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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TWELVE PAGES.

SCRANTON, NOVEMBER 30, 1901.

It seems to be an act of wisdom on the part of the warring Central Americans to settle their dispute amicably and leave the success or failure of the revolution a glorious uncertainty.

The Cuban White Elephant.

THAT there is to be a battle royal of the parliamentary giants over the administration's proposition to confer preferential duties on Cuban sugar and tobacco seems already assured. The papers which reflect the sentiments of the beet sugar and home tobacco interests are full of ominous portents; and they are receiving encouragement from other strongly protected interests which fear that reciprocity with Cuba might be used as the opening wedge in a campaign for the withdrawal of some of the high duties no longer necessary for protective purposes. A good idea of the situation at Washington upon this subject is supplied in an interview had by Walter Wellman with an influential senator who masks behind anonymity.

"I confess" he is quoted as saying, "that I am in one of the greatest quandaries of my whole public career. It is true that we are in a certain sense responsible for Cuba. Secretary Root is right when he says that we have guaranteed Cuban independence and that it is our duty to maintain it, not only by force, if necessary, but by such economic dispositions as will enable Cuba to prosper. I easily perceive the force of the argument that Cuba cannot stand alone and maintain a peaceful status that will do credit to our handiwork in the upbuilding of that young state unless the Cuban sugar growers can have a fair market for their produce in this country. I further believe it to be true that unless we make concessions to Cuba on her sugar, so that prosperity and peaceful conditions may come to her, the annexation movement will gain such headway that it will be almost impossible to stop it. I have no sympathy with the idea that it would be our duty to annex Cuba if the Cubans were to ask it, and I have no hesitation in saying that the senators who joined with me in putting through the Platt amendment to the army bill were largely conservatives who want no annexation of any of our outlying territory. The best way to prevent annexation is to give Cuba industrial prosperity, and that can only be done by means of taking off at least a part of the tax on Cuban sugar coming to this country.

"But here come our beet sugar farmers of the west, our cane sugar men of Louisiana, the tobacco growers of Connecticut, Wisconsin and other states, declaring that it is all very well to talk of being generous to Cuba, but that charity should begin at home; that the Cubans have much less right to consideration at the hands of congress than have the men who live in this country and who, in many instances under the leadership of the United States department of agriculture, have built up a new industry for which they were promised the protection of our tariff system. They have right on their side, too, and it is a most difficult thing to reach a conclusion between the two contentions. I confess that I am unable to foresee the outcome. Probably it will end in another compromise, as most such matters do. The Cubans came here asking that all of the duty be taken off. Now I hear they will be satisfied with a 50 per cent. reduction. Possibly in the end congress may conclude to give them 25 per cent.

"Much will depend upon the facts as they are presented to congress. The beet sugar people will have to show to what extent a reduction of the tax on the Cuban product will injure them. According to my notion their attitude is not altogether consistent. They claim on the one hand that a reduction of the Cuban sugar tax will greatly injure their business. This could be done only by lowering the price of sugar to the consumer in this country. On the other hand they claim that if congress takes off some of the tax every dollar of reduction will find its way, not into the pockets of the consumers through cheaper sugar, but into the treasury of the sugar trust, which controls all the sugar importations and which, according to their views, is behind this agitation and using the Cuban planters as catspaws. Now I cannot see how both of these claims can be well founded. If we assume that the trust pockets the tax reduction, then the price of sugar in this market is not lowered, and the home producers are not hurt. If on the other hand the price of sugar be reduced, that brings in the rights of the consumer, and they are worth some consideration."

Unquestionably the conflict of interests will be sharp, but the relationship in which we stand to Cuba makes necessary some adjustment favorable to Cuban economic development. That is as necessary for our own welfare as for Cuba's. Self-interest prompts us to put Cuba on the pathway to successful independence as the easiest disposition to be made of her. Otherwise, we shall have continual trouble.

It must be remembered, too, that the failure to pass the exclusion act would destroy the important border industry of smuggling Chinamen into this country.

The Commissioner on Pensions.

ONE satisfactory feature of the federal legislative outlook is the prospect that an end has come to the movement to embarass Pension Commissioner Evans. Since the investigation of his methods by the present commander-in-chief of the Grand Army and the verdict of indorsement personally communicated to the president, Mr. Evans has been let alone. That he has been sustained throughout by his immediate superiors was evident as time passed and is attested by this reference in the annual report of the secretary of the interior:

"The report of Commissioner Evans should be carefully read by his countrymen in order that they may properly understand the great responsibilities of his office and the exceeding difficulties which he has encountered in faithfully discharging its duties. He has no option, and should have no desire, to do otherwise than conform to the plain direction of the law in the disbursement of the enormous appropriation made for the payment of pensions. The veterans have no more sincere friend than their comrade, the commissioner, who himself served as an enlisted man in the armies of the Union; and he but maintains and defends the honor of their patriotic service when, refusing to ignore both the letter and spirit of the law, he declines to permit the impostor, whether claimant or agent, to share in the bounty which is provided for the veteran and those dependent upon him."

During the last fiscal year 44,225 original claims were investigated and allowed and 3,567 other names added to the rolls by renewals and restorations, bringing the net number of pensioners to 997,785, the largest number in the history of the government. This does not bear out the assertion of his critics that he has been actuated by a spirit of hostility to deserving claimants. The number of pensions granted during the year to widows under the act of June 27, 1890, was 16,610, or nearly 4,500 in excess of those granted the previous year. The total amount paid to pensioners as first payments upon the allowance of their claims during the year was $9,934,763.54, or $106,253.47 more than the first payments during the year preceding. On July 1, 1901, there were in the hands of the different pension agents 19,108 certificates involving first payments amounting to $878,170.26. These certificates were issued so near the close of the fiscal year that the pension agents were unable to obtain vouchers from the pensioners in time to bring the payments within the year. Yet they properly belong among the evidences of the year's activity in the pension office.

That Mr. Evans' tenure of the pension office has not been characterized by a niggardly spirit in the adjudication of claims is shown by the fact that the total pension expenditures of his four years exceed by nearly $5,000,000 the total expenditures during the four years immediately preceding, in spite of the fact that a generation has passed since the close of the civil war and it might reasonably be expected that the natural trend of such disbursements would begin to recede.

The warfare on Henry Clay Evans, however honestly joined in by individual pensioners and claimants under a misapprehension of the facts, was not honest in its inception. It was originally a scheme of retaliation plotted by unsavory pension attorneys with whose projects of loot the commissioner had interfered. After a period of deception the veterans are learning the truth. The outcry against him has already subsided and it cannot be revived.

A London committee investigating food preservatives has decided that there is no particular danger in embalming material aside from copper sulphate used to impart a beautiful green color to canned peas. Let the green of our peas be as nature made it.

Freight Haulage by Trolley.

A BILL in equity filed in the Dauphin county court this week raises a contention likely to become far-reaching before it is concluded. The bill attacks the right of certain trolley lines in Allegheny county to carry freight or to permit it to be carried over their tracks by means of leases or other agreements with other companies.

According to the Pittsburg counsel of the Pennsylvania Railroad company the bill is filed at the instance of a number of the steam railroads doing business in that territory and he thus lays down the law from the complainant's standpoint: "There are two classes of railroad legislation. One gives the traction companies the right to carry passengers and the other gives railroads the right to haul passengers and freight. There is no law on the statute books of Pennsylvania that permits a traction company to carry freight. The question then arises as to whether a traction company, lacking that right in its own charter, has the right to lease to another company the right to operate such a prohibited business over its lines. Prior to 1874 there were granted to certain street railways special charters which permitted them to carry freight. But since 1874, when the general corporation act was passed, there has been no law enacted permitting trolley companies to carry freight."

In the particular case involved it appears that the haulage of freight over traction lines to which objection is made is by an express company which makes collection and delivery by special trolley cars rather than by wagons. So far as we know, it has not been alleged that general merchandise is being hauled as the steam roads haul it. But the motive of the suit is believed to be to head off any contemplated extensions of freight haulage of any kind by traction companies. At all events the Pittsburg Times in its report of the proceedings says:

Just what effect the carrying of express by the traction companies in Pittsburg has had on the revenues of the Pennsylvania Railroad company is not known. So far as the effect in Pittsburg alone is concerned, it is thought by stockholders in the express company that this one feature was largely of secondary importance in prompting the filing of the bills in equity. In their opinion the proceedings, which carry the matter into the courts, have been instituted to head off any plans the traction and express companies may have to work together in Philadelphia, Allentown, Harrisburg and other cities in the state, where such a plan would insure good returns. The combined receipts of express companies in the cities named, should they work together with the traction companies, would amount annually to thousands of dollars, which now go to the Pennsylvania and other railroad companies. By taking the initiative in Pittsburg, it was last night stated, the Pennsylvania Railroad company hopes to not only do away with the practice in this city, but to also head off and make impossible the practice becoming general through the state.

Should it be decided that haulage of express by trolley lines is unlawful a combination of trolley interests to secure more favorable legislation would be among the possibilities and on that basis legislative politics would undoubtedly grow interesting.

The Pittsburg Times editorially makes this comment upon the issue: "Without entering into a discussion of the merits of the case now in controversy, it must be conceded that nothing can be plainer to the observant person than the fact that we are not getting near the service out of the trolley line that it is capable of rendering. It has been developed to its highest efficiency in the carriage of passengers, and in that direction it has conferred immense benefits upon the inhabitants of urban communities, but it is capable of nearly doubling those benefits in other sorts of carriage. The use of it for the express business in this city is but an indication of what may be done in the carriage of all sorts of freight. The problem of distribution of commodities in cities is a very large one. It is carried on at present with great inconvenience and at great cost. It ought to be possible to enormously reduce this by the organization of great distributing companies that would attend to all of this quickly and expeditiously by the aid of the trolleys. It may be objected that the streets are already so crowded that the running of more cars would be a nuisance, but the goods must be transported, and to transport them by wagons takes up at least five times as much of the room as would be taken by trolley transportation, and besides that there is the wear and tear of the streets, which would come upon the rails were the trolley used. If the trolley is a public benefit in the carriage of passengers because it is swift, always ready, cleanly and a saving of street space, it can be made an equal public benefit in the carriage of everything else within reason. Why should we toil painfully along over rough ways with loads of a ton or two when ten tons could be carried five times as swiftly and with the occupancy of only one-fifth of the street room?"

This argument is not without force in communities that have good trolley systems enjoying harmonious relations with their employes and with the people. It would not, however, make much of an impression in Scranton just now.

While "Young Corbett" received the applause of thousands at Hartford, Jack Bonner rode in the Pottsville patrol wagon. Again are we reminded that pugilism, like other paths of fame, has its ups and downs.

The retirement of Orator Dennis Kearney will no doubt be more keenly felt, now that Minister Wu has offered to argue the Chinese exclusion question with all comers.

It will be a shame to settle the Colombian trouble before the ship load of British filibusterers en route are allowed an opportunity to distinguish themselves.

Regarding Mr. Hill there still seems to be a hitch in Democratic harmony in New York.

TOLD BY THE STARS.

Daily Horoscope Drawn by Ajacchus, The Tribune Astrologer.

Astrolabe cast 1:34 a. m., for Saturday, Nov. 30, 1901.

A child born on this day will note that the fellows in office always stand for harmony, while those on the outside invariably furnish the volume in the yell for reform.

The approach of the season of good cheer again reminds us that sporadic charity is better than none.

A woman with the voice of an angel can sometimes possess a disposition well, decidedly the reverse.

The diplomatic wife can generally appear to let her husband rule and yet steer him around in her way of thinking at the proper time.

If anything is gained when you lose your temper, it is usually by the other party.

It is only the rich men who are convinced that happiness can be had without wealth.

Ajacchus' Advice.

When contemplating litigation, remember that the "blind goddess of justice" can generally hear the jingle of coin, especially in attorneys' fees.

OUR TRADE WITH JAPAN.

Special Correspondence of The Tribune.

Washington, Nov. 28.

"The annual return of the foreign trade of the Empire of Japan for the year 1900," which has just reached the treasury bureau of statistics, shows that the growth in American imports into Japan during the decade has been far greater than that of any other nation. The total value of imports from the United States into Japan in 1900 was, according to this official publication of the Japanese government, 62,761,196 yen, against 9,814,514 in 1890, being thus nearly ten times as much in 1900 as in 1890. That this growth of imports from the United States has been far in excess of that of other countries, or of that of the average, is shown by the fact that the total imports of Japan are but three and one-half times as much in 1900 as in 1890, while those from the United States are, as already indicated, nearly ten times as much in 1900 as in 1890. The total imports of Japan in 1900 are 287,561,845 yen, against 80,551,574 in 1890.

—o—

Comparing the growth in the imports from the United States with those from other countries, the gains from the United States are equally apparent. The imports from Germany increased from 6,856,955 yen in 1890 to 29,190,805 in 1900, the figures for 1890 being almost identical with those of the United States, while in 1900 they are less than half of those of the United States. From Great Britain, the imports in 1890 were 26,619,102 yen, and in 1900, 71,635,219, having thus been four times as much as those from the United States in 1890, while in 1900 they exceeded those from the United States by about 15 per cent. only. From France, the imports in 1890 were 5,869,351 yen, and in 1900, 8,095,819; from Belgium, in 1890, 1,069,350 yen, and in 1900, 7,949,353.

The table which follows shows the value of imports into Japan in yen from the principal countries from which her imports were drawn in 1890, 1895 and 1900. It will be seen that both in rate of growth and in actual increase the imports from the United States show a greater increase than from any other country.

Total imports into Japan from principal countries in 1890, 1895 and 1900.

Countries.	1890. Yen.	1895. Yen.	1900. Yen.
United Kingdom	26,619,102	45,123,110	71,635,219
United States	6,874,531	9,276,560	62,761,196
Germany	6,856,955	16,232,158	29,190,805
China	8,849,085	22,983,141	29,909,740
British India	8,910,891	12,401,810	23,316,350
Hong Kong	5,495,917	8,078,189	10,659,855
Corea	4,501,340	5,975,399	8,855,078
France	5,869,351	5,180,131	8,095,819
Belgium	1,069,350	2,066,241	7,949,353
Russian Asia	769,918	1,371,612	5,716,105
Other Countries	6,942,799	5,970,601	28,958,891
Total	80,551,574	127,950,811	287,561,845

More Landmarks of Prosperity

Editor of The Tribune.

Sir: In free trade England, says the American Economist, Mr. Steel, a worsted and woolen goods manufacturer, now of Philadelphia, but formerly of England, paid a certain woman employe, a weaver, $5 a week wages. In protective tariff America, this same Mr. Steel pays this same woman employe $11 a week, working on the same goods. This ought to be a convincing object lesson to those workers who feel themselves occasionally tempted to vote for the party of low tariff in tariff so low that it's only a short remove from free trader and its consequent low wages.

Grain cleared at New Orleans this September was nearly three times as large as that cleared in September one year ago.

The shipments of California citrus fruits this season show a gain over last season, being 21,537 carloads this season against 17,677 carloads last season.

The arrivals of wheat for September exceeded the combined receipts of July and August, and September barley receipts were twice the combined receipts for July and August.

Eighteen blast furnaces of the Pittsburg district and the Mahoning and Shenango valleys are closed down for want of coke, owing to the shortage of freight cars, locomotives.

The net result of the low tariff from July 1, 1897, to July 1, 1897, was to force the cost of living down to $22.45 per capita, and to add $262,000,000 to the national debt. The cost of living is now $29.74 per capita.

Rice is being cultivated in Texas. It yields 70 to 125 bushels to the acre. The cost of production averages about 25 per cent. of the value of the crop. (Daily Financial News.)

The Chicago and Northwestern railway is spending $1,200,000 for new equipment for its ten overland trains.

We repeatedly hear it said that under our policy of protecting home manufactures, the so-called "trusts" increase the price to the consumer. As the American Economist points out, that is certainly not so in the case of the "paper trust." The following figures of prices in 1890 and 1900 speak for themselves.

	1890.	1900.
News paper	$ [illegible]	$2.00
Book paper	10.00	4.00
Wrapping paper	50.00	40.00

The census figures of the paper trade show a large increase in factories, with a consequent large increase in number of employes and wages paid, but also a large reduction in the price of the product.

New York Central railroad earnings show an increase of $1,000,000 for October, and $3,000,000 since July.

Those in Russia, Austria and Germany who so loudly, but persistently talk about "tariff retaliation" a cry which has no foundation in fact—forget that they are flourishing a two-edged sword in cuts both ways.

Shipbuilding is lively at the lake yards. Eighteen steel vessels, costing $7,500,000, are in course of construction.

Portland, Ore., though it has gone back some in manufacturing, is still a busy port. Its grain shipments for November will be the largest on record.

Ore shipments from Cleveland in October were 905,000 tons more than in October, 1900.

The New York Central increase of $1,000,000 in earnings for October is outdone by the Great Northern increase of $1,100,000 and the Northern Pacific, $1,000,000.

A Baltimore syndicate has bought part of the street railways in the city of the Golden Gate for $20,000,000 actual cash down. Such a deal would have been impossible in the years 1892-1896. In three years, from the government down, it was bonds, or other the obligations that were hawked, not actual cash, in any deals of size.

This change is the result of Republican policies, domestic and foreign, protective and expanding, and it's no wonder that people said by their votes on Nov. 5, "Let well enough alone." We ought to maintain this stand lest it be said of us, as United States Consul General Mason, of Berlin, is compelled to say of the situation in Germany, "Owing to the general prostration of industrial and financial interests, meagre harvests, low wages and scarcity of labor, all classes of German subjects are constrained to reduce to a minimum their expenditures for food and other necessities of life."

The home demand for copper is unprecedentedly large and the consumption keeps pace with the demand.

The demand for freight cars is so enormous that the car building companies have enough orders to last them for many months ahead.

Notwithstanding our increased desires by reason of the prosperous times, we now make, with the help of our protective tariff, so many of our luxuries, that our imports at the port of New York from Jan. 1 to Nov. 9, are only $8,676,000 more than for the same period of 1896.

From Jan. 1 to Nov. 9 we have sent abroad $35,000,000 gold and $11,000,000 silver; in all $70,000,000 of specie, but nobody misses it in these prosperous Republican days.

Vice-President McCrea, of the Pennsylvania, says: "Last six months business 20 per cent. larger than phenomenal last year. 10,000 cars and 205 locomotives on order for manufacture. For want of teams merchandise in Pittsburg is piled as high as the roofs of the freight houses, still spread $10,000,000 inside Pittsburg's city limits." (Daily Financial News.)

The plants of the American Locomotive company are to be doubled in capacity, in closing those at Schenectady and Dunkirk.

The United States Steel corporation has all the orders for rails which it can fill before 1902.

The largest wheat ranch in the world is being laid out in Kansas. 160,000 acres in one block.

Connecticut has 9,128 manufacturing concerns, an increase in ten years of 23 per cent., with $811,000,000 capital, increase 48 per cent., and a yearly product of $875,000,000, increase of 42 per cent. Since 1890 the population has increased 14½ per cent., but the wage earners have increased 21½ per cent.

It is fortunate that we have the wherewithal to finance our gigantic enterprises, but we would not have secured it, except for the policies of the Republican party, whereby we not only protect our home industries and our homes, but create a surplus from which we can draw to finance our foreign trade and increase our factories. We talk of "combinations," but the combination under which we are meeting so great success is that of brains, brawn and books. The steel trust is that kind of a combination, and now we are to have another with $50,000,000 capital, of the plate mills in the country.

The Wabash railroad system shows gross earnings of $6,705,507 from July 1 to Oct. 31, four months, an increase of $526,511 over last year.

We must stop talking about our country being ruled by "silk stocking magnates," now that Bridgeport, Conn., has elected to 5,000 majority a $1.50 a day stoker to a holiday, to the mayor's chair at a salary of $3,000 a year, or $10 each working day.

The manufactures of Colorado show up well in the census reports. The establishments number 3,570, an increase of 135 per cent. in ten years. Capital $63,000,000, increase of 155 per cent.; wages paid yearly, $15,000,000, increase of 54 per cent.; product yearly, $107,000,000, increase of 107 per cent.

Utah has 1,100 establishments, with $14,000,000 capital, wages paid $3,000,000 yearly; product $21,000,000, each with increases of from 54 to 162 per cent.

Our silk manufacturing has grown to such proportions that we now have 3,040 broad looms and 7,000 ribbon looms, all run by power. We import and consume nearly one-third of the world's supply of raw silk. Secretary of Agriculture Wilson proposes experimenting with silk worms and mulberry trees, if congress grants the necessary appropriation. (Albany Journal.)

Railroad earnings drive home and keep home the fact that things are prosperous. The increase is general all down the list. St. Louis and San Francisco netted $449,000 net in September; Baltimore and Ohio, $497,000, and Illinois Central, for three months, $968,000.

The American Locomotive company has booked all the orders it can fill up to the end of 1902.

Very truly yours,
Walter J. Ballard.

Schenectady, N. Y., Nov. 22.

THE SNOWDRIFT.

When night dropped much, the hills were dark and dim,
Storm spirits were out, we heard the North Wind blow,
Then when arose the slowly waxing sun,
Morning came unannounced in a robe of snow.

White grew the lands as every field and knoll
Shone forth transfigured by the snow storm's spell;
The trees and fences stood in motley, half
Half dark, half whitened by this miracle.

But where the stone wall held its Parian weight
Of snowdrift, like some Alp or Apennine,
We saw a sculpture man could not create,
Smoothed off and chiseled by some touch divine.

Mute wonder of the myriad moulded snow,
Pure as the stars that sentinel the sky,
What art could improvise and fashion so,
Unless some godlike power spoke processant by?

Here plinth and cornice, architrave and frieze,
Lift up a beauty to the day and sun,
Amidst the silver of the timeless trees,
That never Phidias or Canova won.

—Joel Benton, in Country Life in America.

Christmas Gifts for the Children

THE TRIBUNE'S

JUNIOR EDUCATIONAL CONTEST

Gold and Silver Watches, Sleds, Skates, Games, Toys, Etc.

(A detailed list will be announced later.)

To be given to the Boys and Girls of Northeastern Pennsylvania who succeed in making the largest number of words out of the letters in

S-C-R-A-N-T-O-N T-R-I-B-U-N-E.

Four Weeks of Amusement for Winter Evenings.

RULES OF THE CONTEST.

Prizes will be given to the boy or girl, under 16 years of age, building the largest number of words out of the letters contained in "Scranton Tribune."

No letters must be used any more times than they appear in these two words. As an instance, a word with more than one "E" would not be admitted, but a word might contain two "T's" or three "N's."

Plurals formed by adding "s" or "es" not allowed.

Only words found in the main portion of "Webster's International Dictionary" (edition of 1898) will be allowed. Any Dictionary can be used, but in judging the contest The Tribune will delay all words not found in Webster's.

Proper names, or any other words appearing in the "Appendix" will not be allowed. This applies only to proper nouns or names in the Appendix—those defined in the main portion of the book will be admitted.

Obsolete words are admitted if they are defined in the dictionary.

Write on one side of the paper only.

Write very plainly; if possible, use a typewriter.

Place the words in alphabetical order, numbered in rotation.

Write your name and address, age and total number of words at the top of your list.

Fold the list—do not roll.

Contest closes Saturday, December 21, at 6 p. m.

All letters of inquiry for additional information will be promptly answered. Address your list of words, or any question you wish answered, to

CONTEST EDITOR,
Scranton Tribune,
Scranton, Pa.

Estimate the Number of Words

How many words do you think there are in the letters in "Scranton Tribune?"

To put it another way, How many words do you estimate the winner of The Tribune's "Junior Educational Contest" will have?

This is just a little "Estimating Contest" in connection with The Tribune's "Junior Educational Contest," in which every reader of The Tribune is invited to participate.

Ten Dollars

For the Best Estimates.

$5.00 will be given for the first correct, or nearest correct, estimate.
2.00 for the next nearest.
1.00 for the next nearest.
50 cents each for the next two nearest.
25 cents each for the next four nearest.

Record your estimate on the blank below and mail it to "Contest Editor, Scranton Tribune, Scranton, Pa.," or the envelope may be handed in at The Tribune office. You may send in as many estimates as you have blanks.

(CUT THIS OUT.)

Contest Editor,
Scranton Tribune.
I estimate that the winner of the first prize in The Tribune's "Junior Educational Contest" will have
.....words.
Name .....
Address .....

Employes of The Tribune Are Debarred from Entering These Contests.

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