

The Scranton Tribune

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LIVY S. RICHARD, Editor. O. F. DYKBEK, Business Manager.

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When space will permit, the Tribune is always glad to print short letters from its friends bearing on current topics, but it is its policy that these should be signed, for publication, by the writer's real name, and the conditions precedent to acceptance is that all contributions shall be subject to editorial revision.

THE FLAT RATE FOR ADVERTISING.

Table with columns: DISPLAY, Run of Ad, Rate per Line, Full Position. Includes rates for 100, 200, 300, 400, 500, 600 lines.

Rate for Classified Advertising furnished on application.

TEN PAGES.

SCRANTON, JANUARY 22, 1901.

If the grinding of personal and political axes could only be postponed until the second class city arrangements have been perfected, it would probably be much better for Scranton.

The Victorian Era.

NOT ONLY the longest, Victoria's reign was likewise the most illustrious and the most creditable reign in British history. The chronology which we published in yesterday's issue presented a brief abstract of some of the more notable political incidents compacted within the 63 1-2 years of this gracious sovereignty; but it was in the mental and moral progress of the English people during the Victorian era that history will find its most gratifying materials.

Readers of Thackeray have had insight into the social conditions and atmosphere of court life under the sway of the reprobate George IV. It was into this air of debauchery and uncleanness that Victoria was called in her 18th year by the death of the colorless William IV. At that time it may be truthfully said that intemperance was the rule among the men and chastity probably the exception among the women of the court. How by quiet tact, staunch virtue and faultless example Victoria changed all this, until in the later years of her reign the British court was recognized throughout the world as the cleanest in Europe, is a fact properly citable as among the most noteworthy of her achievements, for it reveals the spirit of her reign and the uplifting and wholesome trend of her sovereign influences.

What Victoria did for the improvement of the manners and morals of her immediate environment she did with equal tact for the encouragement of general education and philanthropy. Not only by money did she give more aid of humane purposes than any predecessor or contemporary, but the benefit of her counsel, patronage and influence could always be counted upon in behalf of a worthy purpose. The democratic spirit of these modern times does not present the same perspective as does history for a correct view of the outlines of monarchical influences and achievement; but in the universal and intensely personal grief into which the British people are now plunged may be found a testimonial to Victoria's worth which no ordinary sovereign of colorless record and negative character could hope to command.

As facts hitherto held in confidence are revealed, we shall know presently that Victoria was much more than a figure-head sovereign. The world will learn that until almost the last minute she fulfilled conscientiously and ably the functions devolving upon her queenly office, directed the course of ministries, shaped the ends of foreign and domestic policy, and was in large degree instrumental in the choice of the right men for grave emergencies. This did not always appear on the surface. Since the death of George III no English sovereign has undertaken to rule by sheer force. Victoria employed diplomacy, womanly intuition and tact to construct an electric railway on the canal right of way and work a revolution in the costs of transportation. Such a road, he points out, would traverse the entire state without a grade crossing, and by constructing a tunnel four miles long southeast of Schenectady, freight can be hauled from Buffalo to New York and raised less than fifty feet in the entire distance, and part of this amount of elevation is only required to modify the grades in Rochester, Syracuse and Utica. As to the possibilities of electrical transmission he says:

"The state has unlimited water power at Niagara; it has 70 feet head at Lockport for all the water it can carry to that point; it has 90 feet head at Rochester, with the great storage reservoir at Portage at its command; it has 800 feet head at Rome on the Black River canal, with large storage capacity in the Adirondacks; it has 40 feet head at Little Falls on the Mohawk river; it has 200 feet head in the Mohawk river from Schenectady to Troy, which can all be utilized, with storage reservoirs on Schoharie creek and East and West Canada creeks. Economical transmission is now possible at fifty miles, and will probably soon reach seventy-five miles. Thus it will require but two stations on the Hudson river, one about Fonda on the Mohawk, and one between Syracuse and Rochester, to be operated with steam with coal for fuel. Even in these last districts there is considerable water power controlled by the state that can be used.

"The three electric locomotives of the Baltimore and Ohio railroad have been in constant service for several years and have proved a complete success. These locomotives haul thirty-five loaded cars up a forty-two foot grade at the rate of fifteen miles per hour, and, coming light, have made the trip through a grade of a sixty-eight miles per hour. These locomotives, on such a grade as can be built from Buffalo to New York, could haul fifty pressed steel cars with a capacity of fifty tons live load, 2,000 tons of freight per train, and the average work with such freight as has been handled by canal could average 2,000 tons live load per train, not six months, but twelve months in the year.

"A double track railroad, with middle passing sidings, handling only car load lots, estimating on a basis of eight million tons east-bound and two million tons west-bound freight, allowing the railroad, with equipment and terminals, to cost \$100,000,000, could move freight for less than \$1 per ton, or 5 cents per hundred, 3 cents per hundred, car load lots, at owner's risk, whether sixth class or first class. We can better appreciate what this means when a local rate could be made so that Rochester manufacturers could ship to New York for 45 cents per hundred, Syracuse 4 cents, Rome and Utica 3 1/2 cents, Amsterdam and Schenectady 2 cents, and Kingston and Newburg 2 cents per hundred; or, in the case of the latter cities, for a less amount per ton than it costs the coal dealers to deliver a ton of coal to a private residence anywhere in the city."

While the foregoing is of greater interest to New Yorkers than to others, it has a suggestive value which is general. In many communities are canals already ready to be condemned. In other communities are abandoned railroad rights of way, already graded and easily convertible into roadbeds for electric freight trains. To this must be added the numerous passenger street railroads that hunger and thirst for legislative permission to carry parcel and bulk freight. Soon these possibilities will be realized. It is doubtful if the steam railroads, with all their potency at state capitals, can much longer postpone the inevitable.

As a matter of fact, many shrewd railway officials are quietly preparing to occupy the electrical field themselves, furnishing the capital to finance trolley corporations with a view to pre-empting available franchises.

In a private letter to a friend in Washington General S. M. B. Young of the army, who has been in the Philippines from the beginning of American occupation, writes that the natives are much more difficult to deal with than the Indians of the United States because they have the same savage instincts, with habits of civilized people. He adds: "The encouragement they receive from the United States and the delusive hopes held out to them by the anti-imperialist politicians is the principal cause of prolonging the trouble." No comment is needed.

The original of "Little Lord Fauntleroy" is now a congressional newspaper reporter in Washington. It is a pleasure to announce also that "Little Lord Fauntleroy" did not engage in the business until he had undergone a haircut.

The grip microbe seems to have succumbed to treatment but the municipal microbe is liable to prompt us to all sorts of strange moves before Scranton has been permanently classified and anchored.

Prof. Garner, the student of monkey language, is a native of Tennessee, but residents of the state refuse to agree that monkey talk is any easier for him on that account.

Ex-President Cleveland, like many others, thinks that we ought to have peace, but does not offer any well-defined plan to bring it about.

It is intimated that the River and Harbor bill invariably points out much expensive territory that the geographers overlook.

Victoria's Reign a Memorable One

Editor of the Tribune—Sir: When Sir Charles Dilke was a young man he began his political career by an onslaught on the queen and the royal family of Great Britain, not personally, but as a constitutional anachronism, a political anomaly and a national extravagance. The late John Bright, then in the height of his power and popularity as a reformer and a Radical, answered Sir Charles by saying that monarchy in England under Queen Victoria needed no apology. To a republican, indeed, it needed an apology more or less plausible according to the limitations or autonomy of the monarchial power. There is nothing under the sun so difficult for a foreigner to comprehend as the political institutions of another country. He may assimilate their theoretical principles or applaud their application, or even sympathize with some of the historical states of government, but those which have no anomaly in his own institutions he regards either as reactionary, superstitious or deplorable, and an American, for instance, cannot readily conceive why Englishmen not only regard with almost worship such an effect institution as monarchy, headed into infancy by a republican parliament and a democratic executive. Monarchy as a social institution is another matter, and it is not surprising that the monarchs wish. It depends altogether upon the character of the sovereign how far its moral tone elevates, or degrades, not only its environment, but the national character.

The influence of Queen Victoria on the historical development of the British empire during her long and glorious reign is nearly sixty-five years only in perspective. Her political power has been so passive and so impalpable that few of her own subjects outside the small circle of the higher officers of state recognized it or even regarded it as a political power. Her political power has been so passive and so impalpable that few of her own subjects outside the small circle of the higher officers of state recognized it or even regarded it as a political power. Her political power has been so passive and so impalpable that few of her own subjects outside the small circle of the higher officers of state recognized it or even regarded it as a political power.

In 1837 when Queen Victoria came to the throne she was only eighteen years of age. She succeeded her uncle, William the Third, the brother of George the Fourth, the last of the Hanoverian dynasty who ruled in England. The four Georges, the four kings, as Byron called them, were noted for their sensuality, their indolence, their ignorance of the English language. It was not a promising ancestral stock from which to bring forth a queen of England, and that from a mere girl, who had just inherited an immense throne, and a vast empire. Under Victoria's short and imperious reign the world witnessed in unusual, half

serally, half-piety, as it had during the reign of the Georges. Happily for her, Victoria was trained with the greatest care by her prospective elevation to the throne by her mother, who was a woman of commanding common sense. A few days before Victoria was proclaimed queen the one and only accident which could have occurred during her memorable reign took place, if scandal it can be called. With an insolence that can hardly be credited at the present day, the cabinet minister or some of them insisted that they, hard drinkers and hard liver as the majority of them were, should select her maids of honor, she herself being too young and inexperienced to do so. This brought on a political crisis which was called "The Bunsen Scandal." The queen triumphed and her domestic life since became the idealized model of all the courts of Europe.

Queen Victoria detested war as a woman and as a sovereign. When she told her soldiers setting out for war on returning from it that her heart bled for them and their families, she meant what she said, not as a concession of royal leniency, but as index to her feelings as deep as it was sincere. She was a womanly woman in her private life, loving her children and her friends, and in her public life, she was a womanly woman in her public life, loving her children and her friends, and in her public life, she was a womanly woman in her public life, loving her children and her friends.

Victoria's reign has been covered with the anarchy, industrial and political, of the nineteenth century as we see it around us today in its multifarious and phenomenal activities and ramifications. But, above all, Queen Victoria will be remembered in history as the monarch who, in the words of John Bright, "opened an apology" from her four hundred million of subjects distributed over two-thirds of the inhabited civilized and barbarian world. Anglo-Saxon.

"THE WORLD ONE HUNDRED YEARS AGO TODAY"

THE NINETEENTH CENTURY dawned with practically the whole of the European world at Napoleon's feet. Great Britain alone stood out against him. During the past year he had whipped Austria at every point, and the world was in a state of confusion. The first Consul of France had secured the cooperation of every nation of any strength in a Maritime League against England. It seemed the first few months of the year that the world was in a state of confusion. The first Consul of France had secured the cooperation of every nation of any strength in a Maritime League against England.

The opening of the century found Great Britain fitting out a fleet for the Baltic to put an end to the Russian menace. Nelson was with it. That made all battles half won before they were begun. Copenhagen was the first. The Danish fleet met the British with a warm reception, which continued four hours. Finally the Danes lost. Nelson now turned his attention to the Russian fleet, bent on wiping the ships of each nation in the Maritime League against England off the face of the waters, when his grand old ship, the "Hood," was the Russian fleet, bent on wiping the ships of each nation in the Maritime League against England off the face of the waters.

This news would have started most generals not so with Napoleon. He now actually threatened an invasion of England from Boulogne. By the terms of the peace, which was signed with the ostensible intention of being brought to the English coast. The British government, however, made energetic preparations to resist the threatened invasion. Lord Nelson was sent with a powerful fleet against Boulogne, and Bonaparte, convinced of the hopelessness of success, abandoned the enterprise. In the meantime Abercrombie's famous expedition to Egypt had failed, and the British had been driven from the island of Malta. The Turkish government was restored.

During all these operations in Egypt on land, the British were not idle on sea. On July 6 there was a pretty war engagement near Algiers, in which the British fleet, under Admiral Boscawen, defeated a Franco-Spanish fleet and sustained a reverse, losing H. M. S. Hamble, with seventy-four guns. Six days later though he went at them again off Cadix, Spain, and with a powerful fleet against Boulogne, and Bonaparte, convinced of the hopelessness of success, abandoned the enterprise.

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Help Wanted—Female. AN EXPERIENCED GIRL FOR GENERAL HOUSEWORK, wanted at 423 1/2 street. WANTED—THREE YOUNG LADIES TO CALL AT 150 First Street. Good paying business. Van.

Situations Wanted. ENGINEER WANTS SITUATION. TAKES charge of engines, dynamos, pumps, boilers, also do repairs. Address 706 Scranton street.

SITUATION WANTED—BY AN EXPERIENCED bookkeeper or office work; willing to work for a moderate salary; steady and reliable. Address E. S. Tribune office, Telephone 524.

SITUATION WANTED—IN STORE OR OFFICE by a young man who understands typewriting and bookkeeping. E. E. care of Tribune.

SITUATION WANTED—BY A SOBER, INDUSTRIOUS man, a few hours work daily; willing to work at anything. Address P. M., 511 Meridian street.

For Sale. FOR SALE—\$100 WILL BUY A DOUBLE house with 600 each; rent for \$10 per month \$100 on cash down, balance on easy terms. Call or write to S. J. Matthews, Oxyplant, Pa.

FOR SALE—GOOD DRIVING HORSE, FIVE years old, weight 1100. Sound. Can be seen at Gorman's livery.

Money to Loan. STRAIGHT LOANS—NO NONSENSE, REPAYMENT, LOGIC. MONEY TO LOAN ON BOND AND MORTGAGE, any amount. M. H. Holgate, Commonwealth building.

ANY AMOUNT OF MONEY TO LOAN—QUICK, straight loans or Building and Loan. At 4 to 6 per cent. Call on S. V. Walker, 214-215 Connel building.

Wanted—To Buy. WANTED—SECOND-HAND SLOP MACHINES; must be in good order, state particulars as to make and price. Address L. M., general delivery, Scranton, Pa.

Furnished Rooms. FOR RENT—TWO DESIRABLE FURNISHED rooms for gentlemen in private family, 359 North Washington avenue.

Rooms Wanted. WANTED—THREE OR FOUR UNFURNISHED rooms for rent, near downtown. W. P. H., Tribune office.

GENTLEMAN WANTS LARGE, WELL FURNISHED room; desirable locality, with or without board. Address E. Tribune.

Board Wanted. BOARD WANTED—FOR THREE ADULTS AND one small child, in respectable Jewish family, living in first-class neighborhood. State price. W. A., Tribune office.

Recruits Wanted. MARINE CORPS, U. S. NAVY, RECRUITS wanted—Able-bodied men, between 18 and 25 years of age, in all parts of the world and on the Philippines when required. Recruiting officer, 103 Wyoming avenue, Scranton.

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1901 CALENDAR PADS.

With memorandum space on each leaf, 5c Each. Just for a day or so.

Reynolds Bros Embroideries

Stationers and Engravers, Hotel Jermy Building, Cabs and Carriages.

RUBBER TIRE CABS AND CARRIAGES; BEST of service. Prompt attention given orders by phone. 'Phones 2672 and 2322. Joseph Kelley, 124 Linden.

Lawyers. J. W. BROWN, ATTORNEY AND COUNSELLOR AT LAW. Rooms 212-13 Mars building.

D. R. REFFLEGE, ATTORNEY—LOANS, NEGOTIATION OF REAL ESTATE, GENERAL BUSINESS, corner Washington avenue and Spruce street.

WILLARD, WARREN & KNAPP, ATTORNEYS AND COUNSELLORS AT LAW. Republican building, Washington avenue.

JESSUP & JESSUP, ATTORNEYS AND COUNSELLORS AT LAW. Commonwealth building, Rooms 29, 29 and 31.

EDWARD W. THAYER, ATTORNEY, ROOMS 60-61, 10th Street, Mars building.

L. A. WATERS, ATTORNEY AT LAW, BOARD of Trade building, Scranton, Pa.

PATTERSON & WILCOX, TRADERS' NATIONAL Bank building.

C. COMBES, 9-12 REPUBLICAN BUILDING.

A. W. BERTHOLE, ATTORNEY, MEARS BLDG.

Schools. SCHOOL OF THE LACKAWANNA SCRANTON, Pa. Course preparatory to college, law, medicine or business. Catalogue, 100 Spruce street.

THE ELK CAFE, 121 AND 127 FRANKLIN AVENUE. Rates reasonable. J. ZIEGLER, Proprietor.

SCRANTON HOUSE, NEAR D. L. & W. PASSENGER DEPOT. Conducted on the European plan. VICTOR KOCH, Proprietor.

Seeds. G. R. CLARK & CO., SEEDSMEN AND NURSERYMEN, store, 1000 North Main avenue; store telephone, 782.

Wire Screens. JOSEPH KUTTEL, BEAM 513 LACKAWANNA avenue, Scranton, Pa., manufacturer of Wire Screens.

Miscellaneous. DRESSMAKING FOR CHILDREN TO ORDER; also ladies' wants. Louisa Shoemaker, 212 Adams street.

A. B. BRIGGS CLEANS DRIPPY VALVES AND COOKERS; no extra charge. 100 Spruce street.

MRS. L. T. KELLER, SCALP TREATMENT, 500-1/2 Washington, 500-1/2 facial medicine, manicuring, 25c; chiropody, 70c. Quincy.

BATTERS ORCHESTRA—MUSIC FOR BALLS, parties, receptions, weddings and concert work furnished. For terms address R. J. Batters, 117 Wyoming avenue, or Hubert's music store.

MCGARBER BROS., PRINTERS SUPPLIES, ENVELOPES, paper bags, twine, Warehouses, 120 Washington avenue, Scranton, Pa.

THE WILKES-BARRE BOARD CAN BE HAD in Scranton at the news stands of Reiman Bros., 406 Spruce and 201 Linden; M. Norton, 222 Lackawanna avenue; L. S. Schuster, 211 Spruce street.

RAILROAD TIME TABLES. Lehigh Valley Railroad. In Effect Nov. 25, 1900. Trains leave Scranton.

For Philadelphia and New York via D. & H. R. R. at 6:45 and 11:55 a. m. and 2:15, 4:30, 6:45, 8:00, 10:15, 11:30, 1:15, 3:30, 5:45, 7:00, 9:15, 11:30 p. m. For White Haven, Hazleton and principal points in the coal region, via D. & H. R. R. at 6:45, 8:00, 10:15, 11:30, 1:15, 3:30, 5:45, 7:00, 9:15, 11:30 p. m.

For Bethlehem, Easton, Reading, Harrisburg and other points, via Lehigh Valley R. R. at 6:45, 8:00, 10:15, 11:30, 1:15, 3:30, 5:45, 7:00, 9:15, 11:30 p. m.

FINLEY'S New Spring Embroideries

This morning we place on sale the most exquisite line of

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