

FREELAND TRIBUNE.

Established 1839.
PUBLISHED EVERY
MONDAY, WEDNESDAY AND FRIDAY.
BY THE
TRIBUNE PRINTING COMPANY, Limited.
OFFICE: MAIN STREET ABOVE CENTRE.
LONG DISTANCE TELEPHONE.

SUBSCRIPTION RATES.
FREELAND.—The TRIBUNE is delivered by carriers to subscribers in Freeland at the rate of 25 cents a month, payable every two months, or \$1.50 a year, payable in advance. The TRIBUNE may be ordered direct from the carriers or from the office. Complaints of irregular or tardy delivery service will receive prompt attention.
BY MAIL.—The TRIBUNE is sent to out-of-town subscribers for \$1.50 a year, payable in advance; pro rata terms for shorter periods. The date when the subscription expires is on the address label of each paper. Prompt renewals must be made at the expiration, otherwise the subscription will be discontinued.

Entered at the Postoffice at Freeland, Pa., as Second-Class Matter.

Make all money orders, checks, etc., payable to the Tribune Printing Company, Limited.

FREELAND, PA., AUGUST 4, 1902.



PUBLIC OPINION

Opinions From Various Sources On Political Questions of the Day.

Previous to last November there weren't a dozen people in the state west of Lancaster county who had ever heard of Pennypacker. Then he wrote a ridiculously fulsome eulogy of Quay. That absurdity attracted attention to him as an abnormal characteristic will attract attention to any one. But it probably wouldn't have made him the candidate for governor if the quarrel with Stone hadn't turned Quay against Elkin. That gave the "old man" a chance to reward his friend and punish his enemy at once and he forced Pennypacker on his wing of the machine. — Harrisburg Star-Independent.

The nomination of ex-Governor Pattison for a third term has been endorsed with great enthusiasm by nearly all the Democratic newspapers of the state. This was to have been expected. Among the Democrats of the interior there has been no falling off in his popularity. They will turn out in November and vote for him, and many of their neighbors who are Republicans will go along. The Independent Republican press of the state, while conceding the tempting character of the Cousin Pennypacker bait landed under their noses by Senator Quay, bear strong testimony to the character and fitness of both Pattison and Guthrie.—Pittsburgh Post.

If the people of the Quaker State were not irretrievably wedded to the rule of bosses the nomination of Robert E. Pattison for governor by the Democrats would present an opportunity for repudiating and rebuking Quayism which they would be quick to take advantage of.

Ex-Governor Pattison, who enjoys the distinction of having overturned the heaviest Republican majority that is recorded in any state in the union in two gubernatorial elections, is the foremost Democrat in Pennsylvania, and by many regarded as a presidential possibility. If by any chance he should be elected governor this fall he would go into the national Democratic convention with a very large and enthusiastic following.

With an official record and private career that are above reproach and a reputation for a well-poised judicial way of handling executive business ex-Governor Pattison is certain to command a very large Republican vote in what is popularly known as an "off-year" election. Thousands of Republicans will vote for him not only from personal choice but hoping thereby to record their protest against the machine politics with which Quay has burdened the state for years.—Times-Herald, Chicago (Rep.).

Judge Potter telephoned Governor Stone that he had a h—l of a time to get a favorable decision from his fellows of the Supreme Court on the ripper bills. No doubt the members of the court after seeing the humiliating fight in which they have been placed by Alexander Simpson, Jr., of the Philadelphia bar, will wish that they had allowed Potter to have his h—l of a time with the governor rather than with the court. Any one who can read the English language can readily understand on reading Mr. Simpson's address before the Pennsylvania Bar Association why he received the hearty applause of the members who listened attentively to every word of the able address. A political court well deserves the contempt which it is certain to receive sooner or later.

The seething criticism of the supreme court by Alexander Simpson, Jr., of the Philadelphia bar, at the recent meeting of the Pennsylvania Bar Association ought to cause the people to stop long enough to ask whether a machine made court is the proper thing in Pennsylvania or any other state. Mr. Simpson is a very able lawyer and a Republican, but he is not so much of a partisan that he cannot recognize a flagrant violation of law even when perpetrated to assist in the partisan schemes of his own party; and he is not so much of a coward that he is afraid to condemn it. What annoys the Republican bosses is the fact that the large number of lawyers present seemed to thoroughly endorse Mr. Simpson's position, and the newspapers that were too partisan to praise were lost for words to condemn.

WAS IT A CRIME?

Were the Miners of Johnstown Murdered by Corporation Greed?

Was the horrible slaughter of miners at Johnstown preventable? Statements are made which, if true, show that it was—that greed and not unavoidable accident is responsible for this hideous loss of life.

John Retallick, a fire boss, who was in the mine at the time of the disaster, says it was due to blasting and that those in authority knew there was danger from fire-damp. In the course of his narrative Retallick, now in the hospital, says:

"The Klondike mine, especially No. 6 right, had been in very bad shape for some time. About two months ago it first became noticeable that an extra amount of gas was collecting, and the officials of the Cambria Steel company began to take the utmost precaution."

What was this "utmost precaution?" To stop work at the danger point—the point at which men's lives were imperiled whenever a blast went off? No.

"They talked for awhile of closing it down, but that was almost impossible. Why almost impossible?"

"Because it is one of the best producers, and from it is secured the greater part of the daily output of the mine."

Fire Boss Retallick, you see, has no thought of accusing anybody. He has worked long in the mines, and it seems natural to him that the mine owners should hazard human life for the sake of keeping up the output of "one of the best producers."

The mine owners knew the peril if this witness, who does not hold them blame-worthy, is to be credited.

"The mine grew dangerous about a week ago," he says.

Then they "took the utmost precaution" thus:

"At that time it was decided that no novices should be allowed in this section of the mine at all, and the mine officials selected twelve of the best and most experienced workmen they had to operate it. Those men were careful, but as a general rule you will not find a miner who has the least sense of fear."

Miners cannot afford to have fear. Were they always or often thinking of the chances of death in their hazardous calling they would lose the courage necessary to follow it. But it is the duty of mine owners not to encourage this carelessness or take financial advantage of it at the risk of such horrors as that at Johnstown.

The managers of the Cambria Steel company's mine seem, according to Fire Boss Retallick, to have gone far beyond even such guilt. He represents them as being open-eyed gamblers in human life.

One hundred and fifteen men were killed in the Johnstown disaster.

If that disaster was preventable, if the mine managers deliberately sent the miners into the mine to face conditions which they knew were dangerous, a great crime has been committed.

It is to be hoped that the copier and district attorney of Johnstown are men of courage who are not afraid to do their duty.

Let the whole truth respecting the causes of the slaughter of those 115 miners be made known.—New York American and Journal.

Will Test Ruling.

Corporation Counsel Rives' opinion that it is unconstitutional for the New York board of aldermen to resolve that union workmen shall be given preference in employment by the city is challenged by the Central Labor union, which has instructed the workmen's law committee to engage a first class lawyer to prepare a test, which will show whether Rives is right or whether the court of appeals errs in its recent decision that a municipality may do what a state law cannot do in regulating hours and wages for employees on city work.

"Either the court of appeals or the corporation counsel is wrong," said one of the delegates at the union's meeting, "and we want to know as soon as possible how far the representatives of the people in state or city legislatures can go to protect their wage earning constituents without running up against the constitution or some interpreter of it who is unfriendly to trade unions."

Meaning of the Ten Hour Law.

How the ten hour law is to be understood and interpreted is a matter much pressing for solution just now, especially in Rhode Island. The sooner the matter can be got to the United States supreme court the better, for there are suits pending in several states involving the same issue.

Massachusetts, in common with other states, has statutes limiting the hours of labor in certain employments, and it would seem that not one of them is worth the paper it is written on if the Rhode Island ten hour law for street railroad corporations can be overthrown for the reason advanced by the attorneys.

If no redress is found in the courts, the fourteenth amendment to the constitution may yet have to be fallen back upon in behalf of legislation which is designed to protect wage earners from the exactions of corporate power.—Boston Globe.

A Vote of Thanks.

At the convention of the boiler makers and iron shipbuilders' union recently held in Baltimore resolutions were adopted extending thanks to congress for "the prompt and justifiable action in regard to building warships in government navy yards." Members of the order said that their stand was not altogether a selfish one, but that from motives of patriotism they wished to see the navy yards of this country brought up to the highest standard.

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of *Chas. H. Fletcher* and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of

Chas. H. Fletcher
The Kind You Have Always Bought
In Use For Over 30 Years.

THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

HINTS FOR FARMERS

Meaning of Irrigation Bill.

The irrigation bill which passed the house by the vote of 146 to 55, it is confidently predicted, will in its operation show itself a better measure than some of the eastern farm papers believe. It amounts to nothing more than an extension of the homestead act. It makes homesteads which are dry and uninhabitable fertile and productive, but the cost of this improvement has to be borne by the homesteader. The government simply advances the money and gives him ten years in which to pay it back. Again, it is shown that, while it is hoped to ultimately reclaim a great tract of western land, the process must under the most favorable conditions to the west be very slow. If 2,000,000 acres a year should be reclaimed—and this is four times the amount estimated under the bill just passed—it would take fifty years to reclaim that part of the west which can be irrigated. This would not be a sufficient addition of land to nearly keep pace with our increase of population.

This would be taking half a century to open up, for instance, an area equal to the single state of Colorado. Such slow development, it is claimed, will never be felt by the eastern farmer.

Again, it is shown that the surplus products of irrigation will go in the future, as they do now, to the orient instead of coming east to compete with eastern farmers.—Guy E. Mitchell in Tennessee Farmer.

The Beetle and the Scale.

We are not so sanguine as some of our contemporaries that the recent imported lady beetles from China, which are said to have cost the government about \$2,000 apiece, will clean out from our orchards the notorious San Jose scale. At the same time we are hopeful that this little natural enemy may be a factor in reducing the ravages of the pest. Fruit growers should not place too much confidence in the cannibalistic propensities of this animal and should leave nothing undone from the practical standpoint to protect their orchards. At the same time, wherever it is possible this sort of experimentation should be encouraged by fruit growers and others. It is a well known fact that in many cases natural agencies are responsible for the reduction and suppression of many outbreaks of destructive insects and other animals. If the Chinese beetle will live and thrive in orchards scattered over our diversified country under the varying climatic conditions and tend to keep San Jose scale in check, the price paid for its introduction will be insignificant as compared with the great benefits derived later.—American Agriculturist.

Saving Middlemen's Tolls.

The success of the farmers' elevator movement in the west is thoroughly established. In Kansas alone some eighty are in operation, and grain growers as a rule are highly pleased with the saving in tolls. This is usually 1 to 2 cents per bushel and not infrequently 3 to 4 cents, forming a snug sum in the aggregate to be turned back into the pockets of the farmers instead of going to city middlemen and their country agents. The chief drawback in enlarging the scope of the farmers' elevator is the lack of co-operative spirit among farmers. In working together much can be accomplished in marketing grain or other farm produce to best advantage and also in purchasing supplies. In the eastern states truck farmers in various sections group themselves into local organizations and buy fertilizers, tools,

machinery, etc., in large quantities at considerable saving.—Farm and Home.

Quick Grass Experience.

This pest fills the soil with its long, round white roots, crowding and choking out other vegetation. In some sections it is called couch grass, with grass, tucker grass, etc. At an experience meeting of New York state farmers the following remedies were offered:

Plow the land a few times in summer, not trying to raise any crop for one season.

Sow buckwheat thickly two years in succession.

Good, thorough tillage followed by buckwheat or peas.

Put on sheep enough to keep the tops gnawed close to the ground.

Fall plowing, not harrowing until spring. This plan killed a part of the roots.

Get the Education.

A young man asks if it will be wise for a young farmer to take a four year course at an agricultural college if it takes all the money he has and leaves him without funds at the close. Yes, you cannot invest the money in anything that will pay better than a thorough professional training. It is a capital you cannot lose and which will always bring in the dividends. Get the education if you have to borrow more money before you get through. "The world is always on the hunt for men with educated minds and trained hands," and the man with the college training will always be in the lead.—Practical Farmer.

Bonemeal and Cracker Crumbs.

My experience is that there is nothing better than bonemeal to make bone and muscle in young poultry, says Mrs. Mark Thompson. I feed one tablespoon to every twenty chicks morning and night mixed with the food. I also find cracker crumbs an excellent feed when mixed with equal parts of cornmeal and middlings. These I buy at the cracker factory for a cent per pound.

Pingpong For the Masses.

The poor are in fashion, too, in a way. They are playing pingpong on the pavements of New York. In this street game no rackets are used, but the children use the palms of their hands in their stead. The ball is sometimes a rubber one and sometimes of celluloid. The balls can be purchased for 1 or 2 cents, and that is the complete cost of the game. White chalk lines marked on the asphalt pavement serve as tables, and the game can be seen almost any clear day in any asphalt paved thoroughfare.—New York Letter.

Rain and sweat have no effect on harness treated with Eureka Harness Oil. It restores the damp, keeps the leather soft and pliable. Stitches do not break. No rough surface to chafe and irritate. The harness not only keeps looking like new, but wears twice as long by the use of Eureka Harness Oil.

Sold everywhere in cans—all sizes. Made by Standard Oil Company.

Read - the - Tribune.

Everything New IN Furnishings

We have all the little things that a gentleman can wish for his summer dressing. Our "little necessities of life," all of which must be proper to make the "finished man," are faultless in every detail. If you want a pair of shoes, a hat, a shirt, a tie, or a pair of socks in the handsome, stylish colors of summer, you can get them here.

Although our goods are fancy in looks, as they should be, they are not fancy-priced.

We can supply you with the latest productions of the market at prices to suit the times.

Step in, and see what we can do for you.

McMenamin's Gents' Furnishing, Hat and Shoe Store.

South Centre Street.

Nature's Tonic.

A ride in the open,

For Health,
For Pleasure,
For Business.

You should ride a
Bicycle,

RAMBLER.

\$35 to \$65.

The 1902 Models
Bristle With
New Ideas.

Call and Examine.

A complete stock always on hand.

For Sale By

Walter D. Davis,

Freeland.

RAILROAD TIMETABLES

LEHIGH VALLEY RAILROAD.
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, Pottsville and Scranton.
8 15 a m for Hazleton, Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Delano and Pottsville.
9 58 a m for Hazleton, Delano, Mahanoy City, Shamondah and Mt. Carmel.
11 45 a m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Hazleton, Delano, Mahanoy City, Shamondah 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, Shamondah, 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, Shamondah and Mt. Carmel.
9 58 a m from Scranton, Wilkes-Barre and White Haven.
11 41 a m from Pottsville, Mt. Carmel, Shamondah, 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, Shamondah, Mahanoy City, Delano and Hazleton.
7 29 p m from Scranton, Wilkes-Barre and White Haven.

For further information inquire of Ticket Agents.
ROLLIN H. WILBER, General Superintendent, 28 Cortlandt Street, New York City.
CHAS. S. LEE, General Passenger Agent, 28 Cortlandt Street, New York City.
G. J. GILBERT, Division Superintendent, Hazleton, Pa.

THE DELAWARE, STRUHKHANA AND SCHUYLKILL RAILROAD.

Time table in effect May 19, 1901.

Trains leave Drifton for Jeddo, Eckley, Hazle Brook, Stockton, Beaver Meadow Road, Hazleton and Hazleton Junction at 6 00 a m, daily except Sunday; and 7 07 a m, 2 38 p m, Sunday. Trains leave Drifton for Onoda Junction, Harwood Road, Humboldt Road, Onoda and Shepperton at 6 00 a m, daily except Sunday; and 7 07 a m, 2 38 p m, Sunday. Trains leave Hazleton Junction for Onoda Junction, Harwood Road, Humboldt Road, Onoda and Shepperton at 6 00 a m, daily except Sunday; and 7 07 a m, 2 38 p m, Sunday. Trains leave Drifter for Tomhicken, Cranberry, Harwood, Hazleton Junction and Rant at 5 00 p m, daily except Sunday; and 3 37 a m, 9 07 p m, Sunday. Trains leave Shepperton for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 5 29 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 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, Jeanesville, Audenried and other points on the Traction Company's line.



PRINTING
Promptly Done at the Tribune Office.