

The Scranton Tribune

Published Daily, Except Sunday, by The Tribune Publishing Company, at Fifty Cents a Month. L. V. RICHARD, Editor. U. F. BYRNE, Business Manager.

New York Office: 120 Nassau St. S. S. VRELAND, Sole Agent for Foreign Advertising.

When space will permit, the Tribune is glad to print short letters from its friends bearing on current topics, but its rule is that these must be signed, for publication, by the writer's real name, and the contribution is subject to editorial revision.

TEN PAGES. SCRANTON, JUNE 23, 1900.

REPUBLICAN NOMINATIONS.

National. President—WILLIAM McKINLEY. Vice-President—THEODORE ROOSEVELT.

State. Congressmen at Large—KALISHA A. GROW, ROBERT H. FROEDERER. Auditor General—E. B. HARDENBERGEL.

County. Congress—WILLIAM FOXWELL, JUDGE—JOHN H. WATSON. Sheriff—A. S. BAXTON. District Attorney—WILLIAM R. LEWIS. Prothonotary—JOHN COPELAND.

Legislative. First District—THOMAS J. REYNOLDS. Second District—JOHN SUTHERLAND. Third District—EDWARD JAMES, JR. Fourth District—P. A. PHILBIN.

The Tribune feels that it can justly congratulate its readers on the excellence of the reports which it published of the Philadelphia convention. No place of that memorable occasion was neglected, and the reports as a whole compare favorably with any.

A Public Danger.

THE CASES of attempted criminal assault upon two young women in West park, reported in yesterday's Tribune, are not the only ones which have come to the knowledge of the police.

There have been a number of such crimes within the past two months in various parts of the city, and the peril has reached proportions where silence is no longer justified.

Parents criminally shirk their responsibilities when they permit their daughters, especially those just entering upon womanhood, to frequent sequestered places at night. Every park in the neighborhood, together with its approaches, is a rendezvous in summer evenings for much silly flirtation or moonshining sauntering which, in most instances, is with innocent intent but which presents unnecessary opportunities for the vicious-minded and for this reason should not be tolerated.

The police of our city in the main are vigilant and active in arresting suspicious characters but they are entirely too few in number to cope as they should with the problem here considered. In Nay Ave. park, for instance, hundreds of merry-makers are to be found nightly and it would take a dozen officers of the law to make the entire environs of the park safe for young women without trustworthy escorts.

It is to be hoped that the mayor will instruct the policemen to redouble their vigilance in this direction; but more than that, the city should awaken to the fact that it needs at least a score of additional patrolmen and that to employ them would in the end be good economy.

New York's Next Governor.

BY REASON of the fact that Governor Roosevelt was drafted on the national ticket in defiance of his belief that his best usefulness lay in the executive chair at Albany, the filling of that chair when he shall vacate it will in a peculiar sense possess national interest and in the process public opinion outside of New York ought to have a voice.

Tightly or wrongly, the belief prevails that the underlying reason why Senator Platt wanted Roosevelt to be placed on the national ticket was in order that a man might be installed as governor at Albany who would be a more docile servant of the special interests which the senator is popularly supposed to represent. It is asserted very generally and not denied that the large corporations in New York city and state whose franchisees Governor Roosevelt had insisted upon taxing were determined that Roosevelt should not serve another term in the executive chair. If this is true, and if it is one of the explanations of Senator Platt's eagerness to get Roosevelt out of Albany, it is reasonable to suppose that the corporation influence together with the Platt influence will be thrown for the nomination of some candidate who, if elected governor, will sign a bill repealing the franchise tax and accept more regularly than did Roosevelt the advice, suggestions and commands of the Platt organization.

Colonel Roosevelt, contrary to Mugwump recommendation, did not ignore Platt; he recognized Platt's position as the chief manager of the party machinery and was loyal to the party organization in every instance where it did not necessitate a surrender of public duty. But he held the organization up to a high standard and never for a minute yielded his prerogatives as governor; and it is easy to comprehend how many of less personal independence and more pliancy might be more acceptable to the professional element among the politicians.

TOLD BY THE STARS.

Daily Horoscope Drawn by Ajacchus, The Tribune Astrologer. Astrological Cast: 1:10 a. m., for Saturday, June 23, 1900.

A child born on this day will notice that enthusiastic people are not always energetic. That some men have good wives is another proof of the fact that fools are usually lucky. Maud Muller poems and parodies may now be monitored among the drawbacks of summer. The dog in the kennel bites at his own; the dog that is lazing does not feel them. An unsuccessful interview with a dose of poison generally convinces the most dependent that life is worth living. The wise man in his own estimation never graduates.

and file—which has upheld and approved Governor Roosevelt's course and felt honorable pride in his high principle and fearless manhood consent to the substitution in his place of a man of inferior grade? Will the voters of the party feel no sense of obligation to Colonel Roosevelt such as would lead them to exercise a potent influence in selecting his successor and in protecting and defending the lofty policies he has inaugurated? There are men in New York well qualified to step into Roosevelt's shoes. General Greene is such a man. Seth Low is another. Will a man of their type be drafted by the better sentiment of the party or will this sentiment lay down and let a Woodruff or an Odell walk into the vacated office without serious opposition?

Interested editorial writers are already coming to the front with "grave doubts" as to the qualities of Governor Roosevelt as a running candidate for vice president. Their anxiety is superfluous, as the campaign will show.

A National Debt of Honor.

THE READINESS of the American people to fly, on paper at least, to the relief of distress in every part of the world except that part which is most immediately under their notice has become a theme of good-natured satire, not wholly undeserved. A recent example was shown in the ostentatious organization in New York of a many officered committee to raise a million dollars for the widows and orphans of the Boers. This committee distributed faithfully a vast volume of periodical literature and succeeded in getting on its list of indorsers about every politician of note in the Democratic party, but we have seen no acknowledgment of its usefulness to the Boers nor has the treasurer called for assistance in counting the cash.

An enterprise very different in character has been undertaken by the National Society for the Relief of the Dependent Widows and Orphans of the Officers and Enlisted Men of the Regular Army of the United States. This organization, in spite of its long name, means business. It is not an adjunct of any political party. General Francis V. Greene is its president; Roosevelt, Levi P. Morton, Daniel S. Lamont and Cornelius Bliss are its trustees and the one who can tell all about how local branch societies may be started to help on this good work is Mrs. James Parker, of Fort Slocum, New York, whose husband is an officer of the regular army of the United States and as good a one as there is in it.

The purpose of the American Army Relief Society is evident from its title. As those well known who are at all acquainted with the regular army American fighting man that very rarely does his income suffice to enable him to make provision for the inevitable rainy day. Even the genuine generals like Lawton and Guy Henry are not paid enough to enable them to meet bettlingly the natural expenses of their position and also lay something aside for wife and children. The lower the rank, the less as a rule is the chance that when a bullet ends the career of the head of the family the other members of that family are left properly provided for.

Of course, Uncle Sam in his own leisurely fashion bestows pensions upon the widows and orphans of soldiers killed in the line of duty. The widows of a colonel, for example, gets \$30 a month; the orphan under 16 years of age gets \$2 a month; the widows of officers lower in rank receive proportionally less, until a line is reached which barely separates them from starvation. But even these pensions do not come when most needed, that is to say, when the stricken family has its first introduction to the shock of losing its financial mainstay. At the best there is an interval of months in which the widow and children of the fighter killed in battle or skirmish do not know where to look for the necessities of life. When the dead soldier is a brave general, popular subscriptions appear and congress takes early opportunity to vote a special pension, but there are hundreds of instances scattered throughout our country where the dependents of merely ordinary soldiers, good, faithful servants of the government who gave their lives to the service without having been blessed with opportunity for the accident of widespread distinction, have suffered most grievously because of the long delay in getting the regular pension pittance unwound from its encircling red tape; and right here is where the Greene and Roosevelt societies propose to step in.

There is no politics in it; no thrill of sympathy for the under dog; no chance to twist the English lion's tail or reproduce in America the prejudices inherited from continental Europe. It is the commonplace duty of standing by the dependents of the men who have lost their lives in standing by their country's flag; yet it is a national debt of honor which this great prosperous people ought to pay to the fullest limit.

Hon. Timothy Woodruff announces that hereafter it will be necessary for the office to seek him. Of course, Timothy will keep within easy calling distance.

The yellow journalists of Japan show a disposition to vie for honors with the employes of Mr. Hearst.

Particular Interest centers around our \$30 Three-Piece Bedroom Suite.

And it is not difficult to decide why. There is something about each piece which catches the eye and invites a better acquaintance. Then construction and finish are observed and comparisons made. The decision generally is—that these are better in every way than anything ever offered at the price. Hill & Connell, 121 N. Washington Ave.,

Weekly Letter on Municipal Affairs

III-STREET RAILWAY MANAGEMENT.

(Copyright, 1900, by William S. Crandall.)

THE street railway company of Columbus, Ohio, is the most liberal in the treatment of its employes of any in the country. Had the management of the St. Louis railway been as generous it would not have suffered so great a loss by the disastrous strike. Indeed, the probabilities are there would have been no strike. The Columbus company distributes turkeys to its employes on holidays, Christmas or New Year's according to length of service—and makes them all partners by giving them the same pro rata share of profits as received by the stockholders.

It is needless to say this company does not suffer any loss from strikes. There is too good a feeling between employer and employed to afford any opportunity for the strike. If anything so serious as a strike, this is not to say the men have no grievances, but rather one that culminates seriously. The men are encouraged to come to the management and state their wants in an open, manly fashion. And they are met in the same spirit. If the request be one which comes within the realm of possibility it is granted; if not, it is denied, and a good reason given why it is impossible. As a result of the continuous good-fellowship prevailing, there has been no serious misunderstanding during the life of the company.

Every Thanksgiving and Christmas day each employe is given a turkey, an effort always being made to graduate the size of the turkey to that of the family. If the single man prefer it, a dollar is given to him instead. On the initiative of the company a sick and death benefit association was organized among the men. This has been maintained and supported by the company, but is more largely supported by the men as a matter of course. More than \$12,000 have been disbursed during the seven years of its existence. The company gave its members a pleasant surprise on Thanksgiving day, 1897, which most men in value than many turkeys, and as a free-will offering from the company could be reckoned in dollars and cents. The following greeting was sent to each man who had been five years or more in the service of the company. It read as follows: "At this season of the year, when others are rejoicing in the pleasures of the home festival, we wish to express our pleasure and appreciation of your labor during the year now drawing to a close. During many weeks of heavy travel and crowded streets you have operated your cars skillfully and with management and safety. Your data have been few and personal complaints rare. While all engaged in this service are entitled to their full share of credit and we fully appreciate their skill and ability, we desire especially to remember in a substantial way those who may be fairly termed 'veterans' in the service. To this end we will each year present to mentioned and honored men, and every employe who has been five years in the service of this company, one complete uniform suit, and to those who have been in such service ten or more years, two uniform suits, all of which will be made to order. "As a badge of merit, indicating faithful and satisfactory service, the coat sleeve of each year-man will be decorated with one gold stripe, each ten-year man with two gold stripes, and so on, adding a stripe for each five-year employe. "It is earnestly hoped that this testimonial of our good will may be received in the same spirit in which it is given, and that all may take a just pride in maintaining a high standard of efficiency and the good name and good character of all our employes. "Since the adoption of this regulation about 400 uniforms have been distributed at an expense of \$7,000. "The dividend bearing wage was next inaugurated by the company. The directors voted to make every dollar paid in salaries to the men less the same divided as might be paid to the stockholder. This means that every employe plays a member of the company. At any rate it gave an added feeling of proprietorship, which could not fail to produce more efficient service and promote an interest in the work which is found among the employes of a large corporation. The only condition attached is that the profit share shall have been in the employ of the company for six months preceding the quarter for which the extra compensation may be awarded. "The average wage of the 'regulars' amounts to \$65.52, and of the 'extras' to \$29.16 per year. And the dividends for the year will aggregate \$10,000. "The apex of corporate generosity for America would seem to have been reached by this company, but judging from the past, additional benefits will be sure to follow at occasional intervals. "It is an undisputed fact that the palpable value of street railway property in the United States, when compared with the sliding value of the stock, stands in the ratio of three to ten. If the corporations were not so heavily loaded with mortgages, there would be a possibility of sharing in some of the Utopian conditions which prevail in Europe. For example, the following terms are imposed upon the company which is to construct and operate a system of underground railways lines in Paris: "The city receives, roughly speaking, one-third of the gross income from the system, as rent for the part of the road which it constructs and for the right of way. The company takes two-thirds for its portion. The conditions which the city imposes upon the company in regard to the treatment of its laborer and employes are extremely interesting, and indicate the high-water mark attained by modern cities in this respect. The most important of these conditions are contained in the following provisions of the agreement between the city and the traction company: "1. The salaries or wages of the workmen and employes shall be paid fortnightly, and shall in no case be less than 150 francs per month. "2. One full day's rest for every employe shall be granted each week to the personnel. "3. An annual vacation of ten days, with full salary shall be granted to all employes. "4. The full salary shall be paid during the periods of military instruction. "5. Days of sickness, properly certified by the physician appointed by the manager of the fund, shall be paid for in full, without any deduction during the period of at least one year. "6. In case of accident happening during work and resulting in a temporary incapacity, the workmen shall receive the full salary until a complete recovery, without prejudice to the indemnity which shall be due to them in case of final disability, either total or partial. "7. The workmen employed by the enterprise shall be insured against accident at the sole cost of the leasing company, which shall not under this head make any deductions from the wages

of engineers under Mr. W. B. Parsons, of New York in 1888 and 1889, under a concession granted by the Chinese government to Calvin Brice, Hugh A. Grant, Thurston Wood Barnes and others, and this line, like all others for which concessions have been granted, was after a term of years to become the property of the Chinese government. It was expected that this American line running from Hong Kong and Canton northward to Hankow and connecting at that point with the Beijing line, which would extend to Peking, would form an extremely important artery of internal commerce from China's most important southern city, Canton, and its most important central city, Hankow, and thence to its capital at the northern extremity of the system which enters China in Manchuria at the extreme north.

Numerous other railroads have been surveyed and some of them were under construction. The German government has been encouraging the construction of railroads in the Province of Shantung, in which its port of Kiao-Chau is located, while concessions to British companies authorized the construction of lines along a large part of the eastern coast and extending up the valley of the Wei river to the borders of Burma, where it was expected they would find connection with the railway systems of India. The railways projected for the whole of Asia, and contemplated a length of more than 3,000 miles and it was confidently expected that their construction would bring the Trans-Siberian system of Asiatic Russia into touch with the Trans-Indian system of British India, which in turn would find connection with the railway systems of southern Europe and those given to the world as an interest continental belt line stretching northward from northern Europe through Russia and Siberia, thence southward through China, thence westwardly again through Burma, India, Persia and Turkey in Europe to a connection with the railway systems of southern Europe.

Table with 4 columns: CITY, Population, 1900, Workingmen's rate, Children's rate, General rate for short. Rows include New York, Chicago, Buffalo, Cincinnati, Columbus, New Bedford, Berlin, Budapest, Glasgow.

*Long or short distance with universal transfer. **Eight tickets for 25 cents without transfer, six for 20 cents. ***Eight tickets for 25 cents.

But when a comparison of the number of miles of electric railways in European countries and the United States is made, America leads the world. An examination of table below will show that the United States of America has more than four times as many miles of track as the whole of Europe, and more than seven times as many cars. Among the European countries, Germany leads, Great Britain follows and France comes in third.

PROGRESS IN CHINA.

Telegraph and railway appear to be among the causes of the anti-foreign riots now in progress in China. The development of this feature of modern enterprise in China is described in considerable detail in a recent publication of the treasury bureau of statistics, entitled "Commercial China in 1899." It shows that the telegraph system of China amounted in 1899, about 2,000 miles of line in operation, and that the railway system included 350 miles of road in active operation and over 3,000 miles projected. The more important of these lines are the capital of the provinces with the national capital, Peking, and in turn connected with the Russian Trans-Siberian telegraph line and the ocean cable. It is the system of Peking, which is located, that these lines have in many cases been destroyed by the anti-foreign riots and arms.

A JUNE REVERIE.

Written for The Tribune. I have wandered back this afternoon To mother dear in another June. Where a boat lies, rocked by a sweet June breeze, And the sun just peeps thro' the whispering leaves. I am looking once more on a picture fair, Framed in a glory of red-gold hair. With the rose on her cheek and the light in her eyes, For my dear-heart and I are in paradise. And who can be dull when the June sun shines? And who can be sad when the roses bloom? With the light breeze rocking our fairy craft, There is nothing "so rare as a day in June." But, oh, rare June are not all the year. And, oh, June suns do not shine always, When the heart of the water is cold and drear, No light breeze beareth our bark away. And chill winds are fatal to fair rose bloom, And flowers must fade when the soft sun flows; And I'm dreaming my sweet June dream alone, For my dear-heart-rose is in paradise. Scantion, June 22.

of engineers under Mr. W. B. Parsons, of New York in 1888 and 1889, under a concession granted by the Chinese government to Calvin Brice, Hugh A. Grant, Thurston Wood Barnes and others, and this line, like all others for which concessions have been granted, was after a term of years to become the property of the Chinese government. It was expected that this American line running from Hong Kong and Canton northward to Hankow and connecting at that point with the Beijing line, which would extend to Peking, would form an extremely important artery of internal commerce from China's most important southern city, Canton, and its most important central city, Hankow, and thence to its capital at the northern extremity of the system which enters China in Manchuria at the extreme north.

Numerous other railroads have been surveyed and some of them were under construction. The German government has been encouraging the construction of railroads in the Province of Shantung, in which its port of Kiao-Chau is located, while concessions to British companies authorized the construction of lines along a large part of the eastern coast and extending up the valley of the Wei river to the borders of Burma, where it was expected they would find connection with the railway systems of India. The railways projected for the whole of Asia, and contemplated a length of more than 3,000 miles and it was confidently expected that their construction would bring the Trans-Siberian system of Asiatic Russia into touch with the Trans-Indian system of British India, which in turn would find connection with the railway systems of southern Europe and those given to the world as an interest continental belt line stretching northward from northern Europe through Russia and Siberia, thence southward through China, thence westwardly again through Burma, India, Persia and Turkey in Europe to a connection with the railway systems of southern Europe.

Table with 4 columns: CITY, Population, 1900, Workingmen's rate, Children's rate, General rate for short. Rows include New York, Chicago, Buffalo, Cincinnati, Columbus, New Bedford, Berlin, Budapest, Glasgow.

*Long or short distance with universal transfer. **Eight tickets for 25 cents without transfer, six for 20 cents. ***Eight tickets for 25 cents.

But when a comparison of the number of miles of electric railways in European countries and the United States is made, America leads the world. An examination of table below will show that the United States of America has more than four times as many miles of track as the whole of Europe, and more than seven times as many cars. Among the European countries, Germany leads, Great Britain follows and France comes in third.

PROGRESS IN CHINA.

Telegraph and railway appear to be among the causes of the anti-foreign riots now in progress in China. The development of this feature of modern enterprise in China is described in considerable detail in a recent publication of the treasury bureau of statistics, entitled "Commercial China in 1899." It shows that the telegraph system of China amounted in 1899, about 2,000 miles of line in operation, and that the railway system included 350 miles of road in active operation and over 3,000 miles projected. The more important of these lines are the capital of the provinces with the national capital, Peking, and in turn connected with the Russian Trans-Siberian telegraph line and the ocean cable. It is the system of Peking, which is located, that these lines have in many cases been destroyed by the anti-foreign riots and arms.

A JUNE REVERIE.

Written for The Tribune. I have wandered back this afternoon To mother dear in another June. Where a boat lies, rocked by a sweet June breeze, And the sun just peeps thro' the whispering leaves. I am looking once more on a picture fair, Framed in a glory of red-gold hair. With the rose on her cheek and the light in her eyes, For my dear-heart and I are in paradise. And who can be dull when the June sun shines? And who can be sad when the roses bloom? With the light breeze rocking our fairy craft, There is nothing "so rare as a day in June." But, oh, rare June are not all the year. And, oh, June suns do not shine always, When the heart of the water is cold and drear, No light breeze beareth our bark away. And chill winds are fatal to fair rose bloom, And flowers must fade when the soft sun flows; And I'm dreaming my sweet June dream alone, For my dear-heart-rose is in paradise. Scantion, June 22.

ALWAYS BUSY. FINE BRASS & TRAMP SHOES. Cool Shoes for warm feet, from 50 cents up.

Lewis & Reilly. Established 1888. 114-116 Wyoming Ave.

For Wedding Presents? Yes, we have them, in Sterling Silver, Rich Cut Glass, Clocks, Etc.

MERCEREAU & CONNELL. 130 Wyoming Ave. Coal Exchange.

The Hunt & Connell Co. Heating, Plumbing, Gas Fitting, Electric Light Wiring, Gas an Electric Fixtures, Builders Hardware.

DUPONT'S POWDER. HIGH EXPLOSIVES. AGENTS: THOS. FORD, JOHN E. SMITH & SON, W. E. MULLIGAN.

REYNOLDS BROS. General Stationers and Engravers, Scranton Pa. Hotel Jermyn Bldg.

FINLEY'S Wash Waists. Some Important Reductions on Wash Waists.

It being an invariable rule with us to sell all waists the same season they are bought, we make these reductions and give our customers the benefit while the season is at its best.

For One Week Commencing Saturday, We Offer. At 79c

Our full line of best cambrie and percale waists, that have retailed so far this season at 98c, \$1.00 and \$1.15. At 98c

Fine assortment of Percale and Gingham Waists, reduced from \$1.25. At \$1.15

Good assortment of fine Dimity Waists, marked down from \$1.65. At \$1.50

Best Scotch Madras Waists that are still good value at \$1.98 to \$2.25. We show a full line of Fine White Waists at the right prices.

510-512 LACKAWANNA AVENUE. WEDDING INVITATIONS, CALLING CARDS.

Are you interested in the above? If so we invite you to call and see what we have in the latest and newest styles of Engravings. We have several new sizes to select from.

R.I.P.A.N.S. "Do you sell many of these?" asked the student of human nature as the village druggist handed him a 5-cent packet of Ripans Tablets. "Sell many?" answered the druggist. "I hardly sell anything else. Those people have only taken an old prescription and put a name to it. I wish I could hit on a snap like that." "They don't claim anything more, do they?" "Why, no! and that's the funny part of it. Even the name is made of the initials of the drugs of which the stuff is compounded, and I have been making about the same mixture for all the doctors about here ever since I was a boy." "Yes, but you used to sell it as a powder or a liquid. This tablet form is more convenient and better, isn't it?" "Doubtless, and it's the people who buy it now instead of the doctors, though the doctors buy the R.I.P.A.N.S. too." "And everybody else?" "Yes, I think half the business men in town carry one of these 5-cent cartons in their vest pockets, and the women use them as much as the men do. I guess about everybody uses them now—more or less." A new style packet containing TEN RIPIAN TABLETS in a paper carton (without glass) is now for sale at some drug stores—50c per 100. This low priced sort is intended for the poor and the economical. One dozen of the five-cent cartons (100 tablets) can be had by mail for \$1.00. Write to THE RIPIAN TABLET COMPANY, No. 10 Spruce Street, New York, or a similar carton (100 tablets) will be sent for five cents. RIPIAN TABLETS may also be had of grocers, general druggists, news agents and all liquor stores and better.

1901 CALENDARS FOR THE NEW YEAR. An opportunity to secure exclusive patterns and first choice. Tinted Backs, Hangers, Colortype Backs, White Backs, Gold Embossed, Mounted Photographs, Half-Tones, Lithographs. Prices—From \$12 to \$95 per Thousand. THE TRIBUNE has exclusive control of the finest line of Calendars ever exhibited in Scranton. It is early yet to think of 1901, but it is necessary to place orders early for the class of work here outlined. The full line of samples is now ready at THE TRIBUNE office and is now complete, but the best will go quickly, and no design will be duplicated for a second customer. THE TRIBUNE, Washington Avenue. NOTICE—Orders taken now for December delivery.