

FREELAND TRIBUNE.

Established 1883.
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 12½ 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.

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

FREELAND, SEPTEMBER 12, 1902.



A STRONG MAN'S TRUE WORDS.

The man behind the speech never was more clearly and effectively shown than in the address of the Democratic candidate for lieutenant governor at Reading. Every citizen of Pennsylvania should read this candid and truthful statement of the condition of public affairs in this state. In every sentence there is convincing evidence of truthfulness and sincerity, united with the highest courage and patriotism. Mr. Guthrie has studied the questions of the day with an unprejudiced mind and the unselfish purpose to render some service to the cause of political regeneration throughout the commonwealth and the restoration and maintenance of good government for the benefit of all the people.

Although a life-long and consistent member of the Democratic party, in this discussion of the issues of the hour he rises above mere partisanship and like his distinguished colleague on the Erie ticket, he makes his appeal to true patriots, no matter what their views upon ordinary party questions. He has been foremost in co-operating with his fellow citizens of Pittsburg in making war upon the political Philistines of that long mis-governed city, and therefore has earned the right to speak earnestly and successfully to the voters of the whole state, urging them to strike a final blow at political despotism and corruption.

Mr. Guthrie, like every thoughtful man of the time, understands the real destructive character of the political machine represented by Quayism, and he wisely and justly points out that it can only be overthrown through the leadership of the opposition party, which has upon many occasions demonstrated its trustworthiness and courageous determination to fight the people's battles to the end. There never has been two stronger men presented for popular support than Pattison and Guthrie, who will next week begin a campaign tour that will be memorable in political annals. What they say on the platform will represent clear-headed conviction, the very essence of patriotism, and their utterances will embody the thoughts of good citizens of every class.

The side against Quayism and its counterpart, Pennypackerism, is rising every hour, and the prospect of a great victory over the combined forces of political iniquity should encourage every Democratic voter and independent citizen to renewed zeal and energy all along the line.

Next week we shall turn the light on *Miss Pennypacker*, showing how he was discovered, who he is, what he is, what he stands for and what is expected of him if elected to the governorship. When all the facts are known the mask will fall from this solemn-faced apologist for Quayism, and the people will see how they have been deceived.

The fraudulent assessment in Philadelphia has already been shown up, and a great number of bogus names will be stricken off by order of the court. The ringsters will not be permitted to do as they please this year. An honest ballot in that city will mean the election of the Democratic reform ticket.

Lookout for Pennypacker's record next week. The Quay dummy will appear as he really is. The great political confidence game will be thoroughly shown up.

NEW YORK CAR MEN.

The Scales of Wages—Brotherhood Engineers on the Elevated.

There is considerable unrest in street car labor circles in these days. Even where wages are highest the changing cost of living and the anticipated changes of system make the men uneasy.

This is especially true of the Manhattan elevated in New York city. The proposed change from locomotives to the third rail electric system worries the engineers and firemen, who think they see the exit of Othello's occupation. The engineers belong to the Brotherhood of Locomotive Engineers and have an average wage of over \$3.50 a day. Should they become motormen they would no longer have the backing of their union in an attempt to maintain rates. There are now sixty electric trains on the Second and Third avenue lines operated by the third rail system. Soon the entire system will be so operated, and the 350 locomotive engineers are wondering what will become of them. The success of the six car electric trains has finally decided the company to abandon steam entirely and as rapidly as possible. The officials of the company assure the men that they will all be provided for and that, while wholesale changes of occupation will be necessary, no man's wages will be reduced. The engineers hope this is true, but fear it is not. No doubt the powerful electric plants will take a great many men, but 350 high priced engineers are not very readily absorbed. So the uncertainty of employment makes the bread almost as bitter as the struggle for adequate pay. The following is the wage schedule of the New York Manhattan Elevated railway, employing over 5,000 men:

Engineers—At date of appointment, 32 2-10 cents an hour; at the end of six months, 36 1-10 cents; at the end of one year and thereafter, 38 8-10 cents.

Firemen—At date of appointment, 17 7-10 cents an hour; at the end of six months, 19 4-10 cents; at the end of one year and thereafter, 22 2-10 cents.

Conductors—For first year's service, 20 cents an hour; for second year's service, 22 cents; for third year's service, 23 cents.

Guards—For first year's service, 15 cents an hour; for second year's service, 16 5-10 cents; for third year's service and thereafter, 18 5-10 cents.

Station agents—For first year's service, 14 6-10 cents an hour; for second year's service, 16 7-10 cents.

Station agents and telegraph operators—At date of appointment, 14 6-10 cents an hour; at the end of six months, 16 7-10 cents; at the end of one year and thereafter, 18 8-10 cents.

Platform men—At date of appointment, 10 4-10 cents an hour; at the end of six months, 12 5-10 cents; at the end of one year and thereafter, 13 8-10 cents.

Gate-men—For first year's service, 10 4-10 cents an hour; second year, 12 8-10 cents.

In New York city the Metropolitan Street Car company, which owns the surface lines, pays 20 cents an hour the first year, 21 cents the second year and 22½ cents thereafter. Motormen and conductors get the same pay. The trailer question is practically eliminated.—Ethebert Stewart, United States Department of Labor.

George Knows the Subject.

George E. McNeill of Boston, known from one end of this country to the other as the father of the eight hour movement, has been chosen by Governor Crane as the labor representative on the Massachusetts commission authorized by the recent legislature to urge upon all the other states in the country the adoption of uniform eight hour laws. The commission is to consist of five members, and its duties are to "examine the subject and promote the object and interests of the working classes and endeavor to promote the uniformity of legislation making eight hours a legal day's labor throughout the United States." Just how the commission will accomplish its objects is not known, but considerable literature will undoubtedly be circulated in other states in an endeavor to reduce working time to eight hours a day for all.

A Prosperous Union.

The annual report of the Amalgamated Society of Carpenters and Joiners shows the organization to be in a very prosperous condition. Twenty-three new unions and 2,028 new members joined the organization during the year. The total income for the year was \$1,840,135. The total expenditures were \$931,610, leaving a cash balance on hand of \$908,525, \$400,000 of which is invested in government bonds. The principal items of expense were: Strike benefits, \$170,775; old age pensions, \$107,545; and out of work benefits, \$220,535. There are now 824 local unions connected with the organization.

Boiler Makers and Shipbuilders.

Briefly summarized, the work of the fifth annual convention of the Brotherhood of Boiler Makers and Iron Shipbuilders of America, recently held in Baltimore, may be thus told: The brotherhood adopted the eight hour day, and June 18, 1903, was set as the time on which its enforcement should be begun.

On the wage question it was decided to permit the local organizations to adjust the matter for themselves. The present wages are from \$2.50 to \$3.50 a day.

Miners Not Cowards.

I would not go down into the mines to recruit a regiment of cowards, but there is just where I would go to recruit out and out Spartans, who would stand to their guns till the last one had fallen, if the general they followed had proved himself worthy to be defended.—D. L. Mulford in Philadelphia North American.

LIBRARY HOSPITALS.

A QUIET CORNER WHERE MAIMED AND AGED BOOKS ARE DOCTORED.

Delicate Operations Are Often Necessary For Injured Volumes and Much Ingenuity Is Required at Times—How Book Surgeons Work.

In every up to date public library there is a quiet corner used as a book hospital, where worn, aged and maimed volumes are sent for treatment and often surgical operations. The women and children of the library—that is, the novels and juveniles—are found in the hospital the most frequently, and often they are beyond cure. But the skillful library worker has all sorts of devices for making broken down books appear fresh and new again, and often a remarkable cure is effected.

If a book were cast aside the minute its back was broken or were not given proper treatment when a leaf became loose, the library would soon find itself doubling expenses for duplicates of old volumes and with little money for new works. Careful treatment, on the other hand, will add years to the life of a book and will materially lessen the expenses of a public library.

This hospital is fitted up in a very simple manner. There are shelves upon which the invalid books are placed until treatment can be given them. Then there are other shelves where they are placed to convalesce and sometimes to regain consciousness after a serious surgical operation. There are operating tables and neat little boxes in which there are rolls of black percale and yards of white percale, sheets of paraffin paper, long strips of thin but fine quality paper, narrow rolls of gummed paper, bundles of grass cloth, balls of string, sandpaper, coarse thread and white mull.

In snug little compartments is the medicine, consisting of glue and paste. The surgical instruments in a little case consist of a pair of forceps, a small wooden paddle, a thin wooden board and papers of needles. Then there is an instrument of torture—a heavy press which is generally applied at the close of an operation.

There are all sorts of complaints among the books, and the most prevalent is the broken back. This comes from the book assuming an unhealthy position, such as leaning up lazily against other books, resting on its front edges or lying flat on its side. A vigorous use of paste and glue often cures this complaint, but in some cases a delicate operation is resorted to.

Then the cover is stripped entirely off the back, and the title is carefully cut out. Next the paper back of the book is peeled off. A piece of grass cloth is then applied and firmly glued into its place. The old cover, with the exception of the title, is pasted on again, and then the book is tied up with strings and left on the shelf to recover a little. When strong enough, a black percale back is carefully fitted over the old back, and the old title is pasted on the outside.

Small fingers injure the complexion of the books greatly, and sandpaper is used a great deal on juvenile fiction invalids. The edges of the book are rubbed with this rough paper, taking off the dirt and the yellow appearance. Rough edges of leaves are frequent also in this branch of literature. These leaves are carefully trimmed off, and a thin strip of nice quality paper is pasted on to make a clean, regular edge.

"Butting" is a method of operating that is not used by all book surgeons. This consists in placing with the wooden paddle a thin line of glue on the edges of a torn leaf and then pressing them tightly together. It has been demonstrated thoroughly that this butting holds the torn leaf just as firmly as and is much more satisfactory than the old method of pasting gummed transparent paper over the torn places. The loose leaves are a frequent source of annoyance to the book doctors. The remedy for these bothersome leaves is a hinge of percale or paper, which holds the unruly page in place after the heavy press has been brought to bear on the book. In such cases the thin board is always used to slip into the volume, so that it will keep its shape properly.

The operation which requires the most skill is the sewing of the signature or division of a book back into place. The needle and coarse thread are pushed in and out of the holes in the signature and the binding, and when it becomes awkward to use the fingers the slender forceps are used to draw the needle in and out.

It is part of the work of every public library employee to take a hand in the hospital department, and ingenuity supplies means to remedy every complaint that is conjured up by even the most erratic book. The book doctor trusts wholly to her own wit and skillful fingers to effect a cure, and there are few cases that are hopeless.—New York Mail and Express.

Cut Off.

"Poor child!" exclaimed Mrs. Goodart, who had been touched by the appeal to the extent of a quarter. "And how did this accident happen to your father?"

"Why," replied the bright little girl, "he begged so much money one day that he got drunk and was sent to jail."

"But you told me his arms were cut off."

"Oh, no, ma'am! I said 'alms,'"—Philadelphia Press.

By Their Crests, Perhaps.

She—So you have crossed the ocean sixty-four times. You must be getting used to it.

He—Yes, considerably. I have lately got so that I recognize over half the waves we meet.—Town and Country.

ROUND THE REGION.

Harold Helmerdinger, of New York city, is dying the death of a suicide at Mercy hospital, Wilkesbarre. He was married three months ago to Miss Lena Solomon. It was a brilliant affair. The couple went to New York to live. Last week the wife returned to her parents' home in Wilkesbarre. The husband followed and tried to get her to go back with him to New York. She refused and he then shot himself.

There was another settling of the surface in Tripp Park, on the outskirts of the Scranton. This settling first appeared a week ago and affected fifteen acres. At that time the track of the Lackawanna Railroad was affected, but it was possible to move cars over the affected roadway. In some places the cave-in of the roadway was as much as six feet. The amount of damage cannot be accurately estimated at this time.

CASTORIA.

The Kind You Have Always Bought
Bears the Signature of
Chas. H. Fletcher

Several members of Company K, Eighth regiment, got into a row with the deputies at Indian Ridge colliery, Shenandoah, last night. It is said they called the deputies names and several of the latter attempted to arrest them. Almost the entire company got after the deputies and chased them. Nearly all the members of Company K, which is from St. Clair, are strikers.

Henry, brother of James J. Moran, Esq., of Pottsville, Democratic candidate for district attorney of Schuylkill county, died at Centerville, Elk county, this week. This is the second of the Moran brothers that service in the Philippines caused death within the last six months.

CASTORIA.

The Kind You Have Always Bought
Bears the Signature of
Chas. H. Fletcher

The strike of 175 carpenters, bricklayers, plasterers and hod carriers was declared off Saturday by the Shamokin Lumber Manufacturing Company agreeing to discharge a few non-union men unless they joined the Carpenters' and Joiners' Union. The strike was instituted last week.

A. S. Van Wickle & Co. have granted permission to Banks township school board to pick coal from culm banks in order to procure sufficient anthracite to heat the school rooms of the district.

CASTORIA.

The Kind You Have Always Bought
Bears the Signature of
Chas. H. Fletcher

Lake Michigan's Water.
Lake Michigan has no visible inlet. Where, then, does it get its replenishment? From the Rocky mountains.

Through rents and crevices, down into caverns at the roots of these mountains, pour over the waters from melting snow. Four thousand feet they sink to strike a gravity incline that levels with their floor under Chicago.

Under that city and elsewhere on the west side of Lake Michigan—this is the proved theory, theory as good as proved—the snow covered Rocky mountains are constantly sending their waters to supply flowage and evaporation that are ever going forward in the watery expanse.

The Chinese Way.

In its war with England and France in 1850-60 China was easily conquered and forced to a humiliating peace. The Peking Gazette, the official organ of the government, however, reported the following concerning that treaty of peace:

"As the western barbarians have admitted their wrongs and humbly solicited for peace, the emperor in his infinite goodness has granted their prayer and, moreover, has made them a present of a large sum of money (indemnity of war) to enable them to begin an honest life, so that they may not again be driven to murder and rapine."

A Way of Explaining It.

Wife—Why, John, just see what a stupid blunder the newspaper has made in its account of our silver wedding! Don't you remember I wrote it out for the reporter that we had spent together twenty-five years of married happiness, and the stupid typesetter has gone and made it twenty-five years of married happiness. Isn't it awful?

Husband—Oh, well, dear; don't be too hard on the poor fellow. Perhaps he's been married twenty-five years himself.—London Tit-Bits.

Precaution.

"Do you think you can give my daughter the surroundings to which she is accustomed?" asked the parent.

"Well," answered the young man, "I won't guarantee that. You see, Claribel has talked the matter over and says she's tired of the neighborhood."—Washington Star.

His Occupation.

"Haven't you any occupation?" asked the woman at the kitchen door after listening to his tale of woe.

"Yes, ma'am," replied Tuffold Knutt; "I'm a hunter."

"A hunter? Of what?"

"Grub, ma'am."—Chicago Tribune.

If a woman is good and old-fashioned, she has an uneasy feeling when inside of any house unless she has an apron on.—Athens Globe.

Bronx river, New York, derives its name from Jontis Bronx, who settled in that region in 1639.

Fall Stocks

are now

Ready for Your Inspection.

Complete Lines

of

Fall Hats and Caps, Underwear and Hosiery, Furnishings and Neckwear.

Shoes for Men, Women, Boys and Girls at Very Lowest Prices.

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For Health,
For Pleasure,
For Business.

You should ride a
Bicycle,

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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, Hazleton and Scranton.
8 15 a m	for Hazleton, Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia, New York, Delano, Mahanoy City, Shenandoah and Mt. Carmel.
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 41 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.

For further information inquire of Ticket Agents.

ROLLIN H. 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 SCHUYLKILL RAILROAD.

Time table in effect May 19, 1902.

Trains leave Drifton for Jeddo, Eckley, Hazle Brook, Stockton, Beaver Meadow Road, Roan and Hazleton Junction at 6:00 a. m., daily except Sundays; and 7:05 a. m., 2:28 p. m., Sunday.

Trains leave Drifton for Oneida Junction, Herwood Road, Humboldt Road, Shepton at 6:00 a. m., daily except Sunday; and 7:05 a. m., 2:38 p. m., Sunday.

Trains leave Hazleton Junction for Oneida Junction, Herwood Road, Humboldt Road, Oneida and Shepton at 6:02, 11:10 a. m., 4:41 p. m., daily except Sunday; and 7:37 a. m., 3:11 p. m., Sunday.

Trains leave Drifering for Tomhicken, Cranberry, Hawwood, Hazleton Junction and Roan at 6:00 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 5:30 p. m., daily, except Sunday; and 8:11 a. m., 3:40 p. m., Sunday.

All trains connect at Hazleton Junction with electric cars for Hazleton, Jeannville, Audenried and other points on the Traction Company's line.

PUBLISHED BY THE TRIBUNE PRINTING COMPANY, Limited.
Promptly Done at the Tribune Office.