

The Scranton Tribune

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

LIVY S. RICHARD Editor. G. F. EYEBEN Business Manager.

Entered at the Postoffice at Scranton, as Second-Class Mail Matter.

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 year:

Table with columns: DISPLAY, Run of Paper, Siding, Full Position. Rows for 100 inches, 200, 300, 400, 500, 600, 700, 800, 900, 1000.

For cards of thanks, resolutions of condolence, and similar contributions in the nature of advertising, The Tribune makes a charge of 5 cents a line.

TEN PAGES.

SCRANTON, SEPTEMBER 18, 1902.

REPUBLICAN TICKET.

State. Governor—S. W. PENNYPACKER. Lieutenant Governor—M. EDGEMOND. Secretary of Internal Affairs—ISAAC B. BROWN. County. Congress—WILLIAM CONNELL. Judge—A. A. VOSEBROOK. Commissioners—JOHN COURIER MORRIS, JOHN ELMAN, JOHN W. WILSON. Mine Inspectors—LAWRENCE M. EVANS, DAVID T. WILLIAMS. Legislative. Senator—JOHN B. JORDAN. Representatives. First District—JOSEPH OLIVER. Second District—JOHN SCHUEER, JR. Third District—EDWARD JAMES. Fourth District—P. A. PHILLIPS. Election day, Nov. 4.

Of course the president will continue the campaign for reciprocity with Cuba. What is more, he will win it.

The Senatorial Convention.

THE TWENTIETH senatorial district, including as it does, the city of Scranton, now grown to important rank, requires care in the selection of its representative in the state senate. In the person of the late Hon. J. C. Vaughan it had an admirable representative—one who commanded the respect of his colleagues and wielded at Harrisburg a degree of influence not surpassed by any member of the senate.

The death of Mr. Vaughan makes necessary another selection. The unanimous choice of the Republicans of the district is John B. Jordan, esq., a young man of sterling character and qualities, a rising figure at our bar and a Republican well equipped to care for the important interests of the district in the upper branch of the general assembly. He has a wide acquaintance among the people, possesses their confidence and with the support of his party and friends should win handsomely in November.

The Colombian government forces, in interfering with the transit of trains across the isthmus, are fooling with the fuse to their own gunpowder.

The Trouble in Iowa.

THERE SHOULD be unanimity of opinion among Iowa Republicans with respect to one thing at least, and that is the necessity of inducing Speaker Henderson to withdraw his decision to retire from congress. We can hardly believe that what has come to be known as the "Iowa idea," namely, a demand for tariff revision aimed at monopolies and trusts, is so strongly entrenched in the Republicanism of Iowa that it would go to the extent of sacrificing the state's control of the speakership of congress, especially in view of the fact that between those who espouse and those who oppose this "idea" the real difference is hardly measurable. To throw away substance for shadow would be mania, and Iowa Republicans have not been suspected of insanity.

Revision of the tariff is not objected to by any well-informed Republican, provided it is undertaken at the right time and in a business-like manner. No tariff is sacred; every schedule is subject to modification to fit changed conditions. But revision of tariffs is a delicate and intricate task, requiring skill, patience and, above all, absence of public agitation. It is a work for business-like legislators and not for fanatics. The country is prosperous. Its commerce has grown beyond expectations. If there be ills from the so-called trusts it would be foolish, in trying to correct them, to take chances of upsetting the general welfare. A period of agitation for tariff revision, under conditions of uncertainty as to the spirit in which revision might be attempted, would mean that every manufacturer would slow down, that every merchant would pause in buying stock, that industry in general would reef sail, drop anchor and await developments. Six months of that kind of suspense throughout the land would be as harmful as a financial panic. If, indeed, it would not produce one. With people as prosperous as they are today, it is plainly the judgment of common sense that there is no necessity warranting the taking of such a risk. Furthermore, the next session of congress will be a short session, having all it can do to take care of the bills now on the calendar without plunging into a subject which, once fairly opened up, would, like Penneyson's brook, be likely to flow on forever.

These considerations may not be as picturesque as the perfrivole rhetoric of the eloquent Iowa spellbinders who are inflaming the prairies with the idea that a tariff cleaver, if swung with vigor, would decapitate the trusts and instal the millennium. But men who pause to think must be impressed by them. It would be a pity to have the Republicanism of Iowa swept away from a foundation of common sense, and the best sign it can give that it is not in danger of the political Jim Jams would be to insist that Hon. David B. Henderson withdraw his resignation and go back

to Washington free-handed to do his duty in the future as he has done it in the past.

Leslie's Weekly refers to Bryan as "the smug-faced, oily-tongued political impostor and presidential impossibility who is making a fortune out of the ruin he has wrought in the Democratic party," which is ingenious but unkind. Let us credit even the demagogue with what graces we can. Bryan is not an impostor. He is simply the unconsenting victim of an unreliable temperament.

Devery.

THE SUCCESS of former Chief of Police "Bill" Devery's fight for the leadership of the Ninth New York assembly district clearly foreshadows his rise to the place in Tammany which has been vacant since the retirement of Croker. He has all the requirements of a Tammany boss. He is coarse, ignorant of books though learned as to men, not too honest to offend the grafters yet honest enough to give a commercial value to his pledged word, and moreover, he knows every in and out of the Tammany system, including the relations of every person of influence and the sources of that influence. He has the tough hide of a rhinoceros and the grit of a bulldog. In short, he is exactly the type of a man fitted to rule for a time over the Tammany organization, until some other individual of shrewd intellect and more dominant will power arises to crowd him out.

A word as to who Devery is and how he got there. The first thing heard of him was as a roundsman on the police force. From that on up to chief his progress followed the familiar lines—shrewd combinations, the successful use of valuable information and the production of results among the boys. On a salary never more than \$3,000 a year Devery in a few years accumulated three-quarters of a million dollars, and no questions asked. But he has been free-handed. He is not a niggard. For the rest, we quote from a New York letter in the Washington Star, written when Devery's campaign was just beginning to attract national attention:

Down on the west side about Twenty-ninth street is the Ninth assembly district. It is a densely populated section in the heart of old New York. There are thirty thousand souls tucked away in the narrow, contracted quarters between the walls of the houses. There are many tradesmen, mechanics with little funds in the savings banks and thousands upon thousands of people who don't eat beefsteak once a month; who never see a park, and whose only life is the life of the pavement, of the glare of the electric light, of the smell of the street and the wash of the immense traffic of a big section. In his service in the police department Devery became thoroughly acquainted with his people. He knows most of the adults by their "given name," and frequently was an arbiter of differences and a counselor in need. There was a hydrant at a corner in his district—they called it a "pump." Every evening at 7 o'clock the "big chief," as he was nicknamed, on account of his physical proportions, would lean against the pump and hold court, hearing complaints, dealing out advice, warning the boys to get out of the neighborhood, and frequently was an arbiter of differences and a counselor in need. There was a hydrant at a corner in his district—they called it a "pump." Every evening at 7 o'clock the "big chief," as he was nicknamed, on account of his physical proportions, would lean against the pump and hold court, hearing complaints, dealing out advice, warning the boys to get out of the neighborhood, and frequently was an arbiter of differences and a counselor in need.

Devery's campaign is unique. Probably no other candidate recall the excursion that he gave to the women and children in his district. He chartered six steamboats and barges to take his constituents up the Hudson. Tickets were distributed free. On the morning of the day appointed it was evident that the boats couldn't hold the crowd. "Get another steamboat," cried Big Bill. She backed away the slip and was filled in a jiffy. "Hire another boat," he commanded, and then a thousand people were left on the wharf. He furnished tons of ham, chicken, bread, corned beef, candy, cakes, barrels of lemonade, ginger ale, pop and milk for his guests. Beer and liquor were barred, along with the men folks. He had a platoon of life-savers to rescue the kids who might fall overboard. Everybody had a good time and enough to eat for once. The scraps of corn beef and ham were carefully wrapped up by the mothers and taken home. They say that it was the only meat some households had had for weeks.

Since then Devery has gone every day over his district, distributing largesse. He gets ice for the sick folks, milk for the kids; quietly sends the convalescents off on trips to the countryside or up the sound. If a man is sick, out of work and behind with his rent Big Bill sees that his family are not thrown out into the street by an importunate landlord. The men he takes care of after their fashion. It is open house every afternoon where he stops at night. "Everybody come up and have a drink," is the watchword. The "barkeep" throws it wide open, and as long as he is in there everything goes. A neighborly saloon to the next caravansary and repeats. Not content with these methods, he opens a vaudeville theater. Between the turns of the performers his picture is thrown on a canvas, while the rosters in the gallery start the applause. Later he will appear at the intermissions and make speeches. The vaudeville runs in the afternoon for the women and children. At night the bill is changed to suit the tastes of the masculine audience.

The newspapers aided Devery by giving liberal space and prominence to his unique methods and terse sayings, and some of the more serious of the able organs of public opinion probably also helped him by jumping on him and giving him the opportunity to present before his people as having been persecuted by the aristocrats. At all events, Devery has won decisively in a fight that represented the combined opposition of many rivals. By all the rules of the Tammany game, he is now it.

We are afraid there will not be speakerships enough to go around.

British and American Railroads.

A COMMUNICATION has recently appeared in the London Times vigorously attacking the financial and managerial policy of British railroads, and contrasting very disadvantageously their general administration with that of American roads. The Times takes for a standard of comparison the Delaware, Lackawanna and Western railroad here and the London and Northwestern at home. The writer points out that while the Lackawanna devotes year by year a large portion of its net earnings in improving the general condition of the road, the London and North Western practically pays out nearly all its net earnings on its bonds and debentures or dividends upon its stock. Improvements and replacements which are met

by the Lackawanna by its revenue are met by the London and Northwestern by the addition of bonds and stock. According to the Times this last resource has reached its utmost limits and unless the corporation reforms its policy, it is within measurable distance of bankruptcy.

The London and Northwestern is the oldest and richest railroad company in the British Isles. At any point of time, enterprise, resources and credit the metropolitan of all the trunk lines of the Kingdom. Leaving London, it takes a northwestern direction through the agricultural, manufacturing, mineral and commercial centers of the country, passing through or connected with such cities as Birmingham, Manchester, New Castle-on-Tyne, Glasgow and Edinburgh. Englishmen swear as devotedly by the London and Northwestern as they do by the Old Lady of Treadneedle street herself. Surely the world must be coming to an end when the greatest and most influential newspaper in the empire tells the directors of the oldest, richest and most conservative railroad that unless they model their business methods upon one of the youngest of our great railroads bankruptcy will stare them in the face.

The difference between English and American railroads lies deeper than that of mere administration. There are physical and geographical issues to be taken into consideration, as well as executive and financial, when estimating the comparative merits of each system. England is only five hundred miles long from north to south. The Bloomsburg division of the Lackawanna is almost as long as the trunk line of the London and Northwestern in England. Of course, the latter has feeders and feelers, which make it very much longer. Indeed, it is a regular mesh of such confluent branches, particularly in the mineral regions. When the Times calls upon the directors of the London and Northwestern to assimilate its financial policy to that of the Lackawanna, it surely cannot be serious. The controlling financial interest of the Lackawanna is in the hands of a few great capitalists; the controlling interest of the London and Northwestern resides in an active majority of its shareholders, which amounts probably to ten or twelve thousand. Of course, the directors of the London and Northwestern have ultimate control so far as the executive and managerial policy of the line goes, but they work under the limitation that they are an advisory body, whereas President Trustees in detail and largely in policy a free hand. The president of an American road has the responsibility of its administration upon his shoulders; the chairman of the board of directors of an English railroad is a figurehead. Nothing in the whole commercial world is more ridiculous in oppressive pomposity and thoroughgoing inefficiency than a chairman and board of directors of an English railroad company. The number of great railroads in Great Britain that have arisen during the last fifty years can be counted upon the fingers of one hand. The general manager of an English railway has no power of initiative if he is blessed with originality.

The most difficult problem which the reformer of the English railroad system will have to face if he is inclined to introduce the American system of expending a large part of the net earnings in the conservation and development of a railroad corporation like the London and Northwestern is resistance to be met with by the holders of small shareholders who have invested their all in railroad stock and who count upon the interest accruing to them in part or whole for their subsistence. They have a voice and vote, and their moral influence is still greater. But this cannot go on indefinitely. An increasing bonded indebtedness and a watered stock to keep abreast of the absolute needs of the system is, as the Times remarks, a macadamized path to bankruptcy.

President Palma wisely refuses to identify himself with any of the Cuban political parties. He has troubles enough.

And still the commonwealth refuses to take the Pattison "reform" uprising seriously.

INFORMATION.

The customs receipts at Havana for the month of August amounted to \$75,885, a decrease of \$138,840 from the amount collected in August, 1901. This decrease is attributed largely to the recent five days' strike of the Havana dock laborers, which suspended operations at the custom house. The customs receipts for the entire island during the month of August amounted to \$1,075,307, the receipts from the postoffice and other sources were \$163,981, and there was a balance on hand Sept. 1 of \$1,039,247.

In 1890 there were 2,855 electric cars in use on street railways out of 32,566 of all kinds, and 1,282 miles of track out of 8,123. By the year 1900 the number of electric cars had increased to 20,658, and the length of track to 17,589 miles. In 1890 the total capital and funded debt for all such railroads was \$383,150,000, in 1900 the total for 871 street railway systems, chiefly electric, was \$1,023,819,587 capital stock and \$777,882,571 funded debt, making a total of over \$1,800,000,000, or about five times the aggregate for ten years before.

A net increase of over \$4,300,000 took place in the volume of money in circulation at the end of August. The total amount of money in circulation on Sept. 1 amounted to \$2,204,832,546, which represents an increase of 2 cents for the month and of 35 cents as compared with the corresponding date last year.

Commercial failures during the month of August numbered 840, involving \$9,958,525 in amount of defaulted liabilities, compared with 83 last year for \$9,458,866. In manufacturing there were 213 defaults for \$2,762,180, against 193 a year ago involving \$4,011,550. Trading failures were 580 in number and \$3,333,138 in amount, compared with 575 last year for \$4,174,162. Of brokers, transporters, etc., there were 47 suspensions involving \$1,975,157, against 35 in 1901 for \$672,894. Four banking and financial failures occurred with liabilities of \$1,168,750, compared with seven disasters aggregating \$468,000 a year ago. It is in the classes embracing strictly commercial failures, as Dun points out, that these records disclose the actual business situation and the true light on the future. Thus a decrease of 40 per cent. in liabilities of manufacturers is definite proof of improved conditions, particularly in the class covering lumber, builders, contractors, etc., where losses were exceptionally heavy a year ago. Trading losses were 20 per cent. smaller than in August, 1901.

Advertisement for Hawes Hats. Features include: DIRECT FROM OUR FACTORY, YOUR HEAD TO WEAR THEM, 500 MERCHANTS SELL THEM, OVER 300,000 MEN WEAR THEM. Price \$3.00. Sold by CONRAD, 305 Lackawanna Ave. Gent's Furnishings, Too.

Advertisement for THE CRANE STORE, SCRANTON, PA. Announce Their Initial Display of AUTUMN STYLES. Ladies' High Class Tailored and Semi-Tailored Suits. Individual Skirts & Waists. Ladies' Outer Garments for Street, Carriage and Evening Wear. The best foreign models have been utilized to produce new, original, and strikingly pretty effects. A Tempting TIT-BIT Pedestrian Skirt, slot seam, knit effect in snow flake effect in Black and Blue at \$6.00. CRANE, 324 Lackawanna Ave., Scranton, Pa. (take Elevator)

Advertisement for Dr. Deimels' Linen Underwear and Dr. Jaegers Sanitary Woolen Underwear. Sole Agency, Louis H. Isaacs, 412 Spruce Street, 800 Lackawanna Avenue. The most complete assortment of underwear in town. All Grades 50c to \$5.00 per garment.

Advertisement for Lafayette College, Easton, Pa. Do You Want a Good Education? Not a short course, nor an easy course, nor a cheap course, but the best education to be had. No other education is worth spending time and money on. If you do, write for a catalogue of

Advertisement for School of the Lackawanna, Scranton, Pa. Lower school receives young children. Upper school prepares for leading colleges. The school certificate admits to many colleges. Experienced teachers only. Thirtieth year. The headmaster may be found at the school, 243 Jefferson avenue, from 9 to 1 daily. Alfred C. Arnold, Headmaster. BOX 464.

Advertisement for The Tribune's Educational Contest. Entries Close October 1st. After October 1, no more new contestants can enter. Contest Closes October 25. 33 Scholarships Value Over \$9,500. List of Scholarships: Universities: 2 Scholarships in Syracuse University, at \$432 each... \$ 864; 1 Scholarship in Bucknell University... 520; 1 Scholarship in the University of Rochester... 324. Preparatory Schools: 1 Scholarship in Washington School for Boys... \$1700; 1 Scholarship in Williamsport Dickinson Seminary... 750; 1 Scholarship in Dickinson Collegiate Preparatory School... 750; 1 Scholarship in Newton Collegiate Institute... 720; 1 Scholarship in Keystone Academy... 600; 1 Scholarship in Brown College Preparatory School... 600; 1 Scholarship in the School of the Lackawanna... 400; 1 Scholarship in the Wilkes-Barre Institute... 278; 1 Scholarship in Cotuit Cottage (Summer School)... 230. Music, Business and Art: 4 Scholarships in Scranton Conservatory of Music, at \$125 each... \$ 500; 4 Scholarships in the Hardenbergh School of Music and Art... 480; 3 Scholarships in Scranton Business College, at \$100 each... 300; 5 Scholarships in International Correspondence Schools, average value \$57 each... 285; 2 Scholarships in Lackawanna Business College, at \$85 each... 170; 2 Scholarships in Alfred Wooley's Vocal Studio... 125. Total: \$9574.

Rules of the Contest. The special rewards will be given to the person securing the largest number of points. Points will be credited to contestants securing new subscribers to The Scranton Tribune as follows: One month's subscription... \$ .50; Three months' subscription... 1.25; Six months' subscription... 2.50; One year's subscription... 5.00. The contestant with the highest number of points will be given a choice from the list of special rewards; the contestant with the second highest number of points will be given a choice of the remaining rewards, and so on through the list. The contestant who secures the highest number of points during any calendar month of the contest will receive a special honor reward, this reward being entirely independent of the ultimate disposition of the scholarships. Each contestant failing to secure a special reward will be given 10 per cent. of all money he or she turns in. All subscriptions must be paid in advance. Only new subscribers will be counted. Renewals by persons whose names are already on our subscription list will not be credited. The Tribune will investigate each subscription and if found irregular in any way reserves the right to reject it. No transfers can be made after credit has once been given. All subscriptions and the cash to pay for them must be handed in at the Tribune office within the week in which they are secured, so that papers can be sent to the subscribers at once. Subscriptions must be written on blanks, which can be secured at The Tribune office, or will be sent by mail. NOTICE THAT ACCORDING TO THE ABOVE RULES, EVERY CONTESTANT WILL BE PAID, WHETHER THEY SECURE A SPECIAL REWARD OR NOT.

An Excellent Time to Enter. A new contestant beginning today has an excellent opportunity to secure one of these valuable scholarships. Thirty-three are sure to get scholarships. Only two yearly subscribers, counting 24 points, would place a beginner in 32d place among the "Leaders." Send at once for a canvasser's equipment. Address: CONTEST EDITOR, Scranton Tribune, Scranton, Pa.

Four Special Honor Prizes. To be given to the four contestants scoring the largest number of points during the month of September. This is entirely additional to the main contest, all contestants starting even on September 1. FIRST PRIZE—A handsome Mandolin, valued at \$10, to be selected by the successful contestant from the stock of J. W. Guernsey. SECOND PRIZE—No. 2 Brownie Camera, including one roll of films. THIRD PRIZE—No. 1 Brownie Camera, including one roll of films and a Brownie Finder. FOURTH PRIZE—No. 1 Brownie Camera, including one roll of films and a Brownie Finder.

Advertisement for Newton Collegiate Institute, Newton, N. J. A High-Grade Preparatory School at Moderate Cost. Prepares for College or Business. Its certificate admits to several leading colleges. All courses. Individual care and attention. Special Department for younger boys. Stable of Horses and Ponies for School Use. All out-door sports. Large grounds, 1,000 feet elevation. High, healthful. No case of sickness the past year. ADDRESS: Philip S. Wilson, Principal.

Advertisement for Chestnut Hill Academy, Wisahickon Heights, Chestnut Hill, Pa. A boarding school for boys in the elevated and beautiful open country north of Philadelphia, 20 minutes from Broad St. station. Catalogues on application. SCRANTON CORRESPONDENCE SCHOOL, SCRANTON, PA. T. J. Foster, President; Elmer H. Lawall, Street; E. J. Foster, Vice President; Stanley P. Allen, Secretary. Done quickly and reasonably at The Tribune office.