

The Centre Democrat.



F. E. & G. P. BIBLE, Proprietors.

"EQUAL AND EXACT JUSTICE TO ALL MEN, OF WHATEVER STATE OR PERSUASION, RELIGIOUS OR POLITICAL."—Jefferson.

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FRANK E. BIBLE, Editor.

DEMOCRATIC STATE TICKET.

FOR STATE TREASURER,
CONRAD B. DAY.

DEMOCRATIC COUNTY TICKET.

FOR JURY COMMISSIONERS,
JOHN RHONE,
FOR CORONER,
JOHN RHONE,
DR. H. K. HOY.

There's many a slip 'twixt the nomination and the election.—*Times*. Wonder if this gallant Colonel hasn't been there himself.

A little original editorial matter in the *Democrat & Sentinel* of Lewistown would help that paper amazingly. Try it, brother Fosnot.

Thirty marriage licenses were granted in Philadelphia the first day of October which was the day the new law went into effect. And it wasn't a good day for marriages either.

The Democratic city ticket in Philadelphia was completed by the nomination of Dallas Sanders for Sheriff and Simon R. Snyder for city Treasurer. There is reform in the city nominations this year.

SON-IN-LAW Twombly was not being left in the railroad deal. \$3,000,000 was gently dropping into his hat, when the people of Pennsylvania would have paid in increased freight rates. Thrifty Twombly, Thrift! Thrift! "Horatio."

The Harrisburg *Patriot* has donned a new suit of type and spread itself out one column, making an eight column paper. Every Democrat living on the line of a railroad, should take the daily *Patriot*. Its democracy is pure and healthy, and its pages ably edited. It should be the party organ in the central part of the State.

"I BELIEVE in civil service reform and its application in the most practicable form attainable, among other reasons because it opens the door for the rich and the poor alike to a participation in public place holding. And I hope the time is at hand when all our people will see the advantage of a reliance for such an opportunity upon merit and fitness instead of a dependence upon the caprice or selfish interest of those who impudently stand between the people and the machinery of their government."—*Grover Cleveland*. Like the little boy who patted the Lord's prayer on the head board of his bed to save time, we say "O Lord them's our sentiments."

CONRAD B. DAY, Democratic candidate for State Treasurer has created a favorable impression wherever he has gone by his practical good sense and the absence of all the wiles, dodges, and contortions of the politician. Mr. Day's personal appearance indicates his plain practical business habits, and nothing gives more encouragement to the voter than to know that in Mr. Day he has a business man with business methods. Contrasted with Mr. Quay whose whole life has been spent in the whirlpool of politics, Mr. Day has decidedly the advantage. The practical politician will do to run a convention or manipulate a ward but to manage the business affairs of the people he cannot be trusted.

One of the most carefully edited of our exchanges is the "Allentown Democrat." We always open and read its pages with delight. We were particularly pleased with an article in its editorial columns under the caption of "Take Your Choice." The article in question voiced our sentiments exactly. We were pleased with it when we read it in the "Allentown Democrat," indeed we were as much pleased and delighted when we saw our old friend there as we were when our own brain gave birth to it in the CENTRE DEMOCRAT of Sept. 17th. Our heart did not beat lighter, nor was the music in our soul less sweet, when we saw it "solid" in our Allentown namesake. We recognized our child although its name was not given. Now brother Democrat, to make our cup of bliss full to overflowing just give us credit when you clip from us. Of course it was an oversight, and we will pardon you this time, but in the future, if you wish us to preserve our good nature, give us credit for our brain work.

Railroad Tyranny.

A special dispatch to the Harrisburg *Patriot*, from Philadelphia, dated October 4th, says: "An instance of the tyranny of railroad companies to those who are so unfortunate as to be within their power, has just come to light here. It serves to show how the industries of a state can be hampered, and how millions of capital can be prevented from finding profitable investment. A number of capitalists in this city who had had a large experience in the manufacture of iron, desired to enter into that business again, and proposed purchasing the iron ore beds in Centre county, this state, for the sum of \$400,000. They also proposed to erect a blast furnace upon the location at a cost of \$400,000, and to hold in reserve \$200,000 for working capital. The furnace was to have a capacity of 100 tons per day, and they figured that they could manufacture iron at that point at a profit, but when they came to inquire into the cost of freights over the railroad, it was discovered that they were so high that the capitalists could not pretend to manufacture and compete with others. When the Beech Creek road was extended into that county the project was again taken up, but had to be abandoned as there is a prospect of that road going into the hands of the Pennsylvania."

The whole story of Bellefonte's lethargy is contained in the above. With resources almost boundless, a central position with regard to eastern and western markets, coal, iron ore, coke, lumber, and everything that is favorable to the building up of great industries, except competing railroads, our town and county sleeps, while other and greatly less favored communities, move on. It is not enough that we have a few small establishments of various kinds here, or that Bellefonte has been gradually improving in the past six or seven years. The position which her resources and facilities as a manufacturing town would entitle her to, is denied her by unjust discrimination and exorbitant freight rates. No manufacturing establishment representing hundreds of thousands of dollars dare place itself at the mercy of any railroad corporation, even if favorable rates of freight were offered. The laws of trade demand competition in freight rates as well as anything else. How long is this Rip Van Winkle sleep to be kept up? We can hardly invite, under the present condition of affairs, capitalists to invest their money here. What guarantee can we offer them against unjust freight discrimination? If iron could be manufactured for five dollars per ton railroads could increase the cost to ten and twelve by freights on coke and coal to the furnaces, and on the manufactured article to the markets. Capital invested must be free from discrimination in order to be profitably employed. Our venerable Board of trade is comfortably wrapped in the arms of morpheus: Our own moneyed men make no move to overcome the difficulties that stand in the way. Connection with the Reading can be had a few miles further east than the proposed Beech Creek connection. Wake up! "Resistance to tyranny is obedience to God." Why not serve the Lord awhile?

Eastern Europe.

The Balkan trouble which promises to disturb the peace of Europe and effect the equilibrium of the Turk, is not a question that can be definitely settled by the diplomacy of the great powers of western Europe and Russia. The last war between Russia and Turkey, left the latter broken, shattered, and at the mercy of her conqueror. The treaty of San Stefano which was preliminary to that of Berlin, settled nothing; and the treaty of Berlin changed the political map of Eastern Europe without settling a single question of the many which were liable at any time to involve Europe in a war. By its terms, Bulgaria was made a tributary principality, to be governed by a Prince (not a member of any ruling dynasty) elected by the people. South of the Balkans and between Bulgaria and Turkey is interjected the autonomous province of Eastern Roumelia under a christian government-general appointed by the Porte with the assent of the powers, Bosnia and Herzegovina are placed under the control of Austria, Roumania, Servia and Montenegro are independent and their boundaries enlarged at the expense of

Turkey. Entire religious and political liberty is guaranteed in all the territories effected by the treaty of Berlin. Such was the condition of affairs on the breaking out of the Roumelian trouble. There is a contiguity of territory unbroken by any natural barriers, a community of interest, of race and religion which will always unite these people of Eastern Europe against the Turk. If Serbia demands more territory it is because the political boundaries of that country do not contain within their limits the bulk of Serbian speaking people. The Roumanians of which family the Servians are a branch number over eight millions. They are a latin speaking people but differ from the latin nations of Western Europe. The Turk now well shorn of his European possessions is a political "squatter" on the western shores of the Hellepont and Bosphorus. His "squatter sovereignty" is maintained alone by British gold and bayonets. When the flow of gold is stopped and the bayonets withdrawn, the dominion of the Osmanli in Eastern Europe will cease like that of the Moor in Spain. The struggle of the Roumanian has been going on for centuries—it is a struggle for nationality, for a nationality as distinct and homogenous as any in the old world and cannot long be held back by the diplomacy of the great powers or the political lines drawn by each succeeding treaty. The restlessness of the people inhabiting the Balkan peninsula is a constant menace to the cherished plans of European Statesmen and liable at any time to set them "coursing down the winds."

The man whom Congressman Boyle recommends for a Federal office in the southwestern corner of the State is ordinarily in imminent danger of being appointed, but the case of Isaac W. Ritter, whom he designated for the Connelville Post Office, may possibly prove an exception. It appears that Ritter was under indictment in Lancaster county twenty years ago on charge of stealing a bag of clover seed and that the defense was that he borrowed the seed when the owner was absent and that he had no intention to defraud. Congressman Boyle, however, was too smart to devise a President so capable of "amazement and indignation" as Mr. Cleveland is, and he accordingly told the President the whole story with the utmost frankness. It is said that President Cleveland did not give much encouragement to the hope that Ritter would be vindicated with an office, but remarked: "I don't believe in hounding a man to his grave for a slip in his life years ago, but at the same time this administration can't undertake to defend every man's character for him." There is no doubt that Mr. Cleveland is right in this. A man can live down an old charge by an upright life, but the people are growing awfully sick of the business of vindication by appointment to office. Mr. Ritter should be left to adorn the shades of private life in Connelville.—*Times*.

The Harrisburg Telegram, which under the management of John M. Place has forged rapidly to the front of Sunday journals, last week published the portrait of Curtin McClain, the young man now under sentence of death for the murder of Smearman at Newton Hamilton a year ago. McClain's face is that of a boy of sixteen, pleasant, open and frank—anything but the face of one who would do deliberate murder. The Telegram is making a gallant fight for a re-hearing by the Pardon Board of McClain's case, and considers him innocent. We hope the Board may give the case another hearing. No harm can come if he is guilty, in the delay of the vengeance of the state, but inestimable wrong may be done by not giving heed to the Telegram's appeals. We are heartily in accord with our contemporary, and bid it God speed in its efforts. Let McClain have another chance and let the newly discovered evidence be presented to the Board.

—The article on "Centre County Iron" in last week's DEMOCRAT should have been credited to the *Record*.

Ex-Governor Moses, of South Carolina, has been sentenced to three years in the Massachusetts State prison.

The Earl of Shaftesbury died in London at the age of eighty. He had been ill but a short time.

The utter indifference, with which the officials of the Pennsylvania Railroad Company give in their testimony before examiner Weiss is certainly refreshing, and the wonderful *song froid*, as the Frenchman would say with which the directors of that great corporation would load the Bedford and Bridgeport Railroad, already over one million dollars in debt, (and which annually defaults on its interest,) with \$6,500,000 additional debt is only equaled by their generosity in deferring the payment of the principal for a thousand years, and guaranteeing the South Pennsylvania people four per cent on the Bedford and Bridgeport bonds in which they were to be paid for their road. Vanderbilt's young man Twombly was to be taken care of to the tune of three million dollars, and his wife's pa had already looked out for number one in the profits of the American Construction Company which was composed of Wm. H. Vanderbilt. The violation of the Constitution of Pennsylvania and the outrageous infraction of the rights of private property of her citizens could not of course enter the heads of any of the high contracting parties. The dense ignorance of those connected with the sale, and who negotiated it, has been remarked. If the Attorney General has not got a lot of stupid, dolish witnesses in these officials, he has got a lot of cool-headed sharpers and we incline to the latter opinion. To the judicial mind accustomed to investigate, weigh and sift evidence the testimony being taken, is full of subtleties and evasions. Any school boy looking at the map of Pennsylvania would say that the Beech Creek road is not only a competing line with the Pennsylvania system of roads running into the Centre and Clearfield coal regions, but for miles it is a parallel road also. What competing and parallel lines of railroad are, was clear to the gentleman who framed the constitution of the State, but some of them, notably Mr. Macveagh have become very much muddled on the question now. The Pennsylvania Railroad Company bitterly opposed the adoption of that instrument and the deadly poison to them was found in the clause which prohibits the purchase of competing or parallel lines. They now seek to violate the instrument whose adoption they could not prevent.

We are in receipt of a pamphlet from the "State Charities Aid Association" on Postal Savings Banks, and a circular letter from Miss Edith Wright, chairman of the Pennsylvania branch. Postal Savings Banks are now in operation in England, and most of her colonies; Belgium, Japan, Italy, the Netherlands, France, Russia, and Switzerland, and their success has been assured. There are hundreds and thousands of people who never become depositors in ordinary banking institutions because their deposits must necessarily be small, who would take advantage of the postal savings bank system, and thus lay away a little money each year. The subject will come before Congress this winter, when we hope to call the attention of our Member to the report of the committee of the 47th Congress, which is very thorough.

Driving Out Foreign Labor.

HUNTINGDON, Oct. 4.—The last of the Italian and Hungarian laborers have been driven from employment at the furnaces and mines at Saxton, and have left the place. The operators were well satisfied to get rid of these foreigners, especially as American workmen offered themselves on as advantageous terms. The employees of the Kemble Coal and Iron Company at Riddlesburg, which failed so disastrously last year, have since been idle. A strong prejudice was the result of the employment of foreign workmen, which showed itself in some persecution of them and occasional violence, and which, with the willingness of the employers to make a change, led to the filling of the places of all of them with American operatives.—*Tribune*.

—Brother Tuten of the *Republican*, proposes starting a Saturday paper to be called the *Fountain*. Just when it will come out, we do not know, but it is to be a first class paper, and entirely devoid of politics, to be devoted to Literature, Art, Temperance and general reading. Look out for the *Fountain*.

—Don't forget the DEMOCRAT Book Bindery. All kinds of binding done at reasonable rates, and all work guaranteed.

Legal Crochets.

Lancaster (Pa.) *Intelligencer*.

There is nothing surprising in sharp practice at the law. Since the days of Quirk, Gammon & Soap, and probably long prior to that, the public have been familiar and the Courts have been filled with those evasive technicalities to which the legal profession may have recourse as the occasion demands. We are not surprised to learn that the defendants in the Attorney General's injunction suits are said to be about to evade his pleadings, under the terms of the supreme law, by denying that the parties named are, in point of fact, implicated in the matter he sets forth in the one instance; and, in the other, that the true defendant, if any, is not a parallel and competing line under the terms of the law upon which the plaintiff relies. It is to be urged that the Pennsylvania Railway Company, not the Pennsylvania Railway, is the purchaser of the South Pennsylvania Road, that the former is operating west of Pittsburgh and is therefore, not a parallel or competing line; that the true terminus of the South Pennsylvania is east of Pittsburgh, etc. In other words, the Pennsylvania Railway is *non est* in this connection anywhere, and hence not a proper defendant in the case.

We had supposed the identity of the Pennsylvania Railway and the Pennsylvania Company had been fully established long since. What with the Pittsburgh riots and the previous legislative investigation about Pittsburgh and petroleum discriminations, and a hundred other evidences abroad, we had imagined that the beast of burden and convenient foil of the railway company had been traced to its true ownership and its true inwardness; its genealogy and paternity established. A scapegoat and subterfuge with which to plunder the parent company by the latter's managers in times past, a substitute which on occasion might be used to evade the responsibility of the active fact in a transaction in which the active fact might choose to dodge the issue of its own work—we had fancied, preadventure, that this ancient device had been put away for good, with the decline of bogus transportation companies, car companies, etc. which have robbed the stockholders of the road itself and enriched the officers and Directors. But, no, that useful old man-of-all-work has not been retired from active service, and now reappears to do duty for the Vanderbilt deal to avoid the legal complications that might arise were its *alter ego*, its other self, at the front as the high contracting party in the premises.

Stale as this dodge has grown we are less surprised by far that it should from force of habit have been pressed into service now, than that the manifest inference from that fact in this instance should have escaped the shrewd bevy of superserviceable legal gentlemen the Pennsylvania Railway always has about it to run and do its bidding. If it be necessary, convenient or politic to push to the front in the Vanderbilt deal the Pennsylvania Company in place of its kangaroo mother in whose pouch it hides and lives, then that act is a plain recognition of the efficacy of the constitutional provisions without any further legislative enactment against the merging of parallel and competing lines. That confession by implication is a great point gained by the plaintiffs in this case. And so far as the avoidance of the substantial identity of the two concerns goes, there should be no difficulty whatever in establishing its utter futility in any Court. The same rule (leaving out the familiar rule of manifest agency in this instance) which, it is claimed, would render illegal and nonbinding the contracts of the Beech Creek-Reading-Clearfield Coal Company combination, will invalidate the performances of the Pennsylvania Railway-Vanderbilt-Pennsylvania Company deal, viz., the identity of the parties in the management of the first and last named concerns.

A second and equally transparent plea is put in in bar of the injunction against the absorption of the Beech Creek ostensibly by the Northern Central. It is said that the Northern Central is not a parallel or competing line; it runs north and south and the Beech Creek east and west; that the Pennsylvania railroad does not even own a majority of the Northern Central stock, and hence is a separate and distinct concern. This latter allegation is vain

for two reasons: The management of the Northern Central is, and has been for years, under superior control of the Pennsylvania, and the road is as undeniably part of the Pennsylvania system as the Philadelphia and Erie. All these lines where they meet at a common point, as for instance Harrisburg and Williamsport, use the same stations; the engines and cars house under a common roof. The former officers of the Northern Central have been promoted and transferred to the main line; the chief officers on both roads are the same and the rates of freight and passenger fare are the same as if all of them were moved under one name. It is these latter circumstances—the general management and looking to a common head and run on a common policy and in a common interest—to which the provisions of the Constitution refer. No one can doubt—no one does doubt—no one denies and maintains the denial, but the Pennsylvania Railway is the parent stem. All roads lead to Rome. And if the Beech Creek is not a parallel and competing line with the Northern Central in point of direction it certainly is in the sense the constitution was meant to apply to the Bald Eagle Valley, another off-spring and tributary of the Pennsylvania, a road carrying the same kind of coal from SnowShoe and Phillipsburg, that the Beech Creek was to haul from the Clearfield Company's mines. Moreover, the Beech Creek's outlet to market northward, after leaving Lock Haven, is by the Pine Creek Road, a line essentially parallel to the Northern Central, thence by the Corning, Cowahesque and Auburn Road to the Corning and Genaca, to the Central, into the markets of Central and Western New York—a rival line throughout (with the Northern Central terminating at Rochester)—the initial impetus of which is all within the borders of Pennsylvania.

But to attack in detail these successive snappersdoes of the Pennsylvania Railway's conventional legal pleading (again and again in one form or another brought to bear in its various investigations in the past) is not to the purpose. The public, while it looks at these legal contests, will have no part nor lot in the matter. Parties or platforms will not affect them, perhaps. But out of all this trickery and evasion the intention and endeavor to avoid the law and escape its confessed force and obligations becomes apparent. The Constitution was framed in the interest of the people, meant to restrain unjust discriminations by the roads, and, above all, restrain the vicious effects and oppressions of monopoly. No splitting of hairs, or perversion of terms, or fooling with phrases can take that intention out of the terms of the Constitution. No man can assert, no Court will hold, when the facts are sifted, that the Pennsylvania Railway in both these deals is not preparing to absolutely control the properties it has purchased and put down all rivalry from whatsoever source which might spring out of their possession in other hands, whether it be a rival trunk line connecting at Harrisburg with the Reading and trending thence to New York and Philadelphia from Pittsburgh and the West, or whether it be to cut off Clearfield soft coal going by way of the Catawissa to the Eastern markets. And precisely this kind of thing the railway provisions of the Constitution were framed to prevent.

Now, public sentiment has this influence upon this kind of thing: it may, in view of all this perfidy and lawlessness, prepare itself to see that stringent laws are passed, in obedience to the Constitution, which shall cover such cases, provide the necessary penalties and processes, and put them in hands of their proper law officers to execute. Meanwhile, just such tricks as the railway lawyers are playing before high heaven in the interest of their masters, have a tendency to unite the people, without distinction of party, in the maintenance of their rights, the protection of their interests and the defense of their Constitution. We fancy that, instead of dampening public feeling on these subjects and on this issue, the paltry trifling of these legal experts, even should it prevail with the courts (which we do not for a moment believe), will have a stimulating effect upon popular sentiment in the end that will make itself felt in a manner that will be triumphantly effectual. It is the issue of issues, and the people will rise to a realizing sense of that fact in the near future.