

The Scranton Tribune

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LIVY S. RICHARD, Editor.
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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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1 inch	25	25	25
2 inch	45	45	45
3 inch	65	65	65
4 inch	85	85	85
5 inch	105	105	105

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SCRANTON, JANUARY 10, 1902.

Scranton's indebtedness to Edward L. Fuller is increased by the part he has had in securing the removal to this city of the headquarters of the National Salt Company. Scranton is now the center of the salt industry of America and its prestige will be correspondingly enhanced—a fact due very largely to the enterprise and foresight of Mr. Fuller. Of a truth we are privileged to live in no mean city.

Five Years of Prosperity.

AN INTERESTING comparison of conditions in 1901 with conditions in 1896, when Republican prosperity began, is made by the New York Journal of Commerce. In all its details the comparison is too long for reproduction, but some of its salient features should be mentioned.

Beginning with population, an increase of ten per cent. is found in the five years, showing that when times are prosperous infant as well as full-grown industries flourish. Coming to pig iron, the staple barometer of trade, we find an increase of nearly one hundred per cent. in its production. In the same period there was an increase in coal production of 56 per cent.; in gold production of 51 per cent.; in copper production of 31 per cent.; in the growth of wheat, 50 per cent.; of corn, though a 40 per cent. decrease in quantity yet an increase in the selling price, and the same with oats. In 1896 2,282,875,000 bushels of corn sold for \$401,000,000 and 707,000,000 bushels of oats for \$132,000,000; while in 1901 1,843,000,000 bushels of corn sold for \$608,000,000 and 660,000,000 bushels of oats for \$220,000,000. The total increase in the value of the three crops, comparing 1896 with 1901, was \$505,000,000. The cotton crop of 1895-6 was 7,162,473 bales; while that of 1900-1 was 10,455,141 bales.

The wonderful growth in our foreign trade has been so frequently commented upon that it seems hardly necessary to mention it here. It is enough to say that in the five years our imports increased 28 per cent. and our exports 41 per cent. Our exports of manufactures increased even more rapidly than our other exports, the percentage being 58. Bank clearings in New York city increased 175 per cent., while in the country at large the percentage of increase was 122. Taking the last ten years of each year as a basis of comparison, the loans and discounts of banks in the New York Clearing House increased 87 per cent., while the net deposits increased 50 per cent. An increase of 56 per cent. in the gross earnings of railroads is indicated, while a reduction of one-fourth in the number and one-half in the liabilities of business failures is to the credit of Republican times. In the five years there has been an average increase in the price of commodities of 30 per cent., but the increase in wages, as well as in the number of working men employed, has more than kept pace. In 1896 it mattered little to many hundred thousand workmen whether the price of commodities was high or low; they had no wages with which to buy them. Today there is not a man of good habits and average ability in the United States who is compelled to be idle through lack of work.

The New York paper from which these figures are taken wisely admonishes its readers to be prudent and careful in the face of such marvelous prosperity, so that it may not be prematurely sacrificed. In the nature of things we cannot expect to progress continuously at such a pace; otherwise the world would one day become too small for us. Frugality, thrift and caution will become the American people in the year of grace 1902, and, indeed, in all other years.

A vigorous protest from a lot of Manila merchants again reminds the administration of the difficulty in preparing a trade policy that will suit everybody.

Russia's Motive.

REFERRING the other day to the evidence recently introduced that it was the czar Alexander II of Russia who, in the early days of our Civil War prevented France and Great Britain from recognizing the independence of the Southern Confederacy and carrying out their intention to break the North's blockade of Southern ports, we indicated our curiosity as to Russia's motive. Some writers have held that it was pure friendship for the United States; but considering how little Russia's absolutism and American democracy have in common, this has never recommended itself to us as a tenable explanation.

Light on the subject is shed by Wharton Barker, of Philadelphia, who, in 1878, served as the Russian financial agent in America, and in the summer of 1879 had an informal personal interview with the czar in the palace of the Grand Duke Constantine at Pavlovsk, about 15 miles from St. Petersburg. In the course of this

interview the czar's motive for his attitude during our Civil War was explained by no less a person than the czar himself. Mr. Barker writes:

"With great earnestness and some sadness the czar said that in the autumn of 1862 France and Great Britain proposed to Russia in formal, but not in official, way the joint recognition by European nations of the independence of the Confederate States of America. He said his immediate answer was: 'I will not co-operate in such action and I will not acquiesce, but on the contrary I shall accept recognition of the independence of the Confederate States by France and Great Britain as a casus belli for Russia, and that the governments of France and Great Britain may understand that this is no idle threat I will send a Pacific fleet to San Francisco, and an Atlantic fleet to New York. Sealed orders to both admirals were given.' After a pause he proceeded, saying: 'My fleet arrived at the American ports; there was no recognition of independence of the Confederate States by Great Britain and France, the American rebellion was put down and the great American republic continues. All this I did because of love for my own dear Russia rather than for love of the American republic. I acted thus because I understood that Russia would have a more serious task to perform if the American republic, with advanced industrial development, was broken up and Great Britain left in control of most branches of modern industrial development.'

This disposes of all points in controversy and leaves the American nation indebted to Russia for aid at a critical time, though not for the motive prompting that aid.

Wednesday's frightful tunnel accident, in some respects the worst in the history of railroading, since it occurred in the heart of a great city, where travel ought to be the safest, will undoubtedly hasten the use of electric motive power for tunnel travel. Under the most carefully managed enterprise accidents will happen, because human life, though improving, is yet imperfect. But it should be possible to do away with smoke, steam and dust in a tunnel and thus reduce the chance of signals being obscured.

The Canal Question in Brief.

NOW THAT public interest centers almost wholly in the choice of routes for the proposed and expected but long delayed isthmian canal, a comparison of the two routes in tabular form will possess educational interest. One was recently prepared by Walter Wellman from official sources for the Chicago Record-Herald, from which paper we borrow it:

Total length, ocean to ocean, miles	40.90	185.06
Length between terminal harbors	42.00	180.20
Length of canal section, Panama to Colon	30.41	75.78
Length of canal section, Nicaragua to Colon	12.48	76.21
Total excavation needed, cubic yards	92,000,000	185,000,000
Estimated total cost to complete	\$14,000,000	\$40,000,000
Annual cost of maintenance, estimated	2,000,000	\$1,300,000
Summit level above sea, feet	85	110
Water supply for summit level	Ample	Ample
Regulation of water supply	Automatic	Manipulated
Number of locks	5	8
Greatest locks, proportional	4	5
Slight of steep cuts, feet	110	226
Height of deep cuts, feet	410	226
Total length of curves, miles	22.80	49.30
Total curvature, degrees	771	2,220
Shortest curve, feet radius	6,254	4,015
Number of curves under 2,000 feet radius	10	30
Number of curves under 6,000 feet radius	33	33
Number of curves under 7,000 feet radius	3	39
Number of curves under 8,000 feet radius	3	42
Total number of curves	28	58
Harbors to be constructed	2	12
Canal to be built, miles	12	12
Canal to be made sea level	Yes	No
Estimated time of passage, hours	12	33
Ships go through in days	1	3
Proportional danger of delays	1	30
Healthfulness of climate	Same	Same
Hazard of storms in lake navigation	Heavier
Hazard of earthquakes in lake navigation	Greater
Greater distance, New York to San Francisco, miles	3,621
Quicker passage to San Francisco, hours	550
Quicker passage to San Francisco, days	12
Quicker passage to San Francisco, weeks	1
Quicker passage to San Francisco, months	1
Quicker passage to San Francisco, years	1
Quicker passage to San Francisco, decades	1
Quicker passage to San Francisco, centuries	1
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