# THE SCRANTON TRIBUNE-THURSDAY, JUNE 26, 1902.

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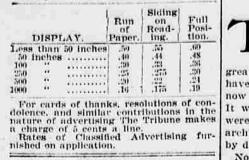
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When space will permit The Tribune is always glad to print short letters from its friends bearing on current topics, but its rule is that these must be signed, for publication, by the writer's real name; and the condition precedent to ac-ceptance is 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 with-in one year:



SCRANTON, JUNE 26, 1902.

REPUBLICAN TICKET.

### State.

Governor-S. W. PENNYPACKER. Lieutenant Governor-W. M. BROWN. Secretary of Internal Affairs-ISAAC B. BROWN.

Legislative.

First District-JOSEPH GLIVER, Second District-JOHN SCHEUER, JR. Third District-EDWARD JAMES. Fourth District-P. A. PHILBIN.

The tail end of the Erie platform is certainly unique. "We seek no partisan advantage or victory." O no! All you seek is the emoluments and spoils of office, and if successful you would yell officials will do everything within their for years in partisan triumph. The Republicans of Pennsylvania were not born yesterday.



THE NOMINATION of Robert

E. Pattison, at Erie, shows that the Democratic party in Pennsylvania, although pro-

lific in the rhetoric of reform, is painfully poor in reform candidates. Mr. Pattison seems to be about the only sure and certain reformer that they have got; and there are some who think that he is more of a reformer by word of mouth than by official or political action.

Robert E. Pattison is a cultured and a charming gentleman, of considerable ability, possessing a dignified carriage and a magnetic influence over men, and impressed with the idea that fate has singled him out as a personage of destiny. Upon the two occasions in which Republican discontent sufficed to place him in the gubernatorial chair he conducted himself circumspectly, but exhibited no remarkable difference in political methods from the methods which he had criticised and pledged himself to overthrow. The most noticeable difference was that he turned out Republican office holders and installed Democrats in their places, a proper enough thing to do, considering his politics, but not especially demonstrative of extraordinary quality as a reformer. Those who want Republicans ousted at Harrisburg and Democrats installed will make no mistake in supporting Mr. Pattison. Those who wish for an era of purity and reform in the politics and government of our componwealth may well hesitate to prefer this professional and disappointing reformer to a man of clean antecedents and not effusive promises like Judge Pennypacker. The nomination of Mr. Pattison, of course, is a bid for disaffected Republican votes. The campaign as it develops will show whether Boss Guffey, Pattison's sponsor and manager, intends to try seriously to elect Pattison or to use him simply as a tradable commodity in Guffey's ambition to be a United States senator. Should the latter prove to be the purpose behind Pattison's nomination Republicans, however displeased with conditions at Harrisburg, will experience no relief through the support of Pattison, but would in reality assist in sandbagging their own party at Washington. On the other hand, should the effort to elect Pattison governor look to be sincere, it would have as its objective point not reform at the state capital but the nomination of Pattison for president two years hence and would involve an additional danger to Republican national supremacy. Republican stalwarts, who have the keenest reason to resent the methods whereby their candidate for the gubernatorial nomination was dreated in the recent convention of their party, are going to support Judge Pennypacker loyally in every county in the state. Those who assume to speak for the Independent or Insurgent Republicans have pledged their support to Judge Pennypacker, also. That leaves for Mr. Pattison only the Democrats, a small minority; and it is plain from the attitude of the Kerr-Gordon wing of the unterrified that Pattison is not safe in counting upon the whole of them. The man of destiny, therefore, seems destined to undergo a trouncing.

best that is in him, and when he succeeds to the throne it can be readily believed that Great Britain will have a sovereign who will play a large part in the shaping of history.

ated.

career as a sailor has brought out the

the improvements were made, had increased to 700,000 tons in 1891, and to The announced change in city treas-1,693,112 tons in 1896, while the traffic urers involves no reflection on the adby rail, which amounted to 930,000 tons ministration of Mr. Robinson, which in 1886, had risen to 1,400,000 tons in has been notably clean and efficient. 1891, and to 1,649,229 tons in 1896, being Having completed the term for which nearly double what it was ten years he was elected and held over for three before, when the railways had a pracmonths, Mr. Robinson, a Democrat, retical monopoly of the freight business

off in their traffic? On the contrary,

their business increased 36 per cent. In

1887 and an additional 58 per cent. in

1888. The river traffic, which amount-

ed to only 150,000 tons annually before

tires to make way for a Republican, of Frankfort. equally efficient and in polltical sym-"The development of the northwestpathy with the administration. It is ern states, which has come chiefly in hardly necessary to say of Frank S. consequence of the building of the Barker that he will serve the people locks at the outlet of Lake Superior, faithfully and with ability. His record marvelous though it is, is," Mr. as an official and as a citizen assures Thompson writes in conclusion, "but that. The meaning of the change, in a a faint and shadowy image of the depolitical sense, is that Republicanism velopment, similar, but multiplied a in these parts is going to be invigorthousand fold, which will follow fast upon the completion of an isthmian anal. Since it is not mileage, but Unnecessary. ost of transportation, that is the true THE NEED of a "grand incommercial measure of distance, the quest" of Philippine condicontinent will shrink until its eastern tions, as asked for by the and western coasts are commercially anti-imperialists, would be

but half as far apart, while yet no greater if the American people did not single acre of its wide expanse is lost. have confidence in the men who are Manila, Yokohama and Hong Kong will be brought close to New York, Boston, and New Orleans, while San Francisco, Portland, and Seattle will become neighbors of Liverpool. Antwerp and Hamburg. I can think of no portion of the United States which would not share in the benefits showered abroad by the construction of an

isthmian canal, but if I were asked to commission now in charge of the Philpoint out the interest which would receive the most abundant share of the penefits which would certainly accrue, of different political beliefs and with I should, without an instant's hesitation, name-the railroads of the western states."

Fortunately, it looks now as though the railroads would soon be able to test the truth of Mr. Thompson's be-

> Those who opposed so bitterly the sending of a special embassy to the coronation should now feel satisfied and

What is so rare as a decent day in June?

## COMMENCEMENT AT STROUDSBURG

Annual Exercises of the State Normal School-List of the Graduates.

Special to the Scranton Tribune. Stroudsburg, June 25 .- The annual commencement exercises of the State formal school were held this morning (Wednesday). The address of the day was made by Prof. James M. Coughlin, of Wilkes-Barre, Pa. There were 147 in the graduatingsclass. The following are the graduates:

Mabelle Allan, Avoca; Carrie E. Bush, there is need of the "grand inquest" so impressively demanded by the little knot of gentlemen, critics by force of habit, who have from the beginning lotte A. Brown, Duryca; Ethel M. Bisnop, Luzerne; Ruth M. Brown, Scott; An-toinette L. Bishop, Bethlehem; Edith D. Boyle, Simpson; Cawley, Miner's Mills; Boyle, Simpson; Cawley, Miner's Mins, Bessie M. Cruver, Bartonsville; Lillie Clemow, Plymouth; Katle Conningham, Avoca; Grace E. Brader, Wilkes-Barre; Carolyn B. Brewster, Oakley; Mary G.



Three times the usu quantity sold by us thu far this season. AN WHY? Because we mad a great purchase of a larg quantity of desirable, up to-date garments. But th many dozens are rapid growing less and befo long they will be gone. Two for or value is what brings shrewd buyers.

LOT 1-Consists of three styles, all white, all them tucked back and front; collars, ruffle and boo trimmed with two to four rows of embroidery or lac Some of them of the finest sheer lawn, others Ind linen, not a garment in the lot worth less than **986** \$1.50. They are here for your choice at ...........

LOT 2-Comprises Kimonas made of fine sheer lawn; colors, blue, pink. lavender: tucked back and front, as well as sleeves; deep sailor collar, and trimmed with four rows of lace insertion. Under ordinary conditions these garments would bring \$2.25. \$1.49

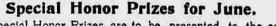
Beginning July 7th and until September 1st., this store will close at 5 p.m. daily, with the exception of Saturdays.



Complete Work	for the		s Mont
Thirty-Three Scholarships (Value \$9,574) to be given in The Scranton Tribune's Great EDUCATIONAL CONTEST.			
Lis Universities	2 Scholarshij sity, at \$ 1 Scholarshij sity 1 Scholarshij	olarships. ps in Syracuse 432 catch p in Bucknell p in The Univ	Univer- 520
Preparatory Schools	for Boys 1 Scholarshi inson Sei 2 Scholarshi Preparat 1 Scholarshi Institute 1 Scholarshi 1 Scholarshi 1 Scholarshi Lackawa 1 Scholarshi 1 Lackashi tute	p in Washingto p in Williamsp minary p in Dickinson ory School p in Newton p in Newton p in Keystone p in Brown Coll School p in the School p in Wilkes-Ba p in Wilkes-Ba p in Cotuit School)	1700 ort Dick- 750 Collegiate 750 Collegiate 720 Academy, 600 bl of the 700 collegiate 720 600 collegiate 720 600 collegiate 720 600 collegiate 720 600 collegiate 720 coll
Music Business And Art	<ol> <li>Scholarship vatory of</li> <li>Scholarship Schol of</li> <li>Scholarship College, a</li> <li>Scholarship responden value \$57</li> <li>Scholarship ness Colle</li> <li>Scholarship</li> </ol>	s in Scranton Music, at \$125 of s in the Har Music and Ar s in Scranton t \$100 each s in Internatio ce Schools,	ench 500 denbergh t
Ru The special rewards will the person securing the 1 ber of boints. Points will be credited ants securing new subscri Scranton Tribune as follo One month's subscriptior Three months' subscription Six months' subscription.	be given to u argest num- bers to The ws: Pts. V t\$.50 1 lon. 1.25 3 a250 6	nips. Eact contestar pecial reward ent. of all mon All subscription ance. Only new subsc Renewals by re already on will not be cr	

Six months' subscription.... 250 6 One year's subscription..... 5.00 12 The contestant with the highest num-ber of points will be given a choice from the list of special rewards; the con-testant with the second highest num-ber of points will be given a choice of the remaining rewards, and so on through the list. The contestant who secures the high-est number of points during any cal-endar months of the contest will re-ceive a special honor reward, this re-ward being entirely independent of the

NOTICE that according to the above rules. EVERY CONTEST-ANT WILL BE PAID, whether they secure a Special Reward or not.



Two Special Honor Prizes are to be presented to the contestants securing the largest number of points during the month of June. Only points scored during June will be counted.

Special Honor Prizes for July, August, September and October

Those wishing to enter the Contest should send in their names at once. All questions concerning the plan will be cheerfully answered.

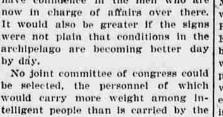
**CONTEST EDITOR, Scranton Tribune, Scranton, Pa.** 

Atlantic City.

**HOTEL SOTHERN** 

Atlantic City, N. J.

HOTEL RICHMOND.



ippines. That commission was selected with the utmost care from among men a representation of different sections. It is literally a picked body of the best available American administrative conscience and character; and .if the American people cannot trust the

men who compose it they cannot trust liefs. anybody. If the anti-imperialists wish to watch

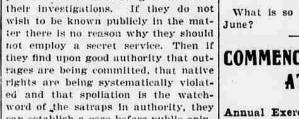
how things are done in the Philippines we have no doubt that the government subside. power short of abdicating to facilitate

ter there is no reason why they should not employ a secret service. Then if

rages are being committed, that native rights are being systematically violated and that spoliation is the watchword of the satraps in authority, they can establish a case before public opinion at home which will force a new

deal. But with affairs progressing so smoothly in the Philippines that the army can with safety be reduced from 70,000 to less than 30,000 men; with the area of civil administration continually increasing; with public education steadily spreading and with the number of contented and appreciative natives multiplying it is going to be difficult to convince the average American gifted with ordinary common sense that

placed themselves in querulous opposition to everything that their government has done in acceptance of the consequences of the war with Spain.



According to the Erie platform, those "Apposed to Pattison, Guffy & Co., are theves. All who think that should certainly vote for Pattison.

All reports indicate that the prospective king of England. Prince George of Wales, now in his 37th year, will make a worthy successor to the long line of able sovereigns whose reins have made England's history illustrious. In personal habits he is represented as being clean and honorable; physically he is sturdy thove the average in royal fam-lies; and intellectually he is liberat minded, studious and thoughtful. As a man he is popular among men; popu-lar with those even who are not swayed by the fact that he is a prince His by the fact that he is a prince. His bankruptcy or suffer a serious falling Water Gap; George Zang, Mt. Cobb.

Grover Cleveland has one advantage over William Jennings Bryan. He has nothing to lose politically. He is at full liberty to speak his mind, whether it pleases or offends.

#### Railroads and Canals.

UCH THE strongest argument that we have seen for an isthmian canal, from the standpoint of its effect upon the transcontinental railroads, which hitherto have been accused of opposing the canal project. appears in the July issue of the Englneering Magazine, from the pen of S. A. Thompson.

Mr. Thompson notes that the first locks at St. Mary's falls, the connecting link between the great lakes, were opened in 1855, in which year the registered tonnage was 106,296 tons. The half-million mark was reached in 1873. In 1881, exactly co-incident with the opening of a new and much larger lock, the Northwest began to grow by leaps and bounds and the tonnage of the canal rose from 2,000,000 tons in 1882 to 9,000,000 in 1890 and to 16,000,000 in 1896. During the past five years, two more enormous locks have been in operation, one of them on the Canadian side of the river, and in this short time the tonnage of the canal has leaped up to nearly 28,500,000 tons "This colossal tonnage," he adds, "is simply a manifestation of the development which has taken place in the northwest, along with which has come the building of thousands of miles of railroad, including two lines from the head of Lake Superior to the Pacific coast. If by some cataclysm of nature the great lakes should be dried up, the

improvements were being made on the River Elbe, in Bohemia, the river traf-fic, as a natural result of the deepen-fic. as a natural result of the deepenimprovements were being made on the fic, as a natural result of the deepening of its channels, increased five-fold. But the traffic on the competing railways increased still more largely, and the dividends on the main line, from Teplitz to Aussig, rose to 16 per cent. per annum. Equally interesting and conclusive are some illustrations taken from the experience of Germany. The canalization of the River Main from Mayence to Frankfort was completed in the latter part of the year 1886. As a result of this improvement, which gave a channel vastly better and deeper than was before available, the river traffic showed an increase of 64 per annum. Equally interesting and

Marie A. Corkill, Mauch Chunk: Edna Cannon, Wilkes-Barre; Mary L. Con-nelly, Ashley; Mable B. Depue, Mellbrook; Fithel H. Doolittle, East Strouds-burg; May M. Dickison, East Stroudsburg; Anna May Dean, Waverly; May G. Delaney, Port Griffith; Sallie W. Davis, Lansford; Anna Donnelly, St. Leo. Minn.; Anna M. Edinger, East Strouds-burg; Mabel E. Foss, Washington, N. burg; Burg; Muber E. Poss, Washington, N. J.; Edna Frey, Freytown; Jessie M. France, Skinners' Eddy: Laura M. Franklin, Wismer: Edith L. Franken-field, Lizzie A. Frankenfield, Strouds-burg; Ada L. Fanseen, Mt. Pocono; Belle Flanaghan, Scranton; Retta Far-rell, Forest City; Lillie C. Gallagher, Wilkes-Barre; Margaret M. Hibshman, Wilkes-Barre; Margaret M. Hossman, Mame E. Hunsicker, Lehighton; Lucy E. Heal, Dunmore; Alice N. Henwood, Jermyn: Ellzabeth A. Henry, East Mauch Chunk; May E. Haslam, Dalton; Flora K. Ide, Pike's Creek; Barbara Jeffeyes, Katherine Johnstone, Susque-hanna; Floretta M. Jackson, Mount Rose: Mabel Kelley, Dunmore; Esther E. Kennedy, Scranton; Florence G. Koons, Aquashicola; Bertha H. Keller, Wismer; Rozelle Krichkbaum, Wilkes-Barre; Helen Kittick, Caroline C. Kauf-Barre: Heien Kittlek, Caroline C. Kati-er, Wilkes-Barre: Hester L. Kress, Pen Argyl: Josephine A. Leonard, Scranton; Margaret K. Lyons, Easton; Ethel M. Lewis, Lansford; Mary A. Langan, May G. Leonard, Pittston; Martha E. Miller, Hazleton; Charles Mitke, Freeland; Rose McDonnell, Dunmore; Jerrie McGinley, Freeland; Edith Morgan, Priceburg; Rose M. Mayock, Miner's Mills; Bessie Mit-chell, Forty Fort; Irene M. Moyer, Mauch Chunk; Sallie J. Norton, Nazareth; Myrtle Northcote, Ashley: Josephine O'Brien, Stroudsburg; Catherine O'Mai-ley, Dunmore; Kate S. O'Dca, Wilkes-Barre; Katle F. O'Connor, Dickson City; Elva R. Paul, East Stroudsburg; Clyde A. Patterson, Harford; Eva J. Prudhoe, Plymouth; Sadie E. Quinn, Mayfield; Allura B. Reagle, Stone Church: Jessie M. Robbins, Harford; R. Blanche Ruggles, Wilkes-Barre: Ella J. Rynklewicz, gres, Wilkes-Barre; E.Ma J. Rynkiewicz, Shenandoah; E. May Richard, Slating-ton; Bertha Ruggles, Wilkes-Barre; Blanche Super, Stroudsburg; Edith Sta-ples, Water Gap; Anna Sarson, Montana; Lillie H. Shelley, Perkasle; Clara Stephenormous traffic now carried on their waters would not be divided among the railroads—it would simply cease to exist." Turning to Europe for proofs that canal development helps railroads, Mr. Thompson calls attention to the fact that during the fifteen years in which improvements were being made on the Port Griffith: Con Cannon, Susenn F. Collen, Harry Decker, Stroudsburg; Fred O. Dexter, Atco: Charles R. DeLong, Stroudsburg; Herbert Ettinger, Portland; I. W. Edinger, East Stroudsburg; Chas. Frederick, James J. Foley, Shenandoah; James F. Forest, Summit Hill; A. H. Howell, Waymart; William Hindson,

