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FREELAND, PA., MAY 16, 1902.



M. & M. Closing Exercises.

The program of the exercises of the Mining and Mechanical Institute, which will be held at the Grand opera house on Wednesday evening, June 4, is as follows:

- Selection, St. Ann's band.
- Salutatory, Thomas Brown, "The Value of System."
- Oration, Michael Kennedy, "Nicaragua Canal."
- Oration, James Boyle, "Life of William McKinley."
- Selection, St. Ann's band.
- Oration, Cletus Hayes, "Commercialism."
- Oration, George Goepfert, "What Makes Men Great."
- Oration, William Dinn, "A Taste for Reading."
- Selection, St. Ann's band.
- Oration, Frank Ward, "Progress in Mining."
- Oration, Howard Bohlin, "Contentment."
- Oration, Thomas Lawson, "Life of Abraham Lincoln."
- Oration, Neil Boyle, "Thoughts on American Statesmen."
- Selection, St. Ann's band.
- Valedictory, Thomas Fear, "Development of Electric Power."
- Selection, St. Ann's band.
- Founder's Day address, Rear Admiral George Melville, of the United States navy, Washington, D. C.
- Awarding of diplomas, Prof. C. M. Crawford, principal of day school.
- Awarding of prizes, Prof. E. F. Hanlon, principal of night school.
- Closing remarks by the chairman, Hon. George D. McCreary, of Philadelphia.
- Selection, St. Ann's band.

THE HORSES.

Coney, 2:02, is in training again this spring.
Redinda, 2:07½, has been bred to Bingen.
There are about 1,600 entries for the Hartford Futurity.
Eighty-five 2:30 performers have sprung from Jay Bird.
Edie Powers, 2:08½, has paced 173 heats in standard time.
Patsy K., 2:07¼, now the property of John McGuire, New York, will be campaigned this season.
Orrin Hickok is now working the pacing gelding Clipper, 2:06, which has been kept off the turf for almost two years through lameness.
Dolly Bidwell, 2:09½, winner of the \$10,000 purse at Providence last August, stands 15.2 and weighs 1,000 pounds. She will be campaigned this year.
Beasant, the \$17,000 green pacer, is to go back into the hoppers again. He has a trial record of 2:07¼ as a three-year-old and is said to be one of the handiest horses in America.

FRUITS AND FLOWERS.

When a limb is cut from a tree, it should be as close to the body as possible, making the cut a smooth one.
In purchasing trees select those that have good, healthy roots and plenty of them. The roots are the life of the tree.
Small fruit culture will always be most successful on the intensive plan. Plant only a small area at a time and give the best culture.
The garden should not only supply early vegetables, but what is needed all through the season, with a surplus to store away for winter.
With apples for home use set out enough varieties to keep up a constant succession from midsummer through autumn and winter and of long keepers to last until small fruits come in.

CASTORIA.
The Kind You Have Always Bought
Bears the Signature of *Wm. D. Gifford*

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Bears the Signature of *Wm. D. Gifford*

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The Kind You Have Always Bought
Bears the Signature of *Wm. D. Gifford*

THE WAY TO GET RICH

"THE EMPIRE OF BUSINESS," BY THE LITTLE EMPEROR HIMSELF.

Go Into the Steel Business While There is a Chance to Defraud Labor—Every (Carnegie) Library Should Have a Copy of the Book.

Mr. Andrew Carnegie's new book, "The Empire of Business," is out, and his publishers are sending to all newspapers a large sheet of extracts with full permission to reprint. Here is a selection from the sample sheet:

The trouble is that men are not paid at any time the compensation proper to that time. All large concerns necessarily keep filled with orders, say, for six months in advance, and these orders are taken, of course, at prices prevailing when they are booked. This year's operations furnish perhaps the best illustration of the difficulty. Steel rails at the end of last year for delivery this year were \$29 a ton at the works. Of course the mills entered orders freely at this price and kept on entering them until the demand, growing unexpectedly great, carried prices up to \$35 a ton. Now the various mills in America are compelled for the next six months or more to run upon orders which do not average \$31 per ton at the seaboard and Pittsburgh and, say, \$34 at Chicago. Transportation, iron stone and prices of all kinds have advanced upon them in the meantime, and they must therefore run for the bulk of the year upon very small margins of profit. But the men, noticing in the papers "great losses in steel," naturally demand their share of the advance, and under our existing faulty arrangements between capital and labor they have secured it. The employers, therefore, have grudgingly given what they know under proper arrangements they should not have been required to give, and there has been friction and still is dissatisfaction upon the part of the employers. Reverse this picture. The steel rail market falls again. The mills have still six months' work at prices above the prevailing market and can afford to pay men higher wages than the then existing state of the market would apparently justify; but, having just been amerced in extra payments for labor which they should not have paid, they naturally attempt to reduce wages as the market price of rails goes down, and there arises discontent among the men, and we have a repetition of the negotiations and strikes which have characterized the beginning of this year. In other words, when the employer is going down the employee insists on going up and vice versa. What we must seek is a plan by which men will receive high wages when their employers are receiving high prices for the product and hence are making large profits, and per contra, when the employers are receiving low prices for product and therefore small, if any, profits, the men will receive low wages. If this plan can be found, employers and employed will be "in the same boat," rejoicing together in their prosperity and calling into play their fortitude together in adversity. There will be no room for quarrels, and instead of a feeling of antagonism there will be a feeling of partnership between employers and employed. There is a simple means of producing this result, and to its general introduction both employers and employed should steadily bend their energies. Wages should be based upon a sliding scale in proportion to the net prices received for product month by month. It is impossible for capital to defraud labor under a sliding scale.

The foregoing is not reproduced for the purpose of controversy, but because of the bits of information it contains. Yet it may not be out of place to offer a few comments. In the first place, it is agreed that the sliding scale, which Mr. Carnegie supports, is a fair way of arranging the wage scale, but the admission in the closing sentence of the extract quoted is somewhat of a surprise, and very likely the author didn't intend that it should be so read. The natural inference is that it is not "impossible for capital to defraud labor" in the absence of the sliding scale.

Mr. Carnegie didn't intend that his book should be a plea for labor. On the contrary, a careful reading of the foregoing extract will show distinctly his bias the other way. Under conditions most unfavorable to the capitalists, as shown by Mr. Carnegie in the example used, the employers are still able to run their mills at a margin of profit, though the profit is not large—in the millionaire author's eyes. But that there is plenty of money for the employer in the steel business, notwithstanding the avarice of the workmen, is shown by the fact that Andrew Carnegie is today rich enough to write a book that is praised by the press, and we have the testimony of his publishers that every dollar of his stupendous fortune is composed of his pickings from the fund representing the value added to raw material by labor. It must have been possible in the days of Mr. Carnegie's business activity "for capital to defraud labor." Read what the prospectus of "The Empire of Business" says about the author's acquirement of great riches: "The importance of Mr. Andrew Carnegie's book, 'The Empire of Business,' is perhaps best realized when we consider his long experience as the most successful purely business man this country has ever known. Mr. Carnegie created a business out of nothing. He did not make his fortune by commission, as a banker, or by handling merchandise as a trader, but by manufacturing material taken out of the surface of the earth. He never speculated in a share of railroad stock. He owned a complete railroad, but built expressly for the purpose of his own manufacturing industry. He built mills, but never sold them. He created his own line of lake steamships. He bought land and mined his own ore and built up from nothing a business which was eventually sold to the steel trust for several hundred millions. What a man of his experience has to say upon the principles and practice of business is of the very greatest importance."

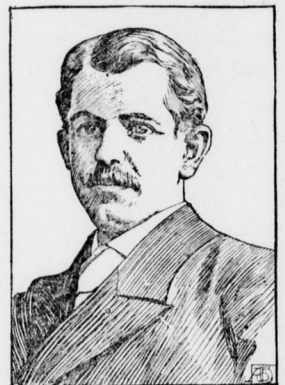
Do you see the point? JARB.

For the Label and Union Shops.
The label committee of the cigar makers' unions of New York has decided to assess its members 25 cents each month for three months for the purpose of raising a fund to extend the agitation in favor of the cigar makers' blue label and to fight manufacturers who employ nonunion workmen.

PEOPLE OF THE DAY

Will Carry on Father's Work.

It is announced that the great work begun and established by the late famous divine, T. De Witt Talmage, will be carried on by his son, Rev. Dr. Frank De Witt Talmage. Young Dr. Talmage occupies the pulpit of the Jef-



REV. DR. FRANK DE WITT TALMAGE.

erson Park Presbyterian church, Chicago. He was born in Philadelphia and is now in his thirty-fifth year. Graduating from New York university, Frank Talmage fitted himself for the ministry at Union Theological seminary. As a clergyman and lecturer he has met with marked success in the leading cities of the United States.

Jimmie Garfield.
Jimmie Garfield, to whom President Roosevelt has offered the position of civil service commissioner to succeed Commissioner Rodenberg, is said to possess many of the characteristics of his distinguished father. He began in public life where his father did, the state senate of Ohio.

In that body he served two terms and was then a hustling candidate for the nomination for representative, being defeated by Representative Jacob A. Beidler. Jimmie Garfield has an extensive law practice in Cleveland. He married a daughter of the late John Newell, who was for years president of the Lake Shore and Michigan Southern railroad. Mrs. Garfield is said to be worth \$1,000,000 in her own name, inherited from her father's estate.

Jimmie Garfield lives at Lawnfield, Mentor, the home of the late president. The house has been enlarged since the former president's death. The little frame building which was his father's study adjoins the residence. All the books and papers of the late president are kept here, and they are in the same position as when he left them to enter the White House. The son has been for years a pronounced civil service reformer.

Paderewski Proud of His Neck?
Paderewski, possibly to flatter himself to the rigors of all climates or possibly because he was brought up a hardy youth in a cold country, wears low cut shirts and waistcoats. Russian furs may protect the artistic chest and hands, but the neck is left bare in the severest weather. The pianist's ruficund and fair skin resembles that of a woman. The neck also is like a woman's. This suggests that perhaps Paderewski wears low cut garments because he is proud of his neck.

The King of Spain.
The crowning of Alfonso XIII. on May 17 makes him the king of Spain at the age of sixteen. Since he has been old enough to observe Alfonso has witnessed turbulent happenings under the regency in the land over which he is now to actually reign. The situation is improved at present, and the young king takes up the scepter at a time of comparative quietude—that is, it is



quiet for Spain. Alfonso's mettle is not known. The stories concerning him are very conflicting. However, it is believed that under the training of his mother he has developed his better parts, and with her to guide him it is expected that he will get along without any great trouble for awhile. As a boy he has been very fond of outdoor sports, and the experience he has thus gained will not be a drawback to him in the more serious game he now takes a hand in.

Lord Pauncefoot to Summer Abroad.
Dr. Osler, the Baltimore specialist, was called in consultation recently and advised that the British ambassador, Lord Pauncefoot, spend the summer at Aix-les-Bains. No date has yet been settled upon for Lord Pauncefoot's departure for Europe.

WHY NOSES POINT EAST.

A Theory Which is Plausible, but Rather Ridiculous.

Very few people's noses are set properly upon their faces. Any observant person who will go along the street and take notice of the nasal organs of the passerby may easily convince himself on the subject. Not one individual in a hundred, whether man or woman, is above criticism as to the arrangement of his or her nose.

One might think that nature is a little careless about this matter. When the nose turns off at an angle instead of assuming its just and proper attitude, it tends, at all events in extreme cases, to give a disordered effect to the features as a whole, but if nature really does not care which way a nose points there ought to be as many noses turned one way as are turned the other.

But is this the case? Not a bit of it. As you walk down the street look at the people as they go by, and you will discover that the noses of ninety-nine out of every hundred turn to the right. When once you have begun to notice this fact, it will constantly attract your attention. In truth, the objection to starting in upon a study of this kind is that you cannot get away from it afterward. It haunts you steadily and persistently. Whenever you meet a friend you look at his nose to make sure whether it turns to the right or not.

Now, the phenomenon being as described, what is the reason behind it? Why should nearly everybody's nose turn to the right rather than to the left? There seems to be only one way to account for it, and that is that almost everybody is right handed and uses his handkerchief correspondingly; so from infancy to old age the nose in the process of being blown and wiped is persistently tweaked to the right; hence as the infant passes through childhood and later youth—when the nasal organ is flexible and in process of formation, so to speak—it is obliged gradually but surely to assume an inclination eastward.

If this theory be correct, the noses of left handed persons ought to turn customarily to the left. Such, in fact, appears to be the case, but data on this interesting branch of the question are not sufficiently complete to afford a final conclusion.—Saturday Evening Post.

FLOWER AND TREE.

Althous show their Rose of Sharon flowers in August and September.

In setting out a tree the previous season's growth should be shortened one-third to three-fourths, according to the roots.

The golden cecropias and the feathery shoots of the garden asparagus make a beautiful and artistic combination in a simple vase.

Watercress is good when the leaves are large. The size of the leaves indicates the amount of tissue—strengthening chlorophyll—in them.

The safest rule in pruning is to keep watch on the young trees and cut out any branch that seems to need removal while it is yet small enough to yield to the knife.

Trees that grow large tops, such as elms, silver maples, lindens, etc., should be planted forty-five feet apart in order to allow each tree room for expansion and prevent too much shade.

Plants of sweet william must be purchased for a new garden, as those grown from seed sown in the spring will not blossom until the spring following. Once started, however, they will continue year after year.

Black Sea Peculiarities.

The Black sea differs in a most remarkable manner from other seas and oceans. A surface current flows continuously from the Black sea into the Mediterranean and an under current from the Mediterranean into the Black sea. The latter current is salt, and being heavier than the fresh water above, it remains stagnant at the bottom. Being saturated with sulphuretted hydrogen, this water will not maintain life, and so the Black sea contains no living inhabitants below the depth of about 100 fathoms. The deeper water when brought to the surface smells exactly like rotten eggs.

Has Been.

An Englishman went into a restaurant in a New England town and was served for his first course with a delicacy unknown to him, so he asked the waiter what it was, and the waiter replied:

"It's bean soup, sir," whereupon the Englishman in high indignation responded:

"I don't care what it's been; I want to know what it is!"—Philadelphia Times.

A Bostonese Definition.

Teacher—Have you ever heard of the "happy isles of Greece?"

Little Waldo—Yes, ma'am.

Teacher—Can you tell me something about them?

Little Waldo—They are pieces of pork entirely surrounded by beans.—Chicago Record-Herald.

Talent.

Talent is aptitude for a given line. In the old Bible significance it is power intrusted to one for a specific use. Everybody has some talent worth cultivating. The more we use what we originally have the greater becomes its value.—Ladies' Home Journal.

The man who tries to drown his sorrow in the flowing bowl must sooner or later discover that sorrow is amphibious.—Philadelphia Record.

Italy has fifty factories of chemical fertilizers.

NOW FOR SPRING!

Our counters and shelves are piled high with the finest grades of goods for spring and summer wear. We are prepared this season to show the largest and most varied stocks of Men's Hats, Shirts, Neckwear, Underwear and Furnishings, also Men's, Women's, Boys' and Girls' Shoes, ever gathered under our roof. Give our goods a trial. Their wearing qualities will please you. No cheap-looking gaudy stuff palmed off as the best in the market at this store.

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RAILROAD TIMETABLES

LEHIGH VALLEY RAILROAD.

June 2, 1901.

ARRANGEMENT OF PASSENGER TRAINS.

LEAVE FREELAND.

6 12 a m	for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.
7 34 a m	for Sandy Run, White Haven, Wilkes-Barre, Pittston and Scranton.
8 15 a m	for Hazleton, Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Hazleton, Delano and Pottsville.
9 30 a m	for Hazleton, Delano, Mahanoy City, Shenandoah and Mt. Carmel.
11 42 a m	for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Hazleton, Delano, Mahanoy City, Shenandoah, Mt. Carmel and Pottsville.
11 51 a m	for White Haven, Wilkes-Barre, Scranton and the West.
4 44 p m	for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Hazleton, Delano, Mahanoy City, Shenandoah, Mt. Carmel and Pottsville.
6 35 p m	for Sandy Run, White Haven, Wilkes-Barre, Scranton and all points West.
7 29 p m	for Hazleton.

ARRIVE AT FREELAND.

7 34 a m	from Pottsville, Delano and Hazleton.
9 12 a m	from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, Weatherly, Hazleton, Mahanoy City, Shenandoah and Mt. Carmel.
9 30 a m	from Scranton, Wilkes-Barre and White Haven.
11 51 a m	from Pottsville, Mt. Carmel, Shenandoah, Mahanoy City, Delano and Hazleton.
12 48 p m	from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk and Weatherly.
4 44 p m	from Scranton, Wilkes-Barre and White Haven.
6 35 p m	from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, Weatherly, Mt. Carmel, Shenandoah, Mahanoy City, Delano and Hazleton.
7 29 p m	from Scranton, Wilkes-Barre and White Haven.

For further information inquire of Ticket Agents.

ROLDEN B. WILBUR, General Superintendent, 26 Cortlandt Street, New York City.
CHAS. S. LEE, General Passenger Agent, 26 Cortlandt Street, New York City.
G. J. GILDROY, Division Superintendent, Hazleton, Pa.

THE DELAWARE, SUSQUEHANNA AND SCHUYLER RAILROAD.

Time table in effect March 10, 1901.

Trains leave Drifton for Onedia Junction, Hazle Brook, Stockton, Beaver Meadow Road, Roan and Hazleton Junction at 6:00 a. m., daily except Sunday; and 7:07 a. m., 2:28 p. m., Sunday.

Trains leave Drifton for Harwood, Cranberry, Tomblicken and Deringer at 6:00 a. m., daily except Sunday; and 7:07 a. m., 2:28 p. m., Sunday.

Trains leave Drifton for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shenandoah at 6:22, 10 a. m., 4:41 p. m., daily except Sunday; and 7:37 a. m., 3:11 p. m., Sunday.

Trains leave Deringer for Tomblicken, Cranberry, Harwood, Hazleton Junction and Beaver Meadow Road at 5:00 a. m., daily except Sunday; and 3:07 p. m., 5:07 p. m., Sunday.

Trains leave Shepperton for Onedia, Humboldt Road, Harwood Road, Onedia Junction, Hazleton Junction and Roan at 5:49 a. m., 5:38 p. m., daily except Sunday; and 7:11 a. m., 12:40, 5:38 p. m., daily except Sunday; and 8:11 a. m., 3:44 p. m., Sunday.

Trains leave Shepperton for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 5:26 p. m., daily, except Sunday; and 8:11 a. m., 3:44 p. m., Sunday.

Trains leave Hazleton Junction for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 5:49 a. m., daily, electric cars for Hazleton, Jeannette, Audenried and other points on the Traction Company's line.

Train leaving Drifton at 6:00 a. m. makes connection at Deringer with P. R. R. trains for Wilkes-Barre, Sunbury, Harrisburg and points west.

LUTHER C. SMITH, Superintendent.