

INTELLIGENCER
PUBLISHED EVERY DAY BY THE YEAR
ADVERTISING RATES:
1st 10c, 2nd 8c, 3rd 6c, 4th 5c, 5th 4c, 6th 3c, 7th 2c, 8th 1c, 9th 1c, 10th 1c, 11th 1c, 12th 1c

The Weekly Intelligencer
PUBLISHED EVERY WEDNESDAY MORNING
Lancaster, Pa.

The Lancaster Intelligencer.
LANCASTER, AUGUST 25, 1886.

Blaine's Maine Speech.
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the way to develop the resources of Ireland is to allow the Irish to develop themselves.
This is the real keynote of the Irish campaign. The Irish want no assisted emigration, nor state aid thrown to them as a man tosses a copper to a mendicant.

Chamberlain says "home rule is dead and can never be revived." We fear he has inadvertently written his own epitaph.

In New York it is possible to stop the wholesale destruction of birds at the behest of fashion. A law of the last legislature provides that any person who shall kill, wound, net, trap or poison any kind of song, linnets, blue bird, yellow hammer, yellow bird, thrush, wood-poecker, cap bird, swallow, martin, blue-jay, oriole, kinglet, snow bird, grass bird, grosbeak, bobolink, phoe bird, humming bird, robin, house wren, meadow lark, or any wild bird other than a game bird, or who shall possess or expose for sale any part of any of these birds, shall be guilty of a misdemeanor, and shall, upon conviction, be liable to imprisonment for not less than five, nor more than thirty days, or a fine of not less than ten nor more than \$100.

Mayor Smith has at last paid to the Philadelphia city treasury \$8,881.15, which, according to the mayor, "covers all moneys paid into this office during the present year to date, for any and all purposes." All honor to the Philadelphia Times for its effective work in forcing the mayor to do his duty. Mighty is the power of the press.

Indians have been discovered in Alaska who never saw a white man; but they are reported as for whisky and Winchester rifles.

A cheerfully silly man that of Laborer in the Commons, when he predicted that Chamberlain would continue on his downward course until he was gassed Lord Chamberlain. Sixty people evicted from their homes marched in procession to a special meeting at New Ross and then to the workhouse. And while this scene was being enacted in Ireland Laborer was selling the government that Irishmen could not be bribed for resisting a government that would enforce evictions in the face of approaching winter.

Cities on the sea coast, or along the banks of large rivers and towns in the mining and lumber regions, suffer from disasters of flood and fire, and should lead us to feel glad that we are menaced by no floods and forest fires, and that our city was founded in the center of the continent, without regard to the commerce that then followed the rivers.

Mr. Blaine has evidently heard the murmurs in the air that the prohibitionists are going to scuttle the Republican ship, and he proceeds to handle these "third party" men without gloves. With biting sarcasm he says: "The position and platform of the third party might in fact be thus abbreviated: Whereas the Republican party of Maine enacted a prohibitory law thirty years ago, and has since amended it as a majority of the friends of temperance demanded, and has in consequence advanced Maine in all matters of temperance a quarter of a century ahead of the license states; therefore, be it resolved that we, members of a third party of prohibitionists, will so vote as to defeat the Republican party and turn the government of Maine over to the Democrats, who have through all these years opposed prohibition by every instrumentality in their power."

On the whole it is quite an entertaining speech, and the Democrats can enjoy it well-rounded periods and incisive language alike with their Republican brethren. For to the Democracy it presents the admitted fact that the dying Republican party has not one live issue on which to go before the people.

AMERICAN RAILWAYS.
SOME OF THEIR ECONOMIC EVILS CAREFULLY CONSIDERED.

Extracts from an Article in "Harper's Monthly" From the Pen of Prof. Richard T. Ely.
The Railroads and the Question of Freight Discrimination Discussed.

A recent article in Harper's Magazine on "English and American Railways," as seen from the stand-point of the traveler, was a revelation to large numbers. Our railways have no long express trains, and a subservient press has so readily echoed these boasts of strains, that we have been deluded into the belief that we possessed the fastest trains, the finest passenger coaches, the largest supply of coal, the grandest stations, and the cheapest rates to be found in the world. Now it ought not to be necessary to say that the reason why one refuses to see the publication of an article designed to dispel such illusions is not that one likes to see the institutions of one's own country ridiculed; the reason is the hope that an insight into the actual condition of things may lead to an improvement in these institutions.

The studies in the present series have chiefly to do with railways as factors in production, and in the transportation of passengers, plays a subordinate part. It is, however, necessary in this place to emphasize and re-iterate the statements in the article on "English and American Railways," which may be remarked, however, that a resident of several years in Europe leads us to the belief that the author of that article has given a very favorable view of our railways, compared with European railways. The reader will find it an interesting and profitable pastime to compare the railway time-tables of fifteen or twenty of our railways with the time-tables of as many European railways. He will then obtain some idea of the slow average of our railways.

Other features of our railways do not fare better in the comparison. Our stations are inconvenient and ugly, sometimes even filthy. Our cars are not comfortable, and difficult to see how one who has lived long enough in Germany to become accustomed to the facilities of that country, and to the average charge of thirty, forty and occasionally fifty cents per cent, can be so ready to praise our railways. A still more important element is the safety of travel, and it can be said without fear of substantial contradiction that the record of our railway history has astonished foreigners, is elsewhere unknown.

But the chief evils of American railways appear when we compare them with those performing economic services in the transportation of goods, and when we view railway property as an important element in our national resources. It is then difficult to tell where to begin to enumerate the abuses, as they are so numerous and momentous. My thesis is this: the needless waste of railway competition has been sufficient to provide good, comfortable homes—a whole house to a family—for that part of the entire population of the United States not already provided with such homes.

The first item in the list is needless expenditure in railway construction. This has been estimated at \$1,000,000,000 in dollars, and it is certainly a low estimate, for two needless railways, the West Shore and Nickel Plate, alone account for one-fifth of this sum. It must be remembered that needless expenditure is waste of national resources which ought to have benefited the people. This is very simple, yet it is often necessary to repeat it. Now, one fifth of millions of dollars is a sum sufficient to build homes for one million families, or five million people.

Second, every needless train is a waste, and parallel and competing roads necessitate a vast amount of needless expenditure. Third, our railways have not been planned according to any intelligent scheme, so that they should become part of one grand system of means of communication and transportation, supplementing our natural and artificial waterways and other highways. On the contrary, they were often designed to interfere with other public highways, and are still managed with that view. Railways run along the side of canals, and drive them out of existence. It is true that they are still managed with that view. Railways run along the side of canals, and drive them out of existence. It is true that they are still managed with that view.

Another variety of waste is illustrated by the extravagant expenditure on the production of iron and steel, which stops production at intervals in order to maintain high prices. Capital power and labor power meantime remain idle, and other industries are injured.

It is stated that even such delay in shipment and such annoyance as a railway can inflict on a business man not in favor is not sufficient to cause his bankruptcy. All this involves immense waste of economic resources. Talent in business, accumulation of capital, and various forms of organization extending over a wide area, all of which ought to have been a blessing to the laboring population and the entire country, are squandered. The best example of this is the Standard Oil Company. It received, as already stated, \$10,000,000 in eighteen months of delay in shipment of oil, which would have been cost for other oil, it would still have had that enormous sum as profit. If it had transacted its business at such terms as would have been sufficient to cover its expenses, it would have been an equal sum for distribution among the members of the company. It is a matter of course been that its competitors were ruined and idle factories, old pipe lines no longer used, business wrecks throughout the country give evidence of enormous economic waste. It is not to the point to urge that the quality of oil has been improving, and that the price of oil has been declining; more than it is to the point to urge the alleged chivalry of the Italian brigands as a plea for railway robbery. Doubtless the managers of this company have not been altogether blind to their permanent interests, and may have given the public some of the advantages of improved oil, and of the lower price of oil. The enormous increased supply of oil was such as to force down prices if the oil was to be disposed of. It is a well-known fact that the prices of raw materials have been held from the market in order to raise prices. Furthermore, it is worthy of notice that the Standard Oil Company has been able to act as a public undertaker, in order that it may be regulated, and that the entire public may participate in all its advantages. We have to look at it in this is the ruin of men engaged in honorable and legitimate business. These men form part of the commonwealth, and the body cannot arbitrarily withdraw its members in a diseased condition. It must be inquired, what would be the logical method of the extension of such methods?

There are many things which the railway advocate will urge in favor of our railways. He will endeavor to show that rates are lower in America than in Europe; but there are three things which he fails to mention in his comparison. First, our railways have been built at a low cost, and will interest quality of construction, and will result in the cheapness of rates of way—often, indeed, costing nothing—in a new country, and to the level and otherwise average rates of our country. If we calculate the average cost of our railways at \$3,000 per mile, it is a generous figure, whereas the European railways with which comparison is made, cost from \$10,000 to \$15,000 per mile. Second, no attention will be paid to the fact that terminal charges constitute a large part of freight expenses, and that these are lower with us per cent of an account of long distances. Third, you will not be informed that quality of service is a vital element in the cost of transportation. What utility is there that your freight will be shipped promptly, that it will move rapidly, and that it will arrive in safety? What percentage of freight is lost in transit? What a country like Germany, and what in America?

Comparisons are difficult in freight charges, in passenger charges, etc. No one who has had charges for passenger service are far higher in America, and there can scarcely be a doubt that, when all elements are taken into consideration, freight charges will be found relatively lower elsewhere, and particularly in Belgium and Germany. The charges now under consideration are the rates for the ordinary average shipment between two average points.

It is not vital, the vital question in the comparison is whether rates are as low as they ought to be with us, and the enormous waste in our methods shows that they cannot be. The question of quality of service is a minor one. The low rates which we do enjoy are not infrequently established at the expense of the owners of railway property, and there is no reason why we should not obtain a return on legitimate investments. Unless we are a nation of paupers, we desire that our railways should be managed in the interest of the commonwealth? And do we not desire the prosperity of the commonwealth?

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THE DIFFERENCE.
Pray, I reply dear, she laughing said,
The difference tell me
Between my dear and my dearer.
That I may clearly see
As to the matter on my knee
And stroke her pretty head,
Now this is capital my dear,
The laughing lover said,
The gentle maiden gravely said,
Pray, my dear, I see,
I'll tell you what I see,
I'll tell you what I see,
And then I'll tell you what I see.

Constitution, the common ordinary life, Dyspepsia, or national disease, and rheumatism, which comes from acid stomach and from the sudden changes in our climate, are quickly cured by taking one or two Bowditch's Pills every night for a month. Persons are now living, enjoying most vigorous health, who have taken one of these pills for over thirty years. Chronic diseases are cured by taking from two to four of Bowditch's Pills every night for a month. They purge away the acid stomach, they replace with new and healthy flesh prepared by an invigorated digestion from simple, healthful food.

There is nothing surprising in the fact that Bowditch's Caprine Plasters are widely imitated; that cheap and worthless plasters with names of similar sound, and still more medical or curative value, will cure more than any medicine ever put in one bottle. Articles of great and original merit always sell to compare with trashy imitations. But as they become known to the public, they are more and more neglected. Mean while we warn the public that they are not to be deceived by cheap imitations. "Caprine" and "Caprine" plasters, whether "London's," "Boston's," or otherwise, they will not cure you of anything, whatever they are made to sell on the reputation of. They are made to sell on the reputation of. They are made to sell on the reputation of. They are made to sell on the reputation of.

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My hand's smooth and soft. "The Ivory Soap," she archly cried;
I love to feel her touch. "I use no other soap."
Yet how she keeps them so soft. "And as I clean all else beside,
Have wondered very much. My hands improve as well."

A WORD OF WARNING.
There are many white soaps, each represented to be "just as good as the 'Ivory,'" they ARE NOT, but like all counterfeits, lack the peculiar and remarkable qualities of the genuine. Ask for "Ivory" Soap and insist upon getting it.

White Goods, Lace and Embroideries. White Embroidered Robes, \$2.50 up. Summer Underwear, all sizes.

Summer Hosiery Summer Gloves,
Large Stock of these Goods now in Store, and all Marked at Quick Selling Prices.

R. E. FAHNESTOCK'S.
White Goods, Lace and Embroideries. White Embroidered Robes, \$2.50 up. Summer Underwear, all sizes.

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IVORY SOAP.

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