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will exclaim: "Ought to have been made long ago!" It can't be twisted off the case. Can only be had with Jas. Boss Filled and other cases stamped with this trade mark

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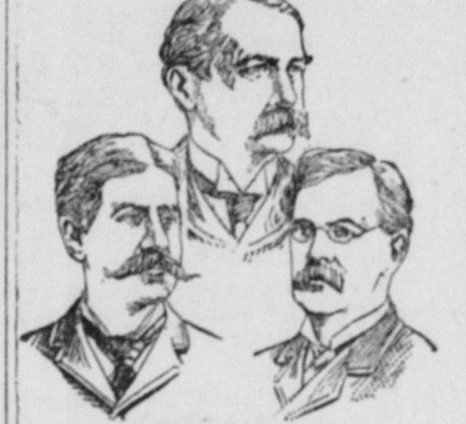
ILLEGAL COMBINATION.

Organization of Railroad Corporations Against Employes.

STRIKE COMMISSIONERS' REPORT.

The Commissioners Sharply Rebuke the Business Methods of Pullman, Declare That A. E. U. Officers Did Not Counsel Intimidation, and Urge a Permanent Strike Commission.

CHICAGO, Nov. 13.—The United States government report on the great railway strike in connection with the Pullman trouble is made public. The report, which is signed by the federal labor commissioner, Carroll D. Wright, and his fellow investigators, John D. Kernan, of New York, and Nicholas E. Worthington, of Illinois, is addressed to President Cleveland, and abounds in passages which will attract wide attention, particularly the portion referring to the now famous General Managers' association, the organization of high railway officials that embraced the memorable defeat of the American Railway union. The report says that the capitalization of the twenty-four railroads directly represented in the General Managers' association was \$2,108,522,617. The number of employes was 221,097.



Until June, 1894, the association's possibilities as a strike fighter and wage arbiter lay rather dormant. Its roads fixed a Chicago scale for switchmen governing all lines at Chicago. In March, 1893, the switchmen demanded more pay from each road. The association concluded that they were paid enough—if anything, too much. The roads so informed the men. The

Switchmen's Mutual Aid association of North America wrote to Mr. St. John, as chairman, acquiescing. He, as chairman of the General Managers' association, concluded his reply as follows: "The association approves the course taken by your body and desires to deal fairly with all employes, and believes that our switchmen are receiving due consideration."

"This seems to show," the report says, "that employes upon association roads are treated as under subjection to the General Managers' association," and the report after detailing the action of the association in establishing agencies and employing men adds:

"This was the first time when men upon such lines were brought sharply face to face with the fact that in questions as to wages, rules, etc., each line was supported by twenty-four combined railroads."

The commission questions whether any legal authority, statutory or otherwise, can be found to justify some of the features of the association which have come to light in this investigation. If we regard its practical workings, rather than its professions as expressed in its constitution, the General Managers' association has no more standing in law than the old trunk line pool. It should be noted that until the railroads set the example a general union of railroad employes was never attempted. The unions had not gone beyond enlisting the men upon different systems in separate trade organizations.

Taking up the subject of the Pullman Palace Car company, the report says: "As the result of the Pullman system and its growth, when the depression of 1893 came, morally calling for mutual concessions as to wages, rents, etc., we find on the one side a very wealthy and unyielding corporation, and on the other side a multitude of employes of comparatively excellent character, but without local attachments or any interested responsibility in the town, its business, tenements or surroundings. The conditions created at Pullman enable the management at all times to assert with great vigor its assumed right to fix its rents absolutely, and to suppress that sort of independence which leads to labor organizations and their attempts at mediation, arbitrations, strikes, etc."

Some witnesses swear that at times for the work done in two weeks they received in checks from four cents to \$1 over and above their rent. The company have not produced its checks in rebuttal.

During all of this reduction and its attendant sufferings none of the salaries of the officers, managers or superintendents were reduced. Reductions in these would not have been so severely felt, would have shown good faith, would have relieved the harshness of the situation, and would have given evidence of genuine sympathy with labor in the disasters of the times. In its statements to the public, which are in evidence, the company represents that its object in all it did was to continue operations for the benefit of its workmen and of the trades people in and about Pullman, and to save the public from the annoyance of interrupted travel. The commission thinks that the evidence shows that it sought to keep running mainly for its own benefit as a manufacturer.

The demand of the employes for the wages of June, 1893, was clearly unjustifiable. The business in May, 1894, could not pay the wages of June, 1893. Reduction was carried to excess, but the company was hardly more at fault therein than were the employes in insisting upon the wages of June, 1893.

The strike occurred on May 11, and from that time until the soldiers went to Pullman, about July 4, 800 strikers were placed about the company's property, supposedly to guard it from destruction or interference. This guarding of property in strikes is, as a rule, a mere pretense.

Too often the real object of guards is to prevent newcomers from taking strikers' places by persuasion, often to be followed, if ineffectual, by intimidation and violence. The Pullman company claims this was the real object of these guards. The strikers at Pullman are entitled, he believed, to the contrary in this matter, because of their conduct and for bearing arms after May 11. It is in evidence, and uncontradicted, that no violence or destruction of property by strikers or sympathizers took place at Pullman, and that until July 3 no extraordinary precautions had been taken by the police or military against even anticipated disorder. Such dignified, manly and conservative conduct in the midst of excitement and threatened starvation is worthy of the highest type of American citizenship.

Further on the report says: It is seriously questioned, and with much force, whether courts have jurisdiction to enjoin citizens from "persuading" each other in industrial or matters of common interest. However, it is generally recognized among good citizens that a mandate of a court is to be obeyed until it is modified and corrected by the court that issued it. The policy, the report says, of both the Pullman company and the Railway Managers' association with reference to applications to arbitrate closed the door to all attempts at conciliation and settlement of differences. The commission is impressed with the belief that a different policy would have prevented the loss of life and great loss of property and wages occasioned by the strike.

The report declares the arrival of the troops at Chicago was opportune, and says that policemen sympathetic with the strikers, rather than with the corporation, cannot be doubted. Nor would it be surprising to find the same sentiment rife among the military. The danger is growing that in strike wars between corporations and employes military duty will ultimately have to be done by others than volunteers from labor ranks. There is no evidence before the commission that the officers of the American Railway union have participated in or advised intimidation, violence or destruction of property. From testimony it is fair to conclude that strikers were concerned in the outrages against law and order, although the number was undoubtedly small as compared with the whole number out.

The commission contends that laws should make it obligatory upon some public tribunal promptly to intervene by means of investigation and conciliation, and report whenever a difficulty of the character of that occurring during the past season at Chicago arises. The report then urges the wisdom of arbitration in order to bring capital and labor together as allies, ridicules the efforts of some courts to construe labor organizations as unlawful conspiracies, denounces employes who insist upon individualism for workmen, while demanding for themselves the right to combine, and says we must all recognize the fact that labor unions have come to stay, and to grow more numerous and powerful.

The commission recommends a permanent United States strike commission of three members, with powers similar to those vested in the interstate commerce commission, said commission to be a practical board of conciliation. The commission is satisfied that if employers everywhere will endeavor to act in concert with labor—that is, when wages can be raised under economic conditions they be raised voluntarily and when there are reductions reasons be given for the reduction—much friction can be averted.

PHILADELPHIA, Nov. 12.—The first modern first-class ocean passenger steamship built in this country was successfully launched yesterday from Cramps shipyard. The St. Louis is to be added to the fleet of the American Steamship company, and she is expected to take rank with those famous ocean "fliers" of English build, the New York and the Paris, of the same line, if not, indeed, to excel them. As she will be the first American flag vessel of her class to fly the American flag, the launching was of unusual importance. Mrs. Cleveland, wife of the president, christened the new boat, and the president, the members of his cabinet and thousands of other prominent men from all parts of the country were present.

Victory for the Nun Teachers. PITTSBURGH, Nov. 13.—Judge Dean, of the state supreme court, yesterday handed down an opinion in the case of John Hyson et al. vs. the school district of Gallitzin borough, an appeal from Judge Parker, of the court below, who refused an injunction to prevent nuns from teaching in the public schools dressed in the garb of the order. Judge Dean affirms Judge Parker's decision. Judge Williams dissented.

Twenty-five Killed by Liberians. SIERRA LEONE, Nov. 14.—On Nov. 7 a Liberian gunboat fired upon boats that were landing, at Setrakoo, a cargo from the African Steamship company's steamer Ambriz. Twenty-five persons were killed. The captain of the Ambriz had been previously notified that the landing of a cargo at Setrakoo would cause a breach of the revenue laws, that place not being a port of entry.

Populist Gain in Indiana. INDIANAPOLIS, Nov. 14.—The official vote of last Tuesday's election in Indiana, by congressional districts, show that the Republicans have a majority of 55,674. For the head of the state ticket, with one county (Sullivan) out, the Republican plurality is 47,649. The Populist candidate for secretary of state received 29,591 votes, showing a Populist gain over 1892 of 7,504.

General Clay Married. LEXINGTON, Ky., Nov. 14.—General Cassin M. Clay was married to pretty Della Richardson yesterday. Squire Douglas officiating. Only the farm hands and relatives of the girl were present. General Clay's children did all they could to prevent the marriage to Miss Richardson, who is only 15 years old, but he paid no attention to their entreaties.

Death of Colonel McCaull. GREENSBORO, N. C., Nov. 14.—Colonel John A. McCaull, for many years a prominent theatrical manager and proprietor of the McCaull Opera company, died on Sunday at the residence of his brother-in-law, Henry C. Martin, aged 60. The body was sent to Baltimore for interment, the funeral taking place in that city today.

Death of Congressman Wright. SUSQUEHANNA, Pa., Nov. 14.—Hon. Myron H. Wright, of this place, congressman for the Fifteenth district of Pennsylvania, died in Trenton, Canada, Tuesday night, of typhoid fever. He was last week elected for the third term. Mr. Wright, who was a native of this county, was 47 years old.

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DRESS GOODS, SILKS and SUITINGS. They'll tell you enough to cause you to declare as did a mail order patron this week: "The samples you sent me are better in quality and price than those received from any other house. I enclose," etc.

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NEW ZIZ-ZAG CHECK SUITINGS. 12 different colorings, 48 inches wide, 75 cents a yard. Simply no end to varieties in assortments of all wool and silk and wool dress goods and suitings at \$10.00, \$11.25, \$15.00 and \$20.00 per yard—this includes both American and imported fabrics.

Ladies' Cloth. choice color mixtures—never such value shown in such wide, all wool cloth at price—50 inches wide, 35 cents a yard. Two-toned, self-colored.

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REGISTER'S NOTICE. The following accounts have been examined and filed for record in the Register's office, for the inspection of heirs and legatees, creditors and all others in anywise interested, and will be presented to the Orphans' Court of Centre county, on Wednesday, the 28th day of November, A. D. 1894.

- 1. The account of W. W. Spangler, administrator of D. B. C. L. A. of etc. of Elizabeth Burkholder, late of Potter twp., deceased. 2. The first and final account of A. A. Dale, guardian of James M. Neff, minor child of John W. Neff. 3. The third and final account of M. D. Rokey, executor of etc. of Jonathan Spangler, late of Miles twp., decd. 4. The first and final account of Oscar Gilbert, executor of etc. of Maria Swinehart, late of Harris twp., deceased. 5. The first and final account of David L. Kerr, executor of etc. of Michael Ulrich, late of Potter twp., decd. 6. The account of A. E. Clemson and Sarah A. Glenn executors of etc. of Robert Glenn, late of Ferguson township, deceased. 7. The account of D. S. Keller, sole acting executor of etc. of Margaret Keller, late of Harris twp., decd., as filed by Martha E. R. Keller, executrix of etc., of said D. S. Keller, deceased. 8. The first and partial account of Conrad Lesh and Lydia Lesh, administrators of etc. of Daniel Lesh, late of Walker twp., decd. 9. The account of Jacob Rottorf, administrator of etc. of Conrad Foglieman, late of College twp., deceased. 10. The first and final account of W. E. Gray, administrator of etc. of J. A. Blair, late of Unionville, deceased. G. W. RUMBERGER, Register.

HOME FOR SALE.—The undersigned offers his fine home on Valentine street, Bushy Addition, just outside Bellefonte borough limits, three lots, house, barn, hennery, fruit and shade trees, hydrant and cistern water, taxes low, at a bargain. Possession given at any time. Inquire on premises. HENRY BECK, Bellefonte, Pa.

ESTRAY.—Came to the residence of Edward Packer, Marsh Creek, in Boggs twp. on or about the first of October, 1894, a heifer about 18 months old, black with a white belt and a black spot on the white bell. The owner is requested to prove property, pay expenses of the same will be disposed of according to law. EDWARD PACKER, Koland, Nov 13th

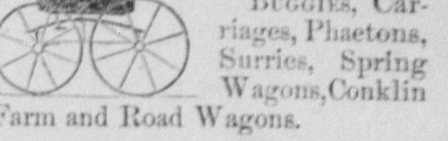
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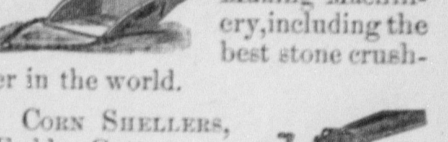
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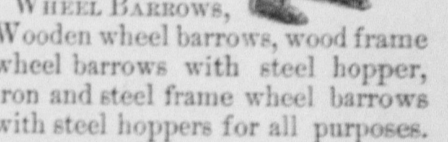
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