

The Centre Democrat.



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FRANK E. BIBLE, Editor.

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Just and fearless Judges are Simon and McPherson.

SILVER may not be driving gold out of the country, but the yellow coins are not circulating just as freely as they might.

Hon. Samuel Linn, of Williamsport; Hon. S. R. Peale, of Lock Haven; and Hon. R. M. Speer, of Huntingdon; are among the distinguished attorneys in attendance at Court this week.

We are in favor of a silver dollar worth 100 cents. We are in favor of paying silver Congressmen their salaries in 80 cent silver dollars. We are in favor of paying a laborer one hundred cents for a dollar, whether it be silver, gold or paper.

EVERYTHING is serene and lovely in Lock Haven. Judge Rankin is to be Post Master, Hon. H. L. Dieffenbach is to wear the Judicial ermine. Hon. S. W. Caldwell to be State Senator and George Batchelor, Esq. is promised—well we don't know what the last promise is, but he was promised the Post Office. Our congratulations to the happy family. May they live long and prosper.

If the Philadelphia Times is not coachman to the Pennsylvania Railroad it should take off its liverty. This is nice reading for the people of the State whose interests depend on the construction of the South Penn. road. Every man who has read or heard of the great "deal" will smile as he reads the following:

"The great purpose had in view by the high contracting parties, has been substantially accomplished as far as it could be practically accomplished, by the contract of sale, the suspension of the South Pennsylvania work, and the withdrawal of the heaviest capitalists in the enterprise; and any decision of the Court will neither hinder nor help the construction of the South Pennsylvania."

"The great purpose had in view by the high contracting parties" was the crushing out of a rival and competitor of the Pennsylvania. That has been accomplished has it? Well "not if the Court knows herself." The Times has been aiding and abetting the deal and its sympathies have not been concealed. Again, how is this:

"The greatest possible danger to the South Pennsylvania now, since the withdrawal of the Vanderbilt combination, would be in the Pennsylvania stepping down and out, and saying—'Go ahead.'"

Just think of our darling company the "Penny," for we all love her, stepping down and out of her own volition. She did step down and out per curiam. The South Pennsylvania will be built and a greater than the Pennsylvania will say "go ahead." The necessities of trade will command the building of that road. "Whop her up" for the people.

The Constitution Inviolable.

Judges, Simon and McPherson have rendered their decisions in the South Penn and Beech Creek Railroad cases, and the majesty of the law has been vindicated. The opinion of the Dauphin County Judges has been long and anxiously looked for by the people of Pennsylvania, as the great interests of the State hung trembling in the balance, and an adverse opinion would have effected injuriously the industrial progress of those sections of the State through which two great and competing lines of railroad are building. The clause in the constitution which forbids the consolidation merger or control of parallel or competing lines, was intended by the framers of that document to secure for the people, railroad and canal facilities competing with those already in operation. The Dauphin County Court decides a point which was patent to the most obtuse viz: that the South Penn is a competing and parallel line to the Pennsylvania road, and that the Beech Creek is a competing line to the leased roads of that corporation. Then applying the plain provisions of the great charter of the State to the facts, they put the judicial seal of condemnation on the proposed sale. In simple but forcible language the Court defines a charter, and the right of eminent domain which allows railroads to take private property for public use. A railroad is a public highway for the benefit of the public, and the public has an interest in the road to the extent of the use which it can make of it. We quote the eminent Judge's language.

"A charter is a contract, and a contract must always have two contracting parties, upon each of whom it imposes duties as well as confers rights. The charter of a railroad company especially, while it confers, and because it confers, rights of the highest kind, imposes corresponding duties. It invests the corporation with part of the sovereignty of the State, the right to take private property for—let it be clearly understood—for public use. But if the taking of private property for the purpose of constructing a railroad upon it is taking it for public use, then the public must have an interest in such use. And such is the case. A railroad is a public highway for the public benefit. The public has an interest in such a road, when it belongs to a corporation, as clearly as they would have it if it were free. The company may be private but the work they do is a public duty; and along with the public duty there is delegated a sufficient share of sovereign power to perform it. The right of eminent domain is always given to such corporations, but the right of eminent domain cannot be used for private purposes. The decision will infuse new life into the two railroad enterprises on which so much depends for our State. All honor and credit are due to the administration of Gov. Pattison and to the fearless and honest Cassidy. This is the first honest struggle with corporate greed in many years. Since the infamous repeal of the tonnage tax the great corporations of the State have had full sway. Now for an honest anti-discrimination legislature.

BROTHER Trout in commenting on the appointment of Belmont to Gov. Curtin's old committee, says: "Morrison and Bayard used Carlisle as a tool and Curtin was left." This is a very reckless statement and one that would not be borne out by the facts. Whatever considerations induced Mr. Carlisle to remove Governor Curtin from his old committee one thing is certain and that is that he was not the tool of any man. Mr. Carlisle is perhaps the ablest man in the American Congress to-day, and is not warped by the prejudices, or swayed by the importunities of would-be leaders. No man stands higher in his party or before the people of the country than does Mr. Carlisle, and no friends can be made for Gov. Curtin by assailing the speaker. The best thing that can be done is to let the matter drop. Least said is soonest mended you know.

FAIR rates and equal rights for all Pennsylvania shippers.

A railroad is a public highway.

Suffering Ireland

While the English Parliament debates on the question of home rule for Ireland, starvation stares thousands of the poor peasantry of the green isle in the face, and the growings of hunger are intensified by the evictions which daily occur. It is not easy to persuade starving families thrown out of the rude little huts which they call homes, that the government is not in league with their oppressive landlords. Home rule, or absolute and entire separation, will not prevent starvation, and the energies of those who desire to aid suffering humanity should be directed outside political channels, to feed the hungry, and clothe the poor. A sack of flour and a bag of potatoes in many a sad Irish home, would be infinitely more welcome at this time than the autonomy of Ireland. One tenth of the money squandered by O'Dynamite Rossa in his wild schemes, if it were not really put in his own pocket, would make thousands of Irish hearts happy today. Ireland needs the necessities of life to keep body and soul together.

In the last twenty years it is safe to say that \$10,000,000 have been raised by Ireland's sons and daughters throughout the world, for different schemes looking to the amelioration of the condition of those at home, what has been the outcome? Nothing. Suppose that \$10,000,000 had been expended in purchasing small holdings for her peasantry, a little farm from which no "absentee" landlord could evict its owner, would not peace and plenty reign?

A starving people cannot conquer independence. It seems that the whole scheme for Irish Independence has been in bad hands for years.

The grave question of the present is how to save thousands from perishing through famine. Truly her position is pitiable.

A statement in the North American Review, to the effect that Gen. Sherman criticized General Grant, has been creating some little stir, in certain circles. We admire the frankness with which Grant's able lieutenant meets the charge, and anybody reading his words will believe him. It is just possible that Sherman could as a general criticize many of Grant's moves, and the charge of malice or unfriendly feeling not be laid at his door. Gen. Grant like every other great Commander made mistakes. Sherman says: "I have a very large correspondence and converse freely with thousands of people, and as is natural, as we often speculate what might have been had Gen. Grant gone to the rear and C. F. Smith fought the battle of Shiloh, what might have been had Washington accepted his warrant in the English navy, etc, but that I could have written the positive expression that had C. F. Smith lived General Grant would have disappeared from history is an impossibility."

THE Republican Senators are desirous of prying into the President's reasons for the removal of government officials. This is something those worthies never thought of under the rule of their party during the past twenty five years. Officials were removed without cause during the administration of Lincoln, Grant, Hayes and Arthur simply to make room for senatorial nephews or friends and no one thought of calling on the Executive for a catalogue of names and crimes. The Senate has no power over removals, its business is simply to confirm or reject, but some of the zealous patriots on the republican side want a pretext for a racket with the president. Perhaps they can get it. There is not much love between the people and the American house of lords. We'll hold the presidential hat.

A railroad is a public highway.

The South Penn Once More

John F. Herdon, of Reading, who has been spending several days in this city as a large contractor on the South Penn. Road. Speaking of the road he says that as Gowen has been elected president of the P. & R. it will be completed.

ONE WAY OF VIEWING IT. "All they can do is to say to the Pennsylvania railroad people: 'Under the statutes of your state we can not turn over to you the South Penn or Beech Creek railroads, which W. H. Vanderbilt agreed to do in exchange for the control of the West Shore. We must protect ourselves, and the only way we can do it is to complete the South Penn.' This they will be eagerly seconded in by Dr. Hostetter and other Pittsburg capitalists who are interested. For Pittsburg is really more interested in the success of the South Penn than any other point, because Pittsburg, more than any other city of its size, needs an intense competition in freight. These stockholders at this end of the route are confident in the expectation that the Reading company will complete the road. Not by the investment of further capital, of course for the Reading is in severe financial straits themselves, but Mr. Gowen has always stood very high with the Vanderbilt management and it is through Mr. Gowen's influence that the friends of the South Penn look for the first move towards its completion. That Judge Simonon will decide against the Pennsylvania road is taken for granted. The people of Pittsburg and the Reading railroad people are the most interested parties in the South Penn."—Pittsburg Dispatch.

HON. S. R. PEALE of Lock Haven, who is in attendance on court, no doubt feels proud over the victory achieved by the Beech Creek road in the Dauphin County Courts. Mr. Peale fought long and hard for the rights of his constituents who were opposed to the deal, and much, very much is due to his individual exertions that the case of the commonwealth was made so clear. The Senator was in close and earnest communication with Attorney General Cassidy during the hatching of the plot that was to deprive the state of competing lines of railway. The vindication of the constitution is a matter in which Senator Peale can take just pride, as part of the victory is his. We have never doubted for one moment where Senator Peale stood in this matter. His interests are in every way identified with those of the people of the central part of the state, and particularly with those of Centre Clinton and Clearfield counties, and with his people he stood fearlessly.

THAT Apostle of political honesty (?) from the Buckeye State unseated nine democratic members of the Ohio legislature in order to re-elect himself to the U. S. Senate. There never was a more disgraceful, whining, puritanical, fraud than honest (?) John Sherman. But then a state that would pass by a great man like Thurman and elect a millionaire monopolist like Payne deserves to be inflicted with Sherman.

EQUAL rights for railroads and the people under the constitution is the meaning of the Dauphin county verdict.

Kate Bayard Dead.

Miss Kate Bayard, second daughter of the Secretary of the State, was found dead in bed Saturday afternoon last. Miss Bayard had accepted an invitation to assist Miss Cleveland at her reception that afternoon, and that lady and her guests Miss Sutley, and Miss Love who were to assist at the reception, were awaiting Miss Bayard's arrival. The absence of Miss Bayard was commented on as singular, as she was usually very prompt in such matters and was momentarily expected to arrive. While they were wondering at her delay a messenger notified Colonel Lamont that Mr. Harry Bryan, private Secretary to Secretary Bayard, was in his office and had "something important" to communicate to the President. Colonel Lamont excused himself and went to see Mr. Bryan. That gentleman informed him that Miss Bayard was dead, and that Secretary Bayard had instructed him to communicate the fact to the President. Colonel Lamont at once informed the President, who was very much shocked at the unexpected intelligence, and the two gentlemen joined the ladies and announced the sudden death of their friend. Orders were at once issued to close the house.

The immediate cause of Miss Bayard's death was disease of the heart. At the reception the night before her death at her father's house it was remarked that Miss Bayard was unusually animated and that she had taxed herself to the utmost to entertain the guests. It is presumed that the undue exertion may have precipitated the fatal attack. The young lady retired about 1 o'clock that night, expressing a wish to be left undisturbed until noon. Between 1 and 2 o'clock this afternoon a young sister endeavored to awaken her, and, struck by the peculiar expression of her face, called for assistance.

Miss Kate was the second of Secretary Bayard's nine daughters, the eldest having been married about two years ago to Mr. Samuel Warren, of Boston. Miss Kate was a slender and vivacious blonde, a graceful girl, a brilliant talker addicted to dressing in an extraordinary way, the eccentricities of her hats and head-gear having long been famous. As "Queen Hortense," or a Lady of the First Empire, at Miss Miller's fancy dress ball, in Washington in March of last year, she quite astonished the company with the literal reproduction of the costume of that era. She was an accomplished and daring horsewoman, and last summer had a narrow escape from death by the stumbling of her horse, as she was riding down hill.

The remains were taken to Wilmington for interment, the funeral taking place Tuesday.

Iron Furnaces Resuming Operations.

HUNTINGDON, Pa., Jan. 14.—Preparations are being made for the starting of the large furnace at Riddlesburg lately owned by the Kemble Coal and Iron Company, and which have been out of blast for more than a year on account of the failure of the company. The fires will be lighted in a few days. The new proprietors are Nimick & Company, of Pittsburg and a few other persons, the latter holding a small proportion of the stock. The work of obtaining the necessary supplies of coal and iron ore and of making coke is already giving employment to a large number of men and the place begins to wear a busy appearance. The material is all taken from the lands of the company and many of the workmen who were thrown idle by the stopping of the furnaces and who went away to obtain employment are returning. Both Huntingdon and Bedford Counties will feel the benefit of this industry, and it will do much to relieve the distress caused by the breaking of banks and building associations and the failure of the furnaces and glass works at Everett.—Patriot.

Interesting Notes.

The Majority question now engages the attention of Scranton's local politicians.

The largest gas well in Armstrong County was recently struck near McKeesport.

Investigation demonstrates that the supply of natural gas is not affected by cold.

Johnstown manufactories will be supplied with gas fuel from the Murrayville field.

S. G. Holliday, residing near Sharon, Mercer county, received fatal injuries yesterday from the kick of a horse.

During an altercation at Mount Carmel Saturday over a pair of skates, Milton Delcamp stabbed Col. Lawson severely.

John Lerch, one of the oldest and best-known business men of Bethlehem, died Saturday from the effects of blood poisoning.

A large two-horse sleigh filled with people was struck by a train, near Mauchem; Saturday, but the occupants miraculously escaped.

Dr. Thomas W. Keen, a member of the Virginia House of Delegates from Danville, fell dead on the floor of the House Saturday from heart disease.

Professor Cooper has been Principal of Edinboro Normal School twenty five years, and it is proposed to have a silver anniversary, to take the form of a library fund.

Oswin German of Macungie, Lehigh county, has been arrested for entering the house of an old couple and demanding \$50 but finally accepted a proffer of \$2, which was all that the old people possessed.

Miss Congdon, a teacher, of Nanticoke, who was charged with keeping two children out of school until they were nearly frozen, because of their tardiness, has, after an examination, been exonerated.

One hundred and ten men comprised the rescuing party at Nanticoke, and are punishing the work bravely and vigorously, hoping to reach the bodies of the entombed miners in the course of a month.

The Northwestern Pennsylvania Gas Company, of Oil City, with a capital stock of \$500,000, has been chartered at the State Department. It is said to be the enterprise of the Standard Oil Company.

The strike of the green glass bottle-blowers at Pittsburg, which has lasted for some months, is evidently nearing its end, many of the manufacturers having recently acceded to the demands of the workers.

About a month ago Peter Keyser, of Montgomery County, was attacked with hemorrhage in the nostrils, which continued, in spite of all efforts to stop it, until the other day, when he died. He was 70 years old.

Mr. and Mrs. Daniel Bennett, of Horseheads, N. Y., while crossing a railroad track two miles from Elmira Saturday, were struck by a train on the Lehigh Valley Railroad. Mr. Bennett was killed and Mrs. Bennett will probably die.

Jacob Leeper, aged 50 years, was found dead in his bed at Longview Lunatic Asylum, Cincinnati, Saturday morning. Two other insane patients slept in the same room. Leeper bore marks of violence, and it is possible he was murdered.

The military armory at Chester was destroyed by fire the other night. The building was erected four years ago at cost of \$15,000. Fifty-five stand of arms, the uniforms of the members of the company and much other State property were burned.

The iron furnaces in blast on January 1 were: Anthracite, 104; Bituminous, 113. The estimated producing capacity of the furnaces now in blast is 38 per cent, greater than that of a year ago for anthracite, and 48 per cent, for the bituminous furnaces.

President John P. Townsend, of the New York Maritime Exchange, Saturday presented a contributed purse of \$363 to Captain Nathaniel Keeney, of the fishing smack Stephen Woolsey, which picked up Captain Colvin and the boat's crew of eleven men from the lost steamer Hylton Castle.

It is rumored that the Republican bosses are planning the defeat of Gen. Beaver at the next Republican Convention. We'll bet our nuckle on the General.

New stamping patterns this week, wait for them.—Garman's.