THE CENTRE REPORTER.
S. W. SMITH. . . . . Editor and Proprietor

THURSDAY, JANUARY 2, 1902.

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

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DEMOCRATS AND RECIPROCITY.

The amazing and apparently incurable propensity of so-called Democrats to ignore Democracy and take up with any bastard Republicanism that presents it-elf is shown by the readiness of various Democratic leaders in the house of representatives to make reciprocity a Democratic party issue, says the Chicago Chronicle.

What is reciprocity? In the first place, it is an attempt in violation of the constitution to take the power of originating revenue bills from the house of representatives and to place it in the hands of the president and the senate, the treaty-making power.

In the second place, it is a scheme of the big protectees to remove their interests from the omnibus tariff bills of the future and to intrench themselves in such a way in treaties negotiated by a few men who can be trusted to look after their welfare.

In the third place, it is indubitable evidence that the whole rotten tariff system is breaking down of its own weight of lies and corruption.

Democrats as such have no more reason to interest themselves in these measures than missionaries of the cross have to espouse the cause of a Chinese joss as against the claims of Buddha.

The unwillingness or the incapacity of Democrats to be Democrats accounts for most of the disasters and shame which have come upon the organization in recent years. Every Democratic principle has been sacrificed at one time or another on the altars of expediency, or cowardice or treachery.

Union and liberty, sound money and free trade, human equality and the rights of men, national honor and home rule, public credit and private honesty—all these cardinal Democratic doctrines have been surrendered at times during the last forty years by unworthy leaders who hoped by such means to gain a miserable advantage through the favor of some renegades from one party or another.

Monopoly tariffism has been doomed before this and has been preserved by the blunders of Democrats. It is doomed again and can be saved only by the errors of the party which ought to resist it, not fitfully and in places, but persistently and consistently, everywhere and all of the time.

The demand for reciprocity is an expression by some American industries of a desire for free trade. These industries are becoming restive under the yoke which is worn for the benefit of the unprogressive, the indifferent and the swinish. When they break away, as they will in due time, it will be possible for a Democratic congress to revise the tariff on Democratic lines.

Oak Hall.

Clement Dale and wife, of Houserville, and Luther Dale, wife and son Ralph, of Pine Grove Mills, spent Christmas with their father, A. W. Dale.

John Etters and wife, of Lemont, spent Christmas with their son Clayton Etters.

A. J. Tate and wife, of Lemont, spent Christmas with their daughter, Mrs. E. K. Smith.

John I. Williams, of Altoona; Miss Myrtle Williams, of Bellefonte, and Harry Williams, spent Christmas with the family of Wm. Rishel.

James Peters spent a day last week in town.

Mr. Shugert, of Stone Valley, spent Christmas with his sister, Mrs. Harry Burns.

Miss Bessie Weber, a student of Allentown, spent her vacation with her parents, Mr. and Mrs. John Weber.

The postmaster, George Kline, moved into Mrs. Korman's house last week.

Henry Stone and family, of Waddle, spent Sunday with his brother, Joseph Stone.

Misses Dora Rody and Margaret Garner, of State College, spent Friday and Saturday of last week with Mrs. E. K. Smith.

Ezra Tressler spent last Friday at Bellefonte.

Mrs. E. B. Peters spent last week with her aged mother, Mrs. Zettle, of Dales Summit, who is in a critical condition.

E. K. Smith spent Saturday at Aaronsburg, visiting his mother, who was sick for a few days.

Christmas day Mr. and Mrs. Daniel Lowder held a reception for their son Ross, who was married to Miss Bessie Gramley, of Boalsburg.

All kinds horse of blankets, from 35 cents up, at Boozers, Centre Hall.

Increase of Subsidiary Coins.

The finance officers of the Government, including the secretary of the treasury and the director of the mint, unite in the recommendation that the limit on the stock of subsidiary silver money be raised from $100,000,000 to $120,000,000. The secretary thinks it probable that before another Congress shall have met all the subsidiary money now authorized will be needed. The recommendation is one which Congress should consider favorably. A scarcity of small change is a distressing affair. On the other hand, if more dimes and quarters and half dollars are coined than are needed for business purposes, no harm is done. If there is no demand for these coins when too many are minted they remain in the treasury, or, if put into circulation, flow back into it and are asked for as increasing population and and business activity create a demand for them. The director of the mint recommends that no more silver dollars be coined. They are being coined now under one of the provisions of the war revenue act of 1898 at the rate of one and one-half million dollars a month. There have been coined about 530,000,000 silver dollars. The treasury held November 1 last 51,700,000 ounces of silver bullion, all of which will be converted into silver dollars unless Congress shall order otherwise, The silver dollar is a favorite and convenient coin.

Fusion and Politics.

A correspondent of the Philadelphia "Times," who doesn't believe the Democrats of Pennsylvania can win victories "by plowing with the enemy's heifer," and is therefore against fusion, presents some figures in support of his idea, comparing Bryan's vote in all the counties of the State in 1896 with the fusion vote for Yerkes at the late election. The table "shows that notwithstanding the natural increase of Democratic voters since 1896—a period of five years—and the presumable accession of the goldites to Yerkes, whose candidate he was distinctively, there was a loss in every county of the State except fourteen."

We do not believe in fusion as a permanent policy. Conditions may make it expedient at certain times, but in the long run and if permanently adhered to, its results must be disastrous to the minority party. It creates indifference, tends to demoralization, and destroys the courageous and aggressive qualities so necessary to political success. If a party does not believe in itself, and measures its politics to catch the discontented on the other side, it cannot inspire public confidence. If it makes gain they are not permanent. This question of fusion is likely to be an important one as to the conduct of this year's campaign. Will it draw from the majority party enough votes to to make it a minority party? The precedents are the other way. The conditions of the gubernatorial contests of 1882 and 1890 may be repeated this year. It is important to bear in mind that at these two elections the Democrats elected Governor Pattison on a straight ticket and without fusion. They did it by the aid of Republicans who voted the Democratic ticket, because of the same disgust with Republican candidates and party management that is now apparent.

Should Get Together.

The Republican party in Congress should get together on the reciprocity question and let the people know precisely what it intends. Postmaster General Smith, in connection with Henry Watterson favoring the principle on the Democratic side, made speeches in Boston on Tuesday that have attracted much attention. Mr. Smith accepted the keynote laid down by President McKinley, in his Buffalo speech, and urged the doctrine that reciprocity was but the corollary of protection—that it was not a departure, but a development. Let it go at that. We won't quarrel over phrases, but what does the Republican party and administration propose to do? Instead of there being evidence of any action by this Congress in the direction of reciprocity treaties or laws, it is all the other way. The leaders in Congress lay down as the rule of action that it best to "let well enough alone," meaning thereby holding on to the Dingley tariff, and rejecting or delaying indefinitely any application of the reciprocity principle to our foreign trade. Advantage is now being taken of this clearly arrived purpose in foreign countries. In the debates in the German reichstag on the new tariff this delay is cited to show that with all their talk on reciprocity the American people and Congress are palpably insincere. If Germany adopts its proposed tariff, with duties doubled on American staples, it will cripple American commerce and trade, particularly as to our breadstuffs and meats. More than that, the action of Germany, under the guise of protection, will be taken up by other continetal powers, and possibly even by Great Britain. We will find ourselves engaged in a commercial war with all Europe against us. The fact that we are insincere in all our talk about reciprocity and do not propose in any way to let down the Dingley bars is the main argument in Europe for tariffs that will bear heavily against American trade and commerce. There are blows to receive as well as to give. As Mr. McKinley said we must buy as well as sell if we would prosper.

ESTABLISHED 1836.

Public Ledger.

PHILADALPHIA, PA.

Prints all the news that is fit to print.

The PUBLIC LEDGER aims to be a Newspaper for the busy man and also for all members of his family. The important news of the day is published in condensed form so that it may be read in a few minutes, but along with this summary is a complete and classified News Department, embracing besides the Associated Press Despatches, special correspondence from New York and Washington, and from all the important cities in Pennsylvania, New Jersey and Delaware, to which is added a weekly letter on The Christian Endeavor Topic by Rev. Floyd W. Tomkins, D. D, which appears in Saturday's issue; a Building Society Department published on Thursdays, and a Weekly Letter from London by Arnold White, one of the best informed men on English affairs; allso Letters from the Chief Capitals of Europe.

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☞Make all remittances payable to

GEORGE W. CHILDS DREXEL,
Editor and Publisher.

J. Frank Rearick, of Spring Mills, was a caller Friday morning, having come up to Centre Hall the evening previous to transact some business. Mr. Rearick is giving about all his time to the sale of the Sober and Porter acetylene light, which light, by the way, is giving entire satisfaction wherever used.

Perry Breon, east of Centre Hall, is not satisfied with his present fine horn cattle, and accordingly in company with George Durst, a short time ago, went to Jacksonville, where he purchased a pure-bred short-horn bull to head his herd of cattle. The bull, although young, weighs 1400 pounds, and shows many points that take prize money in the bull rings. Jacob Shearer bought the bull which Mr. Breon had for the past year or more.

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Why not buy a serviceable Christmas present, such as you will find at our store in Slippers, Nullifiers, Leggings, Overgaiters for Men, Ladies, Misses, Youths and Children. Also heavy All Wool and Felt Slippers.

My Rubber line is complete—Men's, Ladies', Boys' and Youths' Felts. We have some special bargains for next week

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We wish you all a Merry Christmas.

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Come around to see me.

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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

7.25 a. m.—Train 64. Week days for Sunbury, Harrisburg, arriving at Philadelphia, 12.10 p. m., New York 2.15 p. m., Baltimore 12.10 p. m., Washington 1.15 p. m. Parlor car and passenger coach to Philadelphia.

9.25 a. m.—Train 30. Daily for Sunbury, Williamsport, Scranton, Harrisburg and intermediate stations. Week days for Renovo, Harrisburg, Philadelphia, New York, Baltimore, Washington. Through passenger coaches to Philadelphia.

2.55 p. m.—Train 12. Weekdays for Sunbury, Williamsport, Scranton, Hazleton, Pottsville, Harrisburg and intermediate stations, arriving at Philadelphia at 6.25 p. m., New York 9.30 p. m., Baltimore, 6.00 p. m. Washington at 7.10 p. m. Parlor car through to Philadelphia, and passenger coaches to Philadelphia, Baltimore and Washington.

4.55 p. m.—Train 32. Weekdays for Wilkesbarre, Scranton, Hazleton, Pottsville, and daily for Harrisburg and intermediate points, arriving at Philadelphia 10.20 p. m., New York 1.53 a. m., Baltimore 9.45 p. m., Washington 10.55 p. m. Passenger coaches to Philadelphia and Baltimore.

8.11 p. m.—Train 8. Daily for Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4.25 a. m., New York at 7.13 a. m., Baltimore, 2.20 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.

2.35 a. m.—Train 4 daily for Sunbury, Harrisburg and points east and south, arriving at Philadelphia 7.22 a. m., New York 9.53 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.

5.32 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 passengers coaches to Kane and Rochester, and Parlor car to Philadelphia.

5.27 p. m.—Train 11. 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. Sundays only, for Williamsport and intermediate stations.

LEWISBURG AND TYRONE RAILROAD.
Week days.

Westward. P M	A. M.	STATIONS.	A M	Eastward. P M
1 55	5 50	Montandon	9 10	4 25
1 45	6 30	Lewisburg	9 05	4 02
1 39	6 38	Biehl	8 58	4 10
1 37	6 42	Vicksburg	8 53	4 21
1 30	6 50	Millmont	8 45	4 24
1 16	7 02	Mifflinburg	8 33	4 38
1 23	7 07	Glen Iron	8 28	4 06
1 51	7 40	Paddy Mountain	8 08	3 41
2 02	7 50	Coburn	7 58	3 32
2 08	7 57	Zerby	7 45	3 26
2 17	8 05	Rising Spring	7 38	3 17
2 23	8 11	Penn Cave	7 32	3 10
2 30	8 18	Centre Hall	7 25	3 02
2 35	8 24	Gregg	7 19	2 55
2 42	8 31	Linden Hall	7 13	2 48
2 46	8 35	Oak Hall	7 09	2 43
2 50	8 39	Lemont	7 02	2 38
2 54	8 43	Dale Summit	6 57	2 34
3 02	8 52	Pleasant Gap	6 48	2 24
3 06	8 55	Axemann	6 45	2 21
3 10	9 00	Bellefonte	6 40	2 15

Additional trains leave Lewisburg for Montandon at 5.20 a m, 7.25 a. m., 9.05 a m, 1.15 p m and 8.00 p. m, returning leave Montandon for Lewisburg at 7.40, 9.30 a. m, 12.03 p. m. 5.00, 5.32 p m. and 8.15 p m.

On Sundays trains leave Montandon 9.28 and 10.01 a m and 4.76 p. m., returning leave Lewisburg 9.20 a. m., 10.03 a m. and 4.48 p. m.

J. B. HUTCHINSON, General Manager. J. R. WOOD Gen'l Pass'ger Agt.

CENTRAL RAILROAD OF PENNSYLVANIA.
Condensed Time Table.

Read Down No. 1	No 3	No 5	Nov. 21, 1900.	Read Up. No 6	No 4	No 2
a. m	p. m.	p.m.	Lv. Ar.	p. m.	p. m	a. m.
7 10	12 40	6 30	BELLEFONTE	2 02	5 10	9 40
7 22	2 53	6 42	Nigh	1 49	4 57	9 27
7 28	2 58	6 48	Zion	1 43	4 51	9 21
7 33	3 03	6 53	Hecla Park	1 38	4 46	9 16
7 35	3 05	6 55	Dunkles	1 36	4 44	9 14
7 39	3 09	6 59	HUBLERSB'G	1 32	4 40	9 10
7 43	3 14	7 03	Snydertown	1 28	4 36	9 06
7 46	3 16	7 06	Nittany	1 25	4 33	9 03
7 48	3 18	7 09	Huston	1 22	4 30	9 00
7 51	3 21	7 12	LAMAR	1 19	4 27	8 57
7 53	3 23	7 15	Clintondale	1 16	4 24	8 54
7 57	3 27	7 19	Krider's S'n g.	1 12	4 19	8 49
8 02	3 32	7 24	Mackeyville	1 06	4 13	8 43
8 08	3 38	7 30	Cedar Springs	1 00	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 15		Jersey Shore	8 25		7 55
12 20	8 45	Arr. Lve	Wm'PORT	Lve Arr.	2 30	7 21
12 34	11 50	Lve			2 30	6 55
8 29	7 02		PHILA		8 56	11 36
			Atlantic City			
			NEW YORK (Via Tamaqua.)			
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 28, 1900.

EASTWARD. 12	82	22	STATIONS.	WESTWARD 12	72	112
PM	PM	AM	Ar. Lv.	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 33	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 03	11 02	4 47
5 50	12 37	8 20	Weddle	7 05	11 05	4 52
5 50	12 35	8 16	Scotia Crossing	7 08	11 08	4 54
5 46	12 30	8 07	Krumrine	7 17	11 20	5 03
5 33	12 24	8 04	Struble	7 20	11 24	5 10
5 31	12 22	8 00	Ion	7 28	11 26	5 08
5 30	12 20	8 00	State College	7 30	11 30	5 13

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.

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