## INDUSTRIAL AND LABOR

LETTER OF THE OPERATORS' AS SOCIATION.

Reviews Recent Conditions and Changes in the Anthracite Coal Trade and Gives Its Present Status. The D., L. & W. Board for Today. That Company Is Requiring That Employes at Some of Its Mines Must Be Vaccinated-Jersey Mine Fire is Still Burning.

The quarterly letter of the anthracite coal operators just issued says concerning the coal business:

The year closed has been an exceptional one for the anthracite coal trade. The unusual prosperity in general industrial conditions created a more demand for the fuel than ever before, and active demand for the their than the control of this, greatly assisted in bringing to a satisfactory conclusion the various differences which had existed between the individual operators and transporting railroads. The result of the strong and earnest efforts which had been made by this associated the strong and earnest efforts which had been made by this associated the strong and earnest efforts which had been made by this associated the strong and th ciation were to conclude contracts between these two which, while not all that was desired, were more equitable and fair than any hitherto made by the transporters

Further, the transporting interest, through the necessity for united action to resist the efforts of the individual operators, had before them in tangible form, the advantages which might result from maintaining such harmony, and, for its furtherance, some of the companies secured reppose which was to be followed.

The inusual demand for fuel has made this policy an easy one to follow. There has been, throughout the year, an eager market for every ton produced and consequently shipments by any interest in excess of its quota were not a serious matter, since they were only to meet the current demand and could not affect prices. It has not, therefore, been a year to test the strength of the "community of interests" plan. This must wait until the tide of the demand begins to ebb, for then will come the effort to keep affoat.
In the meantime, however, some of the selling companies are making certain changes in their methods which, if carried as far as is anticipated, will do much toward maintaining the market on a substantial basis whatever may occur. The control of the Lehigh and Wilkes-Barre Coal company by the Philadelphia and Reading comthe New York, Susquehanna and estern, and the Pennsylvania Coal company by the Eric, reduces the principal selling companies in control, to the following:

COMPANIES IN CONTROL.

Philadelphia and Reading Coal and Iron con sany, Lehigh Valley Coal company, Eric Rail-road company, Delaware, Lackawanna and Western Railway company, Delaware and Hudson com-pany, Pennsylvania Railroad Coal companies, New York, Ontario and Western Railway company, Coxe Brothers and company, incorporated.

The first three have developed a "comm

or interest" by representation of each in the board of the others. The Delaware and Hudson company can no longer be counted an aggressive factor: the Pennsylvania Railroad companies have a large non-competitive line business and have never taken the initiative in cutting prices at tidewater; Coxe Bros, & Co., Inc., have always stated their position frankly and maintained prices when possible, and the New York, Ontario and Western, and Delaware, Lackawanna and West-ern will undoubtedly act in harmony with the general interests of the market. This is all the more probable since officers of these latter com-panies, as well as of the first three named, are in the directorate of the Temple Iron company, at the meetings of which it will be possible to outline any policy which it may be thought desirable to carry forward.

Still further, as tending to assure future harmony, numerous of the collieries owned by incoal companies controlled by the railroads, and contracts have been entered into with the ma-jority of the remaining individual operators for the nurchase of all of the coal remaining underground, or in other words, so long as the collicry can be operated. This places in the hands of the relling companies already named, as nearly as about ninety-one per cent, of the marketable output, leaving about nine per cent. to be haniled by commission houses and the individual mining companies.

conditions which have never before existed in the anthracite industry and their results, as shown in the largely increased earnings of the railroads and their coal mining and selling companies, are most distinct proof of the validity of the arguments of the individual oper-ators, as expressed in the letter, for a regulation of the supply to meet the demand, a stable price movable scale to correspond with consumption during the spring months, and for a reduction in the expense of marketing by mean of a general selling agency-in other words, for the adoption of businesslike methods in handling

"GRATITUDE ACCOUNT."

It is doubtful whether this association will receive from the railroads the tribute of thanks to which it is entitled for bringing about these changes. Probably the railroads, if they east up the cost of not before doing what they have now done, will charge this against their "gratitude account" and then "forget" the balance due on future prospects. They have never been filled with an active desire to show appreciation and can readily fall back on the excuse that wreatles of laurel leaves are not often given the victor

The labor situation at the mines has been without serious disturbance nor is any to be anticipated in the near future. The union has been endeavoring to strengthen its organization lemands in the spring. It is doubtful, however if it will take any radical measures, since the majority of the miners have been carning a high rate of wages and will not feel inclined to support a movement which might bring about a period of enforced idleness, with no material results in the end. That is always a certain dis satisfied element and it is to this that the arguments of the labor leaders appeal. The condition of the spring market for anthracite will contriblargely to deciding what strength the union

The feature of the anthracite market has been unusual demand for the fuel which, owing to the impossibility of securing sufficient motive power or cars to move the tennage, and indeed, the difficulty in producing much more than was moved, has kept prices firm at a high figure and with little prospect of a change until the demand falls materially. The storage and retail yards in all of the principal markets have b ble to secure and carry less fuel than the supply for a normal year's demand. Consequently, if the present rate of demand continues, the usual mid-winter difficulty in mining and transporting

may create an actual scarcity of fuel, It is probable also, that the mining companies will endeavor to fill their storage yards so soon as practicable, in order to have a reserve to meet any possible emergency which might arise from labor disputes, and this will in itself, prevent any possibility of overloading the market until these questions are settled and the spring circular

of prices has been issued. With a market of this character the prospect the current year are exceptionally favorable and particularly so since the various selling companies will undoubtedly use their every effort to avoid offering tonnage in excess of the

D., L. & W. Board for Today. The following is the make-up of the Delaware, Lackawanng, and Western board for today:

SUNDAY, FEBRUARY 9. Extras East-11 p. m., Hoboken, Booth.

MONDAY, FEBRUARY 10 Extras Fast—1.30 a. m., W. W. Labar; 6 a. a., Hobeken, M. H. McLabe; 9 a. m., Hobeken, Sarvey; 11 a. m., A. H. Rowe; 2 p. m., Hoseken, J. H. Swarts; 5 p. m., O. W. Fitzgerald; 1 p. m., Hobeken, M. Langhney, Summits, Etc.—8 a. m., Frounfelker; 10 a.

m., Nichols; 2 p. m., Thompson; 6 p. m., J. Hennegan; 8 p. m., M. Golden.

Pushers 6 a. m., Widner; 7 a. m., Finnerly; 8 a. m., Nauman; 11.45 a. m., Moran; 5 p. m., F. McDonnell; 6 p. m., C. Bartholomew; 7.30 p. m., Murphy; 9 p. m., W. H. Bartholomew; 9 p. m., Lamping.

Extras West 8 a. m., M. Ginley, M. Carmody's crew; 11 a. m., J. J. O'Hara; 2 p. m., O. Randolph; 4 p. m., C. Kingsley; 11 p. m., J. H. McCann.,

. H. McCann. Passenger Engines-7 s. m., Gaffney; 7 s. m., Singer; 10 s. m., Secor; 6.45 p. m., Stanton; 8.50 p. m., O. Miller,

NOTICE.

J. J. Murray will run 8.30 p. m. passenge J. J. Mullen reports for Winters.

F. Hallett and crew report at superintendent' office Feb. D. P. Gilligan, J. H. McCann, A. E. Ketchum John Winters and crews will attend 10 a, in class, air brake instruction car, Feb. 10.
Conductors F. McDonnell, G. Houser will attend 2 p. m. class, air brake instruction car,

#### This and That.

The Philadelphia and Reading is about to introduce compressed air lo comotives into its coal mines, to take the places of three thousand mules. The Northern Anthracite Coal company is erecting a large breaker at Lopez, 160 feet high, with a frontage of 106 feet and a capacity of 1200 tons daily.

The Jersey mine fire on the hill back of Avondale still continues to engross the attention of the Delaware, Lackawanna and Western officials. A large closer intimacy which had been caused by the force of men is continually employed in an effort to extinguish it. The men have been at work for several months

furtherance, some of the companies secretal representation in the directorate of others, and a mutual, though maybe intangible, understanding was arrived at regarding the various matters of proportionate production and shipments, and of the general schedule of selling prices. In other words, the broad term of "community of inter-est" was applied to cover the harmony of pur-cleaned faster than it can be loaded cleaned faster than it can be loaded into the big cars, hence the necessity for enlarging the pockets.

The Delaware, Lackawanna and Western company has issued orders notifying all employes at the Avondale and Woodward collieries that they must be vaccinated before Wednesday of next week, otherwise they will not be allowed to work. The employes who have been successfully vaccinated within the past two years will be exempt from this order.

#### KNIGHTS OF MALTA.

Martin Luther commandery, No. 317 at Lancaster, has postponed its institution until February 21, in order to properly complete its preliminary organization. The companions who have the matter in charge are full of enthusiasm, and are determined to make the new body a power for the advancement of Malta.

Sir Rev. W. F. Rick, of LeLolde com nandery, No. 77, of Williamsport, and who died while serving as chaplain of the Twelfth regiment of Pennsylvania volunteers, has been remembered by his former companions in arms at Lock Haven, where a camp of Spanishestablished, bearing the name of W. C. Rick camp. The companion died August 22, 1898, of fever contracted in camp. The election of grand officers, to erve the Grand commandery of Pennsylvania for the ensuing year from May 15 next, will be held in all of the subordinate commanderies at the last

convocations during February. George H. Pierce commandery, No 137, at Philadelphia, will hold one of its delightful Malta reunions on February 13, when a good time is assured to all

companions who attend. A special convocation of the Grand ber of La Valette commandery, No. 91, at Bloomsburg, when the past com-manders of Nos. 18, 22, 27, 57, 91, 112, 118 and 123 will be present and confer the degree on all of those commands who are entitled to receive it. Grand Commander Sir Elisha S. Fornwald, who is n member of 91, will occupy the occidental station. A large number of the grand officers of the state are expected

to be present. Past Grand Commander Sir Irvin C. Bleam, of Trenton, has assumed charge of the New Jersey department of the Illustrious Knight of Malta, published by Sir C. Arthur Lutz, past commander, of York, and the February issue contains an interesting series of

Albany commandery, No. 302, at Albany, N. Y., gave one of its famous ladies' nights in Malta temple on January 31, when a splendid programme was presented, consisting of fine vaudeville numbers, followed by dancing and refreshments.

Raymond du Puy commandery, No 10, at Fifth and Huntingdon streets Philadelphia, has appointed a live committee on entertainments for 1902, and has entered upon a term of growth and

A delegation of companions from Holy Cross commandery, No. 21, attended the last convocation and spent

a very pleasant evening.

## CLARK SUMMIT.

F. M. Young has made extensive decorations upon the interior of his store building, which greatly improves the appearance of it Miss Alice Miller is able to be out

again, after severe trouble with vac-Mr. and Mrs. Stewart, who have been

visiting their daughter, Mrs. Dr. Merrill, have returned to their home in Sayre, Pa Extra meetings will be commenced in

the Methodist Episcopal church in a short time. Assistants of note for success in revival services have been secured to help the pastor in the work. Miss Mattle Warnock has accepted a position with the International Correspondence schools, at Scranton.

Mrs. S. F. Singer was a visitor in Scranton this week. Interest in the popularity of the nominees increases as the time for election draws nearer, the greatest attenoffice of school director, Messrs. Young, Litts and Bell.

## Steamer on Rocks.

By Exclusive Wire from The Associated Press. Halifax, N. S., Feb. 9.-The Allan line steam er Grecian, Captain Harrison, front Liverpoo via St. John's, N. F., ran upon rocks on th western shores 5 miles from this city at 3 o'clor this morning and now has water in fore after holds, with the engine room free, position, however, is a very had one. She on board one passenger, Mr. John Blair, of a John's, who has been landed, and 300 tons cargo, part of which has been taken out.

Dr. Corson's Funeral. By Exclusive Wire from The Associated Press. Susquehanna, Feb. 9.-The funeral of Dr. Henry Corson, of Forest City, aged 198 years, took place today with interment at Thompson. He was born at Camden, N. J., March 15, 1704, and was at the time of his death undoubledly the oldest person in Pennsylvania. He practiced medicine in Susquehanna county for seventy-five years. He began the study of medicine in Philadelphia in 1812.

## CONFLAGRATION AT PATERSON

[Concluded from Page 1.1

P. Olcott, who was in charge, said he did not expect to find more than a score of people who needed assistance. Chief of Police Graul and Sheriff Sturr established temporary offices in the city treasurer's office and the sheriff swore in fifty special deputies, who were immediately sent to the burned districts for the protection of life and property.

Governor Murphy and Mayor Hinchliffe said they were extremely grateful for the assistance given by the fire departments in the nearby cities, which responded promptly to the calls for aid.

"I am deeply grateful to the men who so promptly came to our assistance," sald the mayor, "and were it not for their quick arrival and subsequent heroic work, I am afraid that the city of Paterson would by this time have been a desolate, black spot. Too much credit cannot be given by our citizens to the fire-fighters, and the thanks of the community, which has had such a severe visitation, while to my mind inadequate, are the only offerings we can make to those who helped us in our terrible hour of need."

Temporary relief quarters were esablished early in the day at St. Paul's church, where Dr. Hamilton presided at a meeting of the Ladies' Aid society. but it was stated that there were only a few applicants. The wants of these were quickly attended to.

## Area of Destruction.

Paterson, N. J., Feb. 9.-The area of destruction foots up roughly twentyfive city blocks.

From Main street to Paterson street between Van Houton and Market streets, there it but little left. On the block bounded by Main, Ellison, Washington and Market streets, not a single building excepting that of the Paterson Saving institution stands. All along the west side of Main street property is wiped out and on the east side also, from Market to Van Houton streets Along the south side of Broadway between Washington and Church streets,

smouldering debris so far as buildings are concerned for some distance. Ellison street suffered from the neighborhood of Prospect street, on its north side, as far as Church street. On the south side of this street there is widespread ruin from a short distance west

Van Houton street is reduced to

great damage has been done.

of Main street to the parsonage of the Second Presbyterian church near Paterson street. Market street is a pile of ruins from Main street to the Market street church on the north side and the south side. Nowhere was the scene of devastation more marked than north of the Erie railroad in the district bounded by Sixteenth avenue and Market street. There was simply nothing but ashes

left to tell that a busy and populous section of the city had ever existed. On Washington street between Broadway and Market street there is practically nothing left. Church street is wiped out on the west side, between Ellison and Market streets as it was on its east side.

It was in the newest and best built portions that Paterson suffered, though some of the property now lying in blackened heaps had an interest which came with age and usage. The trolley car stables, where the flames began, had in their time been a skating rink, and also the scene of political rallies and other popular gathercommandery of Pennsylvania will be held on March 7, in the council cham-history all its own, its origin running back for a century. The old city hall, used for a police station, was also a

landmark. The cost of the fire has not yet been counted with any degree of accuracy, and it will be several days before there can be a definite tabulation of the

losses and insurance. In the confusion of the day and the igorous guarding of the burned districts at night, it was impossible to locate a majority of the heavier sufferers. The estimate of \$10,000,000 will probably cover the destruction broadly and a group of city officials who inclined to scale that figure down to between \$7,000,000,000 and \$8,000,000 for actual property losses.

Their estimate made no calculation for loss on account of suspension of business. A hastily prepared and in-complete list compiled by a business man tonight, gives the following estimates of the loss:

City hall, \$450,000; First National bank, \$100,-Second National bank, 860,000; Paterson National bank, 875,000; Hamilton club, 8150, 000; Kats building, 855,000; Garden theater, \$50,000; United States hotel, \$40,000; Public library, \$100,000; Quackenbush & Co., department store, building and contents, \$50,000; First Baptist church, structure and furniture, \$75,000; Paterson High school building and contents, \$55,000; old city hall, used for police headquarters, \$15,000; the Boston department store, Mayer Brothers proprietors, building and stock, \$800,000; the Evening News, building and plant, \$65,000; Y. M. C. A. building, \$15,000; Paterson, Passaic Gas and Electric company, \$25,000; St. Mark's church, building and contents, \$27,000; St. Mary's Parochial school, \$10,000; St. Joseph'a German Catholic church, building and furnishings, \$56,000; St. Joseph's rectory and furnishings, \$15,000; Park Avenue Baptist church, ldings and furnishings, 840,000; the National Clothing store, Levy Lachenbruch & Co. propri-etors, building and stock, \$45,000; the Paterson lepartment store, D. Sonneborn proprietor, build-ing and stock, \$50,000; Scheuer & Co., grocers, building and stock, \$50,000; Marshall & Ball, lothiers, building and stock, \$60,000; Globe lepartment store, D. Bohm proprietor, building ad stock, \$55,000; Stevenson building, \$40,000; Kent's Drug store, \$25,000; Kinsella's Drug store, \$25,000; Fulds' Shoe store, \$15,000; Muz-Brothers, bardware, building and contents, 50,000; Douglas Shoe store, \$10,000; Sunday cle, 815,000; Romaine building, \$100,000; D. H. Wortendyke & Co., grocors, \$20,000; John Norwood, paints, \$75,000; Engine house No. 1,

## RICKETY CHILDREN.

Loose joints, bow legs, big who stood still and trembled. tion being paid to the rivals for the head, and soft bones-mean the enemy; so Dobbs ran on again and rickets. It is a typical disease for the best workings of Scott's Emulsion.

> For the weak bones Scott's Emulsion supplies those powerful tonics the hypophosphites. For the loss of flesh plain how it was, and that he wasn't Scott's Emulsion provides the nourishing cod-liver oil.

Scott's Emulsion corrects the effects of imperfect nourishment and brings rapid imrickety children.

Send for Free Sample.

# \$5,000; Oberg's grocery, building and contents, \$25,000; estate of Daniel McAteer, wholesale liquors, building and contents, \$50,000; police patrol headquarters, \$5,000; L. D. Michaelson, clothier, stock, \$25,000; Sorosis Shoe store, stock, \$10,000; Waldorf Shoe store, stock, \$10,000; Cogan & Tohuer, saloon, \$10,000; J. Brett, saloon, \$10,000; Hugo Munzer, saloon and wholesale, liquors, buildings and contents, \$75,000; Billy Kane, saloon, \$10,000; Dr. E. F. Denner, residence and furniture, \$20,000; John Mullis, furniture, \$20,000; John Mullis,

niture, stock, \$15,000; Bishop & Irwin, department store, stock, \$15,000; J. A. Van Winckle & Co., hardware, building and contents, \$50,000; Brondway car stables and cars, \$100,000. Paterson, N. J., Feb. 10,-1:15 a, m.-The wind died out during the night and the danger of a fresh outbreak of fire from flying sparks was for the time greatly lessened. It sprang up again

at midnight and an hour later was blowing quite hard. The firemen remained on guard at every point of danger and streams were kept playing into a number of buildings. At midnight the military guards were relieved by fresh men who will remain on watch throughout the rest of the night. The sentries blocked every avenue leading into the two burned districts and preserved perfect order. Dozens of the snells of buildings that still stand are dangerous in that a strong wind would topple them over and steps will be taken early this morning to have them torn down.

## THE EPISODE OF THE COWARD

ITTLE Jimmy Dobbs, an arrant coward, was trying for the team, of this he used to blush, partly from pleasure at the very notion of the ard on the souad at all? Jimmy weighed somewhere around the onethirties, and his build was certainly not one that would be termed "colossal" Still that was no excuse, and he knew it. Time after time he missed big Grey when he should have tackled, while the coaches and everybody looked on and murmured accordingly. Several times-only Jimmy himself knew this, and he tried to forget the disgrace-several times, when he did get he man, and lay with his rough, tough little body spread out under twenty others on the field, he had shouted Pile off!" and once he had cried 'Help!"-which isn't foot ball at all! Jimmy knew, for the coach had told nim so. Still, he used to come out every afternoon and run through signals. He always gave the signals. n a queer piping little voice. He was

the scrub quarterback, was Dobbs, and he was trying for the 'Varsity. The big game was close at hand, and things were in lively preparation on the field. Little Jimmy Dobbs was plugging away with the scrubs and trying to get the left-half pass correctly, when the episode began. Leland, the "Varsity quarter, was hurt, hurt quite badly t seemed, and they had to lift him, groaning, off the ball and unlace his

"Swollen?" grunted Leland through nis teeth. "Sprained," grimly affirmed the head coach who knew everything; and

sprained it was, and only three days Then the head coach turned and "Dobbs!" Jimmy heard and in the called: umped, for he was very much in awe of the great man in the Princeton

Then he trotted over to the jersey. "Dobbs, you have the signals? "Y-yes, sir," stuttered Jimmy; it had all happened so suddenly that he was

'Well, a little life," said the coach;

'let's see you run through 'em." There was exactly four minutes remaining of the second half. Up to this Jimmy Dobbs had been passing the ball was just at this time that he woke to the realization of his position. His old fear began to crawl back; he felt sore and tired. He wanted to go off somewhere and sleep and forget it all. Still one cannot do this with ten thousand frenzied people shouting, and a captain behind you praying for a touchdown that won't come. went over the city this evening were team held the ball on the nine-yard line, first down. Five to nothing in their favor was the score, and only four minutes left to play. They tried the

> things and they lost a yard.
> "Seventy-five-sixteen-two," called the opposing quarter, and the play

line, but big Grey broke through, spilled

It was a line play again. Jimmy was standing behind Grey, the guard, and he fell back when the plunge began, Crouch, crouch, crouch, sounded the mole-skins. He dropped back still further, thanking the blessed stars he

wasn't under that pile. Then, when it was all over, and the heap had stopped pushing and rolling about, the ball blundered out ridiculously from the middle of the mass. right at little Jimmy Dobb's feet. course it took no time-he had skirted the end, who wasn't expecting him. before the bleachers awoke to the fact Then it was plod, plod, plod up the great chalk-lined field with the tall, white goal-posts so very far away before him. How the crowd did roar, and howl and pray for him to run: Stumpy, faster!" Though "Stumpy" Dobbs could not hear or understand them at all, all that he knew was that it was a chase and he the hunted thing, with Ericson, the terrible end, after him. He saw him out of the corner of his eye. He knew Erison could run, and tackle. His leg was aching where this man had hurt him before. Nearer, and a little nearer came the flying foot steps.

Then his fluttering heart choked little Jimmy Dobbs and he determined to do a most disgraceful thing. His steps faltered, then stopped, just as Ericson dove for him. But this stop was pre cisely what the pursuing end had not xpected; and so he slipped by Jimmy. field was clear, before him lay stretched touched the ball down between the posts. Of course Brady kicked goalhe always did. Then the air was full of hats and things, and the bleachers grabbed "Stumpy" Dobbs, for the game

was won. This is a tale entirely without a moral or excuse, but it seems to show how the wicked sometimes triumph. For though Jimmy Dobbs tried to extraitor as well, and had stopped when he did that the fall might be easier and the tackle less flerce, everybody laughed The captain said it was magnificent; the college said something of the same sort, only stronger; and the head coach, who knows all things, said it was very fair indeed, and laughed provement in every way to at Jimmy's confession of cowardice So Jimmy and you and I are the only ones who really know the true episode of the Coward.—W. F. Barron, for many of them were great in spite of their lit-in the Georgetown College Journal. KOTT & BOWNE, Chemists, 409 Pearl St., N. Y. in the Georgetown College Journal.

# **LESSONS FROM** LINCOLN'S LIFE

untried-for the incentive of pecessity is lacking The young Lincoln struggled with every sort of poverty, necessity and adversity. By the death of his mother, he was left to the care of a shift-less father. Often without nutritious food, always on the verge of nakedness, with a soul that thirsted for love, knowledge and truth, he saw about him only cold indifference, ignorance and poverty of the severest sort, yet in this very fire of adversity, ever fanned into intenser heat by new and unsatisfied desires of mind and soul, God was tempering the strongest and sweetest soul this great republic thus far has known. It was a hard discipline for a young and sensitive nature, eager for love and knowledge, but an ideal environment for producing an ideal man.

MIGHTY OBSTACLES

We cannot, and indeed, we must not take the time to speak of the mighty obstacles over which the boy Lincoln finally friumphed. With a mighty thirst for knowledge, his one available book consisted of the Bible and two or three pamphlets on indifferent subjects. But the few books that came into his possession he made a part of him-In the Bible, especially, he found a verit able library of history, poetry, prophecy, a never failing spring of choice English, beautiful in agery, and inspiring sentiment. He knew is through and through. He was familiar with its characters, and its teachings. It is easy to ple-ture the great tall awkward boy, lying on the floor at night, after the day's work, close to the pine-knot fire, reading, studying, doing his ex-amples on the smooth surface of a wooden shovel, and scraping it again clean for another esson once its surface had been covered. We see him, too, painfully and laboriously copying on any kind of common paper that came to his hand whole chapters of books that had been lent him, for he never expected to own a copy of them and Everytime Jimmy himself thought might forget some portion of the wonderful his he used to blush, partly from things he had read therein.

Among the mountain peak traits of character thing, and partly from shame. What that rise heavenward in the life of Lincoln not right had such a miserable little cowdo to the very best of his ability every task to which he put his hand. Thus, honest, patient, faithful, chivalrous, without paternal advice, he drifted from one occupation to another, his soul ever thirsting for something he had not. He finally turned to the study of law, took to political life, and found his field of usefulness, and later the task God had been fitting him for.

As time goes by, and these great lives receded farther and farther into the past, we find it easy to idealize them. If we do not exactly worship them as the Chinese do, we more and more free them from earthly faults and failings. This is a beautiful tendency of the human soul, but we nust not earry it too far. Abraham Lincoln was not a God, nor a man a little lower than God, but a native-born American. He was a child of the frontier life of the republic, with many of the faults and characteristics that marked it in a boy among boys and a man among men. Acquainted with poverty, struggle, adverse conditions. Over all these, with God's help, he office in the gift of the people

climbed to a noble usefulness and to the highest Abraham Lincoln not only in a large way completely fills our image of what an American ought to be, but was also an ideal citizen of the municipality, commonwealth and nation. A MAN AMONG MEN.

He was a man among men. Within himself, today we know, he had erected a holy of holies, but it was not too sacred to be carried among commonplace men and commonplace affairs. He knew men in their best and their worst. He sympathized with them, he felt with them. full of human kindliness. He took his place in the community as a good citizen always will do, recognizing his responsibility for the good of the mmunity. He gave his sanction and presence seld to no sect. His kindly nature revolted at the harsh and repellant doctrines men taught con-cerning God, man, punishment, destiny. Rugged

in every bodily form and feature, his soul swam in every bodily form and feature, his soul swam in the illimitable sea of God's love. He lived and died a member of no church, but a worshiper of God in the holy of holies he had erected within his own soul.

p. m.
For Wilkes-Barre—6.38, 7.48, 8.41, 9.38, 10.43 a. m.; 12.03, 1.42, 2.18, 3.28, 4.27, 6.10, 7.48, 11.30 p. m.
For L. V. R. R. Points—6.38, 9.38 a. m.; 2.18, in the illimitable sea of God's love. He lived and died a member of no church, but a worshiper a.

lieved with all his soul that no man was or ever will be good enough to own or govern another man in spite of that other's opposition. He found himself, therefore, first, in full sympathy with the "Free Sollers" and later with the Republicans. In every situation he sought to do his full duty as a citizen of the municipality, mechanically and half unconsciously. It state and nation. He understood fully that good government can come only from good men. It the best citizenship absents itself from the primary and the polls, then, bad men will control

and maladministration will be the result. The highest administrative office in the gift of any people is the presidency of the United States, In this high office, Abraham Lincoln fulfilled our highest ideal of what a president ought to be

No ruler in the world occupies the unique position in which the president of the United States finds himself. Today he is a private citizen—but one of eighty millions of people. He has no more power to subvert the principles and course of our national life than any one of us. Tomorrow he is called to a position that will enable him if he be so minded, in four short years, to turn our ship of state from the broad and free waters of mocracy into the shallow tortuous channels of absolute imperialism. When we remember the possibilities for evil lying within the grasp of our presidents and the tendency of human nature to rbitrarily rule others, we need indeed to have a iples. The foundation principles and theory of the government of the United States when they were set up, furnished an absolutely new decarture in government. Our fathers built not on the divine right of one man or a few men, but on the divine right of all men. There had been many republies. They were re-publies in name only. Practically they were

#### bsolute despotisms. A NATURAL TENDENCY.

The president of these United States, because ne in common with all other men, has more or less of a tendency to desire to assume despotic powers of the men whom he is called upon to ule, is always under a great temptation to swerv this great people from the plane of its true orbit s drawn for it by those who set it in motioncharacter of their own political destiny.

In the republic, therefore, as with no other ruler, the president not only owes a duty to his own people—to preserve uncorrupted the pure principles of democrary—but to mankind and posterity, to do nothing that shall bring the priniples of true democracy into eclipse. Abraham incoln was, not only a democrat by instinct and nature, but by intellectual conviction. He un-derstood the foundation principles on which our political superstructure was reared. He believed he political salvation of unnumbered millions f ages to come is bound up with the preservation of this republic. When he saw it assailed, to its

preservation he set himself with a steadfast de-termination that knew no faltering.

To accomplish that great cml he would use every instrument that seemed fitted to the task. In short, Abraham Lincoln fulfilled the first great condition an ideal president of this repub-lic should conform to—a complete understanding of our national ideal of liberty and democrary, and a determination to preserve those ideal unsul-lied for the future blessing of unnumbered gener ations yet unborn.

The ideal fitness again of Abraham Lincoln for the great office he was called upon to fill, is seen the wisdom with which he selected his cabinet He called to his side, and as his help rs, the wisest and ablest men of all sections of is party, some of whom had but a poor opinion f their chief's fitness for the work he was called pon to do. These great men be first controlled nd then guided, using their transcendant abil-ties in the preservation of the Union. It is only be greatest of the great who can do that. To title mind and a hitle character, it were an ur er impossibility. Each of those celebrated head f departments was probably the ablest mun is he republic at that time in his specialty. By common consent, we see today that not one of hem was great enough to do with others what se had done with themselves.

ANOTHER GREAT FACULTY. He had another ideal faculty of a great ruler the faculty of dispassionate judgment. No presi-dent, before or since his time, probably, was ever-surrounded by so many conflicting passions and prejudices. Great men to whom he must listen.

# We Are in a Position to Give You a Good "Understanding" At Very Much Reduced Prices

The new prices give these shoes a cordial, sociable, friend making time. We have been asked if our Special Bargains attracted customers. The question is answered. The business is coming our way. Why not? The reason is apparent,

BOYS' VICE KID SHOES-

These are fine Dress Shoes, good quality and better than you'd expect for the 50c money. Formerly \$1 pair, now..... VOLUMES VICE KID SHORS. Extra quality, well made and fit for wear. Former price 75 cents. They 50c

MEN'S GOODYEAR WELT SHOES-MEN'S WORKING SHOES-

Of course there are people, who feel skeptical about cheap Shoes. These are not cheap; simply low priced. And the more the prices go down the more the sales go up, mean money's worth as well as quality, especially money's worth.

# LEWIS, RUDDY, DAVIES & MURPHY, Lackawanna Avenue.

and with a proverb or a quaint story that left no sting of bitterness behind it, he showed them the unlovely or unwise core of their "apple." In the midst of all these discordant elements with the help of Almighty God, his own wisdom and conscience. Surrounded by rocks and shoals, he steered the ship of state with nothing less

If we had the time, we should like to speak of his patience, kindness, faith and love, but we must forbear. You know or them and all the world knows of them.

Very nearly forty years have passed since Abraham Lincoln left this earth, his work completed. Every year his memory grows more and more sacred to the memory; every year his influence in the earth multiplies and increases. He pe cupies a niche in the world-pantheon before which increasing numbers, as the centuries come and go will bow for inspiration, faith and hope, in the

### Speaker Reed's Parable.

Some of the raconteurs of the ho says the Washington Times, and one of the breezy, bustling, busy men of the west poked fun at Congressman Joy, of St. Louis, about the inertia that has been permeating the lower branch of congress for the past few days. Mr. Joy stood for the raillery for a while, and to carry a point that the house wasn't so anxiou to rush through business, told this story, which be heard from ex-Speaker Thomas B. Reed: "'Up in Maine,' said the ex-Czar, 'an old lady was looking for one of her offspring. 'Man-

dy,' she cried, 'where is Cyrus?'
"'I think he's nout back doin' sumthin', the reply. "Go aout and see what he's doing, bawler the old lady. "Mandy returned from the errant and reported

'He ain't doin' nothin'. 'Well, go sout and tell him to stop. This, Mr. Joy said, was the condition of the souse at present. It isn't the proper time to do anything, but when the time comes the house will be very busy.

### RAILROAD TIME TABLES.

In Effect November 24, 1901.
Trains for Carbondale leave Scranton at 6,20, 8,00, 8,53, 10,13 a. m.; 12,00, 1.19, 2.34, 3,52, 5,29, 6,25, 7,57, 9,15, 11,20 p. m.; 1,31 a. m.
For Honesdale—6,20, 10,13a, m.; 2,34 and 5,29

his own soul.

Abraham Lincoln was a believer in political parties, not as an end, but as a means to an end. He came into full manhood at a time when the great issues growing out of African slavery began to force themselves upon our national thought and life. He was a Democrat to the core. He best for Carbondale—8,30, 11.33 a. m.; 2.34, 3.52, 5.52 and 11.17 p. m. For Carbondale-8.50, 11.3 52 and 11.17 p. m. For Wilkes-Barre--0.38 a. m.; 12.03, 1.58, 5.28, 32 and 9.17 p. m.
For Albany and points north—3.52 p. m.
For Honesdale—8.50 a. m. and 3.52 p. m.
W. L. PRYOR, D. P. A., Scranton, Pa.

Delaware, Lackawanna and Western.

Delaware, Lackawanna and Western. In Effect Nov. 3, 1901.

Trains leave Scranton for New York—At 1.40, 3.15, 6.05, 7.50 and 10.05 a. m.; 12.45, 3.40, 3.33 p. m. For New York and Philadelphia—7.50, 10.05 a. m., and 12.45 and 8.23 p. m. For Tolyhanna—At 6.10 p. m. For Buffalo—1.15, 6.22 and 9.00 a. m.; 1.55, 6.50 and 11.35 p. m. For Binghanton and way stations—10.20 a. m. and 1.10 p. m. For Oswego, Syracuse and Utica—1.15 and 6.22 a. m.; 1.55 p. m. Oswego, Syracuse and Utica train at 6.22 a. m. daily, except Sunday. For Montrose—9.00 a. m.; 1.10 and 6.50 p. m. Nicholson accommodation—4.00 and 6.15 p. m. Bloomsburg Division—For Northumberland, at 6.35 and 10.05 a. m.; 1.55 and 0.10 p. m. For Plymouth, at 8.10 a. m.; 3.40 and 9.00 p. m. Sunday Trains—For New York, 1.40, 3.15, 6.05 and 10.05 a. m.; 3.40, 3.33 p. m. For Buffalo—1.15 and 6.22 a. m.; 1.55, 6.50 and 11.25 p. m. For Binghamton and way stations—10.20 a. m. Bloomsburg Division—Leave Scranton, 10.05 a. m. and 6.10 p. m.

## Pennsylvania Railroad.

Pennsylvania Railroad.

Schedule in Effect June 2, 1901.

Trains leave Scranton; 6.38 a. m., week days, through vestibule train from Wilkes-Barre. Pullman lauflet parior car and coaches to Philadelphia, via Pottsville; stops at principal intermediate stations. Also connects for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and for Pittsburg and the west.

9.38 a. m., week days, for Sunbury, Harrisburg and the west.

1.42 p. m., week days (Sundays, 1.38 p. m.), for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the west.

3.28 p. m., week days, through vestibule train from Wilkes-Barre. Pullman buffet parior car and coaches to Philadelphia via Pottsville. Stops at principal intermediate stations.

4.37 p. m., week days, for Hazleton, Sunbury, Biarrisburg, Philadelphia and Pittaburg.

J. B. HUTCHINSON, Gen. Mgr.

J. B. WOOD, Gen. Pass. Agt.

## New Jersey Central.

In Effect Nov. 17, 1991.
Stations in New York, foot of Liberty street and South Ferry, N. R.
Trains leave Scranton for New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, White Haven, Ashley and Wilkes-Earre at Chunk, White Haven, Ashley and Wilkes-Barre at 7,30 a. m., 1 p. m. and 4 p. m. Sunday, 2.10 p. m. Quaker City Express leaves Scranton at 7,30 a. m., through solid verifibile train with Pullman Buffet Parlor Cars, for Philadelphia.

For Avoes, Pittaton and Wilkes-Barre, 1 p. m. and 4 p. m. Sunday, 2.10 p. m.

For Long Branch, Ocean Grove, ctc., 7,30 a. m. and 1 p. m. i, and I p. in. For Reading, Lebanon and Harrisburg, via Al-mtown, at 7,30 a. in. and I p. in. Sunday, 2,10

For Pottsyille at 7.30 a. m. and 1 p. m.
For rates and tickets apply to agent at statio
C. M. BURT, Gen. Pass, Agt.
W. W. WENTZ, Gen. Supt. New York, Ontario and Western.

In Effect Tuesday, Sept. 17, 1901, NORTH BOUND. 

SUNDAYS ONLY, NORTH BOUND. Leave Leave Arrive Scranton, Carbondale, Cadosia, 8.30 a. m. 9.10 p. m. 10.45 a. m. 7.00 p. m. Ar. Carbondale 7.40 p. m. SOUTH BOUND. Leave Leave Arrive
Cadosia Carbondale Secanton.
7,09 a. m. 7,40 a. m.
1 on week days, and 9 on Suniara, line connections for New York city, Watton, Norwich, Oneida, Oswego its west.

Trains Nos. 1 on week day, and the main line contactions for New York city, Middletown, Walton, Norwich, Oneida, Oswego and all points west.

For further information consult ticket agents.
J. C. ANDERSON, G. P. A., New York,
J. E. WELSH, T. P. A., Scranton, Pa. Eric Railroad, Wyoming Division. Trains for New York, Newburgh and intermediate points leave Scranton as follows: 7.20 a.m.; 2.25 p. m.

Arrivata-10.35 a.m. from Middletown Honos-dale, Hawley and intermediate points. 2.30 p. m. from New York, Newburgh and intermediate points. No Sunday trains.

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RAILROAD TIME TABLES Lehigh Valley Railroad.

In Effect, Nov. 3, 1901.

Trains leave Scranton.

For Philadelphia and New York via D. & H.

R. R., at 6.38 and 9.38 a. in., and 2.18, 4.27

(Black Diamond Express), and 11.39 p. in. Sundays, D. & H. R. R., 1.38, 8.27 p. in.

For White Haven, Hazleton and principal points in the coal regions, via D. & H. R. R., 6.38, 2.18 and 4.27 p. in. For Pottsville, 6.38 a. in., 2.18 p. ii.

and 4.27 p. m. For Poltsville, 6.38 a. m., 2.18 p. m.,
For Bethlebein, Easton, Reading, Harrisburg, and principal intermediate stations, via D. & H.
R. H., 6.38, 6.38 a. m.; 2.18, 4.27 (Black Diamond Express), 11.30 p. m. Sundays, D. & H.
R. R., 6.38 a. m.; 1.58, 8.27 p. m.
For Tunkhamssk, Towands, Elmira, Ithacs, Geneva and principal intermediate stations, via D., L. and W. R. R., 8.10 a. m. and 5.50 p. m.
For Geneva, Rochester, Baffalo, Niagara Falls, Chicago and all points west, via D. & H. R. R.
7, 48, 12.33 a. m.; 1.42, 3.28 (Black Diamond Express), 7.48, 10.41, 11.30 p. m. Sundays, D. & H.
R. R. 12.63, 8.27 p. m.
Pullman parlor and sleeping or Lehigh Valley Parlor cars on all trains between Wilkes-Bareand New York, Philadelphia, Buffalo and Suspension Bridge. ston Bridge. ROLLIN H. WH.BUR, Gen. Supt., 26 Cortland

street, New York, CHARLES S. LEE, Gen. Poss. Agt., 26 Cortland alreet, New York.

A. W. NONEMACHER, Div. Pass. Agt., South Bethlehem, Pa. For tickets and Pullman reservations apply to city ticket office, 09 Public Square, Wilker Barre, Pa.