Ink Slings

-The Colombian insurrection did some insurrecting when it finally did get to the surface

-A blind man could see what Prince HENRY is going to Milwankee for. We all know what it was that made that city famous.

-If the British are afraid that Prince HEN-RY will scoop up all the American friendship why don't they send over a counter attraction

-CARRIE NATION has lost a toe, but as seriously impaired.

-Lady RANDOLPH CHURCHILL who took the young Lord GEORGIE CORNWALLIS WEST to raise seems to be growing very weary with her Kindergarten experience.

-There wasn't much doing at the Republican primaries last evening, but it

-Judging from the distinguished array of political luminosities who have promised to be there MISS JUSTICE will be fairly dazzled by the light in the Clearfield court panies. next month.

-In 1860 it cost every woman and child in the country just \$1.52 a year to keep up the expenses of government. The per capita assessment now in taxes is \$12. How would you like to be the ice man in 1940, if this rate of increase continues.

-Uncle SAM is going to blow in forty thousand dollars on Prince HENRY, who is to be our guest for two weeks. Nearly three thousand a day isn't much to "burn" on such a distinguished guest when it is In other words the scarcity of ocean going considered that we are getting away with steam ships and the rapidly increasing use incline to the belief that pooling arrange- until this corrupt bargain was exposed to nearly half-a-million a day in the Philip-

-Uncle Tom's Cabin is having a newspaper revival because some southern cities have declined to be entertained by the portraval of the character of "Legree," the brutal slave driver. In some instances northern papers are clutching at it as an opportunity to drag the old "bloody shirt" into politics again.

-The fellows who paid \$2, \$3 and \$5 for seats to see the SHARKEY-MAHER fake in Philadelphia on Friday night deserved the fleecing they got. Not one of them would have given half the amount to a penniless preacher or a starving child and any sort of balance of trade against this country. Even be fixed by associated railway companies humbuggery is legitimate when it comes to if the money does go there and remains it with benevolent intent to do justice to all dealing with such classes.

-The Philadelphia Inquirer, informally launching ELKIN's boom for Governor, hits the nail right on the head when it says, in big letters: "such a candidate is match-For hunt high or low in Pennsylvania we don't believe another one could be found who would match JOHN P. in any of the unworthy qualifications that recommend him to the Inquirer and its gang.

-Admiral SCHLEY will be in Chicago to-morrow as the guest of the Hamilton club and the illustrious sailor says he will shoot anyone who mentions Santiago to him. Of course this is only one of the Admiral's pleasantries, but should he do some post prandial shooting it is likely to go as straight to the mark as did the shots of the Brooklyn in the fight that has madel him the nation's hero.

-Little KERMIT ROOSEVELT has been playing havoc with the fish in the White House aquarium and a few days ago the youngster was found with several shell fish and, with some youthful friends, was just preparing to scoop the gold fish out of their tank when the custodian caught him. Now, no one would object much if KER-MIT would take his crowd down to the Navy Department and catch the lobster that has been floating around there for a few years.

-The Turkish brigands who abducted Miss ELLEN M. STONE have come down the mountain and decided to accept the amount of the subscription raised for her rausom. Very generous of them, isu't it? They are right in the class with those French Panama canal promoters who so suddenly dropped to forty million for all their right title and interest when they discovered that Uncle SAM might dig another canal over the Nicaragua route.

-The American Indian and the New York dairymen are just now the victims of a crusade against long hair and long whiskers. Popular sentiment is back of a scientist propaganda that such extravagant hirsute appendages harbor millions of vermin and disease germs. But why be so hard on these mortals who can grow something on their heads and chins when a fine-tooth comb and a little of this new germicide would do the business

-If Philadelphians would waken up to a sense of their duty and stop the plundering of their own treasury they would not try to do so. But as it is the fraudulent now have to be down on their knees to Uncle SAM, begging for \$600,000 for the completion of a thirty foot channel in the Delaware. Of course trade in Philadelphia Ingleby, was returning from Smith's old would be stimulated by such an improve- saw mill in Lick hollow, on Saturday, ment of her water way, but why doesn't when a large catamount sprang out of the Philadelphia do it for herself. She per-mits more than that amount of money to be stolen from her treasury every year by the gang of jobbers that runs things down



STATE RIGHTS AND FEDERAL UNION.

VOL. 47 BELLEFONTE, PA., JANUARY 24, 1902

Subsidy Mongers Dispairing. The friends of the steamship subsidy bill are beginning to dispair of the passage of that atrocious measure for the reason that hands her mission in life is not thereby tending their operations by buying up British and other foreign ships. It will be impossible, they say to deceive the people with the fraudulent pretense that vast sums of American money go abroad every year and remain there, for the payment of trans-oceanic carrying charges, if it leaks out that most of the ships operated under foreign flags are really owned by American is a long lane that leads to Feb. 18th and capitalists and then a considerable part of there is likely to be quite a turn in it too. the money charged for freight on such ves- operative. sels never goes abroad at all but is distributed among the American shareholders from the American offices of the com-

> The Americans who own these foreign ships are quite as reluctant as anyone else to see the chance of the immense loot which the ship subsidy bill provides for, slipping with impugnity : out of reach of their fingers. But much as they like to collect unearned bounties from the government and fondly as they cherish the hope that sooner or later they will get a grab at that \$270,000,000, they are too keen in the pursuit of present profits to but not altogether certain in the future. for them makes them a most lucrative

other tropical fruits by artificial processes | ment Commission. for the reason that otherwise the money paid for tropical fruits becomes a part of a cordingly, is whether railway rates shall costs us less than it would to grow the interests, or whether a government agency ferer. fruits at home. The right place to buy is shall perform this task in behalf of the in the cheapest market and the best place public. It is quite clear to the members to sell is the dearest and the right place to of the Interstate Commerce Commission get ships is where the best can be obtained | that the latter course must be pursued at the least cost and that policy followed sooper or later. So long and so will not only multiply the number of ships in service but it will save money to the of government regulation that they can see shippers and consumers on both sides of no way of escape from their logical concluthe water.

Quay for Elkin and Loot.

There are so many stories of the relations between Senator QUAY and Attorney General ELKIN with respect to the Republican nomination for Governor, and they are so widely divergent in purpose and effect, that the greatest perplexity is created. For example on Sunday an interview with Congressman ACHESON, of Washington county. was in effect that ELKIN is simply a stalking horse for QUAY to keep objectionable people out of the gubernatorial race and that when the time comes to act QUAY will simply cast ELKIN aside and take up conclave of railway managers, but by an his own choice. A day later Insurance Commissioner DURHAM contradicted that the people. Rates are now controlled by story in substance by declaring emphatical- railway managers, acting from multifarious ly that ELKIN will be nominated and elected.

Manifestly DURHAM is right in so far as the nomination is concerned. QUAY is a way men do their best, and as they wield timid man when left to himself and he may have entertained apprehensions of the defeat of ELKIN. But in the light of careful con- surance of this sentiment of justice and sideration of the facts, he must also know good will that renders so difficult of realithat all machine men look alike to the average citizen and if ELKIN can't be elect- of a consolidated railway system, for ed no other machine man can. The term is more than promising of loot, moreover, and the machine needs the loot, so that the rates. game is worth the candle and it is safer, all things considered, to take him than someone else who might not be willing to divide at all. A Republican who won't loot or having looted won't divide is worse than arrangements, under which favored inter-

no Republican to the machine. Besides, as we have already stated, ballot box stuffing is still available in both Pittsburg and Philadelphia and in the two cities more than 100,000 fraudulent votes can be polled. Under the circumstances Senator QUAY justly reasons it is better to take chances with ELKIN than to depend upon a less obliging man who might be easier to elect but not so useful after elected. If ballot reform legislation had been adopted during the last session things would be different. In that event there would be no possible chance of electing ELKIN and it vote will more than compensate for any loss and ELKIN is comparatively safe

-Dr. F. P. Barker, a veterinarian of

They Are Not Looking for a to Enforce it.

In a recent issue of the WATCHMAN attention was called to the defiant manner in she has done most of her kicking with her some American ship owners have been ex- which several prominent rail-way officials admitted before the Inter-State Commerce Commission, in session in Chicago, that "frequently conditions required secret cut of rates to some large shippers and invariably, under such circumstances, they did it." As this was an admission of violation of the law the only excuse the Commission had to offer for its failure to no statutes could be found that would be

> Following up an answer to this excuse the Philadelphia Record points the way thus clearly though it is by no means probable that anything will be done to bring the great corporations to a realization of the fact that they don't own the government wholly enough to defy its laws

"In seeking authority to prevent ratecutting and discrimination by common carriers the Commission can find nothing as the Cullom bill, which was adversely rewait indefinitely for that which is expected sion of the Fifty-sixth Congress, and after- But the loss of such will be more than comway managers, on the other hand, seem to ments, under proper supervision, constitute | believe that such things were possible. property and the MORGANS, the ROCKA- the only solution of the problem. Between FELLERS and the GRISCOMS are buying these two proposed remedies there is a them up as rapidly as they are offered for great gulf fixed. The Cullom bill presented as salient features a long and short haul those who believe in better government are There never was an ounce of sense in the clause, provision for rate-posting, and auclaim that the government ought to pay an thority vested in the Commission to estab- force is not called the Union party as it enormous unearned bounty to home built lish national freight classification, and to ships for the reason that the money paid fix maximum, minimum or differential for ocean freights went abroad and remain- charges. A general pooling arrangement ed there as a balance of trade against this would do this, except that the final authorcountry. It would be quite as reasonable ity would remain with the transportation the two forces comprise a stronger conto say that we ought to grow bananas and lines instead of being vested in a govern-

The crucial point of controversy, acly have the Commissioners argued in favor sions. In the official view the agreement and the pool will be absorbed and lost sight of when the vast work of combination and consolidation shall have been finally perfected. But the rate, the haul, the classification will endure; and over these the Commission asks for full jurisdiction.

If such power should be granted, as proposed under the terms of the bill prep ared by the late National Railway Commissioner's convention, the progress of schemes of consolidation would scarcely challenge public attention, since the ultimate weight and incidence of freight rate charges would be determined not by a independent body of experts representing considerations, and influenced by many motives. Even handed justice to all interests may not be attained; but the railmore power are quite willing to use it for the public beuefit. It is the popular aszation the Commission's iridescent dream which a government agency should fix maximum, minimum and differential

From the viewpoint of practical rail roaders the evil most earnestly to be combatted is not related to maximums and minimums, but rather to secret rates and ests flourish like green bay trees. The level of charges is not so important as the requirement that all shall pay the same rate for the same service. How this can be brought about by any of the existing methods of treatment or by further grants of power to the Interstate Commerce Commission does not clearly appear. The power to fix rates carries with it the power of secret discrimination, preference and favoritism. In order to abolish these it would doubtless be necessary to depart widely from the conventional practice in imposing charges and to employ an automatic system under which rates might be figured out by shippers as easily as the amount of postage necessary to carry a letter is ascertained. Here, again, it would become essential to rely upon the wisdom of practical railway experts in fixing bases and zones of charges, so that in any event, short of exercise of absolute ownership, the administrative authority would be constrained to look to the common carriers to fix rates for common carrying

-Subscribe for the WATCHNIAN.

Not a Vital Loss.

Nobody who knows Senator DAVID MAR-TIN of Philadelphia, will be greatly surthe practices of the machine, if not actually into fellowship with the bosses. In the curious political conditions which developed during and after the election of last fall. Senator MARTIN in a measure at least got control of the organization of the Union party. But instead of using the organization to promote political reform in the fuproceed against the guilty ones was that ture, he appropriated it as a political asset alien rulers. and began negotiations with the machine. The result of these incidents is that the Union party has been sold out to the QUAY machine and become a laughing stock.

It is gratifying to learn, however, that in buying the Union party organization from Mr. MARTIN, the QUAY machine has procured only a gold brick. That is to say the vast majority of the Union party have repudiated the bargain between Senator MARTIN and the QUAY machine managers and joined with the municipal league in a campaign against the bosses. Of course a more satisfactory than the measure known few of the adherents of the Union party have been lost in the shuffle, so to speak ported to the Senate during the first ses- and will cling to the skirts of MARTIN. ward placed on the calendar. Active rail- pensated for in gains which will come from the stalwart ranks among men who refused

The reform movement has not been retarded much by this unexpected incident. According to the newspapers of that city joining together just as before. The new was last fall, but all the Democrats led by Magistrate DONNELLY and Governor PAT-TISON have joined hands with the Municipal Leaguers directed by Mr. WOODRUFF and tingent than was ever summoned to fight the QUAY machine before. The loss of A first-class navy could scarce compete, Senator MARTIN from the reform force may have caused a temporary disappointment in And a man with akimbo legs replied, some quarters but it is not a vital loss. Senator MARTIN will be the greatest suf-

Agitate for Reform.

The press of the State is not giving the attention to legislation for the enforcement of the constitutional amendments "adopted last fall that the subject deserves. It probably won't require much time before or after the meeting of the Legislature to prepare such bills as will serve the purpose. But it will require a good deal of time and considerable earnest agitation to work the public mind up to that state of anxiety with respect to the matter as will compel the Legislature to take cognizance of the popular demand for ballot reform legislation. This work ought to be in progress

The constitutional amendments are absolutely of no use at present except in so far as they permit the legislation that will give them force and effect. Previously to the adoption of the amendments the Legislature was prohibited from enacting a registry law that was not uniform. In other words, in order to give the people of Philadelphia, where it is needed, a personal registration law it was necessary to give the people of Centre county, who have no use for such a thing, the same law. The recently adopted amendment permits the discrimination, but unless the Legislature takes advantage of the power conferred it might as well never have been confirmed.

Before long in various portions of the State caudidates for the Legislature will be presenting themselves and soliciting the support of voters. Before that time arrives the voters ought to resolve among themselves that no man can get much support these functions, a reception by the Press until he pledges himself to support a bill Club. providing for personal registration in Philadelphia and Pittsburg. When such legislation is enacted the crime of ballot box stuffing will soon become a lost art. But it will never be enacted if the politicians are left to their own impulses. They don't want ballot reform and will only consent sy.

February 28—The Prince and his party to it when public sentiment gets them cor-

Not the Golden Rule. The American officials in the Philippines, military and civil, must imagine that the people at home are of short memory. For example a little more than three years ago the people of this country were outraged beyond endurance because a Spanish officer of the name of WEYLER had intro. pear to duced in Cuba certain atrocious methods of forcing insurgents against the government the launching. In that case he would natto yield obedience to an alien sovereignty. urally attend the dinners given at New We all denounced WEYLER as a butcher and pressed the matter so vehemently that finally the government was compelled to Washington together. intercede in behalf of the sufferers and declare war against the government of which | three days in New York. WEYLER was the agent.

Now, according to the official reports of operations in the Philippines, our own They remained about half an hour. agents there are introducing the same cruel methods which provoked our resentment

then. "General J. FRANKLIN BELL, military commander in that province," accord ing to a dispatch detailing conditions in prised to learn that he has practically Batangas, just south of Manila, "has abandoned reform politics and gone back to determined on the enforcement of the

war in the most vigorous and determined fashion, involving reconcentration." In other words the methods which were so cruel when practiced by agents of the government of Spain on the unfortunate victims of the rapacity of war in Cuba are to be invoked to coerce our living alone. own unwilling subjects into obedience to

Not long ago the premier of the govern-

NO. 4.

ment, if that term may be used in referring to the head of the cabinet in the American Republic, declared that the diplomatic policy of this country would be laid on the lines of the Golden Rule. Now those lines are not being followed in our relations with the Filipinos when we are doing to them what we chastised Spain for doing with a kindred race in another, section of the world, only a little more than three years ago. A crime is as odious when performed by one as if it were perpetrated by another, and if the concentration camps were brutal in Cuba they must be equally abhorrent in the Philippines.

It's Morgan's.

From the Pittsburg Dispatch.

came to a mill by the river side. A half mile long and nearly as wide, With a forest of stacks and an army of men, Toiling at furnace and shovel and pen. 'What a most magnificent plant!" I cried, And a man with a smudge on his face replied,

I entered a train and rode all day On a regal coach and a right of way Which reached its arms all over the land "A splendid property this!" I cried. And the man with a plate on his hat replied, "It's Morgan's."

I sailed on a great ship, trim and true, From pennant to keel and cabin to crew. And the ship was one of a monster fleet; "What a beautiful craft she is!" I cried. "It's Morgan's.

I dwelt in a nation filled with pride, Her people were many, her lands were wide Her record in war and science and art, Proved greatness of muscle and mind and hear "What a grand old country it is !" I cried, And a man with his chest in the air replaced, "It's Morgan's."

went to heaven. The igener walls Towered high and wide, and the golden halls Shone bright beyond. But a strange new mark Was over the gate viz., "Private Park." Why, what is the meaning of this?" I cried, And a saint with a livery on replied,

I went to the only place left. "I'll take A chance on the boat on the brimstone lake. Or, perhaps, I may be allowed to sit On the griddled floor of the bottomless pit.' But a leering lout with horns on his face Cried out, as he forked me off the place,

Prince's Itinerary Arranged.

The Kaiser and His Brother Approve of the Program Cabled by Ambassador von Hollen

BERLIN, Jan 20 .- Admiral Prince Henry, of Prussia, while in the United States will visit Chicago, Milwaukee, Niagara Fails and Boston. These points are embraced in the itineary which has been cabled here by Dr. von Hollenben, the German Ambassador at Washington. This program was submitted to Emperor William and Prince Henry to-day and has been approved by them. Its general out-February 22-The arrival of the Prince

and his suite at New York. February 23-The official welcome by the representatives of President Roosevelt. the Governor of the State of New York and the Mayor of New York city.

February 24—The launching of the vacht at Shooters Island and a dinner to be giv- Hall jumped fifteen feet, breaking his right en by Prince Henry. February 25-A reception in honor of

Prince Henry, a dinner to be given by the February 26-The Prince and his party

will proceed to Washington, where the Prince will reside at the German Embas sy. He will exchange calls with President Roosevelt and be entertained at dinner at the White House

February 27-Official receptions and

will start for Chicago.

The apportionment of the Prince's time between Chicago, Milwaukee, Niagara Falls and Boston has not yet been precise ly made. In fact, although the foregoing is the official plan as it stands to-day, any part of it may subsequently be modified. Cablegrams on the sbbject of the program are still being exchanged.

patches from the United States that Prince Henry would go to Washington twice apbe mistakes. It is thought that ossibly President Roosevelt may find it convenient to accompany his daughter to York city by Prince Henry and Mayor Low, respectively, after which the President and the Prince would journey to Later Prince Henry will spend two or

Prince and Princess Henry called upon Andrew D. White. the American Am passador here, with whom they had tea.

-Subscribe for the WATCHMAN.

Spawls from the Keystone.

-The Williamsport Board of Trade in an hour's time, at a recent meeting, subscribed \$140,000 to insure the location in that city of the John N. Stearns & Co. Dye Works, an establishment employing 250 men,

-Frederick Andree, of Stockholm, Sweden, a cousin of Andree. who perished in a balloon voyage toward the North pole, has been made chief engineer of Thompson Brothers' knitting mills at Lewistown.

-The barn on the VanTassel farm, near DuBois, was burned early Monday morning. One thousand bushels of grain, over a hundred tons of hay and a hundred tons of silo were consumed. The loss is fully \$5,000 and is only partly covered by insurance.

-T. D. Collins, one of the lumber kings of Forest county, sold on Saturday a half interest in his timber lands to Watson & Buzzard, of Brockwayville, for a sum approaching \$5,-000,000. The amount of lumber available from the lands is estimated at 500,000,000 ft.

-"This is the first square meal that I have sat down to for a long time," said Amariah Thompson as he was eating dinner at a hotel at Williamsport Thursday. A moment later he became ill and in a short time was dead. Thompson, who was 65 years of age, had been

-Col. Alexander K. McClure, late of the Philadelphia Times, has accepted an invitation from the Allegheny bar association to attend the Lincoln birthday banquet at Pittsburg on February 12th. Col. McClure will deliver an address on the life and work of President Lincoln

-A freight wreck occurred at Portage Sunday morning, in which Brakeman John McFadden, of Mahaffey, Clearfield county, was instantly killed and Fireman Harry Mc-Clain, of Conemaugh, was badly hurt. Two engines, two cabins and one freight car were

-A smallpox case has been reported in Laurelton, a small village fifteen miles west of Lewisburg. The victim is Miss Ida Voneida. She was a clerk in Gimbel's store, Philadelphia and came home a week ago. Several acquaintances were in to see her before they learned the nature of her disease.

-A list of the freight and passenger conductors of the Beech Creek district relating to length of time each has been in the company's employ has been posted at the chief trainmaster's office. T. A. Mullin is the oldest conductor in the service, he having been employed on the road since 1884. The total number of conductors is seventy-nine.

-William Lewis, flagman on T. & C. local freight train, met with a painful accident at Osceola last Friday. He was standing on the rear platform of his cabin when a coupling was made and from the jar he fell to the track, sustaining severe bruises and baving both his wrists sprained. He will be confined to his home for some time before he will be able to resume work.

-Something not often seen was witnessed at Blairsville Monday at the funeral of the late Thomas Brown, Sr., of Cokeville. The pallbearers were seven stalwart sons of the deceased. When it is remembered that Mr. Brown was but fifty-three years of age, it is quite remarkable that he should have so many sons old and sturdy enough to act in that eapacity.

-Religious enthusiasm is running high at rences, without precedent in the history of the locality, is being enacted. Owing to the interest taken in revival services being held in four of the churches, the Presbyterian, First Methodist, Baptist and Lutheran, every place of business, including saloons and hotel barrooms are closed each evening during the hours the meetings are in progress.

-It is unofficially announced that the Pennsylvania company is about to discard the Pintsch gas and carburetter system of lights in all coaches and adopt electricity. Such changes cannot be made all at once, and it is doubtful if any attempt will be made to introduce such a radical revolution in lighting appliances immediately. Electricity has been in use on the limited trains of this system for years, but has too many disadvantages to recommend it for local coaches, which must be shifted about and used on local trains running in various directions.

-The safety valve of the engine at E. F. Hall's saw mill, at Hall's Run, got out of order a few days ago, and the governor belt broke, causing the engine to run the machinery so rapidly that a metal pulley flew into pieces. The flying pieces of pulley cut the rafters, causing the roof to fall. A circular saw was reduced to atoms. Finally the engine was torn from its foundation and started furiously about the mill, smashing everything in its path until the steam chest broke. The employes miraculously escaped. Mr.

-Judge Yerkes, in Bucks county, has giv-Mayor of New York and, if consistent with en an opinion concerning the fees of township supervisors, which ought to have wide interest. The judge held that the supervisor is entitled to no commissions other than those on cash payments of tax. He is not entitled to commissions on tax worked out. Neither is he entitled to commissions on license or on taxes remitted. It is estimated that the effect of this will be to reduce the fees of supervisors by one half or two thirds. It has been discovered in a good many places that the old system of working out the road tax is not a good one, and does not produce good roads, but it is so convenient that it is still kept up nearly everywhere.

-A special dispatch from Washington says: An interesting document was filed with a bill granting a pension of \$30 a month to Mrs. Mary E. S. Hays, of Hollidaysburg, Pa., introduced by Representative Evans. It is an autograph letter written by Gov. Curtin to President Lincoln, and endorsed by the latter in his terse and characteristic fashion. The war governor of the Keystone Commonwealth wrote a long letter to the President protesting against the dismissal of the hushand of the beneficiary named in the bill and asked Mr. Lincoln to re-instate him. The President wrote: "In view of all circumstances, if the Governor of Pennsylvania thinks fit to reappoint Surgeon Hays, he may be mustered into the service of the United States," and then signed the familiar "A. Lincoln." Dr. Hays was re-instated and made an excellent record as a surgeon of the 110 Pennsylvania volunteers. But nothwith standing that, Mrs. Hays connot get a pension because her husband was once dismissed. His re-instatement did not cure his record, hence the necessity for the bill.