

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.

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Table with columns: DISPLAY, Run of Paper, Reading Position, Full Page. Rows for 1000, 2000, 3000, 4000, 5000, 6000.

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TWELVE PAGES.

SCRANTON, FEBRUARY 8, 1902.

REPUBLICAN CITY TICKET.

Controller-EVAN R. MORRIS.

Election February 18.

Ex-Minister Woodford positively denies that he indulged in any "loop" business preceding or during the Spanish war.

Dishonest Substitution.

HERE is a drug store in New York that has this over its door: "We give you just what you ask for." It has moved the Journal to some comments which, while we do not admire the Journal or its ways, we can unhesitatingly endorse:

"One business man devotes all his energy, his money and his time to building up the reputation of a certain article. He enables the retailer to make a large profit, and he spends his money that customers may be plentiful. When a customer asks for the article in question it is dishonest to say to him, as many do: 'Don't buy that. We have something else just as good and much cheaper.'"

"The buyer should remember these facts and put his confidence in that retailer who gives to the customer JUST WHAT HE ASKS FOR, treats the wholesaler honestly, and shows gratitude for the energy which builds up a successful business and makes the retailer prosperous."

This is sound sense and fair play, every word of it.

On a Small Scale.

A BILL has been introduced in congress by Representative Lacey, of Iowa, chairman of a house committee on public lands, which offers a fair compromise on the subject of the irrigation by the federal government of our arid public domain.

It proposes to authorize the secretary of the interior to select a tract not exceeding one million acres, situated in two or more states, or in a state and territory, or wholly within a territory, and to set apart the same as an "experimental national irrigation district."

Mr. Lacey's idea is to make it an interstate, or territorial proposition, as thereby a contract would be selected that a single state could not possibly handle, because the land and water would not be both within the states controlling the work.

Of course, the land in a territory would be wholly within control of the national government, and that would make it a national proposition. The secretary having selected the land, and organized an irrigation district, would be empowered by the bill to use wide discretion in his method of reclaiming land, and furnishing water supply.

The land under the bill would be opened to homestead, settlers, and the secretary would have the right, where the land is fruit land, to reduce the size of the homestead under the ordinary 160 acre limit.

In other words, this proposes that the experiment of federal irrigation be tried on a small scale before the nation goes in the whole big problem. To this we can see no possible objection. We fancy that even that eloquent and accomplished political agriculturist, the Hon. Joseph Sibley, would not demur.

In contemplation of the controversy as to the identity of our warmest admirers during the Spanish war, one is forced to admit that our best friends were the Castilians. They had the politeness to yield without putting up much of a fight.

Prince Henry's Object Lesson.

AS AN example of Americanism put into tangible form, a brief description of the special train in which Prince Henry will travel while in this country as the guest of our government should have educational interest.

In addition to the prince's private car, which will be the famous "Olympia" refitted for the occasion, there will be one composite parlor, smoking and baggage car, one regular sleeper and three stateroom cars.

The "Olympia" is seventy feet long and contains five private rooms and one sofa section for servants. It will accommodate nine persons. Running the full length of the car is a hall, four feet wide, finished in Mexican mahogany.

Forward of the Prince's private car there will be three stateroom coaches, set apart for the use of government officials and the reception committee.

In each of these cars there are seven staterooms arranged in two rows, one at each end—capable of accommodating comfortably twenty-one persons.

These cars will be finished in vermilion, elaborately carved. The rooms are inlaid with ivory and gold, and beautiful draperies, in keeping with the decorations, have been introduced. In each car there are private baths, barber shops and smoking rooms.

The three cars immediately behind the engine—composite, sleeping and dining coaches—complete the train. Forty persons are seated in the dining car, which is finished in vermilion wood and specially selected draperies.

It will probably interest the prince to know how, in a country of such large distances as have to be traversed by the railroads of the United States, many of them sparsely populated and affording small passenger traffic, such high standards of efficiency and comfort in railroading can be maintained.

One incident will illumine the subject. Recently the New York Central got into trouble over a tunnel accident. A cumbersome executive organization had allowed certain things to go to neglect. The accident showed that this neglect could not continue. The officials looked for a man to untangle the tangle.

Where? Not among the blue bloods. They picked out a man, who as a boy, some thirty odd years ago, had corded wood along side a railroad in the Northwest, and corded it so punctually and well that he got a job as section hand, later as telegrapher, and then moved on up the various grades, until merit demonstrated in every department of the railroading business, pointed him out as pre-eminently the man to do what the New York Central people wanted done.

This is the American way; the way that runs through all our triumphs in industry, commerce, war and diplomacy; the aristocracy of developed ability regardless of its origin; the doffing of hats to him who can do things. Prince Henry need not get out of his train to discover the secret which his imperial brother wants him to discover—the secret of American supremacy.

Upon his arrival in this country Mr. Schwab will no doubt be able to "square himself."

In a Nutshell.

THE RECENT statement of F. B. Thurber, president of the United States Export association, before the ways and means committee at Washington on the subject of the tariff on Cuban products is among the most instructive that we have seen. Mr. Thurber said: I am interested in this subject primarily as a question of the good faith of the United States toward Cuba, second, to voice the interest of American producers and manufacturers, who, under proper conditions, would find a very valuable market in Cuba and third, the interest of American consumers.

It is proposed by the president, as a compromise among the conflicting interests, that the reduction of our tariff on Cuban sugar shall be 25 per cent. That, certainly, could not destroy or harm any home industry. But in any event the only true rule in law-making is the greatest good for the greatest number.

It has been a happy thought upon the part of some of our contemporaries to read the department of song "Poems Worth Reading." In many instances without this guarantee a perusal leaves the reader in doubt.

The Industrial Commission, in submitting a report of over a thousand printed pages, gives proof of industry on the part of some one connected with the business of preparing the document.

Foreign advices show that this country is not alone in the matter of agitators. Afghanistan is now under the infliction of a mad mullah who thinks the government is too slow.

It is announced that DeWet's last gun has been captured. Future intelligence will no doubt demonstrate whether or not any bullets were left in his possession.

The report of the house committee on labor indicates that there is a sentiment among allowing the United States Marine band to toot in citizens' clothes.

Residents of St. Thomas, St. John and St. Croix, who do not like the Danish "ripper bill," are given the privilege of moving out at will.

The unbroken silence in the vicinity of the Nebraska political hell arouses the suspicion that Mr. Bryan may be writing a book.

Clearwell will be entitled to a place on the map, until the verdict of the Meek-Harris jury has been recorded.

The groundhog's predictions are also favorable to the coming Easter bonnet.

RAILWAY EMPLOYEES—THEIR WAGES AND WORKING HOURS.

CONDITIONS vary so greatly in different parts of the United States that it is difficult to give an average of the wages for the different classes of railway labor for the whole country. The nearest approximate uniformity in wages paid will be found in the highest organized grades of service. The chiefs of railway brotherhoods in evidence before the industrial commission stated that in most cases wages were fixed by agreement or contract between the railroad and the employees' organizations. Such was said to be the case for at least 90 per cent. of the engineers throughout the country, they having the best and most successful organizations.

The interstate commerce commission gave a table in its statistical report for 1900 of a comparative summary of average daily compensation of railway employees by general classes for the years ending June 30, 1902 to 1900. In the wages of general officers the advance from 1902 has been about 40 per cent. Office clerks, station agents, machinists, carpenters and other shopmen, section foremen and other trackmen, switch, flag and watchmen, telegraphers and dispatchers, there has been no material difference in wages since 1902.

We give below a statement of wages to trainmen for three of the years given by the interstate commerce commission, which will show the general prices for the nine years:

Table with columns: Year (1892, 1896, 1900), Engineers, Firemen, Conductors, and other railway employees.

The question of hours of labor in railway service is scarcely less perplexing than that of wages. Testimony taken before the industrial commission by the railway managers and brotherhood officials, showed that ten hours constituted a normal day for trainmen, but emergencies occurred from accidents or weather, where employees have been kept out twenty-four and sometimes thirty-six hours. In the south and west they usually work from sunrise to sunset, and in many sections from ten to eleven hours a day.

MONEY BRIBES ARE UNKNOWN IN CONGRESS.

J. S. Henry, in the Philadelphia Press.

CONTRARY to current opinion, money bribes are unknown in congress. In this respect congress is honest. Compared with some state legislatures, congress is the embodiment of integrity. And yet, judging by reports of corrupt railway managers and politicians in the sectional press of the country, the corridors of the capital are filled with lobbyists and promoters whose pockets are bulging with fat bribes, and who enter and exit the building witnesses the secret transfer of these rolls to congressmen, whose eager hands clutch at the bribe.

This is an enormous idea and one that has not the slightest foundation in fact. The promise of legislation would approach the most obscure congressman with an offer of money, and the congressman would accept it, and employ him and would betray his provincial experience. The \$100 and \$1,000 bills that are given to congressmen in the corridors of the capitol are not bribes, but they are bribes in the eyes of the public, and they are bribes in the eyes of the congressmen themselves.

There are no isolated cases of bribery in congress, where votes are influenced by other considerations than belief in the merit of the measure supported. There may be the guarantee of influence to a member, but that is not a bribe. There may be the promise of preferment; there may be pledges to support for the member's own bills, but they seldom come to the surface, and in the past quarter of a century no man has been publicly accused of taking a bribe. There are frequently charges that men vote in the interest of some great corporation when that interest is against the general public good, but nearly always it is found that the constituencies represented by these men induce their action as subserving the good of that particular community. Direct open bribery is unheard of.

Nowhere is there a more complete lobby system than in Washington. The term "lobbying" is distasteful, although of common use. The men and women who engage in it are not the kind of men who would be known as legislators, agents or promoters. This business has developed into a legitimate profession and is pursued by the majority of "promoters" is a proper, and to some extent a necessary adjunct to congress. Thousands of bills are introduced in the house, and state representing claims and proposals besides general legislation that cannot be thoroughly examined by members of committees and congressmen who must pass upon them, and the merits of their merits are decided by "legislative attorneys" is widespread. Data and information are often given which the congressmen would have no time to secure for themselves.

There is nearly every measure of great public importance, such as tariff bills, Pacific cable bills, Isthmian canal bills, shipping bills, currency bills brought about in the South is furnished by an incident at Scranton, Pa., Thursday, when the Lackawanna County Union Ex-Prisoners of War Association held its annual meeting and was addressed by Col. R. P. H. Stans of Baltimore. Colonel Stans was a captain of the Confederate army and served under "Stonewall" Jackson during the war. At one time he was captured by Union troops and held a prisoner by some Pennsylvania soldiers, by beginning his captivity Colonel Stans said he had been held in a cell, and he was greatly indebted to those who were the blues, and it afforded him much pleasure to be permitted for ending the rebellion, that he would not have the privilege of addressing them in this manner. But the most interesting portion of his talk was the following:

"The war had been coming on for years, and though my father was a slave owner, I was wondering why under a free government such an institution as slavery was allowed to exist. But the purchase of the slaves by the government would not have been the settlement, as some supposed, and the only settlement was by the sword.

"The people of the South used to think Lincoln was a hero, and we had our prejudices against him, but we afterwards learned that he was not as bad as represented, but a true, kind-hearted man, and that the cause was just. He had a heart to hear tribute to the memory and greatness of Lincoln, a greater statesman than Jefferson Davis.

"Had Davis been the statesman that Lincoln was he would have settled the strife long before it was settled. But it remained for Lincoln to emancipate the slaves, and when they were liberated the negroes flocked to the Northern army and rendered good service, too.

"I rejoice in the result of that war, the abolition of slavery and the restoration of our country, which is truly one country, under one flag and one constitution. We are all one now, and no matter how long other countries may be they must not find with America.

"That is an honest, straightforward, patriotic statement, and it is not doubtful that it reflects the real spirit of a large number of Southern men—especially those who, like Colonel Stans, were young when hostilities broke out and who realized 'the irrepressible conflict' between slavery and anti-slavery.

Office Desks and Office Furniture



New and Complete Assortment. Being the LARGEST FURNITURE DEALERS IN SCRANTON. We carry the greatest assortment of up-to-date Office Furniture.

Hill & Connell

121 Washington Avenue.

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.

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.

HALF COST SALE

At Crane's

To Clean House Will Sell as Follows:

- 20 Raglans and Newmarkets at \$6.90, All Wool
25 Raglans and Newmarkets at 9.90, All Wool
15 Raglans and Newmarkets at 14.90, All Wool
15 3-4 Jackets at 8.90, All Wool
25 3-4 Jackets at 11.90, All Wool
20 3-4 Jackets at 13.50, All Wool

100 27-Inch Jackets from \$5.00 to \$13.00 that were \$10.00 to \$30.00. Alterations free of charge.

324 Lackawanna Avenue

Take Elevator.

FINLEY'S

Clean-up Sale of Blankets and Comfortables

There are not a great many of any one grade. Yet in the whole lot we have a fairly good assortment. We take a big cut in prices to close out the entire lot this week.

Blankets

Our Blankets at regular prices are the best values on the market. All are marked down, and are here at these figures, 95c, \$1.50, \$2.50, \$3.75, \$4.88, \$6.50.

We call special attention to the \$4.88 and \$6.50 Blankets being extra size, all wool and shrunken.

Silk Covered Down Quilts

\$12.50 quality, marked to \$9.75.

Comfortables

Are marked down low to sell them quick. Price, 95c to \$3.00.

510-512 Lackawanna Ave.

SPECIAL PRICE ON ALL STERLING SILVER ARTICLES OF

Toilet Ware, Manicure Pieces and Desk Furnishings....

These goods are all good heavy weight, such as we always carry in stock.

Mercereau & Connell, 182 Wyoming Avenue.

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Do you wish to have pretty things? We will be pleased to show you Solitaire Diamond Rings, Diamond and Emerald Rings, Diamond and Ruby Rings, Diamond and Blue Rings, Diamond and Sapphire Rings, Diamond and Turquoise Rings. We will assist you in your selection.

A Difference

There is as much difference in Diamonds as there is in human faces, and just 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, E. Schimpff, 317 Lackawanna Ave.