## FREELAND TRIBUNE. HARD ON THE NERVES

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FREELAND, SEPTEMBER 11, 1901.



### CHOICE MISCELLANY

The soldier and His Clothing.

At a banquet in Manila General Chaffee, just back from the campaign in China, made a speech in which he deplored the careless dress of the American troops and urged the officers to employ good tailors so as to set a good example in the matter of dress to the usen. This criticism by General Chaffee, the war department says, is sundoubtedly deserved.

European efficers are sticklers for proper dress when on duty, and the farther they are from home the more careful do they become with their clothing. Not so with the American soldier when he gets away. Then the western kloa of careless, swinging gait asserts itself in all things.

The war department officials say they wish Americans would be a little mose careful in this matter of dress, but there is no suggestion that any new regulations are to be put into effect. The new are all furnished with good, well awing clothes. The American soldier is olad in a uniform that is more expensive and better fitting when new than his susiform of the soldier of any other nation. The whole trouble is that he does net wear it properly. He simply will not keep his cont buttoned when the weather gets too warm for him. The effices somethings try to keep the suse spruced up, but officers have a good many things to look after, and this alsee would be a great task. So the American soldier swaggers along, esceless and independent, and his officer is proud of him even beside the nations such as the world.

## How to Button a Coat

The art of properly buttoning a coat-any coat—is, do it the other way.

That is to say that nine out of every ten of us button our coats the wrong way. We commence with the topmost button when we should commence with

button when we should commence with the bottommost. The frailest portion of a coat, in respect te shape retaining qualities—no matter hew well made—is the region of collar and lapels. The swagger merchant tailor always cautions his customer te "wear it buttoned a few days so that the collar may set properly." Then, this admitted, it follows that tugs and strains-affecting this part of the garment tend to destroy its symmetry. Drawing the coat together by the top button and buttonhole for the purpose of fastening exerts a pull all around the shoulders and neck region, which, by repetition, in time will give the smartest coat a hang dog appearance.—Chat.

Proud of the System.

Prowd of the System.

In his annual report the head of the insurance department of Massackasetts says that so thorough is the system of supervision that no life insurance company ever incorporated under the laws of that state has gone into banksuptey. Put another sprig of faurel en the classic brow of the commonwealth of the nutrian and the nilerance of the nutrian and the nilerance of the nutrian and the nilerance of the nutrian and the nilerance. wealth of the puritan and the pilgrim.

New York Tribune.

## Low Fare Excursions Via the Lekigh Valley Railroad.

Low Fare Excursions Via the Labigh Valley Railroad.

Ithaca: Tompkins County Fair. Tickets sold September 17-20.

Newark Valley: Northern Tioga Agricultural Sociaty Fair. Tickets sold September 10, 11 and 12.

Naples: Account of fair. Tickets sold September 17, 18 and 19.

Cananciaigus: Account of fair. Tickets sold September 17, 18 and 19.

Dryden: Account of fair. Tickets sold September 17, 19, 19 and 20.

Tunkhannock: Account of fair. Tickets dold September 18, 19 and 20.

Indianapolis, Ind: I. O. O. F. meeting. Tickets sold September 18, 19 and 20.

Indianapolis, Ind: I. O. O. F. meeting. Tickets sold September 12, 13.

For particulars concerning these low fare excursions consult Lehigh Valley ticket agents.

Special Low Fares to Cleveland, O. Via the Lehigh Valley Railroad, account G. A. R. national encampment. Tickets on sale September 8 to 12 inclusive. Consult Lehigh Valley ticket agents for particulars.

Soda water-all flavors-at Keiper's.



RUNNING TRAINS OVER MOUNTAIN ROADS IS RISKY WORK.

t Takes Youth and Strength and Courage to Hold an Engineer's Job on One of These Brain Whirling, Nerve Racking Runs.

Neve Racking Runs.

"One of the greatest difficulties of the real mountain roads, like the Colorado Midland, the Rio Grande Western and the Denver and Rio Grande, is in getting engineers," said the city passenger agent of the Rio Grande Western road. This gentleman is familiar with all the intermountain roads, where the trains have to all but fly to reach some of their destinations.

"One might suppose that all roads would look afike to the experienced engineer, but they don't. Along some of the prairie roads an engineer can take a run on any new track almost as well as on one he has traveled for years and knows with his eyes shut. But here in

knows with his eyes shut. But here in the west it is different. Down in Colorado, where are some of the greatest monuments to the railroad builder that have ever been erected, an engineer has to travel over the roads sometimes for weeks with old, experienced engineers who know the track before he will be trusted with a train. It isn't a question of engineering ability; merely one of experience.

question of engineering ability; merely one of experience.

"It is enough to take a fellow's nerve to sweep around some of those mountain curves and passes for the first time. Same good men never take more than their first ride. I have seen engineers come from the east, men of glit edge character and ability, who lost their nerve with the first trip and took the first train for a flatter country. Dizzy reverse curves, trestles that seem to totter in the wind, preciples that seem to totter in the wind, preciples that seem to yawn for a fellow's life and grades that are a revelation of horror to the newcomer crowd in bewildering confusion on the view, and unless a fellow is as stoild as an ox or nervy as the mischief he is apt to lose his head.

"You would be surprised at the num-

"You would be surprised at the num ber of young engineers who are on the mountain roads. For one thing, a man does not last there as he does on a less

mountain roads. For one thing, a man does not last there as he does on a less picturesque, more prosaic run. It takes youth and strength and courage of a rare order to stand it all. The companies are the most appreciative in the world, for they realize how hard it is to get a good man, and they treat a good man right royally. But even this does not attract a surplus of the right sort. "The principal dangers are in the heavy grades and in the sharp curves, though landslides are far from unknown. One must know his train and his road like a book to get through with his life on the Marshall pass, for instance, where you seem to plunge headlong down the mighty hill. A rock on the track, a broken wheel, a runaway car or a failure of the brakes to work would end in a smash up that would startle the whole country. The hill might be a glare of ice or frost, it might be wet or snowy, and if you set the airbrake too hard so as to start the wheels to sliding down the hill you go like a glagnite toboggan, with death and destruction at the end of the ride. The management of the airbrake and knowing where the curves and dangerous places are is the greatest part of an engineer's education in the mountains.

The management of the airbrake and knowing where the curves and dangerous places are is the greatest part of an engineer's education in the mountains. "For my own part, knowing the dangers as I do, I feel nervous after riding 100 miles over the wildest parts of the roads even as a passenger. I rode through the Royal gorge on the engine a few weeks ago and was glad when the ride was over. It makes a fellow feel trembly like to think what might be, though the worst rarely happens. Such is the care taken in equipment and in getting the best men that the mountain roads have as small a proportion of losses as the dead level roads of the plains. But it takes a man of nerve to pilot a train through some of the wilder regions.
"A freight train is the worst, in that it is much heavier than a passenger and is expected to make almost the same time. All the heavy stock trains going east, 25 to 30 cars, make passenger schedule. A freight is so loosely coupled as to be very unmanageable at critical points. The stock trains are the terror of the engine drivers and all the trainmen.
"A fellow throws un his job as engineer when he throws un his job as engineer

thowing where the curves and dangers are look. It contains the mountains against all old, I feel nervous after riding against all old, I feel nervous after riding to little part of the building. The old gentleman mistook him for the office of the contains a few weeks ago and was glad when the ride was over. It makes a fellow the right was a fellow that the case taken in equipment and in getting the best men that the woultain roads have as small a proportion of losses as the dead level roads of the wilder regions.

Such is the care taken in equipment and in getting the best men that the world him. I have a little business to trans. I have been transported the contained of the contained and in getting the best men that the world him. I have a little business to transport the contained of the contained and in getting the best men that the world him a proportion of losses as the dead level roads of the wilder regions.

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"A rejoin that is no losses that the world in the contained of the conta

### NEW SHORT STORIES

Mayor Johnson's Way.

Major W. J. Gleason appeared before the board of control one day recently and announced that he wished to make a complaint, says a Cleveland correspondent in the Chicago Chronicle. "Go ahead," said Mayor Tom L. Johnson.

"The Big Consolidated Street Car company is preparing to relay its tracks on Cedar avenue and put down the old cobblestones between tracks."

"What's the kick?"

"They're an eyesore, and"—
"Come forward, Mr. McCormick," called the mayor to the manager of the Big Consolidated.
"We're only relaying one track," said McCormick. "Next year we'll relay the other and put down Medina block stone between both tracks."
"Is that satisfactory, Mr. Gleason?" asked the mayor.
"Yes, if they do it."
"Well you write a letter to the board agreeing to do that?" inquired the mayor of Mr. McCormick.
"I will."
"Another thing," said Major Gleason.

"I will."
"Another thing," said Major Gleasor

"Another thing," said Major Gleason.
"They're putting these cobblestones on
our lawns."
"Will you repair all lawns?" said the
mayor, turning to McCormick.
"We are willing to do anything we can.'

"Will you repair the lawns?"
"Um-er-yes."

"Will you include that in your let

"Yes.
"Are you satisfied, major?"
"I am." "What's the next business?" inquired

Mr. Knox Taken For a Boy.

Attorney General Knox is the most youthful looking man that has occupied a cabinet portfolio in recent years, says the Philadelphia North American. In reality Mr. Knox is not an old man by any means, only 42 years, but he looks more like a boy of 18 or 20 than he does like a man of middle age. The



"WALK RIGHT IN."

other day he was taken for a boy by an old gentleman who was at the department of justice to see the attorney general on business. Mr. Knox's office is on the first floor of the building. The waiting room is on the opposite side of the hall. The old gentleman had been sitting there for an hour or more to see the attorney general. At last Mr. Knox emerged from his office to go to some other part of the building. The old gentleman mistook him for the office boy and, stepping up to him, said:
"Say, sonny, what kind of a fellow is your boss? I see you coming out of his office and presume you know all about him. I have a little business to transact with the attorney general and would like to get a line on Mr. Knox before tackling him."

Mr. Knox's cherubic face brightened and, with a merry twinkle in his eye, said:
"Oh, he's all right. Walk right in and

## A CLOSE CALL.

River railroad with a friend in the army he related to me a personal experience which is to say the least har-

owing.
The conversation of my friend conrice conversation of my Friend con-verted the tediousness of the journey into enjoyment, and before we had sup-posed ourselves at Peekskill we were surprised at the shout of the brakeman announcing the station, "Garrison!" "Do you not stop here for West Point?" I nouired

Point?" I inquired.

"No," replied the captain. "I am go-ing to Hudson to dine." Immediately after passing Garrison the train steamed through the long tunthe train steamed through the long tun-hel which takes its name from the sta-tion. My friend was silent for several minutes after, when, turning to me, he said, "I always feel chilly when I ge through that tunnel."

"For what reason?" I asked

"I was caught in it one night," said the captain, "and I think I never so narrowly escaped death as on that oc-

I begged him to relate the particulars, and he obligingly described the occur-

rence as follows:

"You have lived long enough in Cold

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and he obligingly described the occurrence as follows:
"You have lived long enough in Cold Spring," said the captain, "to know that the Saturday dinners of Mr.—are exceedingly delightful. Well, on one occasion I was present at one of these Saturday evening reunions, and there was such an unusual amount of enjoyment that time flew by with double its ordinary rapidity. General Scott had taken his seat at the whist table, and, having been beaten, he could not bear to abandon the game until he had had his 'revenge.'
"A group of West Polint professors watched the players with deep interest, and I myself became so absorbed in watching the game that when I at last remembered that I had agreed to meet Livingston at the depot and go with him to Garrison I found, on looking at my watch, that I had but seven minutes to get to the train. I made my adieu hastily and walked rapidly to the station, but arrived too late. The train had gone.
"The night was delightful. The stars were brilliant, and the moon was nearly full. I felt unusually well, and beling an excellent walker I at once resoived to walk to Garrison, for the distance was about three miles only and I had on several occasions walked over that portion of the railroad, I examined my time table and saw there were no trains due for some hours. I did not at that time know it had been that day changed.
"After pleking my way over the long bridges on piles and testing my powers of walking a rail over the drawbridge I reached the mouth of the tunnel. It looked darker and more forbidding than I expected, and I paused a few moments before I resolved to go through it. I had not gone far when I was in perfect darkness. Knowing that the trains run on the right hand track, I took the one on the left, in order that I might not be overtaken in the rear and could see the engine light If approaching me in front as soon as possible. I had reached about the midthe rear and could see the engine light the rear and could see the engine light if approaching me in front as soon as possible. I had reached about the middle of the tunnel when I heard the distant rumbling of a train. I listened attentively and felt satisfied that the

# Shoes for Fall Wear!

Very large stocks of the latest style Fall Shoes have just been received. We invite inspection from the most critical, knowing that the goods we now have to offer you are the peer of anything sold elsewhere at the same price. We carry complete lines of all grades of Men's, Women's, Youths' and Children's Shoes.

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4 44 p m from Scranton, Wilkes-Barre and
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THE DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD.
Time table in effect March 10, 1901.
Trains leave Drifton for Jeddo, Rokley, Hazle Brock, Stockton, Beaver Meadow Road, Roan and Hazleton Junction at 600 a m, daily Charles of the Company of the

combetted and Deringer at 6.00 a m, daily except Sunday; and 7.07 a m, 238 p m, Sun-Trains leave Drifton for Oneida Junction, darwood Road, Humboldt Road, Oneida and hoppton at 6.00 a m, daily except Sunday; and 7.07 a m, 238 p m, Sunday.

Trains leave Hazleton Junction for Harwood, Cranberry, Tombieken and Deringer at 6.55 a m, daily except Sunday; and 8.53 a m, 4.22 p m, Sunday.

Sunday,
Trains leave Hazleton Junction for Oneida
Junction, Harwood Road, Humboldt Road,
Junction, Harwood Road, Humboldt Road,
daily except Sunday; and 7 75 a m, 511 pm,
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a m, 501 pm, Sunday, Succept Sunday; and 357

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on Junction and Room et al. One Lower Meadow
Trains leave Sheppton for Deaver Meadow
Trains leave Sheppton for Deaver Meadow
Trains leave Sheppton for Deaver Meadow
and britton at 52 p m, daily, except Sunday
and 8 il a m, 344 p m, Sunday.

Trains leave Hazleton Junction for Beaver
Trains leave Hazleton Junction for Beaver
Jeddo and Dritton at 50 pm, Sunday,
All trains connect at Hazleton Junction with
except Sunday; and 10 il a m, 54 p m, Sunday,
All trains connect at Hazleton Junction with
rice and other points on Jennewille, Audenpany's line.

Train leaving Dritton at 60 a m makes
west.

LUTHER C. SMITH, Superintedont.

LUTHER C. SMITH, Superintend