READING DAILY EAGLE.

"FOR THE GOOD THAT LACKS ASSISTANCE: FOR THE WRONG THAT NEEDS RESISTANCE."

VOL. II.---NO. 18. READING, PA., THURSDAY AFTERNOON, FEBRUARY 18, 1869. 10 CENTS PER WEEK.

THE READING DAILY EAGLE

IS PUBLISHED DAILY BY

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DAILY EAGLE AND

GAZETTE OFFICE

542 Penn Street, Reading, Pa.

June 25, 1868.

THE NATIONAL

STOVE, TIN AND HOLLOW-WARE EMPORIUM OF THE CITY OF READING.

D. C. SCHNADER,

414 PENN STREET,

Would call the attention of the public to his large stock of Parlor, Office and Cooking Stoves, Ranges, Tin, Hollowware and Housekeeping goods of every description.

Roofing and Spouting promptly attended to at the lowest price. Give him a call.

feb 18-9td

BARRETT'S HAIR RESTORATIVE. OVER ALL COMPETITORS. THE ONLY PRIZE MEDAL AWARDED. Every Bottle Warranted.

BARRETT'S Vegetable HAIR RESTORATIVE

Was decided by the N. H. State Fair said is now conceded by the public to be the very best Preparation for Restoring Gray or faded Hair to its original color; promoting its Growth, eradicating Humors and Dandruff, and for Dressing and Beautifying the Hair. It is free from poisonous drugs, does not stain the finest fabric, and leaves the Scalp CLEAN, the Hair RICH, and GLOSSY.

J. R. BARRETT & CO., Proprietors, MANCHESTER, N. H.

Sold by all Druggists and Dealers in Patent Medicines.

H. BIRCH & BRO.,

DR. A. H. LIGHT,

W. J. THIERWECHTER,

WILLIAM WELLS.

Agents, Reading, Pa.

may 5 1y

MOLINO HALL RESTAURANT,

210 North Eighth Street.

ABRAHAM STOUT, PROPRIETOR.

Choice Wines and Eatables on hand; also, a good stock of Ales and Lager Beer. Lunch every day. All my friends are invited to call.

A few boarders can be accommodated with good board. (Jan 21-1md

ENGINE

AND

BOILER FOR SALE.

IMPORTANT TO MACHINISTS

AND

MANUFACTURERS.!

The undersigned offer for sale, at reasonable rates,

ONE OSCILLATING ENGINE OF FOUR HORSE POWER.

ONE EIGHT-HORSE TUBULAR UPRIGHT BOILER.

Apply at the ADLER Office, or address

RITTER & CO.,
READING, PA.

ENGINE AND BOILER FOR SALE—IMPORTANT TO MACHINISTS AND MANUFACTURERS.—The undersigned offer for sale, at reasonable rates, one Oscillating Engine of Four-Horse Power, and one Eight-Horse Tubular Upright Boiler.

Apply at the ADLER Office, or address
RITTER & CO.,
feb 17-wd.] Reading, Pa.

$10 REWARD.—A double barrelled Gun was lost a few days ago, while coming to this city from the farm of James S. Hill. The above reward will be paid by leaving the same at THIS OFFICE.
feb 11

FOR SALE.—Will be sold at Private Sale, the Stock of J. RODGERS' BARBER SHOP, with appurtenances, at No. 255 Penn street, Reading. Sold on account of going into other business. [feb 11 d

KRYDER & CO.,

Manufacturers of

DR. STOEVER'S

Celebrated Tonic Herb Bitters.

Importer of

WINES AND LIQUORS.

Also Sole Agents for BAILEY'S UNRIVALLED RYE WHISKIES.

No. 121 North Third Street,

PHILADELPHIA.

For sale at the Eagle Bookstore.
aug 26-

CLOTHES

WRINGERS,

STEP LADDERS,

ALL WARRANTED,

AT

McKNIGHT'S

HARDWARE STORE

THIRD AND PENN STS.

aug 10

BOOTS AND SHOES

FOR THE PEOPLE.

THE BEST AND CHEAPEST!

REINHOLD & SCHOENER

No. 41 North Sixth Street,

READING, PA.

THE SUBSCRIBERS HAVE JUST ESTABlished a first-class Boot and Shoe-making establishment and store at the above stated place, where they are able to accommodate customers with the best articles in their line of business, and at lower prices than at any other place in the city.

The following list of prices proves all we say:

Men's calf boots,	$4 00 and upwards.
Men's kip boots,	3 00
Men's working shoes,	1 60
Men's French calf Congress gaiters, box toes,	3 00
Men's calf Congress gaiters,	2 25
Men's calf Balmorals,	2 00
Men's kip Balmorals,	1 50
Boys' calf Balmorals,	1 60
Boys' kip Balmorals,	1 25
Youths' kip Balmorals,	1 00
Women's lasting high Polish,	2 75
Women's Congress gaiters,	75 to 2 50
Women's lasting Balmorals,	1 00
Women's Morocco Balmorals,	2 00
Women's Morocco shoes,	1 05
Women's kid slippers,	65
Misses' lasting Polish,	1 05
Youths' gaiters from	15 cts. to 75
Youths' and boys' shoes from	30 cts. to 90

Also, a large stock of notions on hand and for sale.

The above prices are lower than at any other similar place of business in the city.

REPAIRING.

Particular attention is paid to all kinds of repairing.

REINHOLD & SCHŒNER,

NO. 41 NORTH SIXTH STREET,

(ABOVE THE COURT HOUSE,)

READING, PA.

april 11-

McGowan & Miltimore,

DEALERS IN

HARDWARE,

CUTLERY, GUNS,

HOUSE FURNISHING GOODS.

METALS,

TIN PLATES, SHEET IRON,

Building Materials,

SADDLERY, &c., &c., &c., &c.

No. 612

PENN STREET, READING, PA.

ap 24-

READING & COLUMBIA RAILROAD.

On and after Thursday, Nov. 26th, 1868, Passenger Trains will run on this road as follows:

Leave Reading at	7.00 A. M.
" " "	6.15 P. M.
Arrive at Lancaster at	9.15 A. M.
" " Columbia at	9.25 A. M.
" " Lancaster at	8.25 P. M.
" " Columbia at	8.30 P. M.

RETURNING:

Leave Lancaster & Columbia at	8.00 A. M.
" Columbia at	8.20 P. M.
" Lancaster at	8.25 P. M.
Arrive at Reading at	10.20 A. M.
" at Reading at	5.40 P. M.

Trains Nos. 2 and 4 make close connection at Reading with trains North and South, on the Philadelphia and Reading Railroad, and West on the Lebanon Valley Road. No. 2 also makes close connection with train for New York.

Tickets can be obtained at the offices of the New Jersey Central R. R., foot of Liberty street, New York, and Phila. & Reading R. R., Thirteenth and Callowhill Sts., Philadelphia.

Through Tickets to New York and Philadelphia, sold at all the principal stations and baggage checked through.

Trains are run by Philadelphia and Reading Railroad time, which is ten minutes faster than Pennsylvania R. R. Time.

GEORGE F. GAGE,
Superintendent.

E. F. KEEVER, Gen. Frt. & Ticket Agent.
feb 18-1m

PHILA. AND READING RAILROAD

WINTER ARRANGEMENT

OF PASSENGER TRAINS

DECEMBER 14TH, 1868.

FIVE TRAINS DOWN TO PHILADELPHIA, passing Reading, at 7.30, 10.35 and 11.15 A. M., and 4.25 and 6.35 P. M.

UP TO POTTSVILLE, at 10.35 A. M., and 5.50 and 6.00 P. M.

TRAINS WEST TO LEBANON & HARRISBURG.

Western Express from New-York, at 1.05 A. M, and 1.50 P. M. and 10.19 P. M.

Harrisburg Accommodation Train at 7.15 A. M. and Mail Trains at 10.45 A. M., and 6.05 P. M.

On Sunday, the down trains pass Reading at 9.40 A. M. and 4.25 P. M., and up trains at 10.50 A. M., and 5.57 P. M.

The 4.25 P. M. down, and 10.50 A. M. up trains,

run only between Philadelphia and Reading.

Up trains leave Philadelphia for Reading, Harrisburg and Pottsville at 7.30 and 8.15 A. M., 12.30 noon, and 3.30 P. M., and at 4.45 P. M. for Reading only. The 8.15 A. M. train connects with trains for Tamaqua, Williamsport, Elmira, Buffalo, Niagara and Canada.

The 8.15 A. M., and 3.30 P. M. up trains from Philadelphia, and 10.35 A. M., and 4.20 P. M. down trains, stop only at principal stations below Reading.

Reading Accommodation Train: Leaves Reading at 7.30 A. M., returning from Philadelphia at 4.45 P. M.

The Pottstown Accommodation train leaves Pottstown at 6.45 A. M. Returning leaves Philadelphia at 4.00 P. M.

The Western Express trains connect at Harrisburg with Express trains on the Pennsylvania Railroad for Baltimore, Pittsburgh and all points West, and the 10.45 Mail train connects at Harrisburg for Pittsburgh, Lancaster, Chambersburg, Sunbury, Scranton, Pittston, Wilkesbarre, Williamsport, Lock Haven, Elmira and the Canadas.

Passenger trains leave Upper Depot for Ephrata, Litiz, Columbia and Lancaster at 7.00 A. M. and 6.15 P. M.

Through First-Class Coupon Tickets and Emigrants' tickets at reduced Fares, to all the principal points in the North, West and the Canadas.

COMMUTATION TICKETS,

With 26 Coupons, at 25 per cent. discount, between any points desired.

MILEAGE TICKETS,

Good for 2000 miles, between all points, at $52 00—for families and business firms.

SEASON TICKETS,

Good for the holder only, for 3, 6, 9 and 12 months, between all points, at reduced Fares. School Season Tickets one-third less than the above.

☞ Passengers will take the Express trains West at the UPPER DEPOT, and all other trains at the LOWER or OLD DEPOT.

100 pounds Baggage allowed each passenger.

Passengers are requested to purchase their tickets before entering the cars, as higher fares are charged if paid in the cars.

Excursion Tickets, good for one day, by 7.30 A. M. Accommodation Train to Philadelphia, and return, at $2 65 each.

G. A. NICOLLS,
May 23] General Superintendent.

EAST PENNA. RAILROAD

ARRANGEMENT OF PASSENGER TRAINS,

Commencing Monday, December 21st, 1868.

No. 5, Mail Train, leaves Reading 10 30, A. M., arrives Allentown 12.05; at New York 3.50, P. M.

No. 7 Fast Mail, leaves Reading at 4.20 P. M., arrives at Allentown 5.55; at New York 10.05, P. M.

Nos. 5 and 7, run daily, except Sunday, stopping at all Way Stations between Reading and New York.

EXPRESS TRAINS:

Leave Reading at	5.44 A. M.
" "	7.31 A. M.
" "	2.28 A. M.
" "	1.00 A. M.
Arrive at New York at	11.00 A. M.
" " "	12.15 A. M.
" " "	7.00 P. M.
" " "	6.15 A. M.

These trains run through from Pittsburgh to New-York, without change of cars, stopping only at Lyons, Allentown, Bethlehem, Easton Junction, Clinton, White House, Somerville, Bound Brook, Plainfield and Elizabeth.

The 5.44 A. M. train runs daily except Sundays and Mondays.

The 2.28 P. M. trains run daily except Sundays.

The 7.31 A. M. and 1.00 A. M. trains run daily.

West bound trains, leave New York, at the foot of Liberty street, as follows:

Leave New York.		*Arrive at Reading.*
12.00 M.	Mail No. 6,	6.00 P. M.
9.00 A. M.	Express Train,	11.50 P. M.
5.10 P. M.	Express Train,	10.19 P. M.
8.00 P. M.	Express Train,	1.00 A. M.

Mail Train leaving Allentown at 7.20, A. M., stops at all Way Stations, arriving at Reading at 9.10, A. M., running daily except Sundays.

The 12 M. Train from New York, stops at all Stations between New York and Reading, leaving Allentown at 4.20, P. M., arriving at Reading at 6.00, P. M., running daily except Sundays.

The 8.00 P. M. train from New York, runs daily stopping at Elizabeth, Plainfield, Sommerville, Junction, Easton, and Bethlehem, arriving at Allentown at 11.45, P. M., passing Lyons at 12.20, A. M., arriving at Reading at 1.00 A. M.

Passengers are requested to purchase tickets before entering the cars, as 25 cts extra will be charged and collected on the train from all who pay the fare to the Conductor.

COMMUTATION TICKETS,

good for Twenty-Six Trips, at 25 per cent. discount between any points desired.

MILEAGE TICKET BOOKS

for 2000 miles, good between all points on this or the Philadelphia & Reading R. R. or the Reading & Columbia R. R., at $52 50 each for families and firms.

SEASON TICKETS,

good for the holder only, for three, six, nine and twelve months, at reduced rates.

P. M. ERMENTROUT,
jan 2-tf] General Ticket Agent.

WILL REMOVE.—I AM NOW CLOSING OUT MY ENTIRE STOCK of

MILLINERY AND DRY GOODS,

in order to re-open an entire new and well selected stock, at

NO. 317 PENN STREET, BETWEEN THIRD AND FOURTH,

where I will pay particular attention to keep all the latest styles of

LADIES', MISSES' AND CHILDREN'S HAT AND BONNET FRAMES,

and a complete assortment of everything pertaining to the Millinery and Trimming line. I express my most hearty thanks for past favors, and very respectfully solicit the continuance of the same. Satisfaction guaranteed.

feb 18-16td MRS. O. B. KELLER.

For the Daily Eagle.

TO MAGGIE.

BY DR. JOHN STEPHEN.

Still waiting for thee! Still waiting for thee!
Thinking, dear Maggie, while sadly I roam;
Oh! what a pleasure—how sweet it would be,
To rest in thy bosom, thy heart for my home.

Still longing for thee! Still longing for thee!
Pleading with Heaven while sadly I roam;
Telling my Savior—how sweet it would be,
To dwell with thee alway, thy heart for my home.

Still dreaming of thee! Still dreaming of thee!
Counting the moments while sadly I roam;
Wondering, sweet Maggie, how long it will be,
Before thou wilt give me thy heart for my home.

A PLEA FOR THE PRIVATES IN THE ARMY.

A Shocking History of Starvation, Rascality and Fraud.

The New York *Tribune* publishes the following editorially:

It has been claimed for the officers of the Regular Army that their training enabled them to take exceptionally good care of their soldiers. All through the war we heard of the neglect and the ignorance in this regard of the volunteer officers, and of the attentive care of the regulars. Now that members having some regard for the impoverished Treasury are striving to economize in the expenditures of the War Department, we are warned that we must at any rate keep a great horde of useless officers in commission, because their training will make them especially valuable in taking charge of recruits whenever necessity shall again require the enlargement of the army. We demur. Such samples as we have seen of the performance of some of these officers leads to the belief that the service will be benefitted quite as much by weeding them out as by any other reduction.

There lies before us the story of one soldier's experience at the hands of regular army officers. Some of its features may be of special interest to honorable members who think it indispensable to the good of the army that we should keep in service a half more officers than we want, because they are all so very good, and faithful, and attentive that, in an emergency we could not possibly fill their places.

This young man enlisted in one of the new infantry regiments, some two years ago, and was sent to the redezvous of recruits at Governor's Island. Here came his first experience of a soldier's life: "I was astonished at the small amount of food given to us. All we received for dinner was about four ounces of bread, half an ounce of pork, and half a pint of soup. Sometimes we received far less than that. For supper we got a little bit of bread and coffee, and nothing else. We recruits were half starved, and continually tempted to try to steal one another's rations." Yet the Government, whose soldier was thus welcomed to its service, provides the most liberal rations allowed in any army in Christendom! Abundant dinners were paid for at Governor's Island—what reached the recruit was "half an ounce of pork, half a pint of soup, and four ounces of bread!" The rest was supposed to be saved by the considerate officers for the benefit of the "company fund"—the theory, on its face, being to starve the soldiers in health that they might have hospital delicacies when sick. The misfortune in this particular regiment was that the hospital delicacies never came in, while the starvation was uniform. Finally the commander here got ready to start West with recruits, and rations for the journey were accordingly issued. These soldiers had enjoyed the advantage of being under the command of regular officers to so full an extent, that they were now half-starved and wholly ravenous. Some gorged themselves at once on the unwonted plenty, and were presently sick. All had lost the power of self-control to such an extent that the rations were soon devoured; and long before they reached Omaha, after stealing from the sick and from the more provident everything that was left, they were absolutely destitute. With armed men moving through a rich and peaceful country, what followed may be readily conjectured.

"When the train stopped, many of us would go to the houses of citizens and beg something to eat, and often take it by force. In marching through the streets of Chicago in broad daylight, one of my comrades left the ranks and tore a piece of pie from the hands of a little girl about seven years of age. In going through Iowa, at the different stations the men would leave the cars and rob the houses close by of whatever food they could lay their hands on. One evening twenty or thirty of us went to a good-looking house whose inhabitants were at their supper. On knocking, the door was opened, and in the soldiers rushed, like a parcel of famished wolves. The table was pretty well laden with provisions, but they soon releived it of its burden. There was a large joint of roast beef on the table. A Dutchman grabbed it, but it was hot and burned him, so he dropped it. An Irishman, however, was equal to the occasion. He stripped off his blouse, wrapped it around the beef, and bore it off in triumph. Although I stole nothing, I was not hungry that night."

After a series of such exhibitions by U. S. soldiers, our recruits got fairly started up the Missouri. Here they fared a little better at first, but soon relapsed into the old condition:

"But what troubled us most, the officers picked out the best of our rations and sold them to the cook or captain of the steamboat. As we were little better than half-starved, you may imagine the state of our feelings when we saw our barrels of pork and hard tack, or boxes full of our best biscuits, taken from before our eyes and sold to put money in the officers' pockets. One day our steamboat passed another laden with soldiers. The cooks of the different steamboats exchanged compliments, and almost the first words they said were, 'How much did you make off the soldiers?' They then stated the number of barrels of pork, and boxes of hard-tack, and pounds of sugar, coffee and beans they had bought from the officers. They spoke, too, in tones which showed that they cared little who heard them. Owing to the best of our rations being picked out and sold, what we now got to eat was horrible. Biscuits were green and blue inside, and full of dead maggots. It was a common sight to see as many as 100 soldiers at one time picking the dead vermin out of their biscuits. The pork we received was beyond description. It seemed to have been kept as long as it would hold together. Had we not been so hungry, we could never have eaten it. Yet, bad as they were, the objections were nearly all to quantity, not to quality. Any ordinary man of us could easily have eaten 12 to 14 of the buscuits in a day; yet all we were allowed was three or four in a day. Some days we got bean soup, and some of the men never got a single bean in their allowance of soup. Being thus starved, we used to beg and steal from the negro crew of the boat. Men, who but a few days ago were violent in their denunciations of niggers, Abolitionists, Republicans, &c., now begged from negroes a morsel of food to keep themselves from starving. They did not always beg it though. Sometimes, when the negroes were sitting down to dinner, 20 or 30 soldiers would rush in among the astonished Africans and make a dash at the dinner."

And so the story goes on, for page after page, relating sales of food from under the hungry eyes of the soldiers, to Indians, to steamboat people, to immigrants, and finally to the soldiers themselves! Of course the transparent pretence for all this was the saving for the company and regimental funds? These famishing soldiers only complained because it was second nature to complain. They were hungry only because they were gluttonous. The theory of a company fund is that the rations sold to make it up shall be such as the men do not need; and who should be as good judges of what the men do need as their educated and accomplished regular officers? Our recruit pays his respect to this theory after a blunt, soldier's fashion:

"I assert that the man who causes the abolition of company funds, will do more for the benefit of the regular soldier than all the reformers that ever sat in Congress. If any company of soldiers think that a company fund would be of benefit to them, they always have it in their power to make one by subscribing among themselves, and if the use made of their money does not please them, they have the remedy in their own hands—namely, not to subscribe. But under the present system they are plundered in the most barefaced, shameful manner. I heard that there came an order limiting company funds to $100. It never affected us any, for the officers kept on selling our rations, and we kept on starving as usual. When Uncle Sam goes to the enormous expense of transporting provisions out on the Plains to feed his soldiers, I cannot see why an officer should be allowed to sell those provisions on any pretence whatever. Surely common sense may tell any one that the system of allowing every company commander to sell his company's rations whenever he pleases, must end in fraud and corruption, for who is to know how much he sells? There is, in reality, no protection for the soldier against being robbed of his rations. If he complains to the cooks, they are likely to scald him or kick him out of the cook-house; if he complains to an officer he will get sent to the guard-house, tied up by the wrists or thumbs, or have a ball and chain put on him for growling."

The soldier who went through two years of this sort of thing is not without his notions as to the proper remedy. Congressmen whose specific for the army is the retention of a great crowd of useless officers, because they are so admirably qualified for their work, may still find it suggestive:

"There has been a good deal said and written lately about the causes of desertion and the remedy for it. I assert that the cause of desertion out on the frontier, in the Territories, or on the Plains, is poisoning with bad rations and starving with scanty ones. I have spoken to my deserters, and asked them the reason they deserted, and judging from their answers and my own experience, I believe that almost every cause of desertion can be traced to bad and scanty rations. I see some members of Congress believe that if the pay of the soldiers was increased it would stop desertion. This idea is simply ridiculous. Soldiers have more pay now than they make any good use of. Nine-tenths of them spend their money in drunkenness, gambling and debauchery. I think I can tell them how to benefit the soldier. First: Let every officer caught selling his men's rations be severely punished. Stop the sale of soldiers' rations at the different frontier posts, and allow none to be sold on any pretence whatever. Second: Let there be in every company weights, scales and measures, so that if a soldier thinks he has not got a fair ration he can take it up and have it weighed and measured. Let it be understood that every soldier has the right to do this; also, let it be understood that if a soldier objects to the quality of his ration, that he has the right to bring it to the doctor, and that it is the doctor's duty to examine it, and, if unfit for human food, to condemn it, and order the soldier another ration."

We have preferred to confine this exhibit to a single class of abuses in the army on the frontier. There is a sickening list of others, only too well authenticated in individual cases. Soldiers are still tied up by the thumbs in spite of the Congressional prohibition. Drunken officers have tried to shoot men who angered them. Mutinies have been provoked by long continued abuse. Steamboats have been ordered out from under the protection of a fort's guns, at night, in the Indian country, because of their refusal to sell whisky. Men enlisted for soldiers are employed as laborers. These cases may not be general—we trust they are not. But we insist that enough is known to warrant a thorough pruning of the Army Register. A judicious muster-out of one-third of these officers ought to leave a body having fewer members capable of such enormities. We believe in taking care of the army; but the first men in it to command our sympathy are the men in the ranks.

—France has a million soldiers.

—Chicago packed 597,054 hogs this season.

—Florida is luxuriating on ripe watermelons.

—A pin manufacturing company in Connecticut manufacturing nearly seven millions of pins per day.

—A family at Snow Hill, Maryland, has lost five of its members by diptheria during three weeks.

—Peonage is reported to still exist in Arizona and New Mexico, although it is illegal.

—Boston has a milk inspector, and his operations have materially improved the quality of the milk sold there.

—The huge ox General Grant has been reprieved. Instead of being killed he is to end his days on General Grant's farm near St. Louis.

—Some physicians of New York have been recently advocating the renewal of the ancient custom of burning the dead instead of burying them.

—The West is puzzled about the Hutchinson family. Various detachments are travelling in different quarters, each claiming to be the "only genuine" lot.

—There was a deadly combat recently in Florida between six men: three brothers on each side. Two were killed on each side. The dispute arose about some hogs.

—The jailor of Cumberland county, Va., got lost at night, and was robbed by three men. He will probably search the follows some time.

—The Rev. Mr. Shorthill, a Baptist preacher, and a Mrs. Colkett, residing at Penxsutawney—the one a father and husband, and the other a wife and mother—fixed up a little bit of an elopement the other day and put out for the west, with the injured husband in pursuit.

—Edward Divers, aged 104 years, dien on the 6th inst., at his residence id Derry township, Westmoreland county.

—Small-pox is adding to the horror of the famine in India.

—A cotemporary thinks the rain a strange power. It keeps thousands away from the church on Sunday, but won't deter a single man from attending to his business on a week day.

—There are now at work in the Methodist Episcopal Church, 7130 itinerant ministers.

—The Ex-Queen Isabella, of Spain, is helping the insurgents in their war against the Provisional Government.

—France is still preparing for war.

—The Lehigh Valley railroad is to be relaid with steel rails the whole distance, from Easton to Mauch Chunk.

—The German nobility, and the Catholics, and Conservatives of Vienna are greatly incensed with the Emperor, because he has included in his last appointment to the House of Peers three representatives of the trade and commerce of the country, and one Jew.

—The passage of a bill in thirty-four minutes, at Harrisburg, a Boston paper calls "legislation on the high pressure principle."