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When space will permit, The Tribune is always gled to print short letters from its friends hearing on current topics, but its rule is that these must be signed, for publication, by the writer's real name; and the condition precedent to acceptance is that all contributions shall be subject to editorial revision.

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SCRANTON, OCTOBER 3, 1901.

THE REPUBLICAN TICKET.

Supreme Court-WILLIAM P. POTTER. Treasurer- FRANK G. HARRIS

County. Judge J. W. CARPENTER.

Controller - E. A. JONES. Coroner - DR. J. J. ROBERTS. Surveyer GEORGE L. STEVENSON. Election Nov. 5.

"When the Democracy went out of power in our state it left to the Republican party a lessey of almost \$10,000,000 of debt. This debt, by wise administration under Republican rule, bas-been almost entirely paid. We have increased the appropriations to the common schools until we stand at the head of the American states in administration there has been paid each year fo educational purposes more than was appropriated by the Democratic party in their quarter of a century of miscule. We have increased our appropriations to charitable and elemosynary insti-tutions until we can make the boast that no state between the two oceans supports these institu-tions as well as does our own. Our 7,000,000 of people are industrious, honest, law-abiding and happy. Yet, surrounded as we are on every side prosperous business conditions, with people happy, employed and contented, and with every avenue of business and trade fully occupied, and with the prospect of the future brightening and growing more hopeful, the old historic party of of false pretense, hyporrisy and insincerity for the purpose of misleading the people and regaining lost power."-From the Republican State

"Schley will deny Evans' statements," runs a headline. Naturally, Also Higginson's, and Schroeder's, and Jewell's, and Miller's, and Wise's, and Sigsbee's. There is no course open to him but to deny them all and to stick to his original claims.

A Small Potato Bid.

N DEFAULT of a better issue, the local Democratic organ suggests that those who don't like the "ripper" bill turn in next month and try to elect Newcomb judge, Costello controller, Dr. Saltry coroner, and Mitchell surveyor. It fails to explain how Newcomb on the bench or the other three Democrats in or suspend the "ripper" bill or put the city government of Scranton back where it was a year ago.

It takes it for granted, of course that the people of Scranton are dissatisfied with the city government they have received under the present "ripper" regime. We have not observed evidences of such disappointment. Those with whom we have talked concerning the matter appear to be very well pleased with the systematic, straightforward and efficient manner in which the affairs of the city are being administered. There are no scandals, there is no indecision, no turning first one way and then another. Instead, order and system prevail and the foundations are being laid for yet better government as soon as abuses of long standing can be remedied.

Nevertheless, if this "ripper" regime is obnoxious and distasteful to any Republican, what's the use of throwing a vote away next month on the Democratic county ticket? Even if that ticket should be elected the "ripper" bill would stand and Recorder Connell would hold over until his successor was elected. The time to strike at the "ripper" regime is when it is before the electorate for indorsement. Newcomb & Co. are simply using it and the "Lord Lieutenant Fleitz" cry this fall as a small potato bid for office,

Ex-Senator Smith has lost control of the Jersey Democratic machine. The grip of the "exes" is weak in the land.

The Steel Trust's Earnings.

ET EARNINGS of the United States Steel corporation for the past six months were \$54,000,000, or at the annual rate of about 10 per cent, on the nom-Inal capitalization. Even though that varetalization be somewhat inflated. s has been charged, the percentage of net earnings to actual valuation of investment is not above 11 or 12. This. be it remembered, is at a time when the steel trade in all its branches is in a period of flood-tide prosperity; what may happen when the inevitable reaction in prices sets in cannot be conjectured. Then will be when the trust form of management will be test-

ed severely. Now there are comparatively few small manufacturing plants which would consider 10, 11 or 12 per cent. profit in a time of great prosperity exorbitant or excessive. Most of them will not figure on contracts that do not promise a profit of 20 per cent, or better. Yet a great outery has been heard against the United Steel corporation based upon the supposition that it was organized to rob the people and grind the faces of the poor. That it is any more grinding than were its ing probabilities of good behavior. The constituent companies before they were merged is not established; and certainly its present percentage of pron.s.

is not extertionate. We call attention to this matter not with any purpose of defending the steel trust, for when you get down to facts

and in either case there is not at all most important subject for consideraa question of right but only of ex- tion is the recommendation of the coman expedient thing or not has yet to no divorced persons shall be pershall prove that it is-experience covsteel market-then the gainers will be but the employes of it as well and, back of them, the community in gen- it will have in checking divorces is eral. But if experience shall finally ondemn the trust idea as inexpedient those will chiefly lose who put their faith and money in it. Very little of their loss will get back among the common people.

We agree with Sir Thomas Lipton that the yachts ought to race once every day. Maybe in that way they would locate a wind.

Co-operation in Lieu of Conflict. N THE LAST issue of the Labor

Herald appears an editorial Incorporated," of which the gist is that incorporation is a necessary step in their evolution, and one calculated to be of widespread benefit. This passage in it is especially notable:

"Now that labor unions in general ere finding the strike so ineffective a method to control industries which belong to other people, labor organization ownership offers a solution which strikes never did nor could. God grant that the day may soon come when every member of a labor organization will be an educated capitalist and joint owner in the wealth producing industry in which he is engaged and whose time, or such part of it as he needs give to working, is spent in increasing the output of that industry for his own and others' benefit and not in trying to tear it down in a wasteful fight."

When the leaders of labor take this sensible view and bend their energies toward inculcating among their followers habits of frugality and thrift, with a view to joint investment with their employers in the industries in which they are employed, they will encounter, not the present suspicion and distrust. but sympathy and help. Most employers would speed the day that put co-operation in place of conflict and would meet their men more than half-

A big strike of petroleum is reported from Louisiana. Let us hope they will now swing more derricks and fewer negroes.

The Identification of Criminals. N VIEW of the fact that about 2

per cent, of the population make all the trouble which loads upon the people of the United States an annual cost for crime exceeding the cost of the federal government on a war footing, and that only a small part of that fractious fraction is in prison at one time, students of penology have long studied how best to identify the criminal class; that is, how best to keep accurate records of those who are unsafe citi-

zens. By general consent, the system of identification invented (wenty-two years ago by Dr. Alphonse Bertillon. of Paris, and named after him, is the the offices named could repeal, amend best device of its kind known. Many who read and speak of it know little about it. In his new book, "The Sci ence of Penology," Colonel Boies presents a description of it in detail that would well repay perusal. The Bertillon system is based upon the law that nature never produces two individuals exactly alike in every detail, When a criminal is caught certain measurements are taken and recorded, together with a description of physical peculiarities. These signalments, as they are called, are so carefully classified and indexed that it is possible in a moment's time to identify accurately and virtually beyond possibility of mistake any person whose signalment has been taken at an age later than ten years.

> This having been clearly proved, 'clonel Boles argues for the establishment in Washington of a central bureau for the collection of the signalments of all the criminal class in North America, with legal provisions imposing upon all magistrates and police departments the duty of filing the signalments of all arrested persons and the privilege of an easy reference to the records. Eventually he would have the census bureau include in its enumeration the signalment of every inhabitant of ten years of age or over, When this shall have been accomplished the detection and identification of the whole criminal class in the country will, he contends, be easily effected, while the investigations of coroners, the identification of the unknown dead, the prosecution of claims for life insurance, personal permits passports, the payment of drafts. checks and money orders, and all documents requiring personal identification would be greatly simplified, facilitated and protected. "It would thus." he adds, "become possible to find any person whenever it might be desirable for his own good or that of others: mysterious disappearances would decrease, crime be greatly suppressed. elections purified, misunderstandings obviated, immigration laws more effectively enforced, much injustice prevented and business relations greatly facilitated." As the system should become universal these advantages

would increase. Especially useful would such a plan be in sifting imigration. Colonel Boies proposes that every immigrant be required to bring a signalistic passport certifying to his good character and sound physical and mental health, verified by responsible officials at the place of his former residence and by the nearest foreign representative of our government. These passports should then be tested by the signalments of the central bureau which have been made from the nationality of the immigrant, thereby establishfiling of those passports would facilitate identification and return if in five years the immigrant shall commit

At the triennial convention of Protestant Episcopal church of the the right to combine groups is as firm United States, which began its sesas the right to combine individuals | sions yesterday in San Francisco, the | plantation

crime or become a public charge.

pediency. Whether the steel trust is mittee on marriage and divorce that learned. It can only be learned mitted to remarry in that church through experience. If experience Heretofore the privilege of re-marriage has been open to the innocent parts ering all phases and vicissitudes of the to a divorce but now it is proposed to lay a ban on innocent and guilty alike not only the stockholders of the trust There is said to be little doubt that this report will be adopted, but what effect problematical.

The Labor Enigma.

HE PARALYSIS of an entire city's facilities of travel by a street car strike over points concerning which the public often knows little presents a striking argument for better methods of arbitration. If the falling out of a few men should cause a shutting off of the water supply, such inconvenience would result to thousands of non-combatants that if a peaceful settlement was not soon reached, the great mass headed "Shall Labor Unions Be of innocent sufferers would find other means to restore the suspended current and prevent a frightful famine.

Street cars have become almost as great a necessity in large cities as well guarded water supplies, yet it is not an uncommon thing to see them tied up over trivial matters or by reason of obstinacy or lack of judgment on the part of a few men at the direct expense of multitudes. In cities as small as Scranton it is possible for most men to walk between their places of residence and places of employment; and therefore a street car tie-up is not so hurtful here as in larger cities where by no possibility can rapid transit be dispensed with. Yet even here the inconvenience is great and oppressive, and there are few who do not feel it keenly.

Is there no way of relief to the publie in such circumstances but to await with such patience as can be summoned the natural course of events; Must the strike tediously exhaust itself by first exhausting the strikers or the company? Must the few long stand in way of the many? Are there not ways to hasten a resumption of car service regardless of whether all points at issue have first been fully and wholly

If not, there should be,

Edward M. Shepard, the Tammany nominee for mayor of Greater New York, is a man of fine personal attamments and enviable reputation, who, if elected, would administer creditably the affairs of that city. Tammany has named him because afraid to name the kind of man who would ordinarily go on a Tammany ticket. But Mr. Shepard's fine personal qualities will not satisfy the opponents of Tammany, They are gunning for Croker and the tiger and will keep gunning until the

Pennsylvanians at the Pan-American

RIDAY, Oct. 4, is the date chosen for the position people at the Pan-American Keystone people at the Pan-American ex-position. True, there are thousands there every day who register, with pardonable the word "Pennsylvania" after their names in the great register in their state builddevoted to the pleasures of these good people and everything possible will be done which could in any way contribute to their comfort and

Governor W. A. Stone, together with the mean-bers of his staff, will be in attendance, as well as several companies of the State National Guards. The beautifut state building, commolious as it is, will not be ample enough to acdresses of the day, which will be delivered by listinguished citizens of Perusylvania. The formal ceremonies will therefore take place in the Temple of Music. The governor and his execut will need at the state building and go from there to the temple, crossing the Triumpbal afternoon and evening open house will be kept in the state building and all present will be given an opportunity to meet the governor and other state officials. The board of women manto meet the ladies of the governor's party in the Women's Building during the afternoon

Brooke's Marine band, of Chicago, has been assigned to the service of Pennsylvania for the of the most famous bands in atry. The free organ recital in the Tenple of Music in the afternoon will be in charge of Harry B. Jepoon, of New Haven, Conn. Governor Stone and staff will leave the Hotel Broczel at 9:30 a. m., arriving at the Temple of of Music will be called to order by Jacob E. Ridgeway, vice-president of the Pennsylvania Pan-American commission. The exercises there will consist of an address of welcome by Director General William I. Buchanan; response by Gov ernor Stone, of the Keystone state; music, "Liberty Bell" march; address by Schator Boies Penose; music, "Star Spangled Banner," Following the ceremonies in the Temple of Music there will be an informal reception in the Pennsylvania Building.

This is carnival week at the exposition, and a Pennsylvania Day as well as others there

One of the special events of Friday is the exhibition on the Esplanade by the famous Kudarci roupe. The exhibition will be free to all visi in addition to the many other splendid daily features, Those Pennsylvanians who re-main for Saturday will have the opportunity to witness the grand illuminated parade by King Rox and his subjects, with the splendid floats illustrating "Human Characteristics" in their various phases, such as have made New Orlean-famous for its carnival pageantry. There will be hundreds of stonti lights and the costuming of

the figures on the floats will be regal.

The parade will be followed by a magnificent display of floral pyrotechnics, which, with the reign of carnival fun on the Midway will being this remarkable week at the exposition to a close. Saturday afternoon will also witness ball game in the Stadium between the Uni-versity of Buffalo and the team from one of Pennsylvania's leading colleges, Lehigh uni-

An exhibit at the Pan-American that is re-tracting much well merited attention is the offection of economic plants, just outside the North conservatory, The collection was made by G. Edward Fuller, assistant superintendent in the department of horticulture, and is attract-ing much attention.

A tea plantation of twenty tea plants, from South Carolina, is shown, and a coffee planta-tion of thirty coffee plants, from Mexico and the West Indies. The tea plants are bearing seeds and the coffee trees are in fruit with ber-ries. There are also several cocoa and chocolate A stand of vanilla from Mexico, consisting of

ix vines, clustered around trees on which they were trained in Mexico, is in evidence.

A spice plantation is banked at the end of the tea and coffee plantation, occupying a position just within the conservatory window, and forming a background for the other plants. There are twelve allapice or pimento trees and black pepper vines, ciunamon trees, cloves, nut-megs and a fine collection of cardam and other Tapioca, arrow root and other rare food and fruit plants are scattered about through the

FIRST WITNESS IN SCHLEY'S BEHALF

[Concluded from Page 1.]

of "one point on starboard bow,"

The court then adjourned for luncheon

When the court reconvened after luncheon Cap

your 10.05, the two leading ships of the enemy were given as well on the starboard bow of the Brooklyn, were they not? Commander Sharp (reading)—"The two leading

Commander Sharp (reading)-"The two leading ships were well on her starboard quarter." It says 'quarter' here and 'bow' in the notes of the

Vixen's log."
"Then the Brooklyn is placed further above by the printed copy of the log, is she not?"
"Either further ahead or the Spanish vessels

further astern: yes, sir." "In the entry made at 11.45 a. m. it appears from your log that the Brooklyn bore one point on the port how of the Vixen, does it not?" Commander Sharp (reading from the log)—"The Brooklyn one point on the port bow, distant about three miles." (Reading from the notes):"Brook yn one point on the starboard bow, distant abou

"What is the effect of the difference between the copy of the log book and the notes?"

"The copy of the Brooklyn printed notes would put the Brooklyn further inshore or the Vixen further out, sir, as the case might be."

Cross-examining the witness, Captain Parker licited from him the statement that the print of the word "starboard" in Lieutenant Harlow's entry for 11.45 as printed in the Brooklyn print of the notes, corresponded with the official prinas given in the appendix, that word being given

Lieutenant Harlow's Notes.

Captain Parker also called the attention the witness to the entry in Lieutenant Harlow's notes, wherein he says: "11.15, the Iowa is gain ing on the Massachusetts," and asked if he had read the notes at the time, at the same time calling his attention to the fact that the Massa husetts was then at Guantanamo. Commander Sharp replied that he did read the

notes, but that he thought he must have over-Captain Parker then asked whether it was no true that all the changes from the original copy appearing in the Brooklyn print had been made by Lieutenant Harlow himself before he

ered the transcript to him (Sharp) for Commodore Schley. The witness replied that he did no Captain Parker-You can hardly remember at this time whether the Brooklyn was on the tarboard or port bow can you?

"Yes, sir; my impression is she was on the port bow. After we had passed Acerraderos, standing to westward, my impression is that the Brooklyn was on her port bow during the entire un to the westward until she turned in at Rio Tarquino.

Captain Parker-Now knowing that fact may it not be possible that before you sent those notes on board or took them on board to the inmodere the word "starboard" may have beer changed into "port" or vice versa? If you read the notes over before you took them to the commodore and saw any inaccuracies or things that ought to have been changed, you probably would have changed them, would you not? "I am afraid I did not read them over as carefully as I should have done."

"That is an error undoubtedly about the Brooklyn being on the starboard bow. It was on the port side?' "It is stated there officially "

"Yes, it is stated officially and signed by Lieu enant Harlow. I think it is an error, and the mention of the Massachusetts is an error as she was at Guantanamo."

Mr. Rayner—Do you remember that when you handed to Commodore Schley the typewritten transcript of the Harlow notes from which the pamphlet was printed, that you said: 'Commodore Schley here are the true notes of the fight, which will stand." "I have no recollection of using such lan-

guage." In response to questions Commander Sharp said that according to Lieutenant Harlow's notes, as recorded in the Vixen's low, the flagship New York had come up about an hour and fifteen minutes after the Cristobal Colon had surrendered. The record read that the New York had

of the Vixen, which had been at 2.20, Positions of Brooklyn.

The court here asked a number of questions, which, with the responses, were as follows:
"Were the positions of the Brooklyn and the Oregon relative to the Vixen during the battle of July 3 taken from Lieutenant Harlow's notes of from your personal observation?"

"From my recollection of the fight that day." "How near were the Spanish ships to the Brooklyn at the time you saw her turn to ge outh July 3?"

"I could not give a correct estimate." "What signals, if any, were made by the Brook

n from the commencement to the end of the battle of July 3?" "The Brooklyn had hoisted a signal, Enemy at unpling to escape.' That is in the notes. There may have been others, but I do not find any

"At the time that the Brooklyn commenced t make the turn you have referred to how near to her was the nearest vessel of the enemy?" "I could not state with any definiteness." Captain Sigsbee was then recalled to correct the

official copy of his testimony of yesterday, but before he proceeded Mr. Rayner asked him wheth-er "inview of the weather and the sea on May 26th ships could have been coaled with safety to Captain Sigsbee replied: "Possibly, yes, on the

ning of the 26th, but at risk of danger to the ps. The weather had somewhat abated and I cannot say that it would have been impossible. Captain Sigsbee's Addition.

Captain Sigsbee also made an addition to his statement of yesterday concerning any statement that he might have made to Admiral Sampson or

any one else to the effect that Commodore Schley was blockading Santiago harbor twenty-five miles out at sea. He said: "I did not, and never have stated that Admiral Schley was blockading twenty-five miles out at

sea."

The court asked questions of Captain Sigsbee as "You have stated there were two meetings of

Santiago while you were blockading there, have "I stated that to the best of my recollection there were. I am not too firm in that belief. I

"Upon what ship or ships were these meetings "Either the Yale or the Harvard. One, I think

was held aboard the Harvard, Captain Cotton's vessel. If another was held at all, it was aboard "Were the meetings assidental or by order the senior officer present?" "By order of the senior officer present."

"What was the object of these meetings of commanding officers off Santiago?" "They were informal meetings to talk over the the Spaniards might come out and catch us on of our ships at any time, and wanted to g aboard my ship. The meeting was broken up o

and, of course, it shows a meeting with Captain Wise." "Were any orders of the navy department read or discussed at these meetings? "I cannot now recollect distinctly. I presum

that account. It was referred to by Captain Wise

"State as nearly as possible the substance of each of these dispatches discussed and their dates."
"My recollection fails me. I cannot do it." Can you designate the dispatches or report published in the appendix to the report of the BUSINESS, PERSONAL and SAV-

ed to Commodore Schley on May 22?"
"I can show one. That is the one I read yesterday to the Minneapolis. It is in my testimony. I cannot remember specifically handing him the written dispatch." Schley's Dispatch. Mr. Hanna then handed to Captain Sigsbee a press copy book containing the order to himself in response to which ne had proceeded to San-tiago to meet the Flying Squadron. The dispatch

bureau of navigation that you handed or exhibit

"Proceed at once off Santiago. The Spanish deet is reported there. "Schley." fleet is reported there. Captain Sigsbee said the dispatch was correct, He was then excused. He was succeeded on the stand by Lieutenant

James J. Doyle, who was watch officer on board Commodore Schley's flagship the Brooklyn during the Spanish war. There was much interest in his appearance as he is the first of the Brook-lyn's officers to be called to the stand since the inquiry began. He was called by the department, but when Captain Lemly had concluded his ex-amination Mr. Raynor announced that it had been Admiral Schley's intention to have Licuten-

cross-examination.

ant Poyle summoned as a witness in his behalf, He, therefore, with the consent of the court,

questioned the witness as if his examination had

een in chief and did not confine himself to

Brooklyn was "one point on port bow," instead

tain Lemly continued his questioning of Comman der Sharp concerning the changes made in the notes of Lieutenant Harlow, as follows: Judge Advocate—In the entry made in your log

In response to questions by Captain Lemly, Lieutenant Doyle said that during the battle off Santiago he had had charge of the two waist turrets. He had, he said, written the log giving the account of the battle as there recorded, but afterwards an addenda had been made by the

navigator.

When the Brooklyn steamed westward witness was first in the port turret and then in the star oard turret. "Did you have an opportunity of observing

which way the vessel turned?" Captain Lemly isked. Witness responded in the affirmative. He

said, however, that he did not hear orders giver to the man at the wheel. "What did you observe?"

"I cheered, while in the port turret, that me had an opportunity of firing at the Spanish ships and the turret was trained nearly ahead. The Spanish ships were a litle by then on our port bow and we lost sight of them by our ship turning with a starboard helm. was that the order gas given to man the star-board battery, and as I crossed from one turret to the other I observed the Spanish ships a little bit on our starboard bow. As soon as I got in bit on our starboard now. As soon as I got in that turret I swing the gun sharp on the starboard how. In the meantime some of our own guns had fired, probably in the forward eightinch turret, so I could see nothing at all from the dense smoke. White in that position and while the turret was being trained, Mr. Mason, the executive officer, passed down the starboard gangway calling 'sharp on the starboard quar-ter,' and I turned the turret around and picked the Spanish up on our starboard quarter, and from then on it was a constant train of the turret until we had the Spanish ships about a

"How did you come to enter in the ship's log that the vessel turned with a starboard belm Do you recognize that log (handing him the log

The witness then, in response to a request, read to the court that part in the log book which re

lates to the turning of the port helm, in which the following sentence appeared:
"We engaged with port battery at first, stand-ing in for the Maria Thereas, the Colon and the Viscaya, all three of which we engaged, but just as soon as the enemy stood to the westward, pu

helm to port, swinging."

The witness then stated that the original entry in the log had made it appear that the helm was put to starboard, instead of to port, as it appears in the permanent log. The change, he said, had been made on the fifth of July, two the action. Asked why he changed it, Mr. Doyle

sharp. I had been under the impression, as have stated, that we turned with a starboard helm. Sharp was aboard the Brooklyn on July 5 to luncheon with us, and I had a discussion with im that day on that subject. I think that is the

time I changed it." "Do you know whether the navigator had the signed the log as correct?" "I do not, sir." "Why were the interlined words put in?" "They were put in at the suggestion of some

person, probably the navigator. They were pur in evidently after the log was written up, because

they are interlined Changes Due to Error.

Mr. Rayner then took the witness and asked him if it was not true that the change in the log was due to an error on the part of the witness and to no desire upon the part of anyobdy to falsify the facts.

"Absolutely," was the response, "And the error," continued Mr. Rayner, "oc curred, as I understand you to say, in this way: That during the action you could not see on account of the smoke, and thought the ship did turn with starboard helm and entered it so in the "Yes." was the reply.

stance with the port battery by our own boy shutting the enemy out and showing that at that time we must have had our helm a little starboard, or that the enemy was going with star-board helm." "And then when you learned you had been

"We lost track of the enemy in the first in-

mistaken you made the change?"
"I changed the entry, and I think if you had the rough copy here you would find it was Sterling Silverware anged in my own handwriting." Mr. Rayner then stated to the court that i

was his desire to treat Lieutenant Doyle as a witness for Admiral Schley. To this the court assented, and Mr. Rayner asked the witness a series of questions calculated to bring out a brief history of the Brooklyn's part in the Santiago campaign and a full statement of his o while an officer on board that vessel. nt of his observations

Mr. Doyle said in response to the questions that while at Key West, which port the Brooklyn had left at the head of the Flying Squadron on May Mercereau & Connell. 19, 1808, he had heard nothing of the Spanish fleet, nor had he then been informed of a secret code of signals arranged by Captain McCalla for communicating with the Cuban insurgents.

Particulars of the Blockade.

Relating the particulars of the blockade Cientueges by the Flying Squadron from the 21st o the 24th of May, Lieutenant Doyle said he recalled the arrival of the Iowa and the Dupont off Cienfuegos on May 22, of the Hawk on the and of the Marblehead on the 24th. said that he had observed three lights which looked like boulires on the shore each night that the squadron lay off Cientuegos, but that neither he nor any one else on board, so far as he knew. understood their purpose. He also told of a re-cognizance of the harbor at Cienfuegos on the evening of the 22nd of May; of the conversation with the officers of the British ship Adula, and of the arrival of the Marblehead and the depart ure of the entire squadron for Santiago after the last named vessel had made communication with

the Cubans ashere.

Then he said, on the night of the 24th, ships formed in squadron and steamed eastward, the terwards being reduced to accommodate the small vessels, the Vixen and the Eagle. When they made their start there was quite a surf, "a long swell of the sea," and on the 25th the

weather was still worse, making it very difficult for the yachts to keep up.

Licutenant Doyle placed the distance of the American fleet off Santiago from the mouth of the harbor at from three to four miles and said there were picket boats on the inside of the line. Speaking of the bombardment of the Colon on the list of May, Mr. Rayner designating it as reconnoissance. Lieutenant Doyle said that its effect had been to develop the fact that the Spaniards had new guns in their land batteries

A Shot at Sampson.

Here Mr. Rayner asked, "What was the cir cular form of blockade commenced?"

While no mention was made of the name of Admiral Sampson this question was evidently regarded as an attempt to bring his blockade

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into the case for purpose of comparison, and Captain Lemly was prompt in noting a sharp and vigorous objection.

when they returned Admiral Dewey said: "The court decides that all questions relating to the blockade off Santiago must be confined to

the time prior to the arrival of the commander in chief." The court then adjoirned for the day.

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BLACK AND COLORED PEAU DE SOIE, at \$1.00 and up.
BLACK AND COLORED LOUISINES, \$1.00 and up.

BLACK AND COLORED SATINS 50c. and up. FANCY TAFFETA WAIST SILKS 75c and up. FANCY LOUISINES WAIST SILK

Corduroys at 50c to \$1.25

Are in very great demand this fall for Jackets and Separate Skirts.

DRESS GOODS

\$1.00 and up.

Plain, smooth fabries predominate this season.

PRIESTLEY'S BLACK DRESS GOODS are here in abundance-PRIESTLEY'S CRAVENETTE MELTONS, for Storm Coats and Suits, 54 inches wide, at \$1.65 and

WOOL BIARITZ CORD, in black and colors, at \$1.00. PRUNELLE CLOTH, in black and

colors, at \$1.25. PEQUIN SERGES, black and colors, 5c and \$1.00. ALL WOOL SERGES, black and col-

HOMESPUN SUITINGS, 54 inches wide, 50c. and 75c. EXTRA HEAVY MELTONS, 54 inches wide, at \$1.00.
SILK AND WOOL SUBLIME and

LANSDOWNE, at \$1.00 and \$1.26, ALL WOOL CHEVIOTS, at 45c and 510-512

Lackawanna Ave

Furniture

We are now showing the largest assortment of Furniture ever presented to the people of Scranton.

salesrooms large and better arranged than ever before. You will have no trouble

Our stock is bigger, our

want. Our prices are right. We buy our goods in large quantities and our prices are correspondingly low to you.

Our manner of doing

in findnig just what you

business, our custom of fair treatment, has won us thousands of friends. If you have not yet dealt with us, don't fail to give

us a call at the first opportunity. We can save you money,

Hill & Connell

121 N. Washington Ave.

Allis-Chalmers Co

Successors to Machine Business of Dickson Manufacturing Co., Scranton and Wilkes-Barre, Pa. Stationary Engines, Boilers, Mining

Machinery, Pumps.

End of the Season Sale of Baby Carriages

We have had a great season of baby carriage selling, but still have about thirty first-class, up-to-date carriages left. We don't want to keep them over the winter and in order to close them all out have made a general reduction on each and every one now here. The following list will give you some idea as to the magnitude of the bargains offered in this

department. \$45.00 Carriages now \$30.00 35.00 Carriages now 25.00 27.50 Carriages now 22.00 19.00 25.00 Carriages now

23.00 Carriages now

\$20.00 Carriages now \$16.00 17.00 Carriages now 13.00 15.00 Carriages now 12.00 12.00 Carriages now 10.00 9.00 Carriages now

J. D. WILLIAMS & BRO.

312-314 Lackawanna Avenue.