

Lancaster Intelligencer.

FRIDAY EVENING, OCT. 26, 1888.

The Powers of a Corporation.

The testimony of one of the late partners in the coal mining and shipping firm of Berwind, White & Co., taken before the examiner in the Jersey Central lease litigation, will excite profound attention throughout Pennsylvania.

It is shown that this firm has reached its present position as the largest concern in its line of business through the drawbacks in freights given it by the Pennsylvania railroad; which favors

obtained, also providing this testimony is true, by purchase. The latter statement is one that particularly interests the Pennsylvania railroad owners, but the drawback, if allowed, has been at the expense of the business interests of the state and in direct violation of the command of the constitution. As this examination proceeds the matter in question will be more fully developed and it will be fair to withhold a confirmed opinion upon it until the other side has had a chance to be heard.

No one desires to do the Pennsylvania railroad or its officers any injustice. It is a great highway, well administered, particularly in its mechanical departments. But the people of Pennsylvania will certainly demand that it shall be wholly freed from the imputation that it is now favoring certain shippers of goods over others, which is at the cost of the whole people and is denounced and forbidden in the fundamental law. Any proof that this thing is now being done will surely call for the interposition of the state through its attorney general; and the present administration of the state is not one to permit so great a wrong to pass unchecked.

While deferring as we have suggested, the verdict upon the present conduct of the Pennsylvania railroad in the matter of drawbacks, we consider it just and right to say that the testimony of Mr. Faulkner has great gravity given to it by the current comment of the coal operators upon the exceptional facilities enjoyed by Berwind, White & Co. in shipping their coal. It is so universally charged that they enjoy these that it is difficult to discredit it. The only fair reason that suggests itself for such facilities being extended them now is that they are the largest shippers in the business. But this again argues that they have become so through the extraordinary facilities which they have been given. Mr. Berwind, when his company was started, was a man of small means. He had been the agent of the late Robert Hare Powell, whose service he left, we understand, upon his failure to observe his promise to give him a share of the profits of his business, vowing then that he would deprive him of his title of king of the bituminous coal shippers; which he did. If his success has been wholly due to his great business energy and judgment, it is one to be proud of; but otherwise, indeed, if it has been obtained by unfair advantages corruptly obtained over his fellows in the trade.

It is a prime aim of good government to give every citizen of the state equal advantages in his business; and especially equal facilities in transportation. The common law makes this the duty of the common carrier, and the command of the Pennsylvania constitution is but emphasizes this ancient doctrine of the law. It is an undeniable outrage if the chartered privileges of our railroads are so abused as to deny to any citizen their equal use on equal terms with every other citizen. The bituminous coal trade is one in which great industries of the state are interested. In it the good of the state demands that there shall be free and fair competition. The Pennsylvania railroad at present controls the outlets to the bituminous region. By freely furnishing cars to one shipper while denying them or providing them stingily to others, it can crush and sustain shippers at its pleasure, and give it into the power of a combination that secures the cars to suit prices to the consumer to suit themselves. The Pennsylvania coal owners declare that this is not done, but that the supply of cars is distributed according to the capacity of each colliery. This is the present policy, which is in reform of its former practice, when special orders and "drawbacks" were more freely given than they are now. But there seems to be something still of amendment needed, as the small shippers of coal complain that they cannot get their share of cars; and there certainly is at this season a great scarcity of cars, notwithstanding the depression in the iron business has greatly diminished the demand for coal. There certainly ought to be no difficulty in meeting the demand of the operators for all the cars they want, as the coal transportation of the company is the most profitable business it has; not only in the larger profit directly obtained in the carriage of the coal, but in the transportation charges on the products of the consumption of the coal on the company's lines. It is a business to be fostered, and it is hardly credible that the railroad company would seek to cripple it. The result of the present investigation will be awaited with interest. We trust that it will show that the present policy at least of the railroad company is such as its interests as well as those of the public would naturally prompt; and that the shortage in the supply of coal carrying facilities has been unavoidable.

The Examiner fails to admit the demand of the Republican clerks at Washington that free transportation to their homes shall be provided for them by the party committee if their votes are wanted. The clerks consider this an ancient privilege and fail to see in present circumstances good reason for surrendering it. Their party committee finds this in the shortness of its funds, and the refusal of the railroad companies to furnish transportation free. The party committee makes out a strong case from its standpoint, going back to the fundamental principle that the vote is a duty upon the part of the citizen; and they argue that the government clerk, living upon the government, should do his duty to it by voting; and

A RAILROAD FIGHT.

THE JERSEY CENTRAL LEASE.

Features of the Business Connection of the Pennsylvania Railroad Company with Coal Shippers.

At yesterday's examination in the matter of the Dinmore application to set aside the lease of the Jersey Central to the Reading, the following testimony was elicited:

Mr. Faulkner was called by Mr. Gowen. He testified that he was a member of the firm of Berwind, White & Co. from the time it was organized in August, 1874, until November, 1879. The firm were shippers of coal in the Clearfield district. The shipments were made over the Tyrone division of the Pennsylvania railroad.

At last a man has been found who is willing to run on the Democratic ticket with Ben Butler, and the world breathes again.

At the year's end, night drafts of the year were made in sleep to reach the bottom of May. These drafts are true and not false. The drawers, then, are "drawers."

This time last year Chairman Cooper had obtained \$1,000 from the Pennsylvania clerks in Washington, but this far in the present campaign his best efforts with the aid of officials have resulted in the insignificant pittance of \$200. No one can be so stupid as to believe that the hope that springs eternal in human breast is fast vanishing from the eye of the sanguine field marshal.

The new law relating to election tickets imposes the same imprisonment on those giving out at the polls election tickets bearing the headings of one party and the candidates of another. This salutary reform will do much towards establishing the absolute purity of the ballot, thus making more certain the verdict of the people.

Features of the State Press.

The Wilkesbarre Union Leader considers that the condition of the Republican party, just now, may be said to be anxious and hopeful.

A Monster of the Deep.

The Wasting Boat Hope-On Excursioners. Captain D. Seymour, of the American whaling bark Hope-On, which anchored in the bay at Panama on the 7th, from a four months' cruise, with 400 barrels of hump-back on board, reports having encountered a strange marine monster of St. Elmo.

APRAID OF HIMSELF.

Crushed for Weeks by an Imaginary Accusation. Christopher Fakie, a demurely dressed, middle-aged man, was arrested yesterday morning by shooting himself through the head. He was 34 years old and boarded at 511 Wyalusing avenue, Philadelphia.

IN COURT.

BUSINESS OF THE QUARTER SESSIONS.

Joseph Gangway Convicted of Involuntary Manslaughter—The Father of the Case—A Case in Court.

Thursday afternoon, October 25, Joseph Gangway, manslaughter, John S. Knapp, was called by the commonwealth to prove that he saw the accused on the bridge; witness could not state positively that this was the boy, but believed it to be; this witness was accused of manslaughter, and the bridge was on the Lancaster and Reading road; the boy that witness saw had a pair of boots with heel tips on them.

THE INDIANS.

W. H. Stuart, who has returned to Tombstone, Arizona, from the San Sebastian mountains, says the Apaches have been routed by Mexican troops, with a captured Mexican prisoner, who was taken to the Sierra Madre mountains. The Indians then turned and fled towards Arizona, closely followed by the Mexicans, who overtook them at the extreme end of the San Sebastian mountains.

PERSONAL.

Mr. E. P. Whipple, who twenty odd years ago was the most popular essayist in America, and who was known as "Whipple the essayist," is seldom seen outside of Boston house. He is sixty-four years old.

THE LADY RIDERS.

AN EXCITING TEN MILE RACE.

Yesterday afternoon at the arena in the park came off three very interesting trials of speed, the principal event being the ten mile race between Madame Maranette and Miss Myrtle, Peel, the famous horse woman who gave such an interesting exhibition of her skill at the late Independence State Fair. The event was heralded by liberal advertising for some time past and a street parade yesterday morning, in which were the equestriennes in a barouche preceded by a band of music and followed by a dozen thoroughbred horses, led by groom, moved through the principal streets.

The entertainment opened with a trial of speed, beat three in five for a special prize, for trotting horses that had no other than a mile race for three minutes. Following are the entries: Patti, B. M., entered by E. Dupree, Columbia, Pa.; Lyde, B. M., entered by T. Houston, city; Lyde, B. M., entered by H. M. McCuonigie, city; Lyde, B. M., entered by G. W. Benter, Newmarket, Pa.; May Bird, B. M., entered by Frank Taylor, city.

The two last named did not start. Lyde, B. M., the pole, Tom second, Joe third and Patti fourth. The first heat was easily won by Tom in 2:10. With Joe second, Lyde third and Patti last.

The second heat was a little better contested, Joe taking a lead soon after leaving the start and maintaining it for more than half a mile, but losing his feet lost a great deal of ground, and was troubled at a dozen lengths to the front and under the wire almost on a walk four lengths ahead. Lyde and Patti being almost distanced. Time, 3:05.

In the third heat Joe went to the front, Lyde second, Patti third and Tom fourth and keeping it until after the quarter pole was passed, from which point Lyde trotted freely and Tom could not shake her off—the mare passing under the wire a short neck ahead. Time, 3:02.

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This was the event of the meeting in which the greatest interest centered. It was for a purse of \$1,000 and the conditions of the race were that at the end of each mile, the riders should change from one horse to another, and so on until they had ridden a dozen times around the course. A dozen thoroughbred, blanketed, in change of grooms were led about in the enclosure adjoining the course. The ladies drove up in a barouche in front of the judges' stand, two horses were harnessed upon the carriage and were lifted from the carriage and into the saddles. After showing their horses while in front of the audience they were given their places. Miss Peck secured the pole and madams outside.

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The time in the five mile race was 18 minutes. The contestants were all amateurs.

A Democratic Mass Meeting. A Democratic mass meeting will be held in Manchester hall on Saturday evening, Nov. 3, in behalf of the election of Powell and Taggart, the Democratic candidates. Among the prominent speakers who will address the meeting are Hon. Samuel J. Hand, Hon. M. McManis, James M. Beck, and W. C. Hendee.

How and O'Brien are now exhibiting in the old post office building a miniature coal mine and breaker in full operation by which the whole mode of mining and breaking coal is shown. It is operated by a small engine and is a true representation of a mine and breaker. There is a small mine from which the coal is hoisted into the breaker, and workmen with lamps on their hats can be seen busy digging the dusky diamonds. Miles draw cars loaded with coal around a small mine and breaker. The mine is a natural looking. All over the workmen are employed at different jobs. The machinery works well and the exhibition is quite interesting to those who have never seen a mine.

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