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FREELAND, PA., JUNE 18, 1902.



Bribery Will Not Down.

From the Pittsburgh Post.

Dr. Swallow, the Prohibition candidate for governor, raises the question whether Judge Pennypacker, as an honest man, can accept the Harrisburg nomination at the hands of delegates who sold themselves for so much gold. "If he does," says the Prohibition candidate, "what must we conclude as to his own personal character?" The turning down of Elkin in the peculiar way it was accomplished, Dr. Swallow says, ought to be worth several hundred thousand votes against Quay's candidate.

This question of the triumph of bribery and corruption in the Republican state convention is one that will not down. It is evident that Mr. Elkin does not intend to keep quiet. The office was put on the auction block as street railway franchises and offices were disposed of by Stone last spring. It went to the highest bidder, and Quay made the best offer. He was handling the Pennypacker end.

In his speech to his neighbors at Indiana on Thursday evening Mr. Elkin made statements as to how forty-one pledged or instructed delegates were got away from him that leave no doubt of the use of money in systematic bribery. "When I went to Harrisburg last Monday," said Elkin, "I had 193 delegates instructed and pledged for me. I fully expected victory. Before last Wednesday afternoon forty-one of these men deserted me." Who induced them to repudiate their pledges and instructions? It is not only the admitted fact, but the boast that Quay did the business. Elkin has been close to Quay for years, and no one knows his methods so well.

"This has been Quay's most costly campaign," says Elkin, and he has posted Quay's books in the past. The fact has leaked out that one Allegheny county delegate got \$5,000 for his vote for Pennypacker. One, two, three and four thousand dollars, are the figures set down for other delegates. Offices were used to corrupt delegates or influential leaders when cash dealings were inconvenient and dangerous.

We quite agree with Dr. Swallow, the Prohibition candidate, that Judge Pennypacker must speak out, either in defense or condemnation of the way the nomination was handed over to him. We don't suppose there is a well informed or candid politician in the Republican party of the state who does not have personal knowledge or the strong belief that Judge Pennypacker's nomination was the most audacious deal in corrupt politics ever known in Pennsylvania.

The Prohibition candidate, Rev. Dr. Swallow, declares that it was. Attorney General Elkin, who in reality had a majority of the convention until it was bought away from him, says the same. The Quailties virtually admit it—they even boast of it as one of "the Old Man's smartest tricks."

What has Judge Pennypacker to say? Does he believe the receiver as bad as the thief? He has probably expounded this bit of the law from the bench. What does he say when it enters directly into his relations with the people of Pennsylvania?

The Massachusetts legislature has recognized labor's rights by adopting a bill to compel the manufacturing companies in the state to pay their employees in cash instead of by checks.

PUBLIC OWNERSHIP.

GREAT BRITAIN'S EXPERIMENTS IN MUNICIPAL SOCIALISM.

Public Utilities Owned and Operated by the Cities—Improvements Made in Conditions of Labor and Home Life of Workers.

The following account of public ownership in Great Britain is taken from the report of James Boyle, United States consul at Liverpool, under date of April 25, 1902:

For some years past there has been a quiet but gradually increasing development of a certain phase of socialism in Great Britain. Reference is made to what is generally known as "municipal trading" and sometimes and more correctly as "municipal socialism." The first application is rather a misnomer at the existing stage of the movement. Municipal socialism does not mean a division of private wealth or property "share and share alike," but the ownership and operation of certain undertakings and enterprises (in America generally described as "public utilities") by the municipality for the public good, as claimed. As generally explained, the enterprises within the proper sphere of municipal socialism are "public necessities." But here arises the question, Where is the line to be drawn? This line is by the great majority of advocates of the system drawn at those enterprises and undertakings which by their very nature are essentially public or semipublic in their functions and which are of necessity more or less monopolies, as, for instance, street railways, waterworks, gas lighting, electric lighting and electric power. Incidentally, it may be mentioned that the domain of "national socialism" has been entered into by the British government by its ownership of the telegraph system and by its proposed gradual absorption of the telephone system, and a movement has sprung up for the nationalization of the railroads and even of the coal supply as well as of storage of wheat for use in case of war.

In 1875 the capital invested in municipal undertakings in Great Britain was \$465,000,000, while in 1900 there was \$1,500,000,000 invested.

There are now in Great Britain 931 municipalities owning waterworks, 99 owning the street railroads or "trams-ways," as they are called here, 240 owning the gas works and 181 supplying electricity. Most of these are in England. Municipalities were not allowed to work the tramways until 1894. It is estimated that half of the gas users in England use municipal gas. In a number of places, Liverpool among them, the municipalities supply electricity for lighting and power, while the gas supply is still in the hands of private corporations. In the case of Liverpool the gas company is quite willing to sell to the municipality, but the latter will not buy, first, because under the charter of the gas company the municipality would be compelled to pay a perpetual dividend of 10 per cent to the stockholders, and second, because it is believed that in the near future electricity will practically supersede gas as an illuminant.

The municipalities of Leamington and Harrogate own Turkish baths, two of the best at present existing in Great Britain, and Harrogate also gives fireworks displays at municipal cost. Glasgow, like Liverpool, owns its waterworks and trams and provides municipal lectures. Glasgow has quite recently reduced the fares on the tram cars, so that there are now not only halfpenny (1 cent) fares, but a distance of two and one-half miles can be traveled for 2 cents. Universal penny (2 cent) fares will probably shortly be introduced in Liverpool. The "transfer" system, as prevailing in America, is not used in Liverpool or in any other British municipality, so far as I know. Glasgow was the first city to establish a "municipal palace." Manchester owns shares in its ship canal. Out of its municipal tramway profits Sheffield has appropriated \$75,000 for the erection of shops and business premises, which it will rent.

Liverpool is one of the foremost cities in municipal socialism. It owns the waterworks (one of the best systems in the world); it operates the street cars; it supplies the electric light and power; it has one of the largest and best public bath systems anywhere and proposes to erect the finest Turkish bath in Europe; it provides public laundries for the poor districts; it furnishes flowers and plants for the windows in the slums; it sells sterilized humanized milk for the children of the poor at cost price; it has a salaried organist to play its famous municipal organ; it gives municipal lectures, and all these in addition to the usual undertakings of municipalities, such as parks with concerts, technical schools, etc. But the greatest socialistic undertaking by the Liverpool municipality is that of providing dwellings for the very poor, the dispossessed tenants of demolished insanitary dwellings of the slums.

There are two principal slum areas in Liverpool—one in the north end of about 383 acres and another at the south end of the city of about 100 acres. Most of the houses in these two districts are structurally insanitary. There are rows of them built "back to back." There are other districts where houses have been made insanitary by overcrowding and the habits of the people. The original number of structurally insanitary houses when the corporation commenced operations is estimated to have been about 22,000. Of this number the corporation has demolished about 8,000, and private owners and builders have demolished about 4,000 more.

The Liverpool municipal dwellings are mostly in the form of blocks of tenement houses or flats, three or four stories high. The local government

board (a bureau directly under the control of parliament) insists upon certain provisions to meet the necessity of dispossessed tenants before sanctioning demolition operations. Until 1890 there had been a conspicuous failure to meet this obligation, but since then the wants of dispossessed persons have been carefully foreseen and met. The present policy is to have blocks of dwellings ready within convenient distance into which dispossessed tenants can go immediately they remove from the condemned property. Most of these tenants are dock laborers or a like class.

It is claimed that Liverpool alone among the municipalities of England and Scotland has been successful in supplying a type of building within the financial means of the poorest of the poor. A single room can be had for as low as 45 cents a week. The rent of two rooms ranges from 60 to 80 cents; that of three rooms from \$1 to \$1.10, that of four rooms (the largest suits provided) from \$1.25 to \$1.50. The fixtures are simple, but superior to those supplied in like dwellings by private landlords. In a few dwellings hot water is supplied. Others have gas, paid for on the "slot" principle. Two cents' worth is sufficient for four or five hours' consumption by one burner. Since Liverpool went into this enterprise it has paid \$1,625,000 for demolished property, and in addition several pieces of land have been purchased, costing \$335,825, for the erection of municipal dwellings. The cost up to date for construction alone has been \$732,875. The total burden on the local taxation as the result of these combined operations amounts to 1 1/2 pence in the pound sterling, or 3 1/2 cents on every \$4.86. The rents paid are insufficient by about 2 per cent to meet the cost of the dwellings, without counting anything for a sinking fund, depreciation, etc. The present effort of Liverpool is to provide housing for the dispossessed tenants of condemned slums. It will probably take twelve years to complete this task. Then the question of providing better accommodations for artisans and mechanics will possibly be faced. Liverpool, it is said, owns more revenue producing real estate than any other municipality in the world, its income from this source being about half a million dollars a year.

Liverpool boasts of having one of the best street railroad systems not only in Great Britain, but in Europe. The corporation got control of the system in September, 1897, and has substituted electric for horse cars. At the date named there were sixty-eight miles of tracks within the city and about seven miles in the surrounding district connecting therewith. There were then 287 cars, 156 omnibuses and 3,623 horses. The municipality paid \$2,836,875, the purchase price covering trams, omnibuses, good will, vested rights, etc. In November, 1898, an experimental electrical line five miles in length was opened. The work of reconstructing the new line commenced in January, 1899, and by the end of 1900 100 miles of lines were completed, including extensions. The overhead trolley system is used.

Most of the cars in use and all those now being made are of what is known as the standard Preston type. This car is shorter than most American cars and has a "reverse" staircase for top outside seats. Each car accommodates twenty-two inside and thirty-four outside. In fine weather the outside of cars and omnibuses is preferred in England to the inside. Experience has shown that the style of car used in Liverpool gives the most satisfaction to the British public. There are no "summer" cars of the American type here; the weather is too variable. The fares charged are by distance. Two cents is the lowest fare for which three miles can be traveled. Five miles and 308 yards can be traveled for 4 cents. 7 miles and 287 yards for 6 cents and 8 miles and 495 yards for 8 cents. The total traffic receipts during 1901 were \$2,341,915. The percentage of working expenditure to gross receipts is 63.7. Parliamentary powers are being obtained to devote not exceeding one-third of the net profits to the relief of the rates. The balance of net profit goes to a renewal or reserve fund. The total number of employees is 2,293, of whom 646 are drivers, 595 conductors, 117 inspectors, etc. Drivers and conductors work ten hours per day. Under the old system, before the municipality took charge of the tramways, the average working day of conductors and drivers was fourteen and one-half hours. They are now paid 12 cents per hour. After twelve months' service with merit 24 cents per week extra is paid for each period of ten years of approved service. Under the old regime drivers received \$6.80 per week, rising in eighteen months to \$8.51 per week, and conductors received \$5.95 per week, rising in three years to \$6.80 per week. The rate of pay under the old regime was for seven days a week. The system already extends outside the city boundary, and it is proposed to connect it with lines of a new enterprise in which American capitalists are interested, known as the South Lancashire Tramways company, and which form a network of street car lines between Liverpool and important towns in South Lancashire.

For Working Girls.
Miss Fairfield of New York city, who is prominently connected with the west side settlement of the Young Women's Christian association in that city, has purchased of Town Clerk Jason C. Fenn of Terryville, Conn., the Fenn homestead, located on a summit between Plymouth and Terryville, 900 feet above the sea.

She proposes to make the old landmark a fresh air home for the poor children of the west side, New York. The house is 118 years old. It is in a fine state of preservation and commands a beautiful view of the mountains on all sides.

TRY THIS TEST.

And See If Your Kidneys Are Diseased.

A very simple way to determine whether your kidneys or bladder are diseased is to put some of your urine in a glass tumbler and let it stand 24 hours; if it has a sediment or a cloudy,ropy or stringy appearance, if it is pale or discolored, you do not need a physician to tell you that you are in a dangerous condition. Dr. David Kennedy's Favorite Remedy speedily cures such serious symptoms as pain in back, inability to hold urine, a burning scalding pain in passing it. Frequent desire to urinate, especially at night, the staining of linen by your urine and all unpleasant and dangerous effects produced on the system by the use of whiskey and beer.

In speaking of the good done him by Dr. David Kennedy's Favorite Remedy, the Rev. Aaron Coons, D. D., pastor of the M. E. Church of Rhinecliff, N. Y., says:

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"Favorite Remedy" is a vegetable help to the stomach and bowels in performing their duties properly. It overcomes and permanently cures dyspepsia, indigestion, biliousness and rheumatism. It is absolutely harmless and purely vegetable. It contains no dangerous stimulants, no mercury or poisons, and is the only kidney medicine that does not constipate.

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Pruning in excess or too often is weakening and may cause death.
Good crops of tree fruits can often be grown on land too rough to cultivate.

Pears flourish better if in proximity to stone. They draw both moisture and richness from stone.

Small seeds should not be covered deeply. The rule is to cover about four times the diameter of the seed, having the soil in good tilth.

A good top dressing of unleached ashes is especially valuable for onions, if not applied too thick. They should be worked into the surface.

In nearly all cases all small seeds do better for having the earth pressed down upon them as they are put into the ground unless the soil is wet enough to bake.

If You Could Look
Into the future and see the condition to which your cough, if neglected, will bring you, you would seek relief at once—and that naturally would be through

Shiloh's Consumption Cure
Guaranteed to cure Consumption, Bronchitis, Asthma, and all Lung Troubles. Cures Coughs and Colds in a day.
25 cents. Write to S. C. WELLS & Co., Le Roy, N. Y., for free trial bottle.

Karl's Clover Root Tea purifies the Blood on all sides.

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Here is important news for men who are fond of a negligee shirt—and what man is not? We have for your inspection a beautiful line of negligee shirts in materials of Madras, Perale and Chevioti. All the new colorings, conspicuous for their original designs. Our better grade shirts are \$1.00 and 1.50, yet we boast of an unequalled line at 50c, about twenty different styles.

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May 18 1902.

ARRANGEMENT OF PASSENGER TRAINS.
LEAVE FREELAND.

6 12 a m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.
7 29 a m for Sandy Run, White Haven, Wilkes-Barre, Pittston and Scranton.
8 15 a m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Delano and Pottsville.
9 58 a m for Hazleton, Delano, Mahanoy City, Shenandoah and Mt. Carmel.
11 45 a m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Hazleton, Delano, Mahanoy City, Shenandoah and Mt. Carmel.

11 41 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 29 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 58 a m from Scranton, Wilkes-Barre and White Haven.
11 51 a m from Pottsville, Mt. Carmel, Shenandoah, Mahanoy City, Delano and Hazleton.
12 35 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.

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THE DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD.
Time table in effect May 19, 1901.

Trains leave Drifton for Jeddo, Eckley, Hazle Brook, Stockton, Beaver Meadow Road, Ron and Hazleton Junction at 6:00 a. m., daily except Sunday; and 7:05 a. m., 2:38 p. m., Sunday.
Trains leave Drifton for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shepton at 6:00 a. m., daily except Sunday; and 7:05 a. m., 2:38 p. m., Sunday.
Trains leave Drifton for Tombleton, Cranberry, Harwood, Hazleton Junction and Ron at 5:00 p. m., daily except Sunday; and 3:37 a. m., 5:07 p. m., Sunday.
Trains leave Shepton for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 5:25 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 5:40 p. m., daily, except Sunday; and 10:10 a. m., 5:40 p. m., Sunday.
All trains connect at Hazleton Junction with electric cars for Hazleton, Jeannette, and other and other points on the Traction Company's line.