

**Testimony in the Railroad Deal.**

Parlor C of the Continental Hotel was so filled with Pennsylvania Railroad officials yesterday morning when Examiner Weiss began the second day's hearing in the South Pennsylvania and Beech Creek Railroad injunction suits that there was scarcely room for the distinguished counsel who are pitted against one another. President Roberts and most of the Vice Presidents and Directors were there, and President Keim, of the Reading Railroad, looked on with lively interest. A. J. Cassatt, a Director of the Pennsylvania Railroad, was first called and questioned by Attorney General Cassidy. He described his meeting in New York in June with Mr. Bliss, a representative of Mr. Vanderbilt, when the proposed deal was discussed, followed two days later by a conversation with President Depew, of the New York Central.

"I understood from him," said Mr. Cassatt, "that the leading interests in the South Pennsylvania line were anxious to sell out. During the conversation I told him that I thought a new trunk line would take more business away from the New York Central than from the Pennsylvania, excepting so far as Pittsburgh business proper was concerned. The result of the interview was that Mr. Depew asked me what steps should be taken to put such a matter in train. I told him that I thought him and Mr. Roberts should meet. Mr. Roberts afterward met Mr. Depew in New York. I had nothing further to do with the negotiations after that."

Mr. Cassatt said that he heard of the progress of the negotiations through the summer from Mr. A. J. Drexel and others, but he was not informed of the details in regard to the purchase of the Beech Creek Road.

"I only understood that the road was to be bought in the interest of the Pennsylvania Railroad, and that its projectors were to receive a satisfactory bond."

"The Pennsylvania's bond?"

"I didn't hear that. I only heard that the bond was to be guaranteed—that of a good company."

"What was the hitch about on the Beech Creek Road?"

"George J. Magee told me that he had failed to deliver as much of the stock as he had expected to deliver."

"When was that hitch fixed up?"

"I don't know that it was arranged."

"Are you familiar with the Bridgeport and Bedford Railroad?"

"Yes; it is forty miles long."

"Has it paid?"

"It has never paid the interest on its bonds. It has always defaulted."

"What is its indebtedness?"

"Its original indebtedness was \$1,000,000."

"What was to be paid for the Beech Creek, and how was it to be paid?"

"I understood from a conversation with President Roberts and Vice President Thomson and Mr. Drexel, at Long Branch, that a majority of the stock was to be turned over to the company making the purchase and the latter was to give a guaranteed bond."

"How much in all, six millions?"

"I don't hear."

"What company was to make the purchase?"

"I don't know."

"Did you have any doubt as to what company was making the purchase?"

"No; I understood that the purchase was to be made in the interest of the Pennsylvania Railroad Company by the Northern Central, the Tyrone and Clearfield, the Bedford and Bridgeport and others."

Director Henry D. Welsh, the next witness, said that his first knowledge of the South Pennsylvania purchase was at the meeting of the Directors of the Bedford and Bridgeport Road were indorsed. He favored the purchase in his official capacity as a Director in the Pennsylvania and Bedford Roads, as it was "very desirable for the interest of both these companies to purchase the two roads, building along side of them, and especially as an outlet would be afforded for the Bedford and Bridgeport Road. The new road would shorten the connection between the Bedford and Bridgeport and the Pennsylvania Railroad system."

"Why I thought you were only buying holes in the grounds," remarked the Attorney General.

"I don't know about that. I know we paid a pretty big price for it."

"Was there any question as to your right to do that? Was it not raised at your meeting?"

"Nothing was said about it."

Mr. Welsh confirmed Mr. Cassatt's statement as to the bad financial condition of the Bedford and Bridgeport Road, but thought that by increasing its indebtedness it might be made to pay. He knew nothing of Mr. Vanderbilt's connection with the matter, nor whether the bonds to guarantee the purchase had been issued.

Director H. H. Houston said that he was indebted to the newspapers for his knowledge of the Beech Creek matter, and when asked by the Attorney General why he voted to saddle additional indebtedness on the hopeless insolvent Bedford and Bridgeport Road, replied:

"To get hold of the South Pennsylvania securities at 50 per cent. of their cost."

"Then this was substantially a transaction by the Pennsylvania Railroad?"

"It was understood to be in the interest of the Pennsylvania Railroad."

"How long were the Bridgeport Railroad Directors in session when they authorized the \$5,600,000 additional bonds?"

"A half hour."

"Were those bonds issued?"

"I don't know. I saw them at the Bridgeport Directors' meeting."

"Do you mean to tell us that those bonds had been printed before their issue had been authorized?"

"That is true."

"Who authorized such a thing?"

"I presume the high contracting parties—the Pennsylvania Company."

Director N. Parker Shortridge, who was next called, understood that the building of the South Pennsylvania was to be discontinued after the transfer, with the object of stopping competition by removing a trunk road from the field. Of the Beech Creek transaction he had heard little. Directors Clement A. Griscom and Alexander M. Fox added little that was new, except Mr. Fox's belief that some day the Bridgeport and Bedford Road would pay its bonds.

"It may not be in the near future," said Mr. Fox; "but some day I believe it will. I also believe that some day it will be able to build the South Pennsylvania, through the indorsement of the Pennsylvania Company. Directors Wistar Morris, D. B. Commis and John Price Wetherill gave substantially the same evidence as those who had preceded them."

Vice President Green, of the Pennsylvania, who is also the President of the Bedford and Bridgeport Railroad, described his visit to New York with President Roberts when the purchase of the South Pennsylvania was under consideration. On August 24 he took the \$5,600,000 bonds of the Bedford and Bridgeport Road to New York and deposited them with Mr. Morgan, of Drexel & Morgan. He received no securities of the South Pennsylvania in return, but was satisfied with Mr. Morgan's receipt. Mr. Green will continue his evidence this morning, and President Roberts will also be called.

PHILADELPHIA, Oct. 2.—After Vice President Green left the stand at the hearing before Examiner Weiss to-day President Roberts was called. He was asked to give the date when he spoke to any one about securing control of the South Pennsylvania and Beech Creek Railroads, and to tell all he knew about the transaction.

"The first time I was ever spoken to on the subject was, I think, about three years ago, when Mr. Twombly and Reon Barnes, of New York, called at my office and told me they had a charter for a road to cover the lower tier of counties. They asked me whether they could secure arrangements with the Pennsylvania Company for an interchange of business in case the line was built. They were anxious to have the line constructed as a feeder to the Pennsylvania."

"I told them we would be glad to have an understanding with them, and would do all we could in reason to aid in the construction of the road. They wanted to make a traffic agreement at once, and I told them I did not think it would be the policy of the Pennsylvania Railroad to enter

into such an agreement until there was some assurance that the money could be raised for the consummation of the project. I agreed, however, to look at a contract if they submitted one. They did so, but on account of certain objectionable features the agreement was rejected. At the time I told them of the expensive character of a project which contemplated a route over the southern tier of counties. That was the last I heard of it until it assumed the shape of a line west from Harrisburg and connecting with the Reading Railroad Company. I was called upon several times by parties representing themselves as subscribers to what was said to be a syndicate to build the South Pennsylvania Railroad, and desiring to know whether it could be connected with the Pennsylvania Railroad Company. Mr. Carnegie was one. I declined at that time, stating that I thought the project was one requiring too much money for the Pennsylvania Railroad to embark in. I heard no more of it until August of last year, when I met Mr. Vanderbilt at Saratoga. He expressed a desire to withdraw from the South Pennsylvania Railroad scheme. He was anxious to sell out his interests in railroads in Pennsylvania, and desired to know whether the Pennsylvania Railroad Company was willing to negotiate with him. I said to him that we were approaching a time when something should be done to inaugurate a change in the trunk line business, which was then affecting the entire business of the country. I think he told me he would send his son-in-law (Twombly) to me. Subsequently Mr. Twombly called to see me and discussed the subject in a general way, and we parted without any further progress beyond the mere discussion of the question. Mr. Vanderbilt had told me that he was desirous of withdrawing from active connection with all his roads in Pennsylvania, but did not wish to dispose of his interests. He desired the Pennsylvania Railroad to control the properties. Nothing occurred except in a general way, until I was visited by Gen. Magee in reference to the Beech Creek Railroad. It was about March, 1885. I told him that I thought he had better turn over the Beech Creek road to our interest. He was willing to do so providing his interests in the Pine Creek could be protected, and I told him I thought an arrangement of that kind could be made satisfactory. I told him at the time that I thought it would be better for the Pennsylvania Railroad Company if it took the South Pennsylvania in connection with the Beech Creek. Subsequently he went over to New York, and, after seeing other interests there, telegraphed me that he did not believe an understanding could be reached on the basis we had discussed and that he desired to withdraw. That telegram I received in April.

"The next matter that occurred was the death of Mr. Rutter, the President of the New York Central, followed by the election of Mr. Depew; Mr. Depew and I meeting in New York, and he talking of the necessity of the New York Central getting the control of the West Shore Railroad."

"What were you to get?" Mr. Cassidy asked.

"The control of Mr. Vanderbilt's railroad property in Pennsylvania. The next thing that occurred was an interview with Mr. J. Pierpont Morgan at my office in June. He said that he and his people thought it necessary that some understanding should be reached among the larger railroads of the country for securing better rates. I asked him what his suggestions were to that end. He said the New York Central, he thought, was prepared to assume under certain conditions the obligations of the West Shore Railroad. I asked him to outline the conditions. He did so and I told him I thought that was satisfactory."

"What was the idea of getting control of West Shore?"

"To prevent undue competition in the through business. I then called his attention to the South Pennsylvania Railroad."

"Which you regarded as a competitor to your road?"

"No, sir. A competitive line for through traffic between the east and west which would so reflect upon all the systems, not only our own, as to preclude the obtaining of results

Mr. Morgan expected to secure by getting control of the West Shore Railroad. Mr. Morgan then stated the conditions under which he could get control of the South Pennsylvania, and I told him that the consideration was too excessive and that we could not negotiate. The next interview I had on the subject was in New York, on Mr. Morgan's yacht, at which were present Mr. Morgan, Mr. Depew, Mr. Thompson and myself. At that meeting it was agreed that the Vanderbilt interest would carry out the proposition suggested by them if we would assume the obligations in Pennsylvania."

"What were the obligations you were to assume?"

"We were to assume the payment of 3 per cent. interest upon the amount of money invested at that time in the construction of the South Pennsylvania Railroad."

A. G. Palmer, General Superintendent of the Beech Creek railroad, testified in regard to the route and traffic of that road. In answer to Mr. McVeagh, he said that the Beech Creek would be a valuable feeder to the Northern Central, and the Philadelphia and Erie.

Francis J. Gowen testified that at the request of his uncle, Franklin B. Gowen, he had gone to Saratoga to see Mr. Vanderbilt and asked him in case he was negotiating for a transfer of his interests in the Beech Creek and South Pennsylvania to delay the matter for a time. Mr. Vanderbilt said he had already made a transfer of those interests to the Pennsylvania Railroad. Mr. Gowen had attended the conferences of the Pennsylvania syndicate in New York. He had heard no company or railroad mentioned except the Pennsylvania Railroad Company. Upon the conclusion of Mr. Gowen's testimony the commission adjourned until Monday.

**Domestic Matters.**

Good Housekeeping.—As a medicine the broom excels as a tonic. This is not a jest, but recommended in all earnestness. If the women who sit around from one year's end to another, nursing imaginary ailments, were, once a week, to take a dose of sweeping, mild, of course, at first, they would soon begin to feel the salutary effects from the use of the broom and would save themselves many a dollar for medicine, broken china and battered furniture.

Children's boots and shoes should be accurately fitted, else permanent injury may be the result! Even if strict economy has to be practiced in every other detail of the wardrobe do not be penny wise and pound foolish with regard to this matter. Many grievous troubles have been traced to the badly fitting boot. A young girl had long suffered from severe pain in the head which extended to the eyes and caused so much distress that the eyesight became impaired. Several physicians prescribed various treatment but without success. Finally a consulting physician asked to see her boots, which were of the most approved pattern, pointed toes, narrow soles heels almost in the middle of the foot. "Ah," said the doctor. "Here is the cause of all your trouble. Get a pair of broad-soled, flat heeled boots, and never put on these monstrosities again. My word for it in a short time you will feel like a different person." All that the doctor said was fully verified. In a fortnight the unfavorable symptoms had disappeared and the young girl seemed to have received new life. Three years have passed since the sensible boots were first worn, and during all that time there has not been an ache or a pain to disturb the perfect health with which the girl is blessed.

Useful bags for clothspins and wash-lines are made of stout gray linen twenty inches square. Have a two-inch wide hem at the top through which may be run stout linen cord; or if preferred, nickel or brass rings may be sewed about the edge for the running string. Two clothposts, with a clothline, may be worked in outline stitch, while on the clothspin bag clothspins may be embroidered, or any design to suit the fancy. An oblong wooden frame with projecting ends on the side places makes a good clothesline roller. The rope is attached to this and rolled upon it, thus simplifying the process of putting up the line and avoiding any "kinks."

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