THE CENTRE REPORTER.

S. W. SMITH. . . . . Editor and Proprietor.

November 28, 1901.

TERMS.—The terms of subscription to the Reporter are one dollar per year in advance.

ADVERTISEMENTS.—20 cents per line for three insertions, and 5 cents per line for each subsequent insertion. Other rates made known on application.

NOTE.—Subscribers will please observe the date on the label of the Reporter after a remittance is made and report if it is not correct. Dates are only changed the first issue of each month. Jan01, means that your subscription is paid to last January. 01 means July, 1901.

ELKIN IN A STATE OF DOUBT.

It is up to Attorney General Elkin, if he proposes to run for the gubernatorial nomination, which there is little doubt, as he has been in training for several years. But he must make choice of which master he will serve. The original ripperites are not satisfied with his wordy declaration that he opposed the removal of Recorder Brown, but maintain that he must repudiate Stone and his belongings by resigning his position as Attorney General, and come out into the open.

Quay scores one in Philadelphia politics by having McMichael appointed postmaster. McMichael is an avowed stalwart, or Quay Republican, and Hick, who was ousted took an active part in the anti-Quay movement during the campaign just passed. Now, probably, he wishes he hadn't spoke.

The other day a number of persons were before Judge Endlich, of Reading, applying for naturalization. To one of them the Judge put the question, "If somebody offered you $5 for your vote would you take it?" The man hesitated a moment and then faintly answered yes. As a matter of course, the application for naturalization was promptly refused

Conscience has not deserted all mankind according to the government reports. A conscience fund account was opened in the Treasury Department in Washington during 1811, and up to June 30, 1901, $312,197.81 has been paid into it. The last payment was by a New York gentleman, and was in the sum of $18,669, duty on a necklace purchased abroad by his wife.

A large gathering of Harrisburgers headed by a band gathered at the residence of Rev. Dr. S. C. Swallow, in Harrisburg, on last Thursday evening, to tender to him and Mrs. Swallow their fraternal greetings, and assurance of confidence. The band continued its serenade in front of the residence for an hour and a half. The reception lasted from 7 o'clock to nearly midnight, during which time hundreds of people passed in and out, expressing to doctor and his wife their high esteem and warm appreciation.

Pennsylvania Congressmen are going to be overrun with petitions in behalf of an amendment to the Constitution for the purpose of making Mormonism anywhere in the United States unconstitutional. For some time these petitions have been in circulation in various Congressional Districts of the State, and they have been numerously signed. There can be but one view of this question, of course, but it is not certain that there will be enough excitement over it to secure immediate attention. Most of the Pennsylvania Congressmen, for illustration will be far more interested in finding out where they are at than in any anti-Mormon action.

The sale of the Pennsylvania building at the Buffalo Exposition for the amount of $305 closes out another scandal. It seems to be thought at Harrisburg that the price it brought is altogether satisfactory, and that it is really surprising it amouted to as much. The furniture was sold for $525 31, making a total of $830 31 return for an expenditure of $16,300. The building had to be disposed of in some way, of course, but why should there have been any need to sell the furniture, since the State is now engaged in furnishing a building at Charleston? If the furniture was fit for anything at all it would have answered for the Charleston building. Of course that would not have given anybody a new job in the furniture line, but it would have saved the State a lot of money.

The January number of the Woman's Home Companion will contain the second article in the series of Famous Singers. It will deal with the beautiful American artist Emma Eames.

A Great Opportunity.

The burned district of Jacksonville, Fla., is to be rebuilt at once, offering an opportunity for employment to workmen, and excellent prospects to contractors and capitalists. Jacksonville is reached from all directions by the Seaboard Air Line Railway System, which offers unexcelled facilities in the way of schedules and through car service to that nov.30

Go to Krape's for Arctics and Mullifiers for men, ladies and children. These goods are exceptionally fine. All kinds of felt shoes.

HOPE DEFERRED.

The manufacturers in their reciprocity conference at Washington made no specific recommendations in regard to the pending treaties. Neither did their resolutions disapprove of the ratification of those treaties. So many high protectionists were members of the convention, and at the same time so many low tariff men, that both sides were glad to adjourn a day earlier than had been intended in order to avoid a test vote upon specific agreements with foreign countries. In this way the delegates were enabled to arrive at a harmonious result. Both parties claim the victory, and they are welcome to as much satisfaction as they can gather from it.

The fact remains that the convention was called to find out if there were not some common ground upon which manufacturers could stand, a little in advance of that they had earlier occupied. As the presiding officer, Theodore C. Search, declared in opening the conference, the manufactures met to investigate reciprocity and find out "what there is in it." So far as their proceedings express their conviction on the point they found nothing in it but bitter, greedy, partisan dispute, all of which they knew through their earlier experience rested beneath the placid surface of this polite and inspiring word.

It was made sufficiently plain at this convention that enormous vested interests in manufacturing earnestly desire a prompt and practical application of the principle of reciprocity as between this and other countries. It was made equally plain that other interests, particularly in the textile trades and in the great steel trust, are implacably hostile to tariff reduction of any kind. They are emphatically in favor of what they call "letting well enough alone.,, How, then, is reciprocity ever to be realized as a feature of Republican policy? Manifestly Congress does not intend to reduce the duties this winter, unless it be by treaties with Cuba, in which a question of nationality and patriotism enters, and with a few of the British West Indian Islands. On confession of the party leaders they will pursue a purely negative course regarding the tariff until after the Congressional elections next year. They have their ear to the ground. If they had heard a distinct rumbling in the distance at Washington this week the French treaty and others might have been ratified. As it is the rumbling as it comes through the manufacturers is indistinct and confused and the great question of to be or not to be in the matter of revision of the tariff is passed on to the American people. The tariff issue is the present issue, and it daily becomes a larger and more ominous danger to the Republican party.

TO DISPOSE OF THE SURPLUS.

The question of reducing the surplus revenue is likely to be answered by the next Congress as it was by a former Congress, which decided that the best way to get rid of the the surplus was to spend it. It spent it so fast as to create a deficit and to bring about a panic. The blame for this was laid, of course, upon the Democrats, who came into power when the disaster resulting from Republican blundering was already inevitable.

Some members of Congress are already calling attention to the various means by which all the surplus in sight can be disposed of. The Isthmian canal will take many, many millions; the navy will take many more; ship subsidies will swallow up large revenues, and so on through a long chapter. There will be plenty of applicants for all the money to be had, and it is very much more comfortable for Congressmen, in considering appropriations, to be relieved of any worry about the ways and means.

The old idea that taxation should be limited to the actual expenses of goverment economically administered, which used to be accepted almost as an axiom, has gone quite out of fashion in late years. Taxation is now imposed with reference to private interests, and the amount of revenue produced is a secondary consideration. If it should be deficient. an additional revenue tax can be levied; if too great, it can easily be spent. Thus the energies of Congress are constantly devoted to the development of new objects of expenditure and the extension of the activities of the government into wider fields.

The fact is lost sight of that the withdrawal of large sums of money from the active uses of trade, even if they are eventually to be returned to circulation, is in itself a burden upon the country, and under our financial system may easily become a menace. Unquestionably, the only thing to do with an existing surplus is to spend it, or use it in the payment of debt; but it would be very much better to avoid the accumulation of a surplus, by ceasing to exact from the country any greater sums than are needed for legitimate public uses.

If the coming Congress refuse to recognize this truth, as it probably will, another Congress may have still more serious and pressing problems to confront.

President Roosevelt may run against a senatorial combination on the patronage question as Garfield and Cleveland did, the former with tragic results to himself, and the latter overcoming it after a stiff fight. The President's policy in making appointments on merit is already beginning to produce signs of bitterness in the Republican party. The senators have become so accustomed to dictating patronage under President McKinley that they have come to regard it as an inalienable right. The positive refusal of President Roosevelt to consider the recommendations of senators and representatives in connection with army appointments has caused a general growl among the old stagers, and they are now reported to be muttering over the necessity of "calling a halt" on Roosevelt in the Senate. We believe the President is unquestionably right in the position he has taken, and that the Senate, if it pushes matters to an extreme, will meet a rebuke in which the people will heartily join. On Tuesday President Roosevelt restored a large number of officers in the medical, ordnance and engineer departments of the army to the classified list, out of which they were taken by President McKinley in revoking an order of President Cleveland placing these officers on the merit list. This very sweeping order of McKinley was issued in May, 1899, and was for the purpose of increasing the political patronage at the disposal of Secretary Alger. The new order of President Roosevelt restores about 1,500 men to the merit list, where they had been originally placed by President Cleveland.

The river and harbor bill, which is to go before the coming session of Congress, it is estimated, will get away with between forty and fifty millions of dollars. This illustrates one of the dangers of a treasury surplus. Then consider the $200,000,000 for the Nicaragua canal, the $180,000,000 for ship subsides and the great naval appropriations. The surplus will soon disappear, and there will be no reduction of taxation.

The official estimate of expenditures by the postoffice department for the fiscal year ending June 30, 1903, is $135,885,596. This is nearly $51,600,000 more than the actual expenditure for the fiscal year 1893, or an increase of over 61 per cent in ten years. Much the largest item is for transportation, the estimated total for next year being $65,500,000 is for carring mails between our own and foreign countries. Then there is a large increase for the improved country postal service, which has become one of the important of the later developments of the postal work.

There is a good chance for an explosion of political dynamite in New York by the removal of Customs Collector Bidwell and the appointment of Senator Stranahan in his place. A row is apprehended similar to that in the Garfield administration, which created the stalwart and half-breed defection of Conkling and Platt. On all sides calls are heard on President Roosevelt for explanations. Why, if Bidwell is unfit, is he permitted to hold on to his office until April? The mystery of the case is increased by the fact that no charges have been made against the collector, although rumors have been circulated which no one cares to father, and which the collector, through his lawyers, has explicitly declared to be false. Mr. Bidwell says nothing personally, but his friends claim that the President should explain why he has decided to remove him. They declare they will not permit the collector to be retired under a cloud, and that it is unjust in the President to leave the matter in its present shape.

PUBLIC SALE.—The undersigned will offer at public sale, opposite the school house, in Centre Hall, Saturday, Dec. 14, at one p. m., the following: Blacksmith shop and tools. The building is 18x24 feet, one story high, well framed, new timber. The tools consist of a complete set of tools usually used by blacksmiths, including anvil, drill and fan. Also—new 2-horse bob sled not ironed; one-horse bob sled, not ironed; 1-horse bob sled, complete, and has been used; new 1-horse wagon, partially ironed; one horse manure sled, new wheelbarrow, mortising machine, grind stone, work bench, wagon tongue, harness, lot of well seasoned oak lumber, axe handles, etc. J. L. McCLENAHAN.

EXECUTOR'S NOTICE.—LETTERS TESTAMENTARY on the estate of Wm. Weaver, late of Gregg township, deceased, having been duly granted to the undersigned, he would respectfully request all persons knowing themselves indebted to the estate to make immediate payment, and those having claims against the same to present them duly authenticated for settlement. JOHN H. RISSEL,
o dec10 Farmers Mills, Pa.

EXECUTOR'S NOTICE.—LETTERS TESTAMENTARY on the estate of D. H. Ruhl, late of Gregg township, deceased, having been duly granted to the undersigned, they would respectfully request all persons knowing themselves indebted to the estate to make immediate payment, and those having claims against the same to present them duly authenticated for settlement. EDWIN RUHL,
17oct6t WM. RUHL,
Executors, Spring Mills, Pa.

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with its cold, blustery weather and so are we with the Shoes to keep you warm.
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for MEN, LADIES,
BOYS & GIRLS.
My stock is new and up to date—bought direct from the manufacturers, and is none of your dried out stuff that lasts but for a day.
Stop in to see us and we will gladly show you our fine stock.
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Come around to see me.

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FORTNEY & WALKER.
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Office north of Court House.

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FOR SALE.—Two writing desks for sale. In good condition, and suitable for a business office. Apply at the REPORTER office. sep5 3t

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PENNSYLVANIA R. R.

Philadelphia & Erie R. R. Division and Northern Central Railway.

Time Table, in effect Nov. 24, 1901.

TRAINS LEAVE MONTANDON. EASTWARD

7.38 a. m.—Train 64. Week days for Sunbury, Harrisburg, arriving at Philadelphia, 12.12 p. m., New York 2.18 p. m., Baltimore 12.10 p. m., Washington 1.15 p. m. Parlor car and passenger coach to Philadelphia.

9.27 a. m.—Train 30. Daily for Sunbury, Wilkes-Barre, Scranton, Harrisburg and intermediate stations. Week days for Renovo, Harrisburg, and Lewisburg. Philadelphia, New York, Baltimore, Washington. Through passenger coaches to Philadelphia.

1.35 p. m.—Train 12. Weekdays for Sunbury, Wilkes-Barre, Scranton, Hazleton, Pottsville, Harrisburg and intermediate stations, arriving at Philadelphia at 6.28 p. m., New York 9.30 p. m. Baltimore, 6.00 p. m. Washington at 7.15 p. m. Parlor car through to Philadelphia, and passenger coaches to Philadelphia, Baltimore and Washington.

4.55 p. m.—Train 32. Weekdays for Wilkes-Barre Scranton, Hazleton, Pottsville, and daily for Harrisburg and intermediate points, arriving at Philadelphia 10.20 p. m., New York 3.53 a. m., Baltimore 9.45 p. m., Washington 10.55 p. m. Passenger coaches to Philadelphia and Baltimore.

8.11 p. m.—Train 6. Daily for Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4.25 a. m., New York at 7.13 a. m., Baltimore, 2.30 a. m., Washington, 4.05 a. m. Pullman sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7.30 a. m.

2.33 a. m.—Train 4 daily for Sunbury, Harrisburg and points east and south, arriving at Philadelphia 7.22 a. m., New York 9.33 a. m., (10.38 a. m. Sundays,) Baltimore 7.15 a. m., Washington 8.30 a. m. Pullman sleeping cars and passenger coaches to Philadelphia and Washington.

WESTWARD.

5.33 a. m.—Train 3. (Daily) For Erie, Canandaigua, Rochester, Buffalo, Niagara Falls, and intermediate stations, with passenger coaches to Erie and Rochester. Week days for DuBois, Bellefonte, and Pittsburg. On Sundays only Pullman sleeper to Philadelphia.

10.00 a. m.—Train 31. (Daily) For Lock Haven and intermediate stations, and weekdays for Tyrone, Clearfield, Philipsburg, Pittsburg and the West, with through cars to Tyrone.

1.31 p. m.—Train 61. Weekdays for Kane, Tyrone, Clearfield, Philipsburg, Pittsburg, Canandaigua and intermediate stations, Syracuse, Rochester, Buffalo and Niagara Falls, with through passenger coaches to Kane and Rochester, and Parlor car to Philadelphia.

5.27 p. m.—Train 7. Week days for Renovo, Elmira and intermediate stations.

10.00 p. m.—Train 67. Weekdays for Williamsport and intermediate stations. Through Parlor Car and Passenger Coach for Philadelphia.

9.10 p. m.—Train 9. Sunday only, for Williamsport and intermediate stations.

LEWISBURG AND TYRONE RAILROAD.

Week days.

Westward. P M	A.M.	STATIONS.	Eastward. A M	P M
1 38	6 40	Montandon	9 15	4 55
1 45	6 30	Lewisburg	9 05	4 42
1 53	6 38	Biehl	8 58	4 35
1 57	6 42	Vicksburg	8 55	4 31
2 05	6 50	Mifflinburg	8 45	4 24
2 16	7 02	Millmont	8 33	4 13
2 23	7 09	Glen Iron	8 26	4 06
2 51	7 40	Paddy Mountain	8 00	3 41
3 02	7 50	Coburn	7 50	3 32
3 08	7 57	Zerby	7 43	3 25
3 17	8 05	Rising Spring	7 35	3 17
3 23	8 11	Penn Cave	7 28	3 10
3 30	8 18	Centre Hall	7 22	3 02
3 35	8 24	Gregg	7 17	2 55
3 42	8 31	Linden Hall	7 10	2 48
3 46	8 35	Oak Hall	7 06	2 43
3 50	8 39	Lemont	7 02	2 38
3 54	8 43	Dale Summit	6 57	2 34
4 03	8 52	Pleasant Gap	6 48	2 24
4 06	8 55	Axemann	6 45	2 21
4 10	9 00	Bellefonte	6 40	2 15

Additional trains leave Lewisburg for Montandon at 5.20 a m, 7.25 a. m., 9.45 a m, 1.15 5.15 and 8.00 p. m., returning leave Montandon for Lewisburg at 7.40, 9.30 a. m, 10.03 a. m. 5.00, 5.32 p m, and 8 15 p m.

Up Sundays trains leave Montandon 9.28 and 10.01 a. m and 4.26 p. m., returning leave Lewisburg 9 30 a. m., 10.03 a.m. and 4.78 p. m.

J. B. HUTCHINSON, General Manager. J. E. WOOD Gen'l Pas'ger Agt.

CENTRAL RAILROAD OF PENNSYLVANIA.
Condensed Time Table.

Read Down. No. 1	No 3	No 5	Nov. 21, 1900. Lv. Ar.	Read Up. No 6	No 4	No 2
a. m	p. m.	p. m.		p. m	p. m.	a. m.
†7 10	†2 40	†6 30	BELLEFONTE	9 02	5 10	9 40
7 22	2 52	6 42	Nigh	8 49	4 57	9 27
7 28	2 58	6 48	Zion	8 43	4 51	9 21
7 33	3 03	6 53	Hecla Park	8 38	4 46	9 16
7 35	3 05	6 55	Dunkles	8 36	4 44	9 14
7 39	3 09	6 59	HUBLERSB'G	8 32	4 40	9 10
7 43	3 13	7 03	Snydertown	8 28	4 36	9 06
7 46	3 16	7 06	Nittany	8 25	4 33	9 03
7 48	3 18	7 09	Huston	8 22	4 30	9 00
7 51	3 21	7 12	LAMAR	8 19	4 27	8 57
7 53	3 23	7 15	Clintondale	8 16	4 24	8 54
7 57	3 27	7 19	Krider's S'ng	8 12	4 19	8 49
8 02	3 32	7 24	Mackeyville	8 06	4 13	8 43
8 08	3 38	7 30	Cedar Springs	7 59	4 07	8 37
8 10	3 40	7 32	Salona	7 57	4 05	8 35
8 15	3 45	7 37	MILL HALL	†7 52	†4 00	†8 30
11 45	8 10		Jersey Shore		3 25	7 55
12 20	8 45	Arr.	Wm'PO'T Lve		†2 50	†7 21
†12 34	*11 50	Lve	Wm'PO'T Arr.		2 30	*6 55
8 29	7 09		PHILA		†8 36	*11 56
			Atlantic City			
			NEW YORK (Via Tamequa.)			
*10 40	‡9 30		NEW YORK (Via Phila.)		‡4 30	‡9 00
p. m	a. m	Arr.	Lve.		a. m	p. m.

*Daily. †Week Days. ‡6 00 p. m. Sunday. ‡10 10 a. m. Sunday.

Philadelphia Sleeping Cars attached to Eastbound train from Williamsport at 11 30 p. m. and West-bound from Philadelphia at 11.36 p. m.

J. W. GEPHART, General Superintendent.

BELLEFONTE CENTRAL RAILROAD.
To take effect May 25, 1896.

EASTWARD. 12¾	8¾	2¾	STATIONS. Ar, Lv.	WESTWARD 1¾	7¾	11¾
PM	PM	AM		A M	AM	PM
6 30	1 10	8 45	Bellefonte	6 30	10 30	4 21
6 20	1 02	8 40	Coleville	6 37	10 37	4 26
6 16	12 58	8 37	Morris	6 40	10 42	4 30
6 10	12 54	8 35	Whitmer	6 44	10 47	4 33
6 05	12 49	8 31	Hunters	6 50	10 53	4 38
6 02	12 46	8 28	Fillmore	6 53	10 56	4 42
5 57	12 41	8 24	Brisly	7 00	11 02	4 47
5 52	12 37	8 20	Waddle	7 05	11 05	4 52
5 50	12 35	8 18	Scotia Crossing	7 08	11 08	4 54
5 36	12 26	8 07	Krumrine	7 17	11 20	5 08
5 33	12 24	8 04	Struble	7 20	11 24	5 00
5 27	12 22	8 02	Ipn	7 26	11 28	5 08
5 30	12 20	8 00	State College	7 30	11 30	5 10

Morning trains from Montandon, Williamsport Lock Haven and Tyrone connect with train No. 7 for State College. Afternoon trains from Montandon, Lewisburg and Tyrone connect with Train No. 11 for State College. Trains from State College connect with Penna. R. R. trains at Bellefonte.

‡Daily except Sunday.

F. H. THOMAS, Supt.