8, 3.23, 4.27, 6.10, 7.44, 10.41, 3.00, 5.50, 8.00 and 10.05 a. m.; 12.55, 3.22 p. m.points-6.45, 11.85 a. m.; 2.15, 3.00, 5.50, 8.00 and 10.05 a. m.; 12.55, 3.24 p. m.For Philadelphia at 5.00 and 10.06 a. m.; 12.55, 3.24 p. m.For Philadelphia at 5.00 and 10.05 a. m.; 12.55, 3.24 p. m.For Philadelphia at 5.00 and 10.05 a. m.; 12.55, 3.24 p. m.For Philadelphia at 5.00 and 10.23 a. m.; 12.55, 3.24 p. m.Arrive at Philadelphia at 1.06, 3.25, 1.9 p. m.CDAY TRAINS.40.00, 11.33 a. m.; 2.44, 3.59, 5.00, 4.66 and 10.23 a. m.; 1.00, 1.62, 5.48, 8.45and 11.30 p. m. For Stroudsburg at 8.05 a. m.Points north-3.52 p. m.1.05, 5.48 and 11.35 p. m. For Outica at 1.00 a. m.; 1.05 p. m. For Utica at 1.10 a. m. and 1.55 p. m. For Utica at 1.00 a. m.; 1.05 p. m. For Utica at 1.00 a. m.; 1.05 a. m.; 1.05 a. m.; 1.05 p. m. For Utica at 1.00 a. m.; 1.05 a. m.; 1.05 a. m.; 1.05 a. m.; 1.05 p. m. For Utica at 1.00 a. m.; 1.05 a. m.; 1.05 a. m.; 1.05 p. m. For Utica at 1.00 a. m.; 1.05 a

CORD OF New Jersey.
York-Foot of Liberty street, erry.
York-Foot of Liberty street, erry.
N EFFECT NOV. 25, 1900.
Intern for New York. Newark, plus, Easton, Bethlehem, Al-unk and White Haven, at 8.30
Corress, 3.50 p. m. Sun-Wilkes Barre, 8.50 a. m., 1.10
Indays, 2.15 p. m.
Weikes Barre, 8.50 a. m., 1.10
Indays, 2.15 p. m.
Ocean Grove, etc., at 8.30
N. Coran Grove, etc., at 8.30
N. Sundays
So a. m. and 1.10 p. m.
So a. m. and 5.50 p. m.

New York, Ontario and Western R.R. TIME TABLE IN EFFECT SUNDAY, NOV. 4, 1900.

North Bound Trains. Leave Carbondale. Leave scranton

10.40 a. m

11.20 a. m. 1.05 p. m. Arrive Carbondale 8.40 p. m. d.00 p. m. South Bound. Leave Leave Arrive Carbondale. 7.00 a. m. 3.34 p. m. e only, North Bound. Seranton. 7.40 a. m. 4.20 p. m. 2.05 p. m Leave Leave Arrive Cudosia, Leave. Carbondale. 9.10 a. to. Seranton. 8.30 a. m. 7.00 p. m. 10.45 a. m. 9.10 a. fn. Arrive Carbondale 7.40 p. m. Arrive Leave Carbondale. Leave Cadoria. Scranto 7.00 a. m. 5.54 p. m. 7.40 8. 70. 4.50 p. m 6.85 p. m. m., daily 4.30 p. m. 5.50 p. m. 6.55 p. m. Trains leaving Stranton at 10.40 a. m. daily, and 5.30 a. m., Sundays, make New York, Corn-vall, Middletown, Waiton, Sidney, Norwich, tome, Utica, Oncida and Owverso connections. For further information consult ticket agents, f. C. ANDERSON, Gen. Pass. Agt., New York, f. E. WELSH, Traveling Passenger Agent, Scram-ton.

Cadorda.

*

Erie and Wyoming Valley.

Time Table in Effect Sept. 17, 1900. Treins for Hawley and local points, connect-ing at Hawley with Eric railroad for New York, Newburgh and intermediate points, leave Scran-ton at 7,05 e. m. and 2.35 p. m. Trains arrive at Scranton at 10.30 a. m. and 9,10 p. m.