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# tin Antelligencer.

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## MOASTER, PA., MAY 8, 1889.

## Dituminous Coal Rates.

Pennsylvania railroad announces on of five per cent. on its rates might to the consumers along its making its rate from the Clearfield in to Philadelphia \$2 per gross ton, to Lancaster \$1.71. The haul to ladelphia is two hundred and fifty is, and to Lancaster one hundred ghty. The charge, it will be seen, arly a ceut a ton per mile to Lan-er and eight-tenths of a cent to Philhia, which is more than the average all classes of its freight, although coal a raw material which is supposed to carried at the very lowest at of freight. It ought to be a revelato those who govern the state in name of the people, to find that its pie are charged more for carrycoal from the mines in the state to borders, than the average rate of wight that the company says it receives all the classes of goods that it transs. If the governors of Pennsylvania not the creatures of the corporasuch a discovery would bring the ad officers to their knees with exform. But the people of Pennsylvania form. But the people of Pennsylvania fill get no assistance from governor or slature in their effort to secure freight s as low as the people of other states

For it is clear that the people of other tes get lower rates than they do. How e can the article that is carried for the de of Pennsylvania cheaper than ay other article, yet cost them more for rringe than the average cost of all the odities carried by the railroad ?

This coal carrying business affords an epianation of the way the railads do business and shows how consumers of the state are ed. The competition between the al producing sections compels the lironds of the state to carry coal to le water, for shipment to places outside state, at prices that they are unwillto make to Pennsylvania places, there the sharp competition does not sist or is controlled by agreement ; and onsequently they have boldly announcd rate for carriage to Philadelphia shipment there that is less some irty cents, we believe-than the rate r the Philadelphia consumer. The cistion of soft coal shippers that has vailed for several years kept this rate th some fixedness, but this year e scramble for business has broken the association, and the contracts t have been made for the delivery

coal to New England ports show that carrying rate to Philadelphia has n below \$1.50 per ton, and doubtless price will fall as low as \$1.25 in the rt to get the business. This al is taken past the consumers dollars per mile." He is evidently an ex-the line of the railroad to New England customers, who are brought as close to the Pennsylania mines as the Pennsy Ivania people; as the prairie farmer is brought as e to the Pennsylvania scaport as the Loncaster county farmer. Competition does it. The Pennsylvania coal, close in position to the Pennsylvania factory, a no closer in truth than outside factors, because the coal of Maryland and Virginia is carried down to the scaboard compete for New York and New ngland trade, and compels the Penn-Ivania carrier to make his prices to Such a state of things if continued will ut up Pennsylvania factories ; but it anot be continued when the people of e state awake to the wrong. They ave the remedy in their hands. They ed but to choose a Legislature pledged enact a law that will put jail the railroad officers who arge more for the same amount fervice to Pennsylvania people than any charge to the people of other The acknowledged rate of bituminous al for shipment at Philadelphia, less han the rate to the Philadelphia user, hould of itself put in jail all the men no make it ; and this no one can doubt. t cannot be defended ; it is a bare-faced et of robbery. The Pennsylvania railroad is not more ruilty than any other probably, save in the fact that it is the leading carrier bituminous coal to Philadel-There are but two firms the send coal to Philadelphia from Clearfield region in any quantity, for shipment. They are the Ber-wind-White company and John C. Scott The white company and John C. Scott is sons. In the delicate business that it a engaged in the railroad officers  $p_{13}$  as a connect with as few people as  $p_{13}$  as be and this may be the reason that only be two firms are able to make satishere two firms are able to make satis-netory shipping arrangements in the natter of coal. It is not necessary to suppose that the ad officers are interested indivially in the operations of these firms to int for the favor they get ; but cerinly great discretion is confided to o into the market and take contracts for coal for shipat at the best prices that they can No one has such privilege with the along the line of the railroad : sich is expected to sing songs of anksgiving over a ten cent slice cut off m the fat rate.

of the like build, and generally they have of the like build, and generally they have a good deal less bottom than this pair of ancient historians, both of whom are good men in their way, though their test points may not be in the military way. Butler never had any reputation as a soldier to speak of, nor any education in the art of war; but Porter has had much of both of both.

The admiral has always been a lively fellow and doubtless did run down the river with his ships, as Butler says, but nobody will suppose that he ran away. It was probably a masterly retreat in his judgment, to return to fight another day.

It is said at the Brooklyn navy yard that the steel cruisers Chicago, Boston, Atlanta and Yorktown are to be fitted ont as a flying squadron and sent on a cruise around the world under command of Commodore

Walker, at present chief of the bureau of navigation. The officers are very anxious to secure American scamen to man the ships, as the large proportion of foreigners before the mast is felt to be a serious evil. This croise will give a splendid opportunity for continuous fleet drill, and as we have been represented abroad by ancient wooden ships naval men are pleased with the idea of creating a sensation by sailing into foreign ports with four fine modern ships

of war under the American flag. Perhaps, however, this expedition will do more good to our pride than in any other way, as the ships may be sadly needed where they do not happen to be, and our defenseless coasts will continue defenseless in their absence. Two years is the time sot for the cruise and we trust that they will be years of peace.

J. G. SHEA in Science gives the following account of the laying of a brick street pave-ment which he claims is much superior and far cheaper than a pavement of granite blocks. "The foundation being brought to the proper grade, there is spread over it six inches of gravel or sand, which is struck off with a board gauge fitted for the grade of the street. A course of brick is then laid on the flat surfaces, running lengthwise the street. It is not necessary that this course should be as hard as the upper course, being only a foundation for the brick that will receive the wear. Over this an inch of screened sand is spread, gauged, and properly smoothed off. The top course is laid with the bricks on their edges, lengthwise across the street. Care is taken to break joints in both courses. The whole is covered with an inch of screened sand, which is swept into the crevices. After this is done, a roller weighing five or six tons

is passed over the pavement several times. If the street is properly rolled, it will be as smooth as wooden pavement, and almost as noiseless." As water weakens brick, Mr. Shea says the street should be well drained. " The upper course should be very hard. The brick should be vitrified. In Decatur, Illinois, are whole blocks paved with brick as smooth as glass and as hard as flint, and no brick of that description shows any sign of wear. The wear comes on the object passing over the bricks, which are harder than steel, for a file will not scratch them : in fact, when broken open, they resemble

flint. "Horses do not slip or fall on brick pavements as they do on granite blocks, owing to the small surface between the seams. Another advantage possessed by vitrified brick is that they will not soak water. If water and frost are kept out of brick, they are almost indestructible. The best pave-ment in Decatur cost from \$1.25 to \$1.50 per vard.

Mr. Shea even urges that country roads may be paved with brick, as, if properly laid, they would last for at least fifty years with very little repair, would do away with road taxes and would always be possable in the worst weather. "For a road paved fifteen feet wide, with two courses of brick, at the prices of material and labor given the cost would be about ten thousand

A TERRIBLY UNSUCCESSFUL TEST.

A TERRIBLY UNSUCCREASFUL TEST. An Flowator Cut Loose and its Occurpants Perhaps Fatally Huri. A large crowd assembled in the new Schwarts building in Providence, R. I., on Tuceday to a itness the test of the passenger elevator built by L. S. Graves & Son, of Rochester. The superintendent of construc-tion, A. C. Cornell, was to cut the elevator house and let it fall the whole five stories, a distance of sixty-five feet, to the air-fight briek vanit at the bottom to show the entire affect of water were to go down, too. Mr. Cornell, with Mr. Jones, the manager, and the eggs and water were a accompanied by Jacob Rosenfeld, a reportor for the Tele-gram. The clevator wont down with awful velocity.

When the elevator door was opened the three men were found lying on the bottom of the car insensible, with their heads badly

of the car insensible, with their heads badly cut. M. C. Jones, the New England agent for the elevator of T. S. Graves & Co., of Rochester, belonged in Boston, where he had a wife. He died at the Rhode Island bospital at 4 o'clock of a broken back. Everything possible was done for him by Dr. Swartz, the owner of the building, and by the hospital staff, but there was no way of averting a fatal result, for Jones was a very large man and the shock of the recoil told heavily upon him. A. C. Cornell, superintendent of con-struction, was also from Boston. He lies at the Rhode Island hospital in a comforta-ble condition, and will probably survive. R. Rosenfeld, the reporter, who fell with the car, was the lightest of the three men, and was not injured internally. He has pains in his back and hemorrhages about the head. Both his cyes are blacked and his head was badly cut up. He is able to use all his limba, however, and there is no fear the Reaton, a helper, also from Bos-ton, was the man who sawed apart the hem car, but was ordered to descent in the car, but was ordered to descent on the cable after the car and fasten it to the car again. This he did in company with a plumber, and it was not until he could restore the hoisting line that the suf-ferers could be reached.

ferers could be reached.

GERMANT'S CLAIMS IN SAMOA. What Prince Bismarck is Said to Demand of the Conference.

mand of the Conference. A special cable dispatch from Berlin to the New York *Herald* says: From a source which, though excellent, I am not at liberty to quote, I am enabled to present to you an approximate estimate of the terms that would satisfy Germany in a solution of the Samoan difficulty. It cannot be denied—nor is it denied by Americaus who have been in the islands— that the Germans have invested in Samoa more money (three times as much they

that the German's have invested in samoat more money (three times as much they claim) than both England and the United States taken together. What the German government, therefore, claims is, in the first place, satisfaction for the killing of the German officers and sailors in the action with Mataafa's men on December 17 last, and secondly, compensation for the losses sustained by German investors and owners of plantations. of plantations,

sustained by German investors and owners of plantations. If, therefore, the United States will pur-chase the plantation owned by the German company, or if the Samoans themselves will purchase these plantations, payment being guaranteed by the United States, Germany will not make the slightest op-position to the installation of Malletoa or some one of the minor chiefs not hitherto named—Tamasese having no following and Mataafa being utterly out of the question from the German standpoint, the state of war, too, still nominally existing. They also probably urge the punishment of Mataafa, say, by imprisonment for a time on board a German man-of-war or on an island under the German fag. They may waive this condition in consideration of a round sum paid to the widows and orphans or the hearest relations of the Germans slain on the island. The third condition, equally acceptable to each of the three powers, is that the three collectively guarantee the neutrality of Samoa.

Samoa. In other words, Germany wishes to save her stake in the islands, and it would per-haps be the wisest policy on the part of the United States to accept this—after all, simplest—solution of the difficulty, and by well timed concession to Germany's tender sense of honor and solicitude for the wel-fars of her colonists make a friend of her

Pennsylvania Reducing Coal.

## Wanamaker's.

Maybe three times over the variety of Side Band Bordered Dress Stuffs that you'll find anywhere else in town. Every style that's worth looking at.

are scarce. They are, but all other remedies fail. way our shelving overflows with the loveliest.

A good variety at 75c.

Bulging lots at \$1, \$1.25, and \$1.50, mostly with silk borders

Of the finest stuffs, an elegant line in Dress Patterns, \$20

pitch of the price note: An green mixtures, and the price 50c from to-day. We've been getting 65c for it right along.

Side Band patterns in a variety of other stuffs-Ginghams to Cashmeres and Nun's Veilings.

Mostly southwest and southeast of centre. It's a Gingham year. They are the most asked for of all the Wash Dress Goods. We have more than a thousand styles of them.

At 8 cents a yard, good, handsome dress styles.

Choice stripes at 10 cents. A great variety of stripes and plaids in various colorings at 121/2 cents.

We've had a word or two to say of the 25 cent Ginghams at 18c. Brand new; in twenty pretty stripes, mostly clusters. They were excellent value at 25 cents.

The regular 20 and 25 cent Ginghams are in the best of colorings-equal to Scotch, and very likely as good to wear. You know the rest; any

Gingham loveliness or excellence that anybody has we have. And lots besides that you'll find nowhere else.

Plaided, striped, and plain Seersuckers (not crinkles) are in high favor. Of course we have them. 121/2 c.

The crinkly Crazies are too cool and comfortable to be skipped. Nobody is skipping them. 121/2 cents. Many pretty patterns.



The General and the Admiral. General Butler and Admiral Porter doubtless happy in being able to enage the attention of the public, and re-Butler is never happy unless he in the newspapers, where he has been for some time. It is rather stuff that he rakes over now, but a dull time for news and an oppormoment to get space in the newsr. His fire on Porter has served me the public and to enrage the iral apparently, though he is probnot half as cross as he pretends to be, a is no question but that both of these subtable warriors are fond of fighting ir battles over again and of telling big is to magnify their importance. Both failt a good deal on the turkey cock and are inclined to swell more and is as the years fly onward. It is a mon babit. There are lots of people

MINRIE.

ARTIFICIAL coffee is 199 made in Cologne, and an English industrial journal says that the beans closely resemble the natural ones, but can be distinguished by the fact that they sink in other while real coffee floats. The account says nothing of the flavor or strength, but burnt meal is the chief constituent. Some years ago an artificial egg factory was gravely described and this may be a hear of the same kind. PERSONAL.

COUNT TOLSTOL Russia's minister of the interior, who has been ill for some time, is dead.

Hon. J. L. STEINMEIZ, of this city, was in Washington on Tuesday. He had a talk with Quay.

POSTMASTER S. S. YOUNO, of Manheim, and Mrs. Flanna Spickler, were married on Sunday evening. Mr. Young was ap-pointed postmaster by President Cleveland nearly four year ago, and is 64 years of MISS KATHERINE DREXEL, of Philadel-

Miss KATHERINE DREXEL, of Philadel-phia, daughter of the late Francis A. Drexel, has entered the convent at Pittsburg, and it is not unlikely will decline ever to return to the social world in which she has figured. Her wealth is estimated between \$6,000,000 and \$7,000,000.

REV. CONWAY P. WING, D. D., one of Rev. Conway P. Wing, D. D., one of the most eminent clergymen of the Presby-terian church, died in Carlisle on Tuesday after a short illness. He was born in Ontario county, N. Y., February 12, 1809. He graduated in 1831 at the theological seminary at Auburn, under the instruction of Dr. James Richards, and entered the ministry September 27, 1832. He was an active minister until the year 1875, when he retired on a pastoral salary. He always took an active part in his church and was a he retired on a pastoral salary. He always took an active part in his church and was a prominent and useful citizen. He was the author of the "History of Cumberland County," compiled in 1870. He was presi-dent of Dickinson college in 1847.

Work of the Legislature. port on the Osbourn-Devilu contest was made in the night session, the majority of the committee declaring Osbourn entitled to his seat. The judges' salary bill was received from the House with amendments,

received from the House with amendments, and passed by a vote of 27 to 14. In the House the judge' salary bill was passed by a vote of 116 to 77. The Senate bill for the construction of a bridge over the Delaware at Trenton was passed fi-nally. The Senate amendments to the House bill providing for the incorpora-tion and regulation of electric light, heat and power commanies were concurred in.

tion and regulation of electric light, heat and power companies were concurred in. The aggregate of the appropriations vetoed by the governor was \$61,300. A compromise has been effected in regard to C. L. Magee's friend, the oil gauger in Allegheny county. The oil retiners desired the passage of the bill to abolish the office of gauger, their reason, it is said, being that, not satisfied with fees on the oil con-sumed in the county, he brought suits to collect on exported oil and oil passing in bulk through the county. The bill was re-committed by the Senate. That means an agreement all around to kill it, but it is authoritatively said that this was not done authoritatively said that this was not done until the gauger and his friends gave a written promise to withdraw pending saits and chaims,

Securing the Apparatus. Securing the Apparatus. Contracts were signed on Tuesday by which the state of New York purchased for the electrical execution of condemned criminals three Westinghouse alternating current electric light dynamos. The state prisons at Sing Sing, Auburn and Clinton are each to have one of these deadly machines, which will be driven by the en-gines already in place. The current will be applied to the unfortunates at the same pressure used by the system for clearing pressure used by the system for electric lighting, and the state's experiments have shown that death will ensue in less than 30

The Pennsylvania Railroad company on Tuesday reduced the rates on bituminous coal from the Clearfield region to Philade-phia ton cents a ton and to Lan-caster and Columbia nine cents, being something to say of other sorts

custer and Columbia nine cents, being a five per cent, reduction to take effect May 13th. The new rate for city delivery is \$2, and for shipment \$1.75. The other railroad companies were not aware of the reduction until after it was made, but they will probably follow suit to-day. A like reduction was also made to all points on the Pennsylvania system where there are mills and furnaces. It is asserted as a matter of fact that very little coal shipped matter of fact that very fittle coal shipped to Philadelphia this year has paid the  $\xi_{2,10}$ rate, and that the so-called reduction by the Pennsylvania is merely an announce-ment that the secret rates shall be open

ones. The bituminous trade has been demoralized since the contract for a New England railroad was taken a few weeks ago at very railroad was taken a few weeks ago at very low prices. The contract is for 300,000 tons, and the common report is that the price paid will not the shipper \$2.25 a ton at Philadolphia. This is 40 cents below the established pool price, and when the award was made there followed a general scramble for business in which price was the last thing considered. Some of the shippers are said to have made bad bar-gains and to have appealed to the railroads for relief, which was granted in the shape of lower rates.

of lower rates. More Orphan school Trouble.

There is trouble in the soldiers' orphane There is trouble in the solutiers' orphans school of Chester Springs. The institution has been under new management since Christmas, but it is charged that harsh corporal punishment is resorted to, that in one case a party of twenty-five lads rang-ging in age from six to fourteen were kept ging in age from six to fourteen were kept standing until early morning for the pur-pose of making some of them confess a trifting offense. Cold water was thrown upon them to keep them awake, and one little fellow who fell insensible had to be rubbed with snow by his companions be-fore he could be aroused. Three who con-fessed were publicly flogged and other-wise severely panished. It is charged that an invalid girl was neglected and attacked by rats.

by rats. The anthorities of the school admit the corporal punishment, but deny that it was so severe or that there have been any so severe or that there have been any abuses or neglect. The former superin-tendent has gone to Europe and it is said that the character of the charges are such that he will most likely be sent for to answer them before a state tribunal.

Carnegie to Equalize Wages. It is said that Andrew Carnegie has a surprise in store for the iron and steel workers, and that before he leaves on his European tour he will order that several European tour he will order that several very important changes be made in the system of work and the wages paid at a number of his large plants. He will make an effort to equalize matters, in view of benefitting both the firm and that class of employes who do not receive enough money in proportion to what others re-ceive and the work they do. "The Carnegies have been making big improvements during the past two years," remarked a gentleman holding very close relations with the firm, " and as a result of all these improvements and labor saving machinery, the men who work by the ton in many departments have been receiving enormous wages. Some carn as high as

enormous wages. Some carn as high as from \$30 to \$30 per day. These big fellows Mr. Carnegie proposes to cut down. It will be done directly and indirectly."

### \$2.90. Basement, west of centre.

SHOES! SHOES!

WM. H. GAST,

It's all very well to talk about building new railroads and new steamships, but how could nee, women and children travel on them without Dr. Buil's Cough Syrup. Think of it. Ponder it. "Nother a borrower nor a londer be;" but take your own tracht die eents and go around to your own druggist and buy yourself a bottle of Salvation Oll for your spratus, aches and mine.

## A RE YOU CONSUMPTIVE? --- USE----PARKER'S GINGER TONIC

Without delay. A rare medical composition that earns when all else fails. Has cared the worst cases of Cough, Weak Lungs, Asthma, Indigestion, Inward Pains, Exhaustion, 50e, at Druggists.

Druggists. HINDERCORNS. The safest, super and best cure for Corns, Bunion, &C. Stops all pains. Ensures connort to the foet. Never fails to cure. IS cents at Druggists. HISCOCK & CO., N. Y.

something to say of other sorts that you won't care to miss. Northwest and northeast of centre.

Linen Lawns. New patterns in sprigs and sprays and mechanical figures. 24 inches, 22 and 3oc.

Dark blue grounds with white figures, 25c.

Plain white, 24 inches, 20 to 40c. Wider up to 75c.

That's the pith of the story. All the grades and not a beauty missing.

## Southwest of centre.

The breath of Summer has been on Millinery, trimmed and untrimmed. No busier places in the store. And every stock looks almost as fresh and full as if Easter were but a day ahead.

North from Thirteenth and Chestnut streets

Such days as we've been having are right royal for the baby out of doors. Whatever sort of Carriage you care for. Maybe fifty kinds that you can see in a minute, or we'll make one up to your mind, Basement, northeast of centre,

