[CONTINUED FROM SECOND PAGE.] w, when well advanced in life, he now, when went advanced in me, no finds the accumulated earnings of long years of toil threatened with destruc-tion, and himself held up to ignominy tion, and proved to reproduce the to reproduce the second reproduction of t try ne may had the corringe to tests the fierce tide of agrarianism that has threatened to reduce him to beggary, threatened to run to the property which and to run riot with the property which his own patient industry and toil have enabled him to lay up for old age.

You must remember, gentlemen, that in the effect of these suspensions that in the effect of these suspensions upon the two classes of men, employer and employed, there is a wide differ-ence. The miner or laborer, if he does not choose to work, can pack up his effects and move to another local-ity, but the employer is bound to his colliery, all his property is there incolliery, all his property is there in-vested, and upon the success of the en-terprise depends not only his subsis-tence, but that which to some men is dearer than life—his .character for commercial integrity. The miner has no money invested in the coal business. no money invested in the coal business. The operator may have two hundred thousand dollars expended at one col-hery. He may have notes to pay, and contracts for the delivery of coal to com-ply with; all of these he can meet if he is permitted to work his mines.— This employees may be anxious to work for him, and may be entirely satisfied Its employees may be anxious to work for him, and noay be entirely satisfied with their wages; but the grasp of the Workingmen's Benevolent Association is around their throats; the decree goes forth that there must be a general au-pension. The poor laborer well knows the ghastly fate in store for him if he the ghastiy rate in store for him if he disobeys this decree, and the result of his disobedience is the run and dishon or of his employer. We have called many of these coal operators before you, and they have testified to the in-jurious effect of their continued sus pensions and strikes, and have stated that if the present condition of affairs is not improved, they will be glad to sell their property at one half or two-thirds of its cost, and be thankful that they escape the wreck with even that

httle to call their own. Let me take the Reading Railroad Company as the illustration of the in jurious effect of management of the leaders of the Workingmen's Benevo-lent Association upon raitroad companies. We have three hundred loco-motives, twenty thousand coal cars, an extent of railroad amounting to about twelve hundred miles of single tract, and a canal one hundred and eight and a catar one number and eight miles long. We employ about twelve thousand men, and are fully equiped and organized for a business of one hundred and eight thousand tons of coal a week. When the districts which depend upon us for an ohtlet are all at work, they can supply us with this amount of trade; it becomes ne cessary for us therefore, to be prepar ed to transport it : and we woald not be carrying cut the design of our charter if we were unable to do the business which was offered. This equipment and organization,

therefore, must at all times be kept up; when we are doing no coal business as when we are transporting 180,000 tons per week. We cannot discharge our employees; the railroad track must be constantly watched, repaired and guard-constantly watched, repaired and guard-ed, every superintendent and agent must be at his post, and receive his salary or his wages; the only men whom we can temporarily dispense with are the coal train hands. It is greatly to our interest that the price of coal should be low, because low prices

greatly to oth interst that the prices coal should be low, because low prices increase consumption, and we make money more from a largedonnage than from high rates of charges. You can judge of the effect upon such a railroad company, when an imperaits decree of the Workingmen a Henerolish Association suddenly deprives it of all its coal tonnage, when the receipts of the road from coal traffic are suddenly reduced from over a million do-lars per month to best than two hundred thou-sand dollars, while the expenses remain near-ity the same, and yeel to this extramity have we been reduced into and again during the last we years, and all because of the Working "the same, and yeel to this extramity have we been reduced into and again during the last we years, and all because of the Working "the same, and yeel to this returning the last we years, and subthout. Way, genitemen, is and here in all sincerity, speaking for the several railroad companies that i represent, to say, that if this evi is not absted, we will be glad to have our charters forfeited and tak-an from us, so that our subchoiders may inlawers' railroad companies that 1 represent, to say, that if this evil is not absided yee will be glad to have our charters forfetted and tak-en from us, so that our should her shearprise, and in some other country where the rights of property are respected, and the citisen may appeal with confidence to the protections of the law. I trust I may not be misapprehend-ed I apask the language of sober truth when law if this state of society is continued for six months longer we will come before you as petitioners, asking you to inroke the assis-tance of the control the may be permit-ted to surrender our charters and obtain for our stock and bondholders the more they have invested. Them let the Workingmen's Benvois and bondholders the money they have invested. Them let the Workingmen's Benvois A about the scherege of our reads in name, as they have done in fact -Better, for better for us all, that this should come to pass, than that we should continue the face of pretending to control our own property, while the baleful influence of the long and for us all, that this should come to pass, than that we should continue the face of pretending to control our own property, while the baleful influence of the leads and allow you how injurieusly it have been affected by the insane action of the leads and affected by the insane action of the leaders of its workingmen. You know that antimette coal suctors into competition with histopter and with would as as full-whenever antimenite purposes. But it is not only amoderate raile of price, but certainly and regularity of antipit that are necessary to en-alower rate many manufacturers will discard only amoderate raile of price, but certainly and regularity of subjury of an interrupted, antimeter com univers more and for many unasufacturing purposes. But is is not only amoderate raile of price, but certainly and regularity of subjury of an intervupted, antimeter com driven to they the high price who have been driven to they the high price who have been driven to they the high And irregularity of supply of anihrachic caus-ed by the repeated strikes and stupentions of the last two years. If you go is to the steeple of independence if all, and took out over the eity of infinite the statistic statistic statistic black cloud of sincks of bitumiscu coal ris-ing from the stacks of many manufactories at which nothing but anthraches had over be-fore been burned; and if you go to the bay of Presided there, you will see that hundreds of gregated there, you will see that hundreds of firm-boats, steamboats and steamships, which in the year last there will be burned at least 2,000,000 tons less of anthracifé coal that for the eriminal folly of the managers and teaders of the Workingman's Benevolent As-sociation. Bo much for the coal trade. Now let us Somuch for the coal trade. Now let us look at the icon trade. Within the next ten years the question is to be decided whather the State of Penneylvania is to maintain like Subremary to the lithing is to maintain like the state of Pennsylvania is to manutan new supremacy in the low fracker whether the val-leys of the Lebligh and Schuyk likers to be the sites of furnaces and rolling-mills, or whether she manufacture of iron is to be moved to the Southern States—to Kentucky, to Tennessee,

nesses, revealing the existence of a state of Pennsylvania, the mere recital of which must bring a blush to the check of every good citizen. You have heard how often a large colliery has been compelled to remain title for weeks and monite, conversion of the Perluadio of its owner to complet a the number of the Work-ingmen's Benevie a. A sociation, requiring thim to dismiss his superintendant, or to re-fuse to employ some insu hip was obtained to the organization. You have heard how notices have been served upon coal operators, onntaining a list of names of persons employ-ed by them who did not belong to the union, in which it was announced that if those whese names were given did not join the association before a certain day no more work should be done at the colliery; and you have heard how the colliery was compelled to remain file for days and weeks, and how at tast, the cetraois-ed miners who refused to join the society, were compelled to leave their homes, to en-the rights of personal liberty and personal se-curity were hold to be something more than a mockery and a farce. You have been told by Mr. Barkle how his men befused to work for him becruse he complied with one of the pro-visions of the Ventilation bill. and you have learned from the officers of the Workingmen's Bonevolont Association theomesito as uit by by sopping all work at his collery unit the delinquent member does not pay his dues to the society, his employer is punched by stopping all work at his collery. unit the delinquent member discharges the amount-thes and property of our citisens are held at they mercy of our citisens are held at the travent in under discharges to sail upon this subject; butout of deforence to the gener-dore to which the oppressed people can apply for yrotection, or resort to for redress. To us now ask. Whoe see fault is it that the travene the price of the applicit, the liberty is and property of our citisens are held at they mercy of the degrees of a secret tribband, howe nou very clearly. I think—and, inde

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when a mail once becomes accustomed to work in the mines henever will work else-work in the mines henever will work else-barnes in the mines hener of all trades, plannes, how the high wages paid during the water iteratil denied. Mr. Bharps, when ex-plannes, the ther and a thild who had become miners, and who, through all the vi-cissituit-s of the past into years, remained firmly stached to their new probestom, and did not thek of bandoning it. So much for the da get flow is tabout the powers, de-gredation, and the mountal statement of the outly death of the working is a statement of the statement of the statement of the outly death of the working is a statement of the da get flow is tabout the powers, de-gredation, and the mountal statement of the outly death of the working on a statement of the statement of the statement of the outly death of the working on a statement of the statement of the statement of the outly death of the working would call no flying witness over thirty five, and lexperimess, decapid with dremature age, and bearing ap-on his person and exhibiting in his minner the unnistakable marks of severations and de-gradation." I had noticed that there was sta-ting near in, during much of the examina-tion, and appmently taking a great interest in the proceedings, a very respectable, well thessed, elperly gentloman, who had the ap-perannes of a well-conditioned elergyman, and d's upposed him to be some muster of the gespel who was interested in the solution of bookal pothem that it is prosumed will be solved by this investigation. This gentlemes, in wind and find, and an active member of the Workingmen's libenevolet. Association, I was our friend Mr. Williams, who now fill the news of Korresentatives of the great State of Working has must obey. It is paintul, gen-tlemen, to reflect on the long curve of misery and degradation through which on r friend Mr. Williams miss have passed heefore ho was re-duced to his present extremity The next working and an officer of the Miser state into the

Attil suffering, from the tyranny and oppression of those grasping monopolists: the rail-road companies. Why, gentlemen, when a locked at these witnesses, and compared their diess with my soft, and if bud a befor soft. I would have appaared in it, out of detersant, I would have appaared in it, out of detersant, I would have appaared in it, out of detersant, I would have appaared in it, out of detersant, I would have appaared in it, out of detersant, I would have appaared in it, out of detersant, I would have appaared in it, out of detersant, I would have appaared in it, out of detersant, I would have appaared in it, out of detersant, I would have appaared in it, out of detersant, I would have appaared in it, out of detersant, I would have appaared to its provide a strand that these evidences of degradation and masery have presented themselves to you. I have been in Harrisburg the greater part of the day, and have occasionally ventured within this chamber when the Senate was in a case, to watch the process of law making I remember that on on occasion my attention was attracted to two or three gentlemen en gaged in earnest-conteience with Senators at their desks, and apparently remonstrating or exposition with them. I enquired who the gentlemen were, supposing, of course, that they doing on the theor of the Senater'. I exclaimed - Why, "replect my informant,' they are they doing on the theor of the Senater'. I exclaimed - Why, "replet my informant,' they are instructing Senators how to vote unon certain bijks, and threating in morthest Senators'. They have now how an it realized by iny other class of equal skill in the world, that the offer in Scote of the Senator who are members of the Legislature -who are members made a similar advance, and appear is precision as they were in originable. On the 15th of February the Reading Railroad Company increased its charges from 2.05 \$1.06 before for discussion, at again, about the list of March, an addition and every findicating the sure as a since of their dester serie

this, is the inquiry into the power of the Leg-islature to determine the question of abuse or instance's determine the question of abuse or incluse." Mr. Brockway has referred you to each par-ticular charter, and my colleague has discussed the question of the right to impose charges are but fro statutes, or parts of statutes, which revuire construction First. The tenth and twentieth sections of the Regitting Railroad charters Necond. The cighteen section of the Gener-al Railroad the of 1810 Third and Fourth The acts of 1866 and 1866 relating to the Delaware and Lackawana and Western Railroad Company Fifth The act of 1870, supplementary to the charter of the Lackawana and Bloomb-burg Railroad on REC, power was given to the company to charge as tolls not ecceed-ng four cents per ton per mile. By the other part of the same charter the company was authorized to furnish motive power, and to transport passengers for such trans-portation. Now, the points we make are these : First. That the word tolls refers only to the charge for the use of the roadway when the charge for the use of the roadway when the charge for the use of the oradway when the charge for the use of the roadway when the charge for the use of the roadway when the charge for the use of the roadway when the charge for the use of the roadway when the

<text><text><text><text><text><text><text> been completely paragraphic and localized years the ruin and have they have made, the lead-ers of this association see once other interest which they have not completely subdued.— Because this interests which I now represent as a gravping monopoly whose existence is injurious to the weifare of society and detri-mental to the weifare of society and detri-mental to the weifare of society and detri-inguinous to the weifare of society and detri-mental to the weifare of society and detri-mental to the weifare of society and detri-mental to the weifare of a discrition vested in us by the Legislature, to preserve the com-pany from destruction 1 Have we misused dur power when we have only striven to pro-teot curselves from back ruphy? I was part of the contract between the State and the com-pany, that in the managers of the latter should be vested the discretion of setablish-ing the rais of folls and opharges for yraspor-uation. Why should we be called to account for the manager in which that discretion has been exercised when we have acted only in abediences to the natural institutes of self-pres-vation? been exercised when we have acted only in obadience to the natural institucts of self-pres-vation ? It is said our charges are prohibitory; but where is the evidence that one single ton has been prohibited from transportation ? Is not the evidence uncontroverted, that the Anbra-otte Roard of Trade, comprising nearly all the coal operators, in the Echuykili region, and representing a yearly tonnage of over four mil-lions of tons, refueed to send one ton ef coal at the exorbitant rate of wages demanded by the Workingmen's Benevolent Association? and Idd not every operator belonging to that Board testify that the charges upon the Head-ing Railroad had nothing whatever to do with the coastify of all subprens? It is true that one coastantity at work, it will reading be even that the prohibition has in no manner fiscode hing; an matter how low the charges that the instanter have testified that the instanter have testified that the prohibition has in no manner fiscode hing; and matter how low the abarges for the instant in the two been. 1 E

corporation is as inevitable as the doom man, and upon this subject I speak from painful experience. I was somewhat at a loss to know I was somewhat at a loss to know why evidence was given to show that a proportion of the stock of the Reading Railroad was held abroad, but before Mr. Brockway got through with his ar-gument I was enlightened. You know that next instimute is for a story of the sto guiners i was congression. Foil know that paroi testimony is frequently gives to lay ground for the introduction of some documentary evidence; and this testimony, it appears, was offered to lay ground for the introduction of the rhet-continued to persecute them in the hand of their adoption. Now, if my friend's clients were real-ly driven to this country by British gold, I don't think they have much cause goid, 1 don't tuink they nave much cause to complain. I sardly think that may worthy friend, Mr.- Williams, would have been a member of Parliamont had be remained in Great Britsen; and T feel confident that the average earnings teet confident that the average earnings of a blackamith in England, areland, Scotland or Wales would not have en, abled my elegant friend Mr. Hullman to array his person in French browdelotte and to support the dignity of his apa pearance with a gold-headed cane [CONTINUED ON SEVERAL PAGE.]

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times a dangerous occupation; buil do deny thatit is as dangerous as many others in which much less wages are earned. It is by no means as dangerous alle is sthatof a brake-man on a railroad; and a good miner who works form ten to twelve hours. You have heard a very experienced gentie-ma upon the witness stand say that, in his judgment, the business of a miner was not more dangerous to life than that of many me-chantent pursuing, and figs it did not compare infavorably with that of a greenter. There is one very great peculiarity about life under-ground. Lepsak from my own overvation, and I believe it has been the experience of all who have given the matter much attention,

Now, uneprint we may all the set of the set of the set of the readway when the charge for the use of the readway when the transportation is done by others. Becond, That as power was given to transport, it follows, as a necessary consequence, that there is to be implied a power to charge for such service; and as no limit is imposed by the statute, the managers of the company have a discretionary power to regulate the theres.

Imposed by the statute, the managers of the company have a discretionary power to regu-late the charges. I do not propose to enter upon any elaborate argument upon these points. Fortinately for me as well as yourselves, guildmen, we have an express subhority in the case of Bople vs. The l'initial elphins and Reading Rairoad. Com-pany, 4 P. F milh, page 210, where the very points raised by our friends upon the other side were discussed and finally determined in our favor. This decision of the highest judi-ciai tribunal of the State, I am sure, will be considered as authority by you, now the and they Mr. Hall. In the year 1833, when the charter was obtained, rairoad companies were not transporters. They simply furnished a road-bed, kept B in repair, and collected the coll from these who put care upon it. Origi-mally, these cars were pulled by horse power, and afterwards by locomolives. I can very well remember when upon the State road, be-are burber of passenger and transportation in the orights, the north a number of passenger and transportation lines owned by different individuals, who paid the Biaks a toll for passing over the railroad And it was exactly such a toll that was mean by the Legislature when the Reading Balagead Company was restricted to the charge of four cents per ton per mile. The very fact that it apolice part of the charter paver is given to transport, is sufficient to show that the charge for while did not include the cost of transpor-for while did not include the cost of transpor-

Transport is sufficient to show that the charge for toolis did not include the cost of transpor-tation and car service. I admit they charters are to be construed fa-vorably to the State, and I admit that a corpo-ration takes nothing by implication; but this last position is a dimitted with this qualifica-tion, that where power is given to a company to engage in business, there is necessarily to be implied a power to charge for transacting it. Supposes a company was chartered with hower to make gas and sell it to the inhabi-tants of ilarrisburgh, would its be pretended-that because no specific power to charge for it was given, the company would have no right to collect its gas bills ? or if a lawyor was cre-ated a corporation sole, to practice his profes-sion, would it not be a necessary implication that he had a right to collect fees for his ser-vices ? Will it be pretended that a hotel com-pany, holding a chartes, which does not spe-oifically grant the power to discrimi-neste in its charges bureen the price of his board. by asserting that it was a bused of the charter of the company to sitempt to make guest condid defeat an action for the price of his charter of the company to sitempt to make for the secting that it was a bused of the charter of the company to sitempt to make for in absering that it was a bused of the charter of the company to sitempt to that for the secting that the Reading Bartroad Com-pany has in no manner violated is charter in setabilithing or collecting the present the fast for toll advecting that it was a bused to com-pany has in no manner violated is charter in setabilithing or collecting the price of his for toll and transported on the secting that it was a bused to com-