The Scranton Tribune

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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 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 4, 1901.

THE REPUBLICAN TICKET.

State.

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

County.

Judge—J. W. CARPENTER.
Controller—E. A. JONES.
Coroner—DR. J. J. ROBERTS.
Surveyor—GEORGE E. STEVENSON.

Election Nov. 5.

"When the Democracy went out of power in our state it left to the Republican party a legacy of almost $10,000,000 of debt. This debt, by wise administration under Republican rule, has been almost entirely paid. We have increased the appropriations to the common schools until we stand at the head of the American states in support of popular education. Under Republican administration there has been paid each year for educational purposes more than was appropriated by the Democratic party in their quarter of a century of misrule. We have increased our appropriations to charitable and eleemosynary institutions until we can make the boast that no state between the two oceans supports these institutions 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 with 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 obstruction and negation sets up a hysterical cry of false pretense, hypocrisy and insincerity for the purpose of misleading the people and regaining lost power."—From the Republican State Platform.

The Times, as usual, misrepresents when it says The Tribune pleads with it to abandon the "ripper" issue. It is welcome to spasmize over that issue to its heart's content; but it should not try to make its readers imagine that electing Newcomb judge will repeal the "ripper."

Strike Thoughts.

IT HAVING been decided by the principals in the street car difficulty to fight it out, it is in order to consider certain possible phases of a battle of this character from the standpoint of the public welfare.

We assume and believe that the strikers will not only respect the law but help to preserve good order by discouraging scenes of disorder and violence. When their other strike was in progress disorderly persons created much disturbance by placing obstacles on the car tracks, hurling offensive epithets and sometimes more substantial missiles at the men who tried to operate the cars and otherwise giving our city a bad reputation. This must not be repeated. It is unlawful and it will be the duty of the officers of the law, regardless of their sympathies, to see that property rights are protected and that good order is maintained. We do not doubt that they will perform that duty without fear or favor.

Attempts to prevent people from riding in the street cars may be made and so long as they are persuasive merely, and not threatening, they will be legitimate. Those whose sympathy for the strikers is sufficient to cause them to keep out of the street cars have that privilege; but, by the same token, those who elect to ride must not be molested. In some cities street railway strikes have brought on scenes of violence and terrorism. We look for nothing of that kind here. Our people would not tolerate them.

When workmen abandon their employment for the purpose of fighting their employers they accept the risk that other workmen may be called in to take the places which they have vacated. Naturally they try to prevent this. They should, however, keep within the law and this can be done by remembering that the man who wants to work has as clear a right to work and to be protected while at work and while going to and from his place of work as the man who chooses to quit work has to strike and to be protected while behaving himself as a striker. The street car company would not be permitted to attack strikers or those in sympathy with the strikers; and the reverse of this rule is that the strikers and their sympathizers must not attack the company or its agents.

We have said that we consider this strike unwise, and that is still our opinion. The strikers, however, are entitled to fair play and they will get this in proportion as they conduct their movement peacefully and without public disorder.

Being a game sport, Sir Thomas will take his medicine manfully. But we wish he might get at least one race, just for good fellowship's sake.

No more beautiful way in which to honor the memory of William McKinley can be suggested than that of planting trees on Arbor Day. Among the last words recorded from the lips of our president before they stiffened in death was the wish to look out upon the trees which were so beautiful beyond his windows. It was his last fond look at the green earth, the fair world which had given him so much happiness; and close to the borders of the grave he paused for one more picture of the noble trees, with their waving branches whispering in the sunlight. It would indeed be a fitting memorial to this man of the people whom the people loved, if all over the land could rise these straight green monuments to the fine character of one whose heart in its purity was ever close to nature.

How History Repeats.

IT SEEMS to be characteristic of certain Democratic politicians—not, we are happy to say, representative of the patriotic men who form the bulk of that party's membership—to be always "agin the government." In 1864 they declared the war for the preservation of the Union a failure and were willing to compromise and end the struggle. When the Filipinos under Aguinaldo attacked the American troops in the Philippines, hoping to take them by surprise and drive them into the sea, this same type of politician hailed Aguinaldo's men as patriots, called the American soldiers tyrants and invaders and demanded that the flag that Dewey lifted should be hauled down. Their counsel was ignored; the work which Dewey and Otis and Lawton started was continued with such rapid success, considering the many difficulties encountered, that soon they were shamed into silence. But now that a band of bandits on the island of Samar has ambushed a small American force, the faint-hearted brigade is again on parade with such questions as were raised in last night's Times—"Is it worth the sacrifice?" That was a familiar question of the Copperheads during Civil War times and it evidently comes easy to the Times in virtue of political heredity.

But now that the question has been revived suppose we consider it. One hundred years ago the great empire west of the Allegheny mountains and north of the Ohio river was almost as the Philippines are today. White men of adventurous spirit went into it, established clearings, homes, little settlements, and finally villages now grown nto prosperous cities. There were many ambushes by savages. Hundreds and hundreds of sons and daughters of the East—the best and bravest of their times—were sacrificed in the long battle to tame a wilderness and expand civilization. Whole armies were defeated and over areas larger than Samar island the infuriated Indians swept, devastating with tomahawk and torch every creation of the whites. In those days, when our total population was but sparse and poorly equipped financially to assume the burdens thus incurred, the question was often asked: "Is it worth the sacrifice?"

Evidently it was considered to be, for the people kept on making the sacrifice. And the result is that today their descendants are the richest and most powerful people on the earth. In their turn they are doing a little missionary work among another type of dark-skinned race. It was thrust upon them by the fortunes of an unsought war, but they have shouldered instead of shirking it, and again as of yore, showing how history repeats, croakers are grumbling and exaggerating the cost. Let them croak. It eases their feelings and does little harm. The nation has made up its mind to plant civilization in the Philippines and it will persevere until this is done.

A noteworthy circumstance about the eulogy of President McKinley pronounced by Congressman James S. Sherman in Plymouth church, Utica, last Sunday night, was that "throughout the address"—we quote from the Utica Press—"there was the closest attention and hardly a sound from the audience, aside from an occasional sound of weeping; but at the concluding statement, that yellow journals should be driven out of existence, there was a wave of applause."

Can a Foreign Yacht Win?

IN VIEW of the fact that no challenging yacht has yet won a single race, let alone a series necessary to secure the cup, it is interesting to read the explanation of this phenomenon volunteered by the Toronto Globe.

In that paper's opinion it is doubtful if the British yachtsmen will ever be able to overcome the handicap imposed by the necessity of sailing across the Atlantic. The British builder, it points out, must produce a boat to sail across the Atlantic not under racing canvas but with a yawl rig, whereas the American builder may construct a boat that would fall to pieces on an Atlantic voyage, thus securing greater lightness of hull, with a consequent opportunity for greater weight on the keel. "After the Canadian yacht, Atlanta, had been beaten by the Mischief, the holders of the cup," the Globe recalls, "returned it to the only survivor of the original donors, who was prevailed upon to again donate it, with the condition that it be open to competition only by yacht clubs holding annual regattas on salt water, and by yachts that sail to the racing course from their own harbors. But for this restriction, the British yachtsmen would be building fragile racing machines, and chartering steamers to carry them across the Atlantic to the course off Sandy Hook. Clearly the challenging yacht is now handicapped."

It would certainly seem so. Take the case of the present challenger. Those who profess expertness in yachting lore are agreed that she is a dangerous competitor. Her appearance won the favor of perhaps a majority of the disinterested qualified critics. Yet she loses, apparently at the will of the skipper of the defender. Sir Thomas Lipton has taken every pains possible to get a winner and without success. Is it impossible for a yacht built to stand a trans-Atlantic voyage to compete with one not compelled to undergo that strain? If so, it would be fair either to modify the conditions attaching to the America's cup so as to permit both yachts to stand on an equality in this respect or else to give over the international character of the contest and make it solely an American affair.

That politics makes strange bedfellows is proverbial but rarely are the combinations more bewildering than in New York just now. As the Philadelphia Ledger's New York correspondent notes, here are Republicans praising Seth Low, whom they denounced in 1897. Independents supporting for president of the borough Jacob A. Cantor, whom they used to denounce as Croker's tool; John C. Sheehan, formerly member of the police board, Lexow-investigated and ex-boss of Tammany, now turned reformer and supporting Low; Coler, who held up Croker to scorn as a type of commercialism in politics, an eager though unsuccessful aspirant for the Tammany mayoralty nomination, and Edward M. Shepard, who in 1897 supported Low, and said that "the career of Tammany Hall is the most disgraceful blot upon the municipal history of this country," now saying "Barkis is willin'" when Tammany intimates a willingness to consider him as its candidate for mayor. Truly politics is a strange game.

MINERS' STRIKES.

Editor of The Tribune—

Sir: In his tenth annual report to congress the commissioner of labor gives very specific details of all the strikes that have taken place in the United States from January, 1887, to June 30, 1894. The report gives the strikes by industries in each state, with the causes, together with the men employed in each industry when the strike took place; the number thrown out of employment; the number in whose interest the strike was called; the number of days lost; how many were re-employed; how many new men took their places; how many were brought from other places, and the success or failure of the strikers. It also gives the loss in wages to the employes in each case, as well as the loss and damage to the employers.

Believing that it will be interesting to miners as well as others to see some of the results of strikes I have chosen from the report the strikes that have taken place in Luzerne and Lackawanna counties, between Jan. 1, 1887, and June 30, 1894. A report was made by the commissioner of labor to the last congress from July 1, '94, to 1900, which has not come from the press yet, but is expected to be published before winter.

In 1887 Luzerne county had 18 strikes and Lackawanna 3, of which six are credited to Wilkes-Barre. In the six, the aggregate number of strikers is given as 2,275, and the number in whose interest the strikes took place was 498. The Wilkes-Barre and Plymouth strike lasted from Jan. 5 to Jan. 19, with a loss in wages of $12,811. In the Hazleton region a strike began Sept. 15 and lasted to March 10, 1888, resulting in a loss of wages of $2,273,171. They received $71,668 assistance. The number who went out was 21,211. There were 1,928 new employes, of whom 1,800 were brought from other places. The strike was a failure. Strikes are quoted as taking place: Plymouth and Wilkes-Barre, one; six in Wilkes-Barre; three in Pittston; two in Plains township; two in Kingston; one each in Hazleton region, Hazleton, Hazlebrook, Kingston and Plymouth.

Lackawanna had three strikes, all credited to Scranton. One was against employment of non-union men, which lasted 247 days, and which was a failure.

In 1888 there were two strikes in Scranton and one at Winton. There was no strike in Luzerne or Lackawanna in 1889. In 1890 there was a strike in Scranton, which lasted 29 days, against excessive docking, which partly succeeded, and one in Luzerne county for the same cause, in 1891, lasting ten days, but failed, and one in Pittston. In 1892 there was one at Laflin. In 1893 there were two in Luzerne, and one in Scranton. In 1894 there were seven strikes in Luzerne county, to wit: Two at Hazleton, one at Hazlebrook, one at Pittston, one at Parsons, one at Wilkes-Barre, and one at Plains township; none in Lackawanna county.

The loss of wages to employes in Luzerne county from Jan. 1, 1887, to June 30, 1894, was $2,318,639, and to employers by business affected, $437,471. In Lackawanna county the wages lost was $21,089, and employers' loss, $8,310.

The largest number of strikes in the coal mining business has taken place in the bituminous regions.

The number of miners and mine laborers in the state of Pennsylvania involved in strikes may be seen in the following table, with the number of new employes, including those brought from other places:

Year.	Number before strike.	New employes.	Brought from other places.
1887	98,885	12,163	8,289
1888	92,943	198	49
1889	78,747	3,186	1,295
1890	47,860	6,186	5,025
1891	63,568	8,825	5,000
1892	11,066	1,051	316
1893	2,577	2,210	539
1894*	88,290	1,037	7,090

*Six months.

During the period included in the foregoing, there have been in the state three lockouts of miners and mine laborers and two of coke burners.

—P. W. Jay.

Carbondale, Oct. 3.

LIEUT. DOYLE TELLS HOW SCHLEY FOUGHT

(Concluded from Page 4.)

Admiral Dewey—You saw that signal?

"Yes, sir; I saw the signal being made."

Admiral Benham—Did you read the signal?

"I did not, but I understood what it was, and, if I am not mistaken, it was McCauley, an ensign we had on board, who made the signal himself. Soon after that the forward turret and starboard turret of the Brooklyn were directed to load the guns with armor-piercing shells. The forward turret was directed to fire first two shots, which it did. The shots fell short. Then I was directed to fire, and I fired at a range, as I now recall, of 6,500 yards.

We tried both guns at that range. Those shots fell short. We loaded again in the starboard turret, and I increased the range to 6,700 yards and fired the right gun. It went a little to the right of the Colon, as near as I could judge, but the range was very good. The Colon very soon after that went ashore. We steamed up to her and proceeded to get out a cutter for Captain Cook to go over and receive her surrender."

The Cross-Examination.

Captain Lemly began his cross-examination by asking the witness whether he was as sure of the positions and actions of the Brooklyn as he had been of the way the Brooklyn had been turned on the day of the Santiago battle.

The witness replied that he was more certain. He repeated his statement made yesterday that he had made the entry in the log that the vessel had turned with a starboard helm when in fact it had turned with a port helm. He said he had not consulted with any one except Commander Sharp before he changed the entry.

Questions were asked by Mr. Hanna. They traversed much the same ground gone over yesterday by Captain Lemly in the examination in chief. The witness again said that he had heard guns fired on the Americans' approach to Cienfuegos. He was sure that there were several guns, although the log book, which he had written for that day, had a record of only two guns. He admitted that in that respect the log did not represent the entire facts. The witness also told of the Flying Squadron's reconnoissance of the harbor of Cienfuegos, but said that he had observed no earthworks on the shore there.

He also said that while he had seen the shore lights at night at Cienfuegos he had never suspected that they were signals. He told of seeing three horsemen on the shore during the day time. "We regarded them as Spanish cavalry," he said. "They were on hand so that some one suggested that we should stir them up a bit, but we did not fire at them."

In response to Mr. Hanna's questions, Lieutenant Doyle said that on approaching Santiago on the evening of May 28, the squadron held to for the night about seven miles off Santiago. He believed that the Marblehead and the Vixen had been placed on picket duty for the night. The log, however, showed no record of that.

Mr. Hanna then examined the witness regarding his testimony bearing on the battle off Santiago. He asked him first as to the direction in which the Spanish ships were headed as they came out of the mouth of the harbor.

"They were coming right toward us," the witness replied, "in column, a little on our starboard bow. They had not then begun to turn."

"Were they firing at you?" asked Mr. Hanna.

"They were certainly firing in our direction," was the response. The witness said that after that the firing was from both sides of the bows of the enemy's vessels.

"How sure do you feel of your recollection as to the way they were headed at that time?" Mr. Hanna asked.

"That is one of the things that most firmly impressed itself on my mind," replied the witness.

Lieutenant Doyle said that he had made his observations of the battle through the peephole from the sliding hood, and again related how the enemy had been cut off from his vision by the smoke of one of the Brooklyn's big guns.

The cross-examination on these incidents was in progress when the court took its mid-day recess for luncheon.

Saw the Wigwag Signal.

The afternoon session of the Schley court began with inquiries concerning the wigwag signal to the Oregon for the Brooklyn to fire her thirteen-inch. The witness (Lieutenant Doyle) said that he was sure that he had seen the signal made, but that he was unable to find an entry of the signal in the ship's log. Reading the log, he found several signals and then a note saying that "other unimportant signals had been made."

Testifying concerning the events of July 3, Lieutenant Doyle stated that at 9.30 a. m. of that date the Brooklyn had been 6500 yards from the Morro, 300 yards farther out than the position assigned. He thought that the Brooklyn's first shot had been fired four or five minutes after she began to move into action.

Captain Lemly asked what efforts had been made by the Flying Squadron to discover the whereabouts of the Spanish fleet while the squadron lay off Cienfuegos before the arrival of Captain McCalla. The witness replied that there had been no effort except in making inquiries of the captain of the British vessel Adula.

Captain Lemly then asked a number of questions. The first of these called for an explanation of what the witness meant yesterday when he said he thought that just after the beginning of the battle of July 3 there was a prospect of a "melee."

"I thought," responded the witness, "that the ships were coming right toward us. I thought they would get into us and I thought we would have a mix-up, as they were only about 1100 yards distant."

Judge Advocate—Do you mean that the course of the Brooklyn took her across the Spanish line and that she necessarily maneuvered so as to make a turn to avoid that.

"That is what I mean."

"What orders were given by signal from the Brooklyn to the fleet during the action of July 3?"

"I do not know, except what I have already testified to about the wigwag."

"You have stated that while you were on top of the starboard turret it looked very much as though there was going to be a general melee or mix-up with the Spanish ships. I want you to give, as nearly as possible, the relative positions of the vessels, Spanish and American, to the Brooklyn at the time you refer to."

"At the time I referred to, the Spanish ships were in column, standing right toward us and about a point on our starboard bow."

By the court—What direction did the Spanish ships take immediately after clearing the entrance to the harbor?"

"The direction must have been southwest. They steamed right toward us; that is, when I first saw them they were on our starboard bow."

By the court—Was there a squadron night order book on board of the Brooklyn?

"I did not see any. No, I know there was not. There was a captain's night order book."

The Log Entry Discussion.

By the court—How did Lieutenant Sharp convince you that the entry you made in the log of the Brooklyn regarding the helm of the Brooklyn while turning was wrong?"

"We engaged in discussion at the luncheon table, my impression being at that time that we turned with a starboard helm. During this discussion it occurred to me the way I picked up the ships on the starboard quarter did not quite fit in with turning with the starboard helm. It might have done so, but it did not seem likely and Lieutenant Sharp, being an observer and being away from where I was in the sense that he had better observation of what we did, I concluded he was perfectly right. I reasoned out in my own mind that if we turned with starboard helm we unquestionably would have picked up the Spanish ships on our starboard beam and not on our starboard quarter."

Lieutenant Doyle was then excused and Lieutenant Commander Clifford J. Boush, who had made for the court the large charts of the positions of the vessels of the American squadron while off Santiago, was called to identify these charts and to state the date upon which they were prepared. Commander Boush also gave information concerning the phases of the moon during the Santiago campaign as taken from the American ephemeris.

Thought the Brooklyn Was Injured.

Captain William C. Dawson, of the United States marine corps, was the next witness. He was signal officer on board the battleship Indiana during the battle off Santiago and said that he had noticed the Brooklyn when that vessel turned to the southward. He had supposed the ship was injured and had gone out of action.

He thought she went 2,000 yards or more to the south. Captain Dawson said that during the battle he had a place on the flying bridge, beside Captain Taylor, and had been able to see well. The Indiana had, he said, occupied a position at the eastern extremity of the arc of the blockading circle, while the Brooklyn had been at the west end of the line.

"The Indiana," he said, "was heading approximately north and the Brooklyn northerly and easterly. The Texas was first east of the Brooklyn and was heading in the same general direction as that vessel. I had the clear view of all the vessels up to the time the Indiana was directed to return, during the chase of the Colon."

In reply to a question from Captain Lemly, the witness did at this point that he had seen no signals from the Brooklyn directing the movement of the fleet during the battle. Continuing his narrative, he said:

"At the beginning all the ships turned in toward the Spanish fleet, which was emerging from the harbor. The Spanish vessels came out in a southeasterly direction and port helm, making to the westward, practically parallel to the coast line. Our ships then not having as great speed as the enemy's, began to fall behind, so that the Indiana, Oregon, Iowa and Texas starboarded helm and made all the speed they could in a parallel course with the Spanish squadron. I did not see the exact movement of the Brooklyn. The first I noticed of her was twenty-five or thirty minutes after the battle had begun, when I turned my eyes to the westward and saw the Brooklyn standing apparently due southward, directly at right angles to the course we and the other American ships were steering. This struck me so forcibly because the other ships were in column and were steaming westward. The Brooklyn was in close proximity to several others of our ships. They appeared bunched, but the Brooklyn was steaming southward and firing with her stern guns, while some of the others, I could not distinguish which, were close to her. The spectacle was so remarkable that I reported the fact to the commanding officer of our ship, saying that I feared the Brooklyn was injured and was going out. She, however, changed her course and went west on a line well outside of the other ships. I think the Oregon was then in the lead, either the Oregon or the Texas, with the Iowa following and the Indiana in the rear. The Brooklyn steered a course parallel, but a mile or a mile and a half to the southward, shifting along the column formed by the fleet. By that time, the chase was well under way and the relative positions of the ships were not changed.

Cross Examined.

Mr. Rayner's cross examination of Captain Dawson was directed toward showing that his testimony was based upon recollection and that consequently he was liable to be inaccurate. The witness admitted that he testified only from memory, but he said:

"I was on deck as a signal officer and it was my duty to observe closely and make report."

He said that the Brooklyn had gone about 2,000 yards to the southward.

When Captain Dawson was excused, Lieutenant C. W. Dixon, of the bureau of steam engineering, navy department, was introduced to present a tabulated statement showing the amount of coal on board the vessels of the Flying Squadron from May 18 to June 1, 1898, as compiled from the steam log books of the various vessels. Mr. Rayner said that he would not object to the presentation of this statement, but that he would ask that it be so extended as to show how long this coal in each case would carry the vessel under forced draught, leaving sufficient on hand to take the vessel to any given base of supplies.

Captain Lemly said he had no objection to supplying this additional information, but the court at 3.50 p. m. adjourned for the day, before the table could be presented.

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