THE
"CLEARFIELD REPUBLICAN,"
PUBLISHED EVERY WEDNESDAY, AT
CLEARFIELD, PA.
ESTABLISHED IN 1827.
The largest Circulation of any Newspaper in North Central Pennsylvania.

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G. B. GOODLANDER,
Publisher.

Lawyers' Cards.

H. W. SMITH,
ATTORNEY-AT-LAW,
Clearfield, Pa.

J. J. LINGLE,
ATTORNEY-AT-LAW,
Philipsburg, Centre Co., Pa.

ROLAND D. SWOOPE,
ATTORNEY AT LAW,
Curwensville, Clearfield county, Pa.
oct. 9, '78-tf.

OSCAR MITCHELL,
ATTORNEY AT LAW,
CLEARFIELD, PA.
Office in the Opera House. oct9, '78 tf.

ISRAEL TEST,
ATTORNEY AT LAW,
Clearfield, Pa.
Office one door east of Shaw House.

WM. M. McCULLOUGH,
ATTORNEY AT LAW,
CLEARFIELD, PA.
Office in Masonic building, Second street, opposite the Court House. je26,'78-tf.

W. C. ARNOLD,
LAW & COLLECTION OFFICE,
CURWENSVILLE,
Clearfield County, Penn'a.

S. T. BROCKBANK,
ATTORNEY AT LAW,
CLEARFIELD, PA.
Office in Opera House. ap 25,'77-1y

WM. A. WALLACE.....DAVID L. KREBS.
HENRY F. WALLACE,.....WM. E. WALLACE.
WALLACE & KREBS,
ATTORNEYS-AT-LAW,
Clearfield, Pa.

SMITH V. WILSON,
Attorney-at-Law,
CLEARFIELD, - - PENN'A.
Office in the Masonic Building, over the County National Bank. [mar24-80.

J. F. SNYDER,
ATTORNEY AT LAW,
CLEARFIELD, PA.
Office over the County National Bank.
June 26, '78tf.

FRANK G. HARRIS,
ATTORNEY AT LAW,
CLEARFIELD, PENN'A.
First-class Life and Fire Insurance Companies represented.
Office in the Opera House.
Mar. 10, '81-1y*

THOS. H. MURRAY.....CYRUS GORDON.
MURRAY & GORDON,
ATTORNEYS AT LAW,
CLEARFIELD, PA.
Office in Pie's Opera House, second floor. 9:30'74

WILLIAM A. HAGERTY,
ATTORNEY-AT-LAW,
OFFICE over T. A. Fleck & Co.'s Store,
CLEARFIELD, PENN'A
Will attend to all legal business with promptness and fidelity. [feb11,'80-tf.

JOSEPH S. M'KNIGHT.....DANIEL W. M'CURDY.
McENALLY & McCURDY
ATTORNEYS-AT-LAW,
Clearfield, Pa.
Legal business attended to promptly with fidelity. Office on Second street, above the First National Bank. jan1:76

J. P. McKENRICK,
DISTRICT ATTORNEY,
CLEARFIELD, PA.
All legal business entrusted to his care will receive prompt attention.
Office in the Court House.
aug14,1878-1y.

A. G. KRAMER,
ATTORNEY-AT-LAW,
Real Estate and Collection Agent,
CLEARFIELD, PA.,
Will promptly attend to all legal business entrusted to his care.
Office in Pie's Opera House. jan1'76.

JOHN L. CUTTLE,
ATTORNEY AT LAW,
and Real Estate Agent, Clearfield, Pa.
Office on Third street, bet. Cherry & Walnut.
Respectfully offers his services in selling and buying lands in Clearfield and adjoining counties; and with an experience of over twenty years as a surveyor, flatters himself that he can render satisfaction. [Feb. 28:83:tf.

Physicians' Cards.

DR. E. M. SCHEURER,
HOMEOPATHIC PHYSICIAN,
Office in residence on First st.
April 24, 1872. Clearfield, Pa.

DR. W. A. MEANS,
PHYSICIAN & SURGEON,
DUBOIS CITY, PA.
Will attend professional calls promptly. aug19'78

DR. T. J. BOYER,
PHYSICIAN AND SURGEON,
Office on Market Street, Clearfield, Pa.
Office hours: 8 to 12 a. m., and 1 to 3 p. m.

DR. J. KAY WRIGLEY,
HOMEOPATHIC PHYSICIAN,
Office adjoining the residence of James Wrigley, Esq., on Second St., Clearfield, Pa. July31,'78-tf.

G. C. JENKINS, M. D.,
PHYSICIAN AND SURGEON,
CURWENSVILLE, PA.,
Office at residence, corner of State and Pine streets. Jan. 5th, 1881-tf.

DR. H. B. VAN VALZAH,
CLEARFIELD, PENN'A.
OFFICE IN RESIDENCE, CORNER OF FIRST AND PINE STREETS.
Office hours—From 12 to 2 P. M.
May 12, 1875.

DR. J. P. BURCHFIELD,
Late Surgeon of the 53d Regiment, Pennsylvania Volunteers, having returned from the Army, offers his professional services to the citizens of Clearfield county.
Professional calls promptly attended to. Office on Second street, formerly occupied by Dr. Weeds. [apr4,'68-tf

CLEARFIELD REPUBLICAN.

GEO. B. GOODLANDER, Editor & Proprietor. PRINCIPLES, NOT MEN. TERMS—$2 per annum in Advance.

VOL. 55—WHOLE NO. 2,724. CLEARFIELD, PA., WEDNESDAY, JUNE 1, 1881. NEW SERIES—VOL. 22, NO. 22.

Cards.

WILLIAM M. HENRY, JUSTICE OF THE PEACE AND SCRIVENER, LUMBER CITY. Collections made and money promptly paid over. Articles of agreement and deeds of conveyance neatly executed and warranted correct or no charge. 23jy'73

HENRY BRETH,
(OSTEND P. O.)
JUSTICE OF THE PEACE
FOR BELL TOWNSHIP.
May 8, 1878-1y*

JAMES MITCHELL,
DEALER IN
Square Timber & Timber Lands,
jel1'73 CLEARFIELD, PA.

A. V. HOYT,
Land Surveyor and Civil Engineer,
PHILIPSBURG, PA.
All business will be attended to promptly. Dec. 15, 1880-1y.

REUBEN HACKMAN,
House and Sign Painter and Paper Hanger,
Clearfield, Penn'a.
Will execute jobs in his line promptly and in a workmanlike manner. apr4,'67

FRANK FIELDING
AND
WILLIAM D. BIGLER,
ATTORNEYS-AT-LAW,
CLEARFIELD, PA.
Nov. 17th, 1880 tf.

WEAVER & BETTS,
DEALERS IN
Real Estate, Square Timber, Saw Logs,
AND LUMBER OF ALL KINDS.
Office on Second street, in rear of store room of George Weaver & Co. [jan9, '78-tf.

RICHARD HUGHES,
JUSTICE OF THE PEACE
—FOR—
Decatur Township,
Osceola Mills P. O.
All official business entrusted to him will be promptly attended to. mch29, '76.

HARRY SNYDER,
BARBER AND HAIRDRESSER.
Shop on Market St., opposite Court House.
A clean towel for every customer.
Also dealer in
Best Brands of Tobacco and Cigars.
Clearfield, Pa. mar 19, '74.

JAMES H. TURNER,
JUSTICE OF THE PEACE,
Wallaceton, Pa.
He has prepared himself with all the necessary blank forms under the Pension and Bounty laws, as well as blank Deeds, etc. All legal matters entrusted to his care will receive prompt attention. May 7th, 1879-tf.

G. H. HALL,
PRACTICAL PUMP MAKER,
NEAR CLEARFIELD, PENN'A.
Pumps always on hand and made to order on short notice. Pipes bored on reasonable terms. All work warranted to render satisfaction, and delivered if desired. my25:1ypd

Livery Stable.
THE undersigned begs leave to inform the public that he is now fully prepared to accommodate all in the way of furnishing Hacks, Buggies, Saddles and Harness, on the shortest notice and on reasonable terms. Residence on Locust street, between Third and Fourth.
GEO. W. GEARHART.
Clearfield, Feb. 4, 1874.

THOMAS H. FORCEE,
DEALER IN
GENERAL MERCHANDISE,
GRAHAMTON, Pa.
Also, extensive manufacturer and dealer in Square Timber and Sawed Lumber of all kinds.
Orders solicited and all bills promptly filled. [*jy16'72

S. I. SNYDER,
PRACTICAL WATCHMAKER
AND DEALER IN
Watches, Clocks and Jewelry,
Graham's Row, Market Street,
CLEARFIELD, PA.
All kinds of repairing in my line promptly attended to. Jan. 1st, 1879.

JAMES KERR. CARROLL L. BIDDLE.
Clearfield Insurance Agency.
KERR & BIDDLE, Agents,
Represent the following and other first-class Co's

Companies.	Assets.
Liverpool London & Globe—U. S. Br.	$3,301,89
Lycoming—on mutual & cash plan.....	5,000,000
Phœnix, of Hartford, Conn.....	2,624,080
Insurance Co. of North America.....	6,423,674
North British & Mercantile—U. S. Br.	1,792,863
Scottish Commercial—U. S. Branch.....	679,145
Watertown.....	261,815
Travelers (Life & Accident).....	4,595,454

Office on Market St., opp. Court House, Clearfield, Pa. June 1, '79-tf.

FOR TINWARE, HARDWARE,
and
HOUSE FURNISHING GOODS,
and
NEEDLES, ATTACHMENTS AND PARTS, and all kinds of
SEWING MACHINES,
GO TO
O. B. MERRELL, Agent,
CLEARFIELD, PA. [June 2, '68-tf.

Insurance Agency
—OF—
WILLIAM C. HELMBOLD,
Patton Block, Curwensville, Pa.
Companies Represented:
Commercial Union Ins. Co., Assets..$9,068,702 55
Firemen's Fund Ins. Co., Assets..... 1,169,917 00
Union Insurance Co., Assets 1,029,657 98
Travelers' Accident Ins. Co., Assets.. 5,519,194 23
Northern Ins. Co. of New York As'ts 346,899 00
Insurance placed on all kinds of property at equitable rates.
Curwensville, Pa., Feb. 16, 1881-tf.

PHILIPSBURG
MARBLE WORKS!
THE LARGEST STOCK OF
Fine Italian Marble in the State,
Both FINISHED or UNFINISHED. We put up any work that can be done in the city at much cheaper rates. We will put up
MONUMENTAL WORK,
In Italian Marble or Granite, cheaper than it can be done in any other part of the State. Any person buying monumental work to amount of $25 and upwards, will have fare paid to and from Philipsburg. Do not be fooled with cheap American marble when you can buy fine Italian marble at lower prices.
HEAD STONES a specialty.
Produce and approved paper will be taken in exchange for Cemetery work. All cash payments will be made to the Mahanoy Banking Co., to the credit of R. PIERCE.
Philipsburg, Pa., Jan. 26, 1881.-6m.

THOMAS A. SCOTT.

Death of the Humble Mountain Boy and the Great Administrator of the Land.

EVENTS IN A MATCHLESS CAREER.

A WONDERFUL RAILWAY SYSTEM HE DEVISED AND PERFECTED—AN ILLUSTRIOUS WORK.

[From the Philadelphia Times.]

Colonel Thomas A. Scott died at his country residence, near Darby, at 9:10 o'clock on Saturday evening, May 21st, 1881, from paralysis, in the 58th year of his age. The primary cause of paralysis in his case was a fall from a locomotive when Superintendent of the Western Division of the Pennsylvania Railroad, more than thirty years ago, by which he suffered a violent concussion of the brain

AN EVENTFUL CAREER.

Thomas Alexander Scott was born in the village of Loudon, Franklin county, Pennsylvania, on the 28th of December, 1823. The little town was merely a few straggling houses on both sides of the Baltimore and Pittsburgh turnpike, then the great highway to the West, and close under the shadows of Cove Mountain. The village inn, kept by his father, was almost daily enlivened by the trains of Conestoga teams which then freighted the commerce between the East and the West, and the younger Scott was the utility lad of the rustic home for the wayfarer. His only educational opportunities consisted of the common school of his neighborhood, and the necessity of constant employment to support himself limited his schooling mainly to what he could obtain in early boyhood. When only ten years of age, he found employment in a country store near Waynesboro, in his native county, and he was subsequently employed in Bridgeport and Mercersburg, near his birthplace, until 1841, when Major Patton, his brother-in-law, then Collector of Tolls on the State Railroad at Columbia, promoted him to a clerkship in the State office. There was much complaint made because Major Patton had given what was then regarded as an important position to a boy who had not yet reached his twentieth year, but the young clerk soon dissipated all prejudices by his kind manners, marked ability and faithful and courteous discharge of his public duties. In 1847 Mr. A. Boyd Cummings, yet a resident of Philadelphia, was Collector on the State Railroad for this city, and he called Scott to the chief position in the most important Collector's office in the State. He developed so broadly as a man of keen perception and rapid and methodical execution that he attracted the attention of Colonel Patterson, President of the Pennsylvania Railroad Company, and in 1851 he was transferred to the railroad that he has been mainly instrumental in making the first railway corporation of the world, and that has made his name immortal among the men of greatest achievements in the material progress of the country. His first railroad assignment was the charge of the Portage Railroad on the Alleghenies, that had to be used by the Pennsylvania Company until its line could be completed and the use of inclined planes and stationary engines dispensed with. Subsequently he was given the charge of the construction of the Western Division, and on its completion he was made Superintendent of the Division, with his office at Pittsburgh. In 1858 he was promoted to General Superintendent of the entire road, with his office at Altoona, and in 1860, when the office of Vice President of the company became vacant by the death of William B. Foster, he was unanimously chosen as Vice President, and he thus became the second executive officer of the corporation. In 1861, although his services were greatly needed by the railroad, he was prevailed upon by President Lincoln and Secretary Cameron to accept the position of Assistant Secretary of War, and it was his wonderful administrative qualities which enabled the transportation department of the Government to be systematized. In 1862, as soon as he could be spared, he resigned the office of Assistant Secretary of War, but that did not relieve him from repeated impressment into the service of the Government to aid in handling our vast armies. When a grave emergency arose and large bodies of troops had to be transferred with the utmost caution and celerity, the man to whom the President and Secretary of War turned was Thomas A. Scott. After the disastrous battle of Chickamauga he was dispatched to Louisville to facilitate the transfer of the Eleventh and Twelfth Army Corps via Nashville to the relief of Rosecrans at Chattanooga, and the country rejoiced, after the most painful apprehensions and suspense, when the news was flashed throughout the land that the Army of the Tennessee was reinforced and safe. Concluding his labors as Assistant Secretary of War, Colonel Scott returned to the active service of the great railroad corporation. The records of the company, which from time to time honored him with such signal trusts, show one steady, continuous advancement in position and power until he became its President on June 3d, 1874.

COLONEL SCOTT'S GREAT WORK.

Born just about the time when the far-seeing sagacity of DeWitt Clinton had perfected in the State of New York the canal system, which extended from the great lakes to the ocean, and thus secured for that Commonwealth the control of the through commerce of the country, it was reserved to Thomas A. Scott to conceive and build up a far mightier system, whose main termini were the ocean on one hand, the Mississippi, the Ohio and the lakes on the other, and whose incidental extensions alone were such as to have fully occupied the brain of almost any other man, embracing, as they did, an extensive network of railways through all the Southern States on a great trunk line to the Pacific Ocean. It is only when we reflect upon the magnitude of the work that he accomplished that we can realize the unity of purpose which for twenty years past guided his action and which concentrated every fibre of muscle and brain with such intense vitality upon the object in view that, burning life's candle at both ends, he fell in the prime of life and after a brief struggle has now unhappily passed away.

EARLY RAILROAD WORK.

We have grown so accustomed in these days to the projection and completion of gigantic enterprises that we fail to realize the grandeur of the conception which gave birth over thirty years ago to the Pennsylvania Railroad, or the heroic faith and determination which inspired and dominated those connected with it. Besides the Erie Canal and Erie Railway on the north, the commercial position of Philadelphia was most seriously threatened by the Baltimore and Ohio upon the south, and the danger was imminent, should the completion of the road be delayed to Pittsburgh, that the Western railways, then about to be constructed, would form unfriendly alliances and divert their traffic to its competitors. As quaintly stated in 1849 by Colonel Patterson, then President of the road: "The Western trade attracted to Philadelphia when the pack-horse of the primitive transporter trod the route now chosen for the Pennsylvania Railroad, as well by the commanding advantages of her geographical position as by the unsullied reputation of her merchants for probity and good faith, had been to some extent withdrawn from her by the profuse liberality with which her Northern and Southern sisters had taxed their capital and credit to surmount, by artificial means, the barriers with which nature had environed them." It was absolutely necessary (the road having been built as far as Altoona) that a supreme effort should be made to raise the funds required to avoid the Portage, with its inclined planes, between Hollidaysburg and Johnstown, and make prompt connection at Pittsburgh with the Ohio river, the great channel for Western trade. Urgent appeals were made to the city and the citizens of Philadelphia for additional subscriptions, and the necessary amount having been thus obtained to complete the Western Division to a connection with the Portage Road on the 10th of December, 1852, the work on the mountain division was steadily pressed forward, so that on the 15th of February, 1854, the planes were dispensed with and trains ran through in fifteen hours from the Delaware to the Ohio.

This result, attained through eight years of incessant labor, was but the first victory in the struggle for competitive traffic. In the very first report to the shareholders the question of extensions beyond Pittsburgh was fully discussed, and at each annual meeting thereafter the company indorsed the policy of aiding its Western connections and thereby establishing intimate relations with them as feeders of the main line. It was in this school and with a firm faith in its teachings that Mr. Scott grew up, and no sooner had he become one of its executive officers than his influence was strenuously exerted toward building up a trunk line, whose roots should draw life and vigor from the commercial centres of the West, and whose vigorous and healthy growth should bring ever-increasing prosperity to the city so nobly identified with its early development.

ADVANTAGES TO PHILADELPHIA.

The history of the company faithfully reflects our national progress for thirty years past, and in watching its steady growth until the gross revenue of scant $350,000, of the main line in 1850 had grown in ten years to nearly $6,000,000, in twenty years to over $17,000,000, and in thirty years to $26,000,000, while the tonnage of 1,350,000 tons of 1860 had grown to over 15,000,000 tons in 1880, we can appreciate the labors and responsibilities that have accumulated upon its executive officers and the gravity of the questions with which they have had to grapple. The cardinal article of their faith has been to demand and preserve for Philadelphia the advantage of her geographical position and insist upon an allowance in her favor by reason of her shorter distance to the seaboard, as against New York and Boston. Thrice has this battle been fought, in 1859, 1867 and 1876, and each time have her competitors been compelled to acknowledge the justice of her position and retire from the contest. This has secured to our city the full fruits of the policy which from the earliest days of the road has stimulated the construction of tributary railways, and which the stockholders have approved from time to time, until the iron fingers of her outstretched hand reached Erie, Ashtabula, Cleveland, Toledo and Chicago on the Lakes, St. Louis on the Mississippi and Louisville, Cincinnati and Wheeling on the Ohio river. The same broad policy has secured additional termini on the seaboard and divided the traffic of Baltimore and New York with the lines local to those cities, so that to-day there is no railroad in the world which drains so large a territory and controls in one ownership such an extensive system of roads. It is to Mr. Scott more than to any other one man that the splendid conception is due out of which has grown this imperial domain, whose gross revenues last year were thirty-six millions of dollars and the net profit from which, after meeting all expenses and charges, was over three millions of dollars; and it was his task to mould those Western lines into one harmonious whole and make them not only self-supporting, but a source of financial strength to the parent company.

As early as 1852 the stockholders had authorized subscriptions in aid of the Pennsylvania and the Ohio and Indiana Roads, afterwards consolidated into the Pittsburgh, Fort Wayne and Chicago Railway, the Springfield and Mt. Vernon and Marietta and Cincinnati Roads, with the view of securing connections with Chicago and Cincinnati. In 1854 they authorized the indorsement of the bonds of the Stubenville and Indiana Railroad, in order to secure the completion of the most direct link to Cincinnati, Indianapolis and St. Louis. In 1858, to secure the completion of the Fort Wayne Road to Chicago, they loaned that line the iron rails taken from the Portage Road, so that on the 25th of December of that year it was open to traffic for its entire length. In 1864 the Steubenville and Indiana Road was completed through to Columbus, and the profit realized upon the investment made on the Fort Wayne Road was invested in the Pittsburgh and Steubenville Road and the Holliday's Cove Road into the Pittsburgh, Cincinnati and St. Louis Railway, and the following year, in order to prevent the Erie Railway from securing the control of the Columbus, Chicago and Indiana Central Railway lines to Chicago and Indianapolis, a lease was perfected of that system to the Pan Handle Road, under the guarantee of the Pennsylvania Railroad Company.

SECURING THE WESTERN TRAFFIC.

This lease practically reversed the policy heretofore pursued by the company, which had been to reach the traffic of the Northwest and Southwest by assisting the construction of tributary lines leading to the markets of those sections, but not to control their management beyond the State of Pennsylvania. It was the first of a step in a new departure, and inaugurated a bolder and more aggressive campaign. The growing traffic of the West had become too rich a prize to be allowed to pass into rival hands, and Mr. Scott was quick to discern the favorable time for action and secure the prize in advance of all competitors. The lease of the C. C. and I. C. line was quickly followed by that of the Little Miami, the Fort Wayne and Chicago, the Erie and Pittsburgh, and Cleveland and Pittsburgh; and it is an incontestable proof of the sound judgment which guided this course that the latter three leases have yielded a million of dollars profit annually to the Pennsylvania Company, and that the bonds of that company, bearing but four and a-half per cent. interest and having these leases as their main security, are now selling in the market above par. The lease of the Jeffersonville, Madison and Indianapolis Road in 1873 perfected the connection to Louisville and secured the control of the bridge at that point, the one at Cincinnati being also under the control of the Pennsylvania Road. The construction of the Vandalia Line gave to that system the best line to St. Louis while a half ownership in the Indianapolis and St. Louis Road and its control of the Alton and Terra Haute gave it an equal voice in the direction of the rival route. In addition to this extensive network of railways, the Indianapolis and Vincennes, Cincinnati and Muskingum Valley, Grand Rapids and Indiana, Cincinnati, Richmond and Fort Wayne, Ashtabula and Pittsburgh, and Northwestern Ohio, are also under the special supervision, has an amount of labor and responsibility resting upon it which practically knows neither rest nor limit. In 1871 Mr. Scott, as the President of the Pennsylvania Company, and also as the President of the Pittsburgh, Cincinnati and St. Louis Railway Company, assumed the direct executive management of these lines and from that time until his retirement in 1880 he was the ruling spirit in their counsels. His reports give a clear and graphic account of the gradual steps by which they were moulded into compact and powerful organizations, with properties in admirable condition both as to the efficiency and earning power.

THE PERFECTED WORK.

The struggling roads, with imperfect track and equipment, have been replaced by steel-railed, stone ballasted highways, with abundant power and rolling stock, until they begin to challenge the main line to a friendly contest for the front rank and move their traffic at rates that justify this seeming presumption. When it is remembered that two jealous an antagonistic systems had to be harmonized and justly dealt with to secure the result, and that, in addition to securing favorable returns to the Pennsylvania Railroad, the local interests and prejudices of the members of the Pennsylvania Railroad, the local interests and prejudices of the members of the Western family had to be consulted and recognized, it can be easily understood how much sagacity, tact and firmness had to be exercised to accomplish the end desired. And perhaps no more appropriate place than this could be found to bear testimony to the unfailing gentleness and courtesy which distinguished Mr. Scott, both personally and officially, under the most trying circumstances. Provocation that would have justified harsh retort or even harsher action was met by such wonderful self-command and kindly speech that anger melted away and the temporary opponent often became one of the truest and warmest friends. While none could be more keen or watchful in protecting the interests of the company, he was always perfectly square and above board in his dealings with others, and where the comfort of another could be promoted by a sacrifice of his own personal convenience, he never hesitated for a moment. Many who read this will recall kindnesses which none ever knew but them and himself, which were as delicate in bestowal as they were opportune in receipt; and to the list of public charities with which his name is so intimately connected could be added many thousands of private ones that came without prompting from a generous heart.

While this may seem to be almost out of place in the recital of his railway career no one can overestimate the effect of such a temperament in dealing with the thousands of people with whom he was necessarily brought into contact. In small as well as large negotiations he added the charm of a genial manner to the far-seeing sagacity, ripe judgment and practical knowledge which made him the foremost railway man of his day, and especially at trunk line meetings, where the problems to be solved were often perplexing and the interests to be conciliated hostile. He was often able, by clear and dispassionate statement and impartial suggestion, to bring about a friendly settlement, fair and just to all parties.

DISPLAY OF BUSINESS SKILL.

When he became President of the road, June 3d, 1874, filling the vacancy caused by the death of his lamented predecessor, Mr. J. Edgar Thomson, one of his first efforts was to secure an agreement among the trunk lines for the preservation of uniform rates, so that all shippers would be placed on an equality and the roads receive a fair remuneration for the work done. These efforts eventuated in the formation of the East and West-bound pools, under which the competitive traffic is divided between the roads in proportion to their ability to secure it and carried at the lowest rates known in the history of railways. This was followed by the establishment of a Board of Arbitration for the settlement of any disputes that might arise, and under the influence of these measures the railway securities of the country instead of being the foot-ball of speculators, have again become a legitimate and secure investment. His intimate familiarity with the business of the Western lines had early convinced him of the necessity for preventing the reckless competition and foolish strife that so often prevailed in the past, and it was mainly through his efforts that the long-continued differences between the Pennsylvania Road and the Baltimore and Ohio were adjusted and harmonious relations re-established between them.

Always on the alert to meet competition and secure the best results for his road, he was foremost in securing the establishment of the fast freight lines, which were essential to retain its share of the through traffic, threatened by the inauguration of that system by the northern lines; and when through the leases of the Western roads the Pennsylvania Railroad controlled within herself the machinery to secure this business he was as prompt to absorb the Union and Empire Lines and obtain for the parent company any profit that might result from their operation. When the growing commerce of Philadelphia necessitated the establishment of steamship lines they received his hearty encouragement and support; and, in fact, every measure which served to increase the usefulness of the road and benefit Philadelphia had in him a firm and unwavering friend.

Nor were his efforts confined to the development of the Western system. Not even second to that was his conviction that the local resources of Pennsylvania deserved the fullest encouragement, and every branch road that promised a reasonable return upon the investment enlisted his active support. The Pittsburgh, Virginia and Chalestown, Southwest Pennsylvania, Bedford and Bridgeport, Sunbury and Lewistown and a score of others owe much to his generous and hearty co operation. He was keenly alive, also to the requirements of our great line in the matter of terminal facilities and perfecting communications, and the Connecting Railway, Junction Railroad, River Front Railway, Delaware Extension, Elevated Road and other such projects were promoted by his sound judgment.

FINANCIAL FORESIGHT.

The lessons of 1873 and 1877 were not lost upon him and after careful examination of the whole ground and a review of the obligations resting upon the company, he matured and had approved by the stockholders the trust fund which is now fairly under way and under the provisions of which the liabilities of the road in the shape of guarantees and indorsements will be surely and effectually provided for out of its surplus revenues.

Having provided this grand sinking fund for the future, having seen the property of the company put in superb physical condition, its finances thoroughly established and its stock paying regular and ample dividends, Mr. Scott could not have chosen a more fitting time than he did to retire from its services. And yet we can realize, in the manly and touching language of his letter of resignation, the keen regret with which he severed relations that had extended through nearly two-thirds of his life and which had associated with them the most gratifying recollections of faithful support and adherence to the interests of the company on the part of those in every department of the service. And yet in this hasty resume of his railway career we have omitted more than enough to have made the fame of any ordinary man. In addition to the tremendous labors connected with the lines of the Pennsylvania Railroad he twice gave himself to the service of his country during the civil war, once opening the road to the National Capital when it was in sore peril and again transporting two army corps to the relief of the beleaguered garrison of Chattanooga and snatching from the enemy an almost certain victory, which would have been of fatal import to the cause of the Union.

Again, when the Union Pacific Railway was in sore financial trouble he came to its rescue, became its chief executive for a year and restored it to its shareholders in admirable condition, and with its securities greatly enhanced in value. Here were over one thousand miles of road added to his other cares, and yet the burden was assumed without doubt or shrinking. Again, when the Southern Railway Security Company was formed to reconstruct the Southern railways and put them on a sound footing, he was the ruling spirit in that enterprise and gave his money and brains to the seemingly hopeless task, at the expense of midnight journeys and hard work when he should have had perfected rest; and now other men profit by his labors.

But next to the Pennsylvania Railroad his name is indissolubly connected with the great Southern road across the Continent, the Texas and Pacific Railway, whose construction he urged and whose battles he fought with unwavering faith and unremitting ardor for nine years past. Succeeding the late Marshall O. Roberts as its President in 1872, he was quick to see the national importance of the route and the favorable geographical and climatic advantages which it possessed, and almost devoted his life and fortune to its successful completion. When in the full tide of success the panic of 1873 gave an almost mortal blow to all uncompleted enterprises and prevented the negotiation of American railway bonds abroad, he did not hesitate to risk his personal fortune in the undertaking, and became its indorser to an amount that was only warranted by the soundest faith in the future. When Congress was called upon to aid the work by having the United States guarantee the interest on the amount of bonds absolutely necessary to build it at the then minimum rates for material and labor, he spent week after week at Washington during each session, presenting its advantages as a competing route and urging the Government not to let the golden opportunity pass to secure a Transcontinental line in the interest of the people and against the existing monopoly. Time has shown the wisdom of the course he then urged, and it is not his fault that the entire through commerce between the two oceans is now controlled by private capital and in a private interest. Time has also proved the sagacity with which he weighed the value of this national highway, and the securities which could not be sold seven years ago are now above par in the market.

DURING THE RIOTS.

Never, perhaps, did Mr. Scott appear to better advantage than during the riots of 1877, and never was there more need of the personal and moral courage which animated his whole nature. With the depot and miles of cars and engines in flames at Pittsburgh; with the rioters in force at every prominent point between New York and Baltimore on the east and Chicago and St. Louis on the west; with the ordinary police force paralyzed, the State militia inadequate, and the national government averse to interfering until the local communities had demonstrated their inability to suppress disorder; with pressure upon all sides to yield to the demands of the strikers, Mr. Scott, with his headquarters at the West Philadelphia depot, was the central figure controling the situation of over five thousand miles of road, and determined to yield nothing and discuss nothing until the lawless element had been put down and the men had returned to duty. Night and day for over a week he issued his telegraphic orders looking to the safety of the lines and the property upon them, the movement of the troops and the forwarding of supplies, and the books of telegrams that passed to and fro show the tremendous strain imposed upon him by the extraordinary occurrences of that period.

Mr. Scott's peculiar strength in all emergencies lay in the rapidity with which he reached a conclusion. Hardly would a case be stated but his reply was ready, and so accurate was his judgment and intuitive his perception that he rarely erred. Work thus became easy to him and problems that perplexed others were as playthings to his trained powers. He thus transacted an almost incredible amount of business with perfect ease, and when worn out he had the rare faculty of dropping asleep instantly and snatching the needed rest with the minimum loss of time. His enjoyment of social and home pleasures was wonderfully keen, and after leaving the office or returning from a long journey he would be among the foremost to take part in pleasant recreation. This, no doubt, tempted him to draw still more heavily on his wonderful physique and to attempt fresh labors when true wisdom would have enjoined perfect rest.

But human strength has limits. Men cannot work night and day, even though made of steel, and after nearly thirty years of unremitting toil the strong man gave way and death has now given him an eternal rest. Few die over whom such honest tears will be shed as will moisten his grave, and fewer still leave such a grand record to those who remain behind him. Not only will he be remembered for great achievements as a railway chief, but when these have been forgotten the memory of his unfailing benevolence, generous friendship and keen sympathy will be fresh and green above the laurels that time may have faded.

PERSONAL CHARACTERISTICS.

Vast as have been Colonel Scott's labors in conceiving, prosecuting and perfecting the grandest railway system of the continent, against powerful rivals which had greatly the start of him in the race, his pre-eminent qualities were not limited to railroads and speculation. Commodore Vanderbilt is remembered as one who built up a colossal fortune by a railway combination that was the greatest of its time, but he was unfelt outside of the circles which create nothing and profit only by the creation of others. He died unregretted, and the Vanderbilt of to-day and his great railway associate, Jay Gould, will pass away from their millions without heartfelt sorrow to make their memories sacred. But Col. Scott was one of the most magnetic of men, and he possessed a circle of devoted friends, bound to him by the most sincere personal affection, in every section of the country. He was respected by his great associates because he was the more than peer of the greatest, but he was beloved by the multitude that had free access to him even in the midst of the most exacting duties. He loved to promote everything that made men better and happier. He ever sought the sunny side of life, even when the gravest tribulations confronted him, and it was one of his chief pleasures to diffuse happiness among all about him. He was boundless in his benevolence and as ostentatious in his generous deeds as he was liberal in tempering the misfortunes and sorrows of others. Until his great powers broke, when they could no longer bend under the severe strain put upon them, he could dismiss his cares when labors ceased, and he was then the life of the circle of friendship. He was gentle as the child in his intercourse with his friends, and he was one of the few men to be found who are too great for mean resentments. Desperate as have been many of his struggles with grasping rivals and with the narrow prejudices which protested against what they now point to with unmixed pride, his life is unmarked by vindictiveness. Even when his foes were helpless, his magnanimity either proffered the offices of friendship or the charity of forgetfulness. The unwritten chapters of his aid in the promotion of public men, of his heroic protection of them when fiercely assailed, and of their ingratitude when ambition crossed the path of personal integrity, would startle the world. His broad manhood respected and strengthened the manhood of all associated with him and none more freely forgave when men were faithless. Ever since he became possessed of a competence no day passed without witnessing his benefactions and often to the humblest and feeblest of his fellow-men; and much as is known of his greater munificence to prominent institutions of the country, the world knows little of the extent of his assistance to the struggling. He did good because he loved to do good, and there will be hundreds of sorrowing hearts to-day, lamenting the inexorable summons that has called him from the living, of which the world will have no knowledge. They will mourn in the same privacy that his generous deeds ever sought, and his memory will be green in humble homes when the world of fashion, of speculation and of pretension shall have forgotten that Thomas A. Scott lived.

A LEADER OF LEADERS.

Colonel Scott was emphatically a leader of leaders among men. He aspired to no fame as the commander of party or faction, and he sought no distinction as the moulder of public opinion or the director of others. His wise counsels were often sought by the highest of the land, and freely and unostentatiously given. Although once seriously canvassed as a Presidential candidate at Cincinnati in 1872, when the chaotic Liberal Republicans met to declare their independence, he was unadvised and indifferent about the contest. With his uncommon powers of conception and execution, he would have guided an administration with consummate skill or wielded armies with matchless strategy and courage, but his ambition was in his chosen calling and he never marred his greatness by the aspirations which seek selfish advancement. His services to the country during the war can now never be justly measured by the historian of that gigantic conflict, and it will never be told how much of the fame of others is due to his counsels and aid. He was swift and heroic in all his efforts to sustain the Republic during the war, and when peace came he was not only among the first but also among the most persistent and generous in seeking to aid the desolated South to retrieve her broken fortunes and to bring her people back into fraternal relations. In our own State there has not been a great movement during the last twenty years that has not been more or less the creation of his counsels and means. He did more than any other one man in liberalizing the whole policy of the Commonwealth, and the remarkable progress made in the development of our wealth is largely due to his progressive conceptions and efforts. Nor did he limit his labors to liberalizing the policy of the State in regard to industry and trade. He ever pressed the most liberal education and the most generous humanities. Our great hospitals for the care of the unfortunate; our schools for the care of the orphans of our soldiers; our institutions of learning; our churches; our Park; our Centennial; our streets; our bridges—everything, in short, that made a free people greater and better commanded the active and aggressive support of Colonel Scott.

HIS FAMILY.

Colonel Scott was first married in the Fall of 1848 to Miss Mullison, daughter of Mr. Reuben Mullison, of Columbia, Pennsylvania. She died some five years thereafter, and now sleeps in the churchyard of her early home on the banks of the Susquehanna. Two children survived her, both of whom are yet living and well known in this city. The son James has for some years been the active assistant of his father, especially in the direction of the Texas Pacific, and the daughter is the wife of Mr. Bickley, once prominent in Philadelhia banking circles. In 1865 Colonel Scott married Miss Anna D. Riddle, daughter of a leading citizen and journalist of Pittsburgh, who survives him with a son and daughter yet in childhood. An older brother, Mr. James D. Scott, is yet an active and successful merchant in Chambersburg, the native county of the Scotts, and two of his sisters married well-known gentlemen of this city—Major Patton and Colonel Stewart, but the wife of the former preceded him to the City of the Silent.

COLONEL McCLURE ON THOMAS A. SCOTT.

Thomas Alexander Scott is dead. Born in obscurity hard by the shadows of the North Mountain, a stranger to fortuitous circumstances, and with no resources but his own natural abilities, he has carved his way to the highest distinction among men. Thirty years ago he came to Philadelphia as a clerk in the Collector's office of the State Railroad, and from thence may be dated his active participation in our system of public improvements. His keen business perceptions, his tireless energy and his fidelity to every public and private trust, speedily attracted the attention of those who were then struggling to create great arteries of trade through our valleys and over our mountains. Col. Patterson, then President of the Pennsylvania Railroad, sought the aid of Colonel Scott and transferred him to the charge of the construction of one of the Western divisions of the line. He speedily advanced himself, solely on his merits, to Division Superintendent, thence to General Superintendent, and thence to the Vice-Presidency vacated by the death of William B.