

Bedford Inquirer.

BEDEVOR, PA. FRIDAY, MAY 29, 1888.

Local Affairs.

RETIRED.—John Brotherton has retired as publisher of the *Bedford Inquirer*, and is succeeded by Mr. Edgar King and James H. Irwin. These gentlemen have our best wishes, and we hope to see the *Inquirer* prosper under their management.

MRS. H. M. OGLE, agent for Wheeler and Wilson's Sewing Machine, at the Western Union Telegraph office, has for sale a fine assortment of Clark's Superior Sewing Machine Cotton, also Sewing Machine oil and needles. Machines out of repair will be repaired by leaving them immediately with Mrs. Ogle.

APPOINTMENT.—Our friend and fellow-townsman, Dr. C. N. Hickox, was appointed Grand Guardian of the Grand Lodge of the Independent Order of Odd Fellows of the State of Pennsylvania at the late session of that body held in Pittsburgh. The appointment is a good one, and we feel assured that the duties of the office will be faithfully attended to, as the Order has not a better informed, or more active and energetic member than the District Deputy of Bedford county.

EDINBURGH REVIEW.—The April number of this excellent publication, contains eight articles, any one of which would be worth four times the cost of the publication. An article on "The Irish Abroad" is very ably written and will attract much attention, but there is few of this side of the Atlantic, we opine, who will agree with the conclusion at which it arrives.

Published by the Leonard Scott Publishing Co., 140 Fulton Street, New York. For sale at the *INQUIRER* Book Store.

Fruit Prospects.—Throughout the country the prospect of an abundant crop of apples is most favorable. In a recent journey of over three hundred and fifty miles we found every orchard white with bloom. Peaches in this locality have been nearly all killed by the severe winter except in high ground where there may yet be a light crop. From the regular peach growing districts of the country both east and west the reports indicate a full average crop. Peas promise an average crop not injured by frost or cold weather. Grapes are maturing forth slowly and have been seriously damaged by the severe winter.

HARPER FOR JURY, commences the 37th volume. The following table of contents enriches the present number: Lookout Mountain and How We Won It; Springtime; Among the Andes of Peru and Bolivia; Immortal Shooting Stars; Detonating Meteors and Auroras; Daybreak; Mily's Mishaps; Three Views of the Same Things; The Luck of Luck; Trinity Season; Drawing Barrel Rations; The New Timothy; Part II; Martha's Vineyard; The Woman's Kingdom; English Photographs; an American; Woman's Beauty; The Baltimore Plot to Assassinate Abraham Lincoln; Editor's Easy Chair; Monthly Record of Current Events; Editor's Drawer. For sale at the *INQUIRER* Book Store.

ATTORNEY'S OFFICE.—The undersigned, a Committee appointed to invite the citizens of Bedford and vicinity to participate in the exercises attendant upon the decorating of the graves of fallen soldiers, has the honor to announce that all soldiers of the late war are expected to meet at the Court House, on Saturday next, at 10 o'clock, P. M. and take part in the ceremonies. It is hoped that every soldier in the community will be present. Let there be a good representation of the different organizations.

THE HEALING OF HEALTH FOR JUNE is largely given to that important subject which has received so little correct attention and proper treatment. "The Healing of Our Children"—a subject so fraught with deepest meaning to many thoughtful persons—are giving their lives and more to the benefit of their children. Miss Peabody, who writes on the "Kindergarten Schools of Germany," is among that number. Mrs. Horace Mann teaches "The Care of Little Children," and the Editor discusses on "Our Children," and Mrs. E. Oakes Smith tells of "Rocking the Cradle." Other contributors are A. B. Street, Mrs. L. F. Fowler, H. W. Beecher, Dr. Peet, Phoebe Cary, Mrs. D. H. Prime, Prof. Browne, Mrs. Dr. Gleason, etc.—a list equalled by few contemporaries. \$2 per annum; 25 cents per number. Miller, Wood & Co., Publishers, 15 Light Street, New York.

NEW RAILROAD PROJECT.—An important railroad project is on foot in Delaware, by which the city of Wilmington will be connected with the Western borders of Pennsylvania, by a route passing through the southern counties of the State, Chester, Lancaster, York, Adams, Franklin, Bedford, Somerset, Fayette and Green. The Wilmington people express their willingness to do their share of the work, and the friends of the enterprise in the counties through which the proposed road will pass, will do theirs, there will be no difficulty in bringing about successful practical result. It is claimed by the Wilmington people that the Brandywine and Christiana rivers afford not less than twelve miles of frontage suitable for wharves, between the city proper and the Delaware, that the harbor afforded by the mouth of the Christiana is a natural harbor of safety for shipping, and the only one of importance on the west bank of the Delaware, above the Breakwater, at Cape Henlopen.—*Philadelphia Star.*

A STANDARD WORD—A Dictionary of the Bible, comprising its Antiquities, Biography, Geography and Natural History, with numerous Illustrations and maps. Edited by William Smith, LL. D. Published by Messrs. J. B. Burr & Co., Hartford, Connecticut.

ARE PENNSYLVANIA HEAVIER THAN VIRGINIA?—A QUESTION FOR PHILADELPHIA.—The following article, taken from the *Pittsburgh Commercial*, of May 6th, escaped us at the time of its appearance in that journal. We publish it to show our readers that there are others who do not hold the Pennsylvania Central in better repute than we have been wont to hold it, and further, that there are other eyes directed to the route upon which we are located. We have never been able to understand why the Reading Railroad did not make an effort to secure an outlet to the West on this route. Perhaps this article accounts for it.

According to the "Railroad passenger rates" adopted by the late "convention of railroad officers in the United States," the fare from Baltimore to Pittsburgh is \$10.50. From Baltimore to Wheeling \$10.00. The distance from Baltimore to Pittsburgh via Harrisburg, is 234 miles; Baltimore to Wheeling, by same route, 425 miles; from Baltimore to Wheeling by the direct route, 300 miles. The fare for traveling 191 miles less distance, than the citizen of Wheeling. The Pennsylvania Central Railroad and its connections carry the Wheeling passenger at the rate of 2.35 cents per mile. If they could afford to carry Pittsburgh passengers at the same rate, the fare from Baltimore to Pittsburgh would be \$7.87 instead of \$10.50. At the same rate, the fare from Philadelphia to Pittsburgh would be \$8.32 instead of \$11.00.

If Philadelphia wishes to go to Wheeling by the direct route through Harrisburg, he will travel 22 miles further than if he started from Baltimore, and the cost of his through ticket will be \$18.45. Thus for the 12 miles of additional distance he is compelled by the Pennsylvania Central Railroad to pay the sum of \$8.45. If, however, he chooses to reach Harrisburg by way of Baltimore, he will travel 85 miles further, and the cost will be as follows:

Philadelphia to Baltimore.....\$ 2.22
Baltimore to Wheeling..... 19.00
Philadelphia to Wheeling via Baltimore..... 12.23

These figures indicate that the railway facilities of Baltimore are decidedly superior to those of Philadelphia, and Wheeling to those of Pittsburgh, and are but examples of a host which might be added to show that every Eastern and nearly every Western city has a local superiority in this particular over the Eastern and Western terminal of the great Pennsylvania Railway.

This state of affairs has not been brought about by the superior facilities of any of our respective rivals. We make the deliberate case that it is simply and solely the result of the blind infatuation of the city of Philadelphia. Persuaded that a corporation, founded for her own safety, and erected chiefly with her own money, would be devoted primarily, if not exclusively, to the advancement of her prosperity as against that of all other cities, her influence was exerted without hesitation or reserve to accomplish every measure proposed for the advantage of the Pennsylvania Central Railroad Company. Every resistance to its encroachments upon the plain, common sense of other parts of the State seemed necessary to the common interests of the people, was overruled by Philadelphia influence. The main line of the State canals, with their connections, the Postage and Columbia Railroads, had been constructed at a cost of more than \$20,000,000—and which would to-day have been a vast waste of money, had it not been for the Pennsylvania Railroad Company for a song to be blotted from the map of the Commonwealth. The tonnage tax, which had already amounted to nearly \$300,000 and would have now been three times that sum per annum, was repealed.

The Philadelphia and Erie route—in which the city of Philadelphia had so largely invested and which with the aid extended by the Legislature ought to have been completed and maintained as an independent enterprise—was suffered to go into the hands of the favored corporation, already gigantic in its power. Every measure proposed by the company was advocated by Philadelphia on behalf. When the Atlantic and Great Western Railroad desired to extend its broad gauge track to Philadelphia—her lawyers, her judges, her Legislators, were in the fore front of the battle waged against it by the great monopoly.

When the Connellville Railroad was about to be completed her legislators chiefly procured the passage of the infamous act which repealed for a time the charter of that company. In short Philadelphia influence annoyed and crowded the Pennsylvania Railroad Company, *King of the Commonwealth.*

And how has the king ruled for Philadelphia? By uniformly discriminating against her and her natural ally, Pittsburgh. The Pennsylvania Central is a monopoly, and Philadelphia is its natural "refinery," and Philadelphia its true market and shipping port. The Pennsylvania Company, as transporter, holds the business within its grasp. Instead of drawing it gently to Philadelphia, the company tightened its greedy clutch upon the trade, so that more than half of the refining business to escape strangulation rushed off to Cleveland—fifty miles from the coast, 110 miles westward from the oil wells, and 150 miles further from the seaboard at any point than Pittsburgh. As a consequence, the greater part of the petroleum is shipped to foreign countries from the port of New York.

By seizing with avidity every opportunity to carry trade around her or away from her which presents itself, as in the Allegheny route to New York. The through trains between New York and the West touching Philadelphia as a way station on the Pennsylvania Central, are a monopoly, and Philadelphia is its natural "refinery," and Philadelphia its true market and shipping port. The Pennsylvania Company, as transporter, holds the business within its grasp. Instead of drawing it gently to Philadelphia, the company tightened its greedy clutch upon the trade, so that more than half of the refining business to escape strangulation rushed off to Cleveland—fifty miles from the coast, 110 miles westward from the oil wells, and 150 miles further from the seaboard at any point than Pittsburgh. As a consequence, the greater part of the petroleum is shipped to foreign countries from the port of New York.

of long range, they are at any rate open to the objection that they are not a competing route might be constructed, is claimed by the shrewd surveys of the Company or the shrewd speculators in its interest.

With such a king (Stork) to rule over them, we are not surprised to learn from the *Philadelphia Press* that there are some "sticklers" about. The astonishment to us is, that there are still so many in Philadelphia who believe in the fact of every fact, that "the King can do no wrong." For this, the newspaper press is in part responsible. Let them fearlessly set before the public every fact bearing on the situation, and the remedy for past mistakes, and the croaking will soon solidify into energetic measures to apply the remedy. The patient has a magnificent constitution, the cure is easy and will be perfect.

The distance from Philadelphia to Harrisburg, via the Reading and Lebanon Valley roads, is 107 miles. From Harrisburg to Bridgeport, on the Pittsburgh and Reading Railroad, is 135 miles. From Bridgeport to Philadelphia, 135 miles. Philadelphia to Pittsburgh 377 miles. A distance greater than that of the Pennsylvania Railroad, but doubly compensated for by crossing the Mountains with a maximum grade of only 67 feet per mile.

The cost of 195 miles necessary to make this connection at, say, \$45,000 per mile, will be \$8,775,000. The parties to raise the money are the Reading and the New Jersey and New York, and the cities of Philadelphia and New York.

By the Allegheny Valley Railroad another route of similar length, with no heavier grade than 20 1/2 feet to the mile, and with admirable capacities which the length of this article precludes us from enumerating.

Who is so blind as not to see that the construction of these roads will place Philadelphia, and Pittsburgh on an equal footing with the most favored railroad sites of the Union? Let Philadelphia arise from her lethargy, stretch out her arms from the Reading westward, and grasp the magnificent future which is now within her easy reach.

TO THE PEOPLE OF SOUTHERN PENNSYLVANIA.—The citizens of Wilmington, Delaware, and the counties of the State for a new through railway line from East to West, through the southern counties of the State, Chester, Lancaster, York, Adams, Franklin, Bedford, Somerset, Fayette and Green. The Wilmington people express their willingness to do their share of the work, and the friends of the enterprise in the counties through which the proposed road will pass, will do theirs, there will be no difficulty in bringing about successful practical result. It is claimed by the Wilmington people that the Brandywine and Christiana rivers afford not less than twelve miles of frontage suitable for wharves, between the city proper and the Delaware, that the harbor afforded by the mouth of the Christiana is a natural harbor of safety for shipping, and the only one of importance on the west bank of the Delaware, above the Breakwater, at Cape Henlopen.

The advantages of a harbor at this point are numerous, one of the most obvious and important being the practicability of keeping open the mouth of the Christiana, and a channel down the Delaware, throughout the winter season. It is upon the line of this seaboard railway communication between the North and South; has a most complete and well equipped system of wharves, which links up all Delaware and Eastern Maryland, and has in course of rapid construction an easy and cheaply built road to the Schuylkill coal regions.

It is proposed to you to build a road which shall connect Wilmington with the Western seaboard, and carry our largest and most profitable Pennsylvania newspapers, and other goods, handsomely printed, and its politics are of the Republican view awake kind. Our party will be benefited by the great enterprise, and the liberal support which its enterprising proprietors so justly merit.—*Delaware County Republican.*

MARRIED.
By the Rev. P. Shandor, on the 21st inst., Mr. ABRIEL KOONS and Miss MARY BARLEY, both of Bedford.

By the Rev. P. Shandor, on the 21st inst., Mr. WILLIAM H. WATSON, aged 56 years, 4 months and 10 days, at Bedford.

DECEASED.
The announcement of the death of Dr. WILLIAM H. WATSON, causes deep sorrow throughout the community, in which the life was passed. In a professional, social and domestic life, he was a man of high character and noble qualities, which he pursued assiduously. In a profession, social and domestic life, he was a man of high character and noble qualities, which he pursued assiduously.

COMPLIMENTARY NOTICES.—Our friends of the press, who have been pleased to favor us with complimentary notices, will accept our thanks. For the purpose of showing our readers that we are not unmindful of the efforts of those who can appreciate our efforts, we copy the following compliments which have come to our notice:

"The *Bedford Inquirer* comes to us enlarged and looking much more improved in appearance."—*Norfolk Semi-Weekly Republican.*

"The *Bedford Inquirer* has been enlarged to an eight column paper, and presents a more enlarged and looking much more improved in appearance."—*York True Democrat.*

"The *Bedford Inquirer* has been enlarged to an eight column paper, and presents a more enlarged and looking much more improved in appearance."—*Huntington Monitor.*

"The *Bedford Inquirer* has been enlarged to an eight column paper, and presents a more enlarged and looking much more improved in appearance."—*Huntington Monitor.*

"The *Bedford Inquirer* has been enlarged to an eight column paper, and presents a more enlarged and looking much more improved in appearance."—*Huntington Monitor.*

LEGAL ADVERTISEMENTS.
LIST OF RETAILERS.
A list of vendors of Foreign and Domestic Merchandise, in the county of Bedford, for the year 1887, as appraised and classified by the Appraiser of Merchandise Taxes.

DECEASED.
The announcement of the death of Dr. WILLIAM H. WATSON, causes deep sorrow throughout the community, in which the life was passed. In a professional, social and domestic life, he was a man of high character and noble qualities, which he pursued assiduously.

COMPLIMENTARY NOTICES.—Our friends of the press, who have been pleased to favor us with complimentary notices, will accept our thanks. For the purpose of showing our readers that we are not unmindful of the efforts of those who can appreciate our efforts, we copy the following compliments which have come to our notice:

"The *Bedford Inquirer* comes to us enlarged and looking much more improved in appearance."—*Norfolk Semi-Weekly Republican.*

"The *Bedford Inquirer* has been enlarged to an eight column paper, and presents a more enlarged and looking much more improved in appearance."—*York True Democrat.*

"The *Bedford Inquirer* has been enlarged to an eight column paper, and presents a more enlarged and looking much more improved in appearance."—*Huntington Monitor.*

"The *Bedford Inquirer* has been enlarged to an eight column paper, and presents a more enlarged and looking much more improved in appearance."—*Huntington Monitor.*

"The *Bedford Inquirer* has been enlarged to an eight column paper, and presents a more enlarged and looking much more improved in appearance."—*Huntington Monitor.*

"The *Bedford Inquirer* has been enlarged to an eight column paper, and presents a more enlarged and looking much more improved in appearance."—*Huntington Monitor.*

LEGAL ADVERTISEMENTS.
RECEIPTS AND EXPENDITURES OF BEDFORD BOROUGH.—John H. Bush, Treasurer, in and with Bedford, from May 1, 1887, to April 30, 1888.

RECEIPTS AND EXPENDITURES OF BEDFORD BOROUGH.—John H. Bush, Treasurer, in and with Bedford, from May 1, 1887, to April 30, 1888.

RECEIPTS AND EXPENDITURES OF BEDFORD BOROUGH.—John H. Bush, Treasurer, in and with Bedford, from May 1, 1887, to April 30, 1888.

RECEIPTS AND EXPENDITURES OF BEDFORD BOROUGH.—John H. Bush, Treasurer, in and with Bedford, from May 1, 1887, to April 30, 1888.

RECEIPTS AND EXPENDITURES OF BEDFORD BOROUGH.—John H. Bush, Treasurer, in and with Bedford, from May 1, 1887, to April 30, 1888.

RECEIPTS AND EXPENDITURES OF BEDFORD BOROUGH.—John H. Bush, Treasurer, in and with Bedford, from May 1, 1887, to April 30, 1888.

RECEIPTS AND EXPENDITURES OF BEDFORD BOROUGH.—John H. Bush, Treasurer, in and with Bedford, from May 1, 1887, to April 30, 1888.

RECEIPTS AND EXPENDITURES OF BEDFORD BOROUGH.—John H. Bush, Treasurer, in and with Bedford, from May 1, 1887, to April 30, 1888.

RECEIPTS AND EXPENDITURES OF BEDFORD BOROUGH.—John H. Bush, Treasurer, in and with Bedford, from May 1, 1887, to April 30, 1888.

REAL ESTATE.
LOTS AT PRIVATE SALE.
A RARE OPPORTUNITY TO BUY A HOME.

REAL ESTATE.
LOTS AT PRIVATE SALE.
A RARE OPPORTUNITY TO BUY A HOME.

REAL ESTATE.
LOTS AT PRIVATE SALE.
A RARE OPPORTUNITY TO BUY A HOME.

REAL ESTATE.
LOTS AT PRIVATE SALE.
A RARE OPPORTUNITY TO BUY A HOME.

REAL ESTATE.
LOTS AT PRIVATE SALE.
A RARE OPPORTUNITY TO BUY A HOME.

REAL ESTATE.
LOTS AT PRIVATE SALE.
A RARE OPPORTUNITY TO BUY A HOME.

REAL ESTATE.
LOTS AT PRIVATE SALE.
A RARE OPPORTUNITY TO BUY A HOME.

REAL ESTATE.
LOTS AT PRIVATE SALE.
A RARE OPPORTUNITY TO BUY A HOME.

REAL ESTATE.
LOTS AT PRIVATE SALE.
A RARE OPPORTUNITY TO BUY A HOME.