

The Scranton Tribune
Published Daily, Except Sunday, by The Tribune Publishing Company, at Fifty Cents a Month.

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

New York office: 150 Nassau St.
Sole Agent for Foreign Advertising.

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.

THE FLAT RATE FOR ADVERTISING.
The following table shows the price per inch each insertion, space to be used within one month.

TWELVE PAGES.
SCRANTON, JANUARY 25, 1902.

REPUBLICAN CITY TICKET.
Controller-EVAN B. MORRIS.

The difficulty with Senator Mason's pro-Schley resolution is that both the commander-in-chief and the United States courts have decided that Admiral Schley was not "in command of the American fleet at the victorious battle of Santiago."

Very Unjust Criticism.
IT IS ALWAYS easy to criticize the health officers in an emergency. They have to act rapidly and under heavy tension, and they hardly ever have any effective cooperation from the people whose vital interests they are striving to safeguard.

These conditions are not special to any community, they are liable to arise wherever an epidemic of disease gathers and breaks. At its best, the officer filled in this city by Dr. Allen is a thankless one. But it seems to us that the present is a peculiarly unfruitful time in which to hurl criticisms and misrepresentations at the superintendent of the bureau of health.

But it is due to Dr. Allen and his assistants and advisors in the health bureau to say that from the first they have been alert and indefatigable in their preparations and precautions. As a result largely of their efforts what looked like an almost certain devastation has been halted in its incipient stages; and a hundred thousand people are today breathing freely who, a week or ten days ago, they were viewing the outlook with the gravest apprehension, and in some cases almost with panic.

New Jersey's new senator, Hon. John F. Dryden, is a substantial and highly cultured business man, whose success in other fields makes certain his success in the new relation. The general public had hoped that the choice might fall upon former Attorney General Griggs, with whose ability and high attainments it had already become acquainted; but it is willing to accept cordially the choice of the Jersey majority, and wish him success as a senator of the United States.

Dr. Parkhurst Answered.
MAYOR LOW of New York has made reply to the recently published open letter of Rev. Dr. Parkhurst criticizing his administration's enforcement of the excise law. A reply was hardly called for. The Parkhurst letter really answered itself by its own contents, not to say impudence. But the mayor's reply has value in that it states clearly what the policy of the Foster administration is to be in this direction. The policy is thus asserted:

"The attitude of this administration toward the excise law can be clearly defined. It will continue to enforce the excise law as one of the general body of laws which it is called upon to enforce, in the best manner practicable with the means at its disposal. It will take immediate cognizance of any complaint of breach of the law that is called to its attention; but it will not concentrate the entire police force on this one law and let all other laws go by the board. It will also do everything it can, while it is in power, to break up the bribery and corruption of which the excise law has been for so long the fruitful parent."

This is all that well-balanced men can ask. No administration can be successful in an American city filled with complex elements representing varying and widely different social standards which is fanatical or one-sided. The main purpose of city government is to keep the peace and the public health. This can be kept only by means of a comprehensive plan of abating the most conspicuous menaces to peace and health. Hunting around for minor offenses of small actual damage to the

community, when prosecuted at the expense of larger duties, is both ineffectual and impolitic. The excise law is only one of many laws whose enforcement devolves upon the city authorities. They should not ignore it; but on the other hand they should not permit it to obtain a monopoly of their attention and administrative energy.

No better solution of the canal problem has been proposed than that congress invest the president with power to arrange the details and then to proceed to business. It is essentially an executive task.

Interesting Revelations.

WE SUPPOSE the public is noticing the revelations which are outcropping in the affairs of Division 168, Amalgamated Association of Street Railway Employees. They are quite instructive, as tending to illustrate how, in the magic name of "unionism," things can be done between workmen which, if done to workmen by an employer, would evoke an outcry that would lift the roof.

Since this foolish street car strike began, starting upon the inopportune proposition that an employer, before exercising his right to discharge an employe, must first hold a public trial and expose the secrets of his business, a great deal has been said about benefits which the strikers would receive. Most of the unions of our valley have passed resolutions pledging their moral and financial assistance, and it is fair to assume that a large amount of money was thus placed in the hands of the managers of the strike for the purpose of helping to carry the idle rank and file.

How has this trust fund been administered? Charges reflecting upon the honesty of the custodians are to be investigated in an action which they have themselves brought for vindication. At this hearing no doubt much which is not now generally known will be brought into view. But the fact that relief in small sums was distributed only as loans in exchange for thirty-day, cut-throat judgment notes, collectible by attachment of anything the signers possessed, to the shirt on the back at the side of his bed, has already been established by the executive committee's own action in moving to enforce one of these Shylock bonds. Thus, at the outset, there is shown a lack of confidence among the strikers fatal to their success; and it is a realization of the inevitable that they are now divided into rival groups, each more bitter against the other than against the common opponent.

Contemplation of these mistakes and blunders is not pleasant, but it is necessary. The working people of Scranton and vicinity have a fellow interest in this street car strike and in its management, because the same conditions which have practically destroyed the winter's employment of several hundred men formerly at work for the Scranton Railway company and inflicted a great inconvenience and loss upon the community are liable to come up in other trades so long as foolish methods prevail in the unions and strikes are precipitated by small and hot-headed minorities at slyly attended meetings where conservative counsel is ignored.

The desire of the Central Labor union for a public debate of these things is creditable to its courage; but no debate is necessary to establish in the mind of a thinking and observing man that until labor unions learn to look upon strikes with as much dread as they are looked upon by employers, merchants and citizens generally, and exercise as much care in avoiding them as individual workmen of good quality exercise in avoiding the loss of their individual employment, they will be dangers to the community and to the industrious number among their own membership. Every day makes this fact more plain.

Canada in History.

IN HIS instructive address on the problems arising from expansion Charles A. Gardner gave a number of interesting historical reasons for the annexation of Canada. "Such a union is not," said he, "a sentiment born of present trade expansion. It is as old as Louisiana and the battles of Quebec and Ticonderoga. It was the colonies and not England that conquered Canada from the French. They invaded Quebec in 1690; they fought against Louisbourg in 1745; in the final campaign of 1757 Pitt called for 20,000 colonial troops, and while Wolfe was to capture Quebec, the colonists were to conquer the rest of Canada." They did so. All honor to Wolfe and his heroes, but full praise should be given to the armies of the colonies, which wrested from France every foot of Canada except Quebec itself. The colonists ever after considered themselves a part of themselves; they all constituted American, said John Adams; and Canada and the colonies were four people in America," explained Benjamin Franklin. It was a "Continental" congress that made Washington commander of the defense of the rights of America. The congress of 1774 addressed Quebec: "It has been with universal pleasure and a unanimous vote, resolved . . . that you should be invited to accede to our Confederation." The congress of 1775 appealed to Canada: "The interests of the two countries," it said, "were really identical. The Canadians could adopt whatever form of provincial government they considered most fitting; yet still rank as an equal member of the North American Union with all the other provinces." And the Articles of Confederation provided: "Canada, according to this Confederation, and joining in the measures of the United States, shall be admitted into, and entitled to all the advantages of, this Union." Even Article IV, Section 3, of our present Constitution, providing for the annexation of new territory, was drawn with particular reference to Canada. In 1813, Gouverneur Morris, its author, explained, "I knew

then (1787) as well as I do now, that all North America must at length be annexed to us." Running through the various appeals to Canada was the argument personally urged by Franklin and Chase and Carroll at Montreal, that if Canada should join the Confederation it would have "the alluring prospect of free trade" and when the Treaty of Paris was being negotiated and Lord Shelburne had finally refused to cede Canada, he assured Franklin that political separation did not mean commercial separation also, because it was "reasonable to expect," he said, "a free trade unencumbered with duties, to every part of America." The proposition, therefore, that the two peoples should be one is older than the republic itself; and it has always been urged on the ground that it would insure the most perfect freedom to commerce.

It is a proposition which the near future is not unlikely to work out. Lewis Nixon, Tammany's leader, is absolutely right in thinking that "both parties should join hands and give us a merchant marine as they did a navy." But there is no ground for the belief that they will. In this, as in most other matters of great national importance, the Republican party will perform the constructive law-making and the Democracy will dog its heels with barks and snarls.

Having installed a new Cox duplex perfecting press, the Pittston Gazette is now being issued as a six-page paper and is as neat a product of the publisher's enterprise as one could wish to see. To Editor Peck and his efficient assistants The Tribune offers the compliments of the occasion.

According to accounts the emperor of China behaved with the dignity of a modern side-show attraction upon the first visit of the representatives of the powers. If the enemies of oleo keep on winning victories it may soon be necessary for one to take out license to be permitted to eat the combination butter.

In addition to giving Monte Carlo a boom, Mr. Schwab's visit has been the means of getting Emperor Francis Joseph's portrait in the papers.

Efforts to reduce the circulation of Mr. MacLay's publication are unflagging.

The Holman-Marcoult love affair may have been wanting in voltage.

TOLD BY THE STARS.
Daily Horoscope Drawn by Ajacclus, The Tribune Astrologer.

Astrolabe Cast: 2:22 a. m., for Saturday, January 25, 1902.

A child born on this day will notice that self-esteem often leads one to the first stages of foolishness. With some hesitation, 'tis stated. She confessed that she'd been vaccinated; But expressed no alarm. For 'twas not where the scar was located. Whether opportunity is great or small usually depends upon the man who has it in his grasp. The ability to listen patiently to a sad story enables one to become popular without much expense. It is possible for a well educated man to at times be a bore.

Ajacclus' Advice.
When things do not come your way, it is a good plan to go after them.

Railway Employees in the United States

In the Bulletin of the Department of Labor, for November, 1901, Samuel McCune Lindsay, Ph. D., of the University of Pennsylvania, contributes a lengthy and interesting article in regard to railway employees in the United States. He says in his introduction: "Probably railway labor as an occupation affects the interests of more persons in the United States than any other single branch of employment, except agriculture. The rail alone should entitle it to greater consideration than it commonly receives. . . . It is one of the most important occupations, and yet one on which the prosperity of the country becomes increasingly dependent. It has led almost all other classes of labor in meeting the problems peculiar to their own employment. It has become conscious of the class feeling, organized labor has fought its chief battles, won its greatest victories, had its severest defeats, and learned its best lessons within the scope of railroad employment. The problems of old age, the question of the 'dead line' in occupations, or age where diminishing efficiency sets in, and the need of provision for the necessities of old age, have not presented themselves with greater clearness, and been met with greater determination than in the relations of employer and employe in the realm of railway labor."

The latest report upon this subject is in the thirtieth annual report of the Interstate Commerce commission, on the statistics of railways in the United States. It appears that on June 30, 1901, there were 1,017,654 employes on all classes engaged in railway transportation. This gave an average of 329 employes per 100 miles of line, an increase of 24 employes per 100 miles of line, as compared with the previous year. The number of employes for each 100 miles, as given in the average above, does not hold good all over the United States. The Interstate Commerce commission has arranged them into ten groups, which are as follows: Group 1, covering the Middle Atlantic states, gives 1,119 employes; the New England states, 827, and the Middle Northwest states, 209 employes for each 100 miles of line. These statistics were taken from the pay rolls for June 30, 1901.

A great difference appears in the number of railway employes per 100 miles of line between this country and Europe, as shown by the report of Dr. Well, published in the Bulletin of the Department of Labor, January, 1900. It shows that on the average of 1898-1900, British and French employes are employed per each 100 miles of line as in the United States at the same time; in France, nearly two and one-half times as many, and in Great Britain, nearly three times as many, as in this country. In 1898, according to the census returns, the number of railway employes was about two per cent of the total number of persons over ten years of age engaged in gainful occupations. The report gives the number of employes in each class of labor, from general officers to laborers, for each year from 1890 to 1900. We give only the last:

Swittemen, Hagmen, and Stationmen . . . . . 50,789 26
Telegraph operators and dispatchers . . . . . 25,218 12
Employes, account holding equipment . . . . . 7,297 4
All other employes and laborers . . . . . 103,350 50
Total . . . . . 1,017,654 229

In 1890, the numbers were 740,801 471
In 1895, the numbers were 785,021 411

These statistics, we think, will be interesting to all railway employes, as well as to readers in general.

Outline Studies of Human Nature.

How Nixon Won His Wife.
The brightest side of Lewis Nixon's brilliant career is the domestic side. The new Tammany leader is devoted to his home. A romance of the most delightful kind was the beginning of his domestic life, and it has been delightfully ideal ever since. Mrs. Nixon, a charming and beautiful woman of the Southern type, is her husband's chum.

Lewis Nixon has had but one love affair. The romance is still talked about in Washington, where Miss Sally Lewis, now Mrs. Nixon, was then a reigning belle of the capitol's smart set. She was a daughter of Colonel Wood, United States army, and descended from one of the most aristocratic families of Virginia. Nixon was an unknown naval ensign when he first met her in 1888. He then stationed in Washington. He fell a ready victim to the beauty of Miss Wood, who had faith in the young officer, but when he came wooing she finally said him: "Mr. Nixon, I shall never marry a man who has not made a name for himself."

The three years that followed were the busiest of his life. He desired the Oregon and helped to build the Indiana, Massachusetts, Iowa, St. Paul, Brooklyn, Minneapolis and the Holland submarine boat. He became known as the foremost naval designer of the country. Then, in 1891, known all over the country, he renewed his suit, and this time he won.

The wedding occurred in Washington in 1891.

The Havoc of the Reminiscence.
It is only tactful people who should be allowed to give personal reminiscences, but unfortunately they are not the only ones who do give them.

"How well I remember your father, when I was a little girl," lately said an elderly woman to a Newcastle clergyman. "He used to come often to our house to dinner. We were always delighted to see him, children and all."

"That is very pleasant to hear," said the clergyman, with a smile; but the narrator remained gravely unconscious of his interruption. "I remember," she continued, "that he had a very good appetite for food. He was a real pleasure to see him eat. Why, when mother would see him coming along the road on a morning she'd send him a plate of food and say, 'Tell Mr. Mery to put up just twice as much of everything as she had planned, for here is Mr. Brown coming to dine with us!'"

The eminent son endeavored to preserve a proper respect for the commencement of this interesting reminiscence, but his composure was sorely tried when, with great cordiality, the lady said: "You are so much like your father!" Won't you come here and dine with us after the service?"—Tit-Bits.

A Deathbed Recognition.
"Uncle Jimmie" was a man who had a reputation for "rightness" in business affairs, which hung to him the entire eighty-odd years of his existence.

When he was stricken with what proved to be his last illness, a neighbor came to see him who had heard he was near unto death. The family gathered about the room in various stages of grief—he had not been an over kind husband and father—and the sick man lay on his back with closed eyes and labored breathing. "See if he knows you," said his wife tearfully to the neighbor, who tip-toed to the side of the bed and leaned over the occupant. "Uncle Jimmie," he called feebly, "do you know me?" asked the neighbor gently.

A dead silence hung over the room. Finally "Uncle Jimmie" slowly opened his eyes, and fixed them intently on the questioner. "Know you?" he asked feebly, "of reason I do! Where's that gallon of singular you owe me?" The neighbor had to acknowledge the recognition was complete.—Lippincott's Magazine.

Railroad Paid for Lost Baggage.
Coming east to Boston some time ago Senator Warren, of Wyoming, traveled on a certain railroad and lost his trunk. It contained many valuable articles, and he was very anxious to get it out, so that his loss was no small matter. He struggled for some time to find a trace of the trunk, but without success, nor could he secure any reimbursement. His method of getting even was unique.

Upon returning to Cheyenne he placed a watchman in the railroad yards with instructions to report the arrival of the first baggage train, and the name of the road upon which he had traveled. In a day or two the watchman gave the necessary information. Senator Warren at once went before the local magistrate and sued out an attachment upon the freight car. Then he wired to the railroad officials stating what he had done, and awaited results.

In less than three hours came a dispatch asking that a check for the value of the missing trunk had been forwarded to him, and asking him to let the freight car proceed upon its way. Then the suit was withdrawn.

Asked Lawyer to Stand Up.
Senator Simon, of Oregon, the most diminutive man in the senate, had to stand a long time the other day, says the Washington Post, before he caught the eye of the presiding officer. There is a story about that since upon a time Senator Simon was trying a case before the Supreme court of his state. Out in Oregon the men are nearly all of fair stature, so that when Mr. Simon began to address the court he was almost lost in the throng of lawyers around him. As he commenced his argument the chief justice looked over the bench at him.

"It is customary," said the judge in a kindly tone, "for lawyers to arise when they address the court."

Mr. Simon blushed and remarked that he had been high as he could rise. Some suggest that attorney nearby suggested that he stand upon a chair, but the suggestion was not carried out.

PLEA FOR FAIR PLAY FOR CUBA
Leonard Wood, in the Independent.

The people of the United States are responsible for the future of a country which at present is completely at the mercy of the Cuban revolution. It is a country which will represent fully 15,000,000 population at the end of twenty years, considering the prospective rate of immigration. When the United States takes the step of recognizing the United States took a step forward, and assumed a position as protector of the interests of Cuba. It is a delicate matter for a nation such as ours to take on the defense of a people such as the island of Cuba holds, and if they retrograde in any respect the nation of the world will hold America responsible.

FINLEY'S New Embroideries and White Dress Fabrics

The Mid Spring White Wash Fabrics and Embroideries are here in profusion, they have just been opened, and are ready for your inspection.

When you have seen them you will certainly pronounce them the prettiest collection you have ever seen.

It is unnecessary for us to go into a detail description of these lines, sufficient to say, they are up to our usual high standard of excellence--containing all that is new and desirable.

510-512 Lackawanna Ave.

Always Busy

A shoe that fits the eye should fit the foot—or you don't want it. There is style—effect of smartness in our shoes which appeals to good dressers—but more important—every pair of our gentlemen's \$5 shoes are at this time \$4, which is important to the economist.

Lewis & Reilly

114-116 Wyoming Ave.

Office Desks and Office Furniture
Being the LARGEST FURNITURE DEALERS IN SCRANTON. We carry the greatest assortment of up-to-date Office Furniture. You are invited to examine our new line before purchasing.

Jonas Long's Sons

Store News

"We looked elsewhere, but had to come back here, for your styles are the best and your prices represent the best values offered in this city." A remark that is heard daily at

The Big Store

5 Pounds Sugar Free.

Once a month we give away 5 pounds of Fine Granulated Sugar with every 4 pounds of Combination Coffee for \$1.00. Do not think that we give you an inferior coffee, for we positively do not. We do this merely to make you a customer at our store, for we know that you will appreciate a good cup of coffee. Four pounds for \$1.00 is the price of this coffee, at any time at our Coffee Department. This sale is good for Saturday and Monday only.

Gloves and Mittens.

Children's Mittens, Black Wool Mittens, usual price 10c. Clearing Out Price . . . . . 6c
Men's Mocha Gloves, grey and tan, come one button; regular value \$1.25. Clearing Sale Price . . . . . 93c
Women's Two-Clasp Kid Gloves, our regular 75c kind. Clearing Sale Price . . . . . 59c
Infants' White Mittens, silk, mercerized and cashmere. regular prices 25c to 50c. To close out they go at . . . . . 15c

Handkerchiefs

Woman's Linen Handkerchiefs, a broken assortment of letters, a lovely quality. Clearing Sale Price . . . . . 19c
Woman's Embroidery Edge, Lace Edge and Embroidery Hemstitched. This line sold for 15c and 19c. To make quick selling of this lot they will go at Clearing Sale Prices at . . . . . 10c

A DAINY LUNCH can be found at our Restaurant. NONE CAN OUTDO US in value giving.

Candy Today at 10c Per Pound

Jonas Long's Sons

Are You a Lover Of the Beautiful?

Do you wish to have pretty rings? We will be pleased to show you Solitaire Diamond Rings, Diamond and Emerald Rings, Diamond and Ruby Rings, Diamond and Opal Rings, Diamond and Sapphire Rings, Diamond and Turquoise Rings. We will mount any desired combination to order.

E. Schimpff

317 Lackawanna ave.

A Difference

There is as much difference in Diamonds as there is in human faces, and not infrequently as much hidden deception. When you wish to buy a diamond come to us. You can rely upon our judgment and representation.

E. Schimpff

317 Lackawanna ave.

Headquarters for Incandescent Gas Mantles, Portable Lamps.

THE NEW DISCOVERY

Kern Incandescent Gas Lamp.

Gunster & Forsyth

253-327 Penn Avenue.

New and Complete Assortment

Being the LARGEST FURNITURE DEALERS IN SCRANTON. We carry the greatest assortment of up-to-date Office Furniture. You are invited to examine our new line before purchasing.

Hill & Connell

121 Washington Avenue.

THIRD NATIONAL BANK OF SCRANTON.

Capital, \$200,000 Surplus, \$550,000

Pays 3% interest on savings accounts whether large or small.

Open Saturday evenings from 7.30 to 8.30.

HEALTH AND HAPPINESS

Find Such Rich Reward. CALIFORNIA IS A WINTER PARADISE. Best Reached Via "SUNSET LIMITED." (PALATIAL HOTEL ON WHEELS). Leave New York Tuesdays, Thursdays, Saturdays.

SOUTHERN PACIFIC CO. R. I. Smith, agent, 109 S. 3d st., Philadelphia, Pa.