

The Centre Democrat.

THE CENTRE DEMOCRAT is published every Thursday morning, at Bellefonte, Centre county, Pa.

TERMS—Cash in advance.....\$1 50
If not paid in advance.....2 00

A LIVE PAPER—devoted to the interests of the whole people.

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Political Notices, 15 cents per line each insertion. Nothing inserted for less than 50 cents.

Business Notices, in the editorial columns, 15 cents per line, each insertion.

ADDRESS OF JOHN NORRIS, OF 'THE RECORD.'

on "The Effect of Adverse Railroad Discriminations."

The address delivered by Mr. John Norris was directed to "the effect of adverse railroad discriminations upon values in Pennsylvania." He said:

Mr. Chairman, Ladies and Gentlemen: When the matter of railroad discrimination was under consideration last winter, before a committee of the State Legislature there appeared before that body a distinguished attorney of the Northern Central Railroad Company, who asserted that the suggestion of discrimination was too large for ordinary minds. It was, he said, so full of complexities and intricacies that it could be comprehended only by Titanic presences, the puny head of the legislator and the small quantum of brain tissue carried around by ordinary intelligence being useless in considering such a subject. It then must be evident that some few of you and many of Pennsylvania, cannot, in satisfaction of our railroads, be a subject that is recommended, like nanking and treasurers of ours, having had to learning, as sprung from more constituted them for the adjustments, and this be the highest law the sovereign creatures of this masters of commerce, it up and had the business affairs, what the traffic would bear, not until last winter that they arrogated to themselves all knowledge in matters of transportation as well as all power, and denied to others a capacity for comprehending the subject.

It is, however, certain that whatever else may be beyond the mental grasp of the people of Pennsylvania, and especially of the farmers, they know that the present policy of our railroad rulers has depreciated the value of farm lands, and that the blame for this condition of affairs rests with those legislators who refuse to enact appropriate legislation for the enforcement of the State Constitution, as well as with those railroad companies which, in defiance of the obligations of their charters and in contempt of public policy and private rights, willfully violate the law that requires them to carry for all persons alike upon the same terms and at the same rates. The people know the railroad has been perverted from its true sphere. Instead of being a common carrier it has been made an arbiter of trade. Instead of being a carrier for hire, having no right to discriminate either in respect to persons or localities it has raised a favored class to which preferential rates are given. The men who run these concerns seem to have forgotten that a railroad is a public avenue of trade; that its officers are agents of the State, acting for the whole people; that it occupies a public relation to the Government, and is, in fact, a public trust. The stockholders who build and operate a railroad, contract to carry for all persons without discrimination, and they thereby draw the line which distinguishes the railroad company from the merchant. A private individual can sell the same class of goods to different persons at different prices; but the common carrier must sell the same amount of transportation to all persons at the same price. A merchant can grade his charges according to quantity, selling more cheaply to the wholesale customer than to the retailer, while a railroad company must haul fifty cars at no less charge per car than it exacts for handling one car. A merchant can discriminate between a regular customer and a new one, while a railroad company must carry for all person alike. In fixing the price at which he sells his goods a merchant can consider his own interests solely; but the railroad company, in selling its services as a transporter, must respect the obligations of its charter, and must subordinate the stockholders' interest to the public interest. A merchant's establishment is private property, on which the public is not allowed to trespass. The tracks of a railroad company are open to all persons who conform to certain police regulations. Hence, a railroad company is not a merchant. This is the spirit of the law as it is incorporated in our Constitution and in the charter of

every railroad company operating within the boundaries of Pennsylvania.

If this were not sound doctrine, our railroad rulers could justify their oppressive discrimination, as they attempt to do by showing that the interests of their stockholders required it, and that their partiality, plunder and extortion as practiced upon the people of the State were legalized by the demands of the stockholders for larger dividends. Upon the same reasoning a highway robber would be permitted to keep his plunder if he showed that he really needed money. This was the doctrine which Mr. John Scott, the general counsel of the Pennsylvania Railroad Company, enunciated at Harrisburg last winter when he boldly declared that "Business was stronger than law." Rob Roy was more than a century ahead of Mr. Scott in making a somewhat similar declaration. For years the carrying companies had conducted their operations upon this theory, but it was not until the occasion referred to that they publicly repudiated the fundamental law of the State and arrayed themselves against all those principles which underlie good government by proclaiming that might was greater than right; that the creature was greater than the creator; that the interests of railroad companies were of more importance than enforcement of the Constitution; the laws which govern individuals should not apply to railroad corporations; that the offenses which bring an ordinary criminal to the bar of justice become very proper business transactions when committed by the managers of a trunk-line road, and that the dictum of an official of one of these corporations was greater than the will of the people. How do they reach these conclusions? The offense is prohibited by law. Does the enormity of the misdoing excuse the crime? Or is a trunk line road to be allowed to continue these wrongs because it happens to belong to the most powerful class of corporations in the State? Are its officers free from the restraints which bind other citizens? Are no considerations of public good or private right to be respected by these creatures of the State? And when the railroads narrow the issue to a question involving the supremacy of the Constitution how dare any one ask the citizens of Pennsylvania to submit to these monstrous pretensions?

The State Constitution prohibits unjust discriminations in rates, but the President of the Pennsylvania Railroad Company presented himself at the seat of government last April to quarrel with that instrument and to declare that discriminations are right. The State Constitution guarantees equal rights to all, but 130 members of your State Legislature, disregarding the solemn obligations of an oath which each one of them took "to support, uphold and defend" the Constitution, deliberately refused to enact appropriate legislation for enforcing the provisions of the organic law.

Against these men the farmers of the State have a serious grievance. They are discriminated against in order that speculative leases of Western lines at exorbitant rates may be made remunerative, and to do that the grain of the Western grower is carried to the sea-board for less than is charged for moving the produce of the farmer of Pennsylvania. In this way the big trunk lines are crushing the agricultural interests of the Eastern States and demoralizing Valley to develop the Mississippi.

Is it any wonder, then, that between Chicago and the Missouri River the values have been enhanced with amazing rapidity and that our lands have declined?

While our State is admirably adapted to agricultural growth, there being a symmetrical development of all industries and a harmonious adjustment of all the essentials that combine to bring about substantial prosperity in communities, yet the railroad companies operating lines across the State have subjected it to such unfair treatment that Pennsylvania has declined in agricultural production instead of advancing. When it is considered that 63 per cent. of all the land in Pennsylvania is devoted to farming, and that the farms are better partitioned in this than in any other of the North Atlantic States, 78 per cent. of all the farm land being cultivated by owners, and when we discover that, according to the census reports, there was an increase of 14 per cent. in the acreage of improved land of this State from 1870 to 1880, an increase in the number of farms, an increase in the non-agricultural population which was to be fed, an increase in the total cereal production, and an increase in the produce per acre, the lands of Pennsylvania yielding more wheat per acre (14 bushels) than the virgin soils of Minnesota (11), Kansas (9), Wisconsin (13), Iowa (10), Michigan (10), Missouri (12), and Dakota (11), it was reasonable to look for an increase in the value of our farm lands.

In 1870, for every farm worker in the State there were three other workers and their dependents to be fed. In 1880, for every farm worker there were four other workers and their dependents to be supplied. This brought about an increased demand in the home market, and it should have helped our farmers, the maxim being that the value of agriculture enhances as the non-agricultural population increases.

Our farmers had entered upon the serious systematic cultivation of an old State with energy and intelligence. The industries of the State were diversified, and there had been such a healthy development of all our material interests as would ordinarily lead to general prosperity. But this was not to be. The farm lands of Pennsylvania decreased 68,000,000 in value during the years from 1870 to 1880, the value per acre fell off 15 per cent., and the value of our agricultural productions declined \$54,000,000 per annum. In 1870 the product of the farm yielded 18 per cent. per annum of farm value. In 1880 this yield had fallen off to less than 13 per cent. In 1870 the product per capita was valued at \$707. In 1880 it had dropped to \$431 per capita.

One effect of these discriminations is shown in the depressed condition of the railroad companies of our State. The officers of these corporations, by ignoring the public interests, have injured the stockholders' interests, because the two are reciprocal, and when any community prospers its advance is

reflected in the business of the railroad company which serves that community.

The Constitution was drafted in this spirit, and the application of its provisions would work a substantial benefit to our railroads, as was shown in a remarkable degree by the increase in net earnings and in new lines that attended the proper regulation of the railroads in the States of California, Georgia, Massachusetts, Missouri, Ohio, South Carolina and Wisconsin, all of which was exhibited to the members of the last Legislature with detailed reports that were unanswerable.

Had the Legislature done its duty the industries of the State would not today be under the feet of monopolies that are robbing the people to the extent of \$63,000,000 a year in the three items of grain, coal and oil.

Had the Legislature done its duty the oil-fields of Pennsylvania would not be in the grip of the Standard Oil Company; the Anthracite coal region would not have been overcrowded with thousands of imported laborers, and its industries would not be suffering from the paralyzing effects of an effort made by a gigantic combination of carriers to combat laws of trade that are universal and unyielding; your Clearfield coal-fields would not be at the mercy of a rotten ring; the gas-coal supply of Eastern Pennsylvania would not be in the hands of the Westmoreland and Penn Gas Coal Companies; the coke-ovens in Southwestern Pennsylvania would not be run by a syndicate; the iron business would not be concentrated in a few concerns that may favor in the eyes of railroad managers; our lumberman would not be suffering, and our farmers who have generously given rights of way to the new lines for the purpose of developing the State would not be taxed to-day to make up the losses upon the transportation of Western products to the natural markets of eastern farmers.

Had the Legislature done its duty the grains of Pennsylvania would have an opportunity for competing in foreign markets, which take \$150,000,000 worth of American cereals every year.

Had the Legislature done its sworn duty and thrown off the shackles of corporate control, the managers of our railroads would have had a wholesome respect for the Constitution, and, instead of Mr. Vanderbilt acting on the idea that the public might be damned, no attempt would have been made to transfer the South Pennsylvania and Beech Creek Railroads, and the Pennsylvania Railroad Company would not pay millions of dollars for what it contemptuously calls "holes in the ground."

Had the Legislature done its duty the State of Pennsylvania, which furnishes more tonnage to the railroads than any other State of the Union, would not pay higher rates than western states which have their goods carried at our expense.

Had the Legislature done its duty the people of Philadelphia would not have been robbed in the single item of coal to the extent of \$5,000,000 a year, the manufacturers of Pennsylvania would not be forced to pay more than the mills of New England for their coal and prayers for relief from oppressive discrimination would not have been sent to the Legislature from the City Councils of Philadelphia, the Commercial Exchange, Maritime Exchange, Produce Exchange Textile Association and Retail Coal Dealers' Association, all of Philadelphia, the Chamber of Commerce and Grain Exchange of Pittsburgh; the Boards of Trade of Wilkes-Barre, Allentown, Reading and Lancaster; the Eastern Pig Iron Association and the oil producers; nor would the farmers of the State have been subjected to the ridicule which was heaped upon them last winter on the floor of the House of Representatives at Harrisburg.

The adverse discriminations of the railroads are stunting the growth of the State, forcing us to pay dividends on \$352,000,000 of watered capital, representing our agricultural productions, driving manufacturers out of our State, exercising a terrorism over merchants, undermining our industries, increasing the cost of living and burning the candles for us at both ends. In Philadelphia the railroad companies tax our manufacturers in the raw products which they carry there and on the finished products which they carry away. Every one of the important grain shipping points in Pennsylvania is taxed 1.14 per ton to help pay for the losses incurred by the Pennsylvania Railroad in its New Jersey and Western leases and to pay a profit of 22 per cent on the cost of the road and equipment. Upon the basis of an extraordinary method of reasoning, that company charges local traffic at a high rate and through traffic at a low figure. In this way the railroad managers enable the Western shipper to send his goods for less than the Pennsylvania manufacturer can reach the same market. They carry grain from Chicago to Liverpool for less than they will carry from Chicago to Philadelphia. They carry grain from Chicago to Philadelphia for less than they will carry from points in the interior of Pennsylvania, like Mechanicsburg, Shippensburg, and Chambersburg to the seaboard. They carry goods from Philadelphia, and even from Pittsburgh, to New York and back again over the same tracks for less than they will carry direct from these points to the West. They tax you because you are located in Pennsylvania, and exempt another shipper because he hails from Ohio. They tax you because you are a local shipper, and exempt another he is a through shipper. It was not very long ago that the Pennsylvania Railroad company required shippers of grain in Pittsburgh to furnish proof that the article was not raised in Pennsylvania before it would allow the rebate usually given on through shipments. They always charge you as much as the traffic will bear, claiming the right to divide the profits of your business.

In the days of Dick Turpin that was the practice on the public highways, but the offenders were not then made the regulators of trade as is the case to-day in this longitude. It is known to all men that in Pennsylvania no one dare engage in any business in which transportation largely enters without first crawling into the office of a railroad manager and asking whether he can get living rates. It is within the power of any one of the managers operating

the thirty-nine railroads in the trunk-line pool to menace the business of the entire country, causing violent fluctuations in prices and effecting the stability of values.

No manufacturing or agricultural State can long stand up under such a load as the railroads have heaped upon Pennsylvania. The food supply of the State has been diverted by them from home growers and handed over to Western farmers. The industry of four million people is placed under toll, and though all the natural elements have been in our favor, our carrying corporations have practically nullified them by limiting competition beyond the bounds of reasonable protection, and by attempting to regulate the currents and channels of trade.

The railroads have illegally entered into combinations to control our production, they have plundered large communities and deprived the farmers of the State of the advantages of location; they have involved themselves in criminal conspiracies to restrain trade. These are the evils which we are determined to correct. We ask no favors of them. We want evenhanded justice. We demand what is our due—equal rights for all shippers, and a constitution enforced in its every provision.

About Pensions.

WASHINGTON, August 30.—Gen. Black, Commissioner of Pensions, has made an important ruling effecting the rights of maimed soldiers in the late war. Up to this time the Pension Office has held to the strict letter of the law in amputation cases, thereby depriving a small but deserving class of Pensioners of their manifest rights under the acts of 1879 and 1885. The act of March 3, 1879, reads as follows: "That all pensioners now on the pensions rolls, or who may hereafter be placed thereon, for amputation of either leg at the hip joint shall receive a pension at the rate of \$37.50 per month from date of approval of this act." The act of March 3, 1885, provides "that all soldiers and sailors of the United States who have an arm taken off at the shoulder joint, caused by injuries received in the line of duty and who are now receiving pensions, shall have their pensions increased to the same amount that the law now gives to soldiers and sailors who have lost a leg at the hip joint, and this act shall apply to all who shall be placed on the pension rolls." There are less than a dozen cases in the country where the cut is in or through the joint or in which the joint has been disarticulated. With the object of testing the past ruling on this point a pension attorney of this city recently prepared two cases—those of Frank M. Eastman, of Pennsylvania, and Oliver K. Dean, of New York—and presented them to the Commissioner, insisting that both cases clearly came within the provisions of the statutes, although the amputation was below the joint. The Commissioner took the same broad and liberal view of these statutes and, holding that Eastman and Dean were entitled to the rate of \$37.50 per month issued the following ruling in their cases:

The Commissioner holds that the brief in these cases abundantly shows that said Eastman and Dean, respectively, had their arms taken off at the shoulder joint caused by injuries received in the service while in the line of duty; that they are now receiving pensions, and under the act of March 3, 1885, they are entitled to an increase in pursuance of the terms of the act. Pension will be granted accordingly at \$37.50 per month.

J. C. BLACK, Commissioner.

Although the specific cases ruled on were below, but near to the shoulder joint, the decision covers, it is believed, all cases of amputation near the elbow, knee, or hip joint, where the cut is so near as to render the remaining bone useless, the language of the law being identical and the principle involved being the same.

Circulating Silver Coin.

WASHINGTON, September 2.—Treasurer Jordan said to-day that the policy adopted by the Treasury Department to secure a better circulation of silver coin is meeting with gratifying success. During the month of August there was paid out from the different sub-Treasuries \$1,677,444 in Standard Dollars and \$1,495,902 in fractional silver coin which amounts were largely in excess of the issue of silver during the corresponding month last year. Mr. Jordan says the withdrawal of one and two dollar notes from circulation was made necessary by the rapid accumulation of silver in the sub-Treasuries. It was expected in this way to create a demand for silver coin. That the plan was successful in shown by the large output of silver during August. So far no formal complaints or protests against the withdrawal of one and two dollar notes have been made. Applications have, however, been received for large quantities of small notes. In each case answer has simply been made that the issue of those notes has been suspended for the present. Treasury officials express themselves as much encouraged by the present state of the finances, and predict an improvement in the general business of the country.

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Constantly in a full stock assortment of
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AT LOWEST
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Dealer in
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Is selling ALL KINDS of Crockery and Table Glassware at LOWER prices than ever known in Bellefonte, as the following list will show:

Best quality, Iron Stone China: warranted not to crack	
Tea Sets (58 pieces)	\$3 50
Dinner plates—largest size—per doz	1 25
Dinner plates—medium do	1 10
Tea Plates do	50
Tureens—round or oval each	60
Sauce dishes—round or oval—each	20
Sauce Tureens—4 pieces	90
Sauce boats	25
Cups and saucers—handled—12 pieces	60
do do unhandled do	50
Fruit saucers—per doz	50
Chamber sets—10 pieces	3 00
Pitcher and Basin	1 00
Covered chamber	75

TABLE GLASSWARE.

Tumblers, each,	04c
Goblets, "	06c
Fruit Bowls	25c
Cake stands	35c
Glass Sets, 4 pieces	35c

Full Stock of Decorated Tea, Dinner and Chamber Sets.
Best English ware. Tea Sets, Decorated in Blue, Black, Brown or Claret, 56 pieces \$5.00—regular price \$7.00.
Full assortment in Majolica and Fancy Goods, &c.
Majolica Pitchers, 20c; Bohemian Vases height 10 inches, \$1.00, and everything else just as cheap in proportion.
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Respectfully,
W. H. WILKINSON, Agent

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OF ALL STYLES AND SIZES.
Come in and examine the articles on our

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