

The Scranton Tribune

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SCRANTON, JULY 13, 1894.

REPUBLICAN STATE TICKET.

- For Governor: DANIEL H. HASTINGS, OF CENTER. For Lieutenant Governor: WALTER LYON, OF ALLEGHENY.

THE SOONER organized labor gets down to the bed rock principle that every tub must stand fairly and flatly on its own bottom, the sooner will the industrial atmosphere be cleared of much harmful misapprehension.

The Question of a Cure. It was to be expected that this Debs strike would call forth an abundance of legislative remedies. The mistake into which the public is in danger of falling is in neglecting to give these various propositions due attention; to the end that the good points of each may be treasured up and incorporated into an eclectic law, or series of laws. It will scarcely be denied, after the experiences of the past few weeks, that existing legislation governing the operations of interstate railroads is inadequate. When for weeks the travel of the nation may be effectively interrupted at the command of a single man who occupies no official place in the civil government of his country and is, in fact, a rebel against that government, it does not require prolonged reflection to indicate the necessity of more stringent statutes coupled with their better enforcement. In the formulation of these needed amendments the intelligence of the country cannot too early address itself.

We desire, at this time, to allude briefly to one of the more notable of these recent suggestions: "To Regulate Railroads Engaged in Interstate Commerce," is the title of a long bill introduced in the house by Representative Straus, of New York. It is designed to prevent the manipulation of stocks, bonds and all sorts of railroad securities by capitalists and to protect the owners of stocks and small holders. One of its most important provisions makes it a crime for an officer or director to sell stocks or bonds short for the purpose of depressing the value of railroad properties. It also prohibits voting trusts of stock. To secure disinterested receivers it provides that no employe, officer or director of a road shall serve in that capacity. The interstate commerce commission is to appoint in each judicial district, under the bill, one or more examiners, who are to look into all the books of the railroads which go into receivership. If they discover evidence of mismanagement or breach of trust toward any class of creditors, they are to certify the evidence to the attorney general, to be used as a basis for legal proceedings. Provisions are made by which stockholders may follow property that has been diverted to the private estates of directors, or to other purposes, and to institute legal proceedings for recovery.

It occurs to us, from a casual scrutiny of this measure, that it would do no harm and could do much good. It needs no extended argument to prove the truth of its two fundamental premises, first that a purely speculative ownership and control of lines of transportation is undesirable; and secondly, that a receivership conducted by the management that did the original wrecking is like jumping from the frying pan into the fire. Whether either of these evils would yield to Representative Straus' treatment is a question; but his idea of district federal examiners, exercising supervision over the books of bankrupt railroads in a manner similar to the supervision exercised by the official examiners of national banks is distinctly opportune. We should not expect the sentiment to follow soon after the enactment of the Straus bill; but we incline to the opinion that the bill's adoption would help instead of hurt matters and therefore trust, although perhaps vainly, that it may prevail.

ALREADY the house judiciary committee has reported a bill to abolish the doctage system for congressional absentees. This action will receive the furious approval of several Pennsylvania congressmen that we could name.

No Inconsistency Exists. The usually astute Wilkes-Barre News-Dealer has audibly blundered in fancying that it has detected any inconsistency between THE TRIBUNE'S suggestion that the Republican party, in soliciting the support of laboring men, ought not "to resort to demagogism and knavery," and its later rebuke to a New York Herald correspondent who sought, by retailing a tissue of kitchen gossip, to make Democratic capital out of the personal unpopularity of George M. Pullman. So far from being inconsistent, these two editorials, although printed on different days, might well have been combined into one article, so uniform is the principle underlying both.

It is a fact of notoriety that the Democratic party two years ago bid lustily for the ignorant Populistic vote. It retained power through demagogic alliances with political elements well typified in the candidacies of Waite, Lovelling, De-moyser and Altgeld. But for these fusions the Democrats would not have won; and the chaotic disorder which has prevailed since in many places, executive and legislative, would almost certainly have been averted. It is not illogical to call attention to this fact. It is not improper to warn the politicians of the

Republican party against the unwisdom of trying, in any manner, to duplicate this Democratic mistake. Indeed, the impressive example set by the particular Bourbon who, at a time of furious popular excitement, when officers of the law, police and military, from the highest to the lowest, were straining every nerve to keep back the rising tide of lawlessness, saw no impropriety in writing to a journal of national circulation a letter filled with distorted partisan criticisms of George M. Pullman and, upon manufactured evidence, accusing him of having precipitated this immense conflict in order to punish certain of his employes who, it was alleged, had refused to obey Pullman's command to vote the Republican ticket as good a corroboration of our original warning as we could desire.

In the time of crisis it is the duty of good citizens to drop minor issues and concentrate their energies in warding off the chief danger. When rioters in Chicago declared war upon the prosperity of the American people and were in a fair way to win the preliminary battle, those Americans who are also patriots ceased, for the time, to be either Democrats or Republicans and became instead simply citizens. This was shown in the outspoken manner in which they rallied to the president's support, not because he was the head of the Democratic party, but because he was the chief executive of the United States. This was why THE TRIBUNE deplored the unwisdom of Mr. Pullman's action; but it supplies no permanent reason why we should thereafter refuse to give the Republican party good advice and, when it deserves it—which is nearly all the time—give the Democratic party fits.

SUPERSED LABORERS, who have never perspired to any great extent in securing their daily bread, are usually the most active in creating disturbance in time of a strike.

THE WILKES-BARRE correspondent of the Philadelphia Times is employed, we believe, in the office of the Wilkes-Barre News-Dealer. On the day that he telegraphed a certain dispatch to Philadelphia the News-Dealer was contradicting it as follows: Philadelphia Times. Wilkes-Barre News-Dealer. It has practically been decided that John Leisenring, the young and popular coal operator of Upper Lehigh, is to be nominated by the Republicans at the next congressional election. The inquiry and close observation shows that this nomination has already been made here until Aug. 7, but Leisenring's strength is so completely around a round. Williams' stock has gone up, 17 1/2 cents and every one of his supporters are willing to give the suggestion of his nomination if he can have the nomination if he can take it.

In politics you cannot always believe what you read. RATHER THAN recognize the right of Debs to lift an embargo on travel for their special benefit, and because an acceptance of Debs' proffer would imply a recognition of his usurped and lawless authority, the Christian Endeavor societies of Washington declined to go to the Cleveland, O., national convention. They did right. Neither Debs nor any other man has any license to act in this country as a censor of interstate travel. When it becomes necessary for free born Americans to ask Debs for permission to go away from home, or for safe conduct while away, the officers of the law had better shut up shop.

The Controversial Law Invalid. The narrow margin by which Lackawanna county escaped falling under the provisions of the act creating the office of county controller in counties having 150,000 population or more—a margin, by the way, that has since disappeared—lends local interest to the decision of the supreme court, through Justice Mitchell, that the act is unconstitutional. The opinion of the higher court, reversing the court of Schuylkill county, appears on our first page. A perusal of it must convince the reflective reader that in the formulation of the original bill there was either inexcusable negligence or suspicious carelessness.

Indeed, it may with safety be affirmed of the entire movement that while ostensibly appealing strongly to public support it has been deceptive. THE TRIBUNE supported the bill from the outset, having been attracted by its promise of a more careful scrutiny of public accounts; but we begin to fear that the measure was not what it seemed. The next legislature will be brought face to face with the necessity of saving the vital principle of the present law by preserving it in phraseology that will pass muster when rigidly scrutinized in the courts.

PULLMAN has made millions from the patronage of the public; yet there are indications that Pullman shares the sentiments of the departed Vanderbilt, when the late railroad magnate remarked, "the public be Debsed."

His Attitude Made Clear. Sensational correspondents who sought to represent ex-President Harrison as occupying a critical attitude toward the course of his successor in enforcing the federal authority in Ontario and other places of danger reckoned, for once, without their host. Distorted dispatches upon the subject having reached certain members of the New York constitutional convention at Albany, James W. Riggs, a delegate, telegraphed to General Harrison a message telling him the general sense of surprise at his position, and received immediately the following response: Friends should not have expressed criticism of a sentiment imputed to me, as disparaging to my reputation as a lawyer and to my position as a citizen, without better evidence than the view were authorized than a newspaper dispatch. I did not express any criticism of President Cleveland's action, for I have distinctly and always maintained that it was not only right but the duty of the president to enforce the laws of the United States without asking anybody's consent. I acted upon this view of the law when a soldier marched under the orders of the president into states whose governors did not only not invite us, but were resisting us. As president I further main-

tained this view of the president's power and duty; and now, as a private citizen, I look myself ready as a part of the posture of the country to aid in the enforcement of that view of the National authority. This declaration has in it the ring of true citizenship. It puts to instant flight any possible doubts as to the sincerity of the ex-president's position in happy union with it is the remark of Governor William McKinley in response to a question whether he approved of Governor Altgeld's protest: "I think that the sentiment of the people at large is that the president has acted very wisely and prudently in taking the step he has done to protect the United States mails and interstate traffic." Nine other governors, when asked the same question, uniformly sustained Mr. Cleveland's action. Indeed, the whole incident affords a gratifying demonstration of the sure triumph of law and order over chaos and anarchy.

THE ASSERTION of a Philadelphia newspaper that the Debs strike is a direct outgrowth of the fight against Mr. Powderly is probably untrue; but if it were true it would supply a new vindication of Mr. Powderly.

RELISH for Breakfast.

George J. Wadlinger, the well-known Pottsville attorney, was a companion of Major Everett Warren on board the American liner, Nova York, when that trim steamer, during a storm, was run into by the Eldorado. This incident has already had the major's graphic description of that thrilling incident; and we propose now to give him a paragraph or two from Mr. Wadlinger's version, embodied in a letter to Mrs. Wadlinger. Referring to the moment immediately following the collision, Mr. Wadlinger says: "I was going up the steps I met half-dressed men and boys, women and children in their night clothes, and it need scarcely be added, all were in a wild, frantic way, herding together. Let it be said, however, to the credit of the ladies, every one of them active as soldiers, bold or sailor true and seemed prepared to resign herself to her fate with heroic fortitude."

ONLY A MEMORY: Already in the dusty past Historians must dip To find "the winter of '94" Of McGinty and the grip. And soon through vanished seasons Will they also have to pass To the then forgotten pringings Of Cxy and the grass. —Theville World.

A moment later Mr. Wadlinger notes the interesting fact that the "savage" bond-breaker, Wadlinger writes, "saw me halfly carry off a piece of wood, representing a lion's claw, another large wooden rosie, decorative parts of the steamer which had sailed forward in the way of this stevedore, and a small piece of the sea. I caught the 'love' myself and have now, as a memento of this occasion, a piece of wood 4x4 inches square, which I had secured from some portion of the ship Eldorado. I venture the assertion that we had ladies on board, and men, too, among our passengers, who would have carried off anything they had seen. Sampo's strength and roan to stow them away."

ONE ROMANCE WRECKED: "Twas at the sea he did begin Her radiant charms to doubt; He gazed on her as she went in, And then as she came out. —Washington Star.

Another incident of the New York outward voyage that Major Warren did not touch upon is thus described by Mr. Wadlinger: "My room mate just informed me that there was a faint on board, the body of a sailor was buried in the deep blue sea, and now the waves are striking the region over one whose life had been consecrated to braving its perils, which bring its danger. It is said, and indeed, to think that he, who plowed the deep in sunshine and in storm, when his waters were calm and peaceful as the lamb, and when seeking a diversion in the roaring madness of the sea, should meet the injury that caused his death, while on land. While in harbor at New York he fell down the last day of the storm, fracturing his skull, and last night died. He has no doubt been buried in the tomb of his choice and at the last great day will take his place with those who have been buried on land or cremated in the fiery furnace, all I hope, alike to enter life everlasting and glory in the presence of the Almighty God, who rules with equal destiny and power over land and sea."

ONE CERTAIN SYMPHONY: "The local team must have been playing very poor ball," said the experienced merchant. "Why, I didn't know you paid any attention to base ball?" "I don't know anything about it, except what I gather from casual observation. I have noted that my little boy's grand mother has died only twice this summer." —Washington Star.

It is perhaps interesting to Scrantonians to note that the wife of F. P. O'Connor, the brilliant English parliamentarian, jurist and statesman, died in 1893. His wife, Mrs. F. P. O'Connor, is a resident of this city, an American, the grand daughter of the late Governor Duval, of Florida. Her father was Judge Francis O'Connor. When quite young she married the journalist, Frank Gazaway, of Washington; but this marriage was followed by a divorce. Later she married Captain Wright of the Ordnance corps; and upon his death, after several years, his widow went into journalism, securing a position on the New York World. She entered a place of business while traveling abroad, and has been of inestimable assistance to him in his literary and political labors. She is one of the most gifted women in England.

OUR FUTURE CITIZENS: "There's one thing I hope," was the bitterly spoken remark of the boy who had been subjected to paternal discipline. "What?" asked the neighbor boy. "That when my grandfather bequeathed father his gold in wintertime he do it good." —Washington Star.

Teacher—How many seasons are there, John? John—Four, ma'am. Teacher—Now, which of you boys can tell me the names of the seasons? Billy (foot of the class)—Pepper, vinegar, mustard and salt, ma'am. —Philadelphia Press.

"Now, Tommy," said mamma, "I want you to be honorable in dividing this cake with May." "Yes, mamma," said Tommy, "but what does honorable mean?" "It means if one piece is larger than the other, you must give your sister the larger one." "I don't care to divide the cake then," said Tommy; "let May do it." —Exchange.

It was Bobbie's mother's birthday—her 30th, some said, though there were others who were disposed to credit her with three or four years more. Bobbie, too, had his ideas on the subject apparently, for at breakfast he said: "How old are you, mamma?" "Oh, 19 or 20," was the answer. "Humph," said Bobbie, "seems to me you're growin' backwards." —Rochester Post-Express.

"The 'amir' city boy has countless wonderful stories to tell to his comrade, when he goes to the farm for a part of the summer. The city may not be a good place for him to stay in the winter, but it is a good place to hang about. City boy get caught, however, when he had pumped Country Boy full of yarns about the marvellous things in the metropolis. "Well, I know," said Country Boy with

an angelic look on his freckled face, "but my uncle over to Cross Roads beats 'em all. He's got twenty hives of bees and he's got a name for every bee." City boy jeered, but Country Boy stuck to his yarn stubbornly until City Boy, seeing a chance to get a big story to tell in the city, was convinced. "Well," he said, "tell me some of the names. What does he call some of them?" "Bees," said Country Boy, his face as expressive as a freckled face, "just bees. He calls 'em all bees." —New York Tribune.

IN NO WAY AFFECTED. Richard Times. We do not see why an engineer should not be as willing for his engine to pull a Pullman car as any other car, or why a Pullman should not be as willing to fire for a Pullman as any other car, or why the switchman should not be as willing to switch for a Pullman as any other car. It is nothing to a railroad hand whether the car that he handles is a Pullman or a freight car. His rights are in no way affected by the kind of car that he is put to hauling.

THE LAST MAN. When the day is gone and the stars come out, and the harbor shop is full. When low and clear you frequently hear the faint "Does the razor pull?" This comes with a rush the man who is late, no matter how late it be. Who opens the door to look in and roar: "How many ahead of me?" He sees a patient in every chair, and all all around the room a paragraph or two from Mr. Wadlinger's version, embodied in a letter to Mrs. Wadlinger. Referring to the moment immediately following the collision, Mr. Wadlinger says: "I was going up the steps I met half-dressed men and boys, women and children in their night clothes, and it need scarcely be added, all were in a wild, frantic way, herding together. Let it be said, however, to the credit of the ladies, every one of them active as soldiers, bold or sailor true and seemed prepared to resign herself to her fate with heroic fortitude."

And one of these days when life's weary ways shall end in the regions of rest, When the time has passed through, at the tail of the queue he will stand at the Gate of the Best; When the door is shut fast and St. Peter as yet has locked it and thrown down the key, As they turn him away to the left he will say—"How many ahead of me?" —Robert J. Burdette, in Philadelphia Press.

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