

The Centre Reporter

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CENTRE HALL, PA., THURSDAY, SEPTEMBER 20, 1883.

NO. 38.

THE CENTRE REPORTER.

FRED. KURTZ, Editor and Prop'r.

DEMOCRATIC STATE TICKET.

FOR AUDITOR GENERAL,
CAPT. ROBERT TAGGART,
Of Warren County.

FOR STATE TREASURER,
HON. JOSEPH POWELL,
Of Bradford County.

County Ticket.

ASSOCIATE JUDGE

Dr. J. R. SMITH,
Of Pine Grove Mills.

DISTRICT ATTORNEY

W. C. HEINLE,
Of Bellefonte.

COUNTY SURVEYOR

ELLIS L. ORVIS,
Of Bellefonte.

It is generally conceded that D. L. Krebs, son-in-law of Wm. A. Wallace, will be nominated for Judge in Clearfield county by the Democrats at their primary election on Saturday.

When the angel Gabriel makes his appearance, the first thing he will do, will be to ask whether the Republicans of the Senate are still sticking to their ultimatum—if he finds they are, he will reply they are not the chaps he meant to blow for.

Some one, for Republican harmony, suggests Conkling and Blaine for President and Vice President. This would be like the harmony produced by tying two cats by their tails and then hanging them over a line. In the Reporter's opinion it would never do to bury the two in the same graveyard.

In some quarters they are starting a Butler boom for the presidency. Fred Douglass thinks Ben would poll the whole negro vote of the south if the Democrats nominated him. Douglass also thinks Bob Lincoln the strongest man the Republicans can nominate.

Every indication points to the defeat of boss Mahone, in Virginia, at the approaching election. The boss will die hard, but we must remember he was a hard case as a politician, and ready for any bargain, trade or swap that would serve his purpose as a boss. He cares no more for the sacred honor of Virginia or his own honor, than a harlot does for virtue. Mahone was about the greatest political harlot of the hour.

The committee appointed by the recent meeting at Centre Hall, in Philadelphia now to meet the Penn'a railroad officials in behalf of our uncompleted railroad. What the result of the meeting will be we may be able to communicate to the readers of the Reporter in our next issue, suffice it to say, that the recent action of the stockholders seems to have had good effect at headquarters in advance of any interview with the committee. This leaves us to hope for good results, and favorable action is expected to follow the mission of the gentlemen now in Philadelphia to sue for justice and fulfillment of pledges.

The Ohio Democrats very unwisely permitted themselves to get into a quarrel over local tickets in Cincinnati and Cleveland, which threatens to injure the state ticket, unless the snarl is speedily healed. Everything looked certain for the election of Judge Hoadly, and the Republicans themselves admitted Foreaker would go over board, but Democratic dissensions in the above cities, among the Pendleton and anti-Pendleton factions, have cheered up the discouraged Republicans.

Late advices speak of a possible healing of the discord among the Democrats and a prospect of electing Hoadly after all.

The discovery of two or three letters written to the Chief of the Philadelphia police by the abductors of Charley Ross has revived again for the moment the interest in that celebrated piece of villainy. It is now known that the hired agents of the society knew with certainty five or six weeks after the abduction who had Charley Ross, but police red-tape, jealousy and greed were sufficient to prevent the speedy and certain punishment of the rascals. All this is interesting at this time when the whole country is puzzling its brains over the mystery of Rose Ambler's murder; for it brings up the old question, Is it possible for crime to conceal the traces of its work in any case if society will employ the best means to discover them? This is the ultimate inquiry in all mysterious murder cases, and it is always answered by men of intelligence in the same way. Society does not employ its best talent in detecting crime.

THE RAILROAD.

LATEST.—The following telegram has been received from Mr. Kurtz:

To REPORTER.
Philadelphia, Sept. 18, 1883.
Depends on cost; to be ascertained immediately.

THE LEGISLATIVE SITUATION.

The House of Representatives, on 13th, says the Pittsburgh Post, passed the current resolution from the Senate, cutting off all pay after September 10. Members are now and have been since Monday last working for nothing. The Stalwarts, now that their pay is cut off, propose to abandon all pretense of attending to their Senatorial duties.

The Senate is considering a bill reported from its committee, appropriating in lump for the expenses of the extra session. The Democrats oppose the bill on the ground that appropriation bills by long established precedent must originate in the House of Representatives, because the bill is extravagant, and because it contains no itemized statement of how the large amounts appropriated shall be expended. The purpose of this is evident. It is to coerce the Governor into approving large sums in bulk, as he cannot exercise his constitutional power of scrutinizing and rejecting objectionable items. Governor Pattison is not likely to be deterred from his duty by such Stalwart practice as this seems to be.

The ultimatum of obstruction is to be supplemented by another movement, decided in a Stalwart caucus, of a down-right revolutionary character. This is the program: Twenty-one Republican Senators are to be present every Tuesday and Friday to meet and immediately adjourn from Tuesday to Friday and from Friday to Tuesday; to make no speeches themselves or allow any to be made by others; to entertain no proposition or resolution whatever; nine Senators to be relieved alternately; twenty-nine Senators to be present on Thursday, 18th, to pass the appropriation bill finally. This is just as much revolution as secession. The bosses imagine that the very audacity of this infamous device to cheat the people of their constitutional right to equal representation will be a winning card at the election. Well, we shall see.

THE RAIL ROAD.

The Committee of five, appointed by the meeting at Centre Hall, on 30th, to proceed to Philadelphia, and urge the completion of our railroad, consisting of Hon. S. Gilliland, Fred K. Kurtz, Leonard Rhone, John I. Thompson, and Wm. M'Farlane, left for Philadelphia, on Monday, and were granted an interview with the President and Board of Directors of the Penn'a R. R. Co. on Tuesday, when the Committee, through its Secretary, Mr. Kurtz, submitted the following memorial address, after which there was a full and free discussion of the subject by the Directors and committee:

To the President and Board of Directors of the Penn'a Rail Road Co.:
The undersigned committee, appointed at a meeting of the stockholders and landowners along the line of the Lewisburg & Tyrone R. R., in Centre county, to again request your Board to extend the said road from Spring Mills to Lemont, beg leave to submit a statement in reference to the long neglect of our claims as such of the Directors, as were chosen since our road was graded, may not have become conversant with our claims and the facts relating thereto, while to the older members of your Board of Directors the justice of our demands, and the wrong done our people in leaving our road unfinished, have for years been apparent.

Assurances were given our people by agents and attorneys of the Penn'a R. R. Co., previous to the opening of the stock books, that if the townships along the line of the L. C. & S. C. R. R. subscribed a certain amount of stock, which amount was apportioned by said agents of your company among the townships along the line of the road; and if in addition our people gave their bonds guaranteeing the payment of the stock so subscribed, and also in addition gave their bonds guaranteeing the right of way to the company free of cost, then the railroad company would construct and equip the L. C. & S. C. R. R. forthwith.

The above requirements were all entered into and carried out by the citizens along the line of our road, whereupon the work of grading was commenced and completed to Lemont, and after some delay the road put in running order to Spring Mills only; leaving fourteen miles of the most important part of the road graded but unfinished—the stockholders being left without the promised railroad facilities, land-owners having valuable farms torn up, and the graded road bed, upon which our money was expended, left to the destructive forces of the elements.

Repeated assurances were given from time to time that our just claims would soon be answered by the extension of our road—but all to be again dispelled to the bitter disappointment of our people.

This state of affairs has now existed for a period of ten years; the present committee is the fourth which has been sent here to present the grievances of the stockholders and owners of real es-

tate to your Board and plead for a fulfillment of the promises given them on the part of the railroad company; we most surely have exhibited the utmost patience under the wrongs suffered.

The railroad company may say it has not found its investment as profitable as desired—yet that would scarce be a valid reason why our people should lose all and have their property destroyed, and be denied what was promised if they faithfully carried out their part. The railroad company certainly suffers less than do the individuals along the line who have thus simply paid for having their valuable fields torn up.

But, the Penn'a Railroad company has certainly reaped immense benefits from other roads in our county, which were graded at the expense of our people, under similar circumstances; notably the B. E. V. and P. & T. roads, which for years have been a great source of profit to the Penn'a R. R. company, while the original stockholders and land owners have nothing, and some even were bankrupted in consequence.

The completion of the L. & T. R. R. would insure the development of a region rich in iron ore; inexhaustible in superior lime stone; great in its forests and unsurpassed in productiveness of soil. The graded but unfinished portion of the road would develop a region of country covering 75 to 100 square miles of valuable ore lands. North and south of this part of the line are thousands of acres of valuable timber lands which await facilities for the transportation of lumber. (Here follows a statement of the unmistakable evidences of the miserable wealth along the line, which we exclude for want of room.)

At the time our citizens put their money into this road, we expected it to extend into one of the richest mineral districts of our state—the Barrera ore fields. The Buffalo Run road now being built there, will carry out much of the traffic which was expected to go over our road, and every hour of delay adds to the danger of losing this traffic. Delay also endangers the right of way, which cost us much trouble to obtain, by the parties making releases dying and property changing hands; on the other hand the immediate completion of our road would greatly aid in securing the right of way on the Logan Branch route from Bellefonte to intersect with our road to Lemont.

The road being in operation to Spring Mills the increased cost of mining trains to a point further west would be trifling as the same is now being run at present terminals is ample to reach any point between Spring Mills and Lemont, and with the same force of employees.

With the above brief statement of facts the Committee trust that a sense of justice to our people will ensure early action by the Board of Directors of the Penn'a R. R. Co. towards a speedy extension of the L. & T. R. R.

The Committee, before their return home, would respectfully ask for, and be pleased to carry to the parties interested, the gratifying assurance from your Board that the immediate extension of our road can be effected upon.

In conclusion we respectfully submit to the Board the action taken by the stockholders and land-owners, at a meeting held at Centre Hall, August 30, 1883, as the same is referred to in accompanying copy of the local press, together with letters from Gov. Curtin and Hon. Eli Sifer.

SAMUEL GILLILAND,
FRED K. KURTZ,
LEONARD RHONE,
JOHN I. THOMPSON,
WM. M'FARLANE,
Committee.
Philadelphia, Sept. 18, 1883.

One day Judge Black was surrounded by a bevy of his personal friends on the floor of the House, among the rest Judge Mercer, then the Bradford Congressman, who turned to him and said: "Judge Black, you have more friends on this side of the House than on your own. You ought to be a republican. If you would join us we would appreciate you and give you due prominence." To which Judge Black made reply that he knew it to be true; the Republicans were good fellows; he would like to belong to them, and there was only one thing in the way.

"If," he said, "there was no hereafter I would join the Republican party at once. Nothing deters me but the fear of hell." In the sketches of Judge Black it is generally said that he was of mixed Scotch-Irish and German stock. His father was of Scotch-Irish descent. It was through his mother that he got his Pennsylvania Dutch blood, though her name was Sullivan. Her father was of Irish and her mother of German descent. This recalls a remark of James W. Riley, the Indiana poet. He said that his father notwithstanding his name is a Pennsylvania Dutchman and speaks the dialect of that class while he wears his hat like an Irishman and is in every other way all that his name implies. Evidently things in this country are getting mixed.

One hundred and fifty tons of ore are being shipped daily from Tow Hill ore mines. The mines are splendidly equipped with apparatus which enables the most speedy and satisfactory work to be done. From the rich ore deposits in that vicinity, which are unexcelled in the world, the valuable ore is being brought to the surface in immense quantities and the production is constantly increasing.

The new line of railroad from Pittsburgh to Harrisburg, called the Vanderbilt line, it is announced, will be completed within two years. The western section of it has just been completed and opened for business.

PENN HALL ITEMS.

News Boy No. 2 has turned up and reports news to the "Journal." Why can't he adopt some other name? The population of this town will not afford two news boys. We are waiting to hear good reports from the railroad committee now in Philadelphia. The Constabulary of this town in regard to making an exchange of the paragon—no change was made. On Saturday the Millheim corn band, John Harter captain, culminated our town with excellent music. Mr. Bumiller seemed to be happy among them. No change in Meyer's beach shop; Jerry Meyer will continue the wood-work and Cal Meyer does the painting. The new postal notes order offices are furnished with them. Prof. Robb's school will close on Friday. We are sorry to part with him; he will be in charge of the Millington school. Mrs. Adam Greenoble is dangerously ill. Sam'l Rippea had his foot hurt by a barrow falling on it. Mr. and Mrs. Wendell of Lewisburg, have been visiting their son C. W. Wendell. Mr. and Mrs. James Greenoble are visiting their parents and relatives in the Georges Valley place and plenty of eatables. We have seen many flocks of blackbirds on foot for Dix last week and can remember a certain fellow boasted he had a "boss" girl? Now that he is married he finds he has a "boss" wife, but he never mentions it.

NEWS BOY.

Dinges & Vonada, at Coburn Station, are doing a brisk business in supplying the greater part of that section with dry-goods and groceries. They have the most complete assortment of general merchandise, sell low, treat all customers alike, and are continually receiving new goods and keep up with the latest styles in dress goods. They pay the highest prices for all kinds of country produce.

Gen. Beaver was just a little too reckless in his political prophecies last fall, and his words now come up to vex him. As a "seer" he now joins Wiggins and Veanor. The Lancaster "Intelligencer" says:

In Bradford the Republican candidate for governor last fall declared that Mr. Pattison elected governor, the price of oil would shrink to 50 cents a barrel, and not a ton of coal would ever be hauled across the great Kinzua viaduct. As a "seer" he now joins Wiggins and Veanor. The Lancaster "Intelligencer" says: In Bradford the Republican candidate for governor last fall declared that Mr. Pattison elected governor, the price of oil would shrink to 50 cents a barrel, and not a ton of coal would ever be hauled across the great Kinzua viaduct. As a "seer" he now joins Wiggins and Veanor. The Lancaster "Intelligencer" says: In Bradford the Republican candidate for governor last fall declared that Mr. Pattison elected governor, the price of oil would shrink to 50 cents a barrel, and not a ton of coal would ever be hauled across the great Kinzua viaduct. As a "seer" he now joins Wiggins and Veanor. 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