

Republican News Item.

VOL. VII. NO. 34.

LAPORTE, SULLIVAN COUNTY, PA., THURSDAY, JANUARY 1, 1900.

75 CTS. PER YEAR.

Better Than Ever!

I am better prepared than ever to supply your wants in

Clocks & Watches

AND STAPLE JEWELRY,

I invite your inspection at your earliest convenience.

RETTENBURY,

DUSHORE, PA. The Jeweler.

**COLE'S
HARDWARE.**

No Place Like this Place
For Reliable

**STOVES and RANGES,
COAL OR WOOD
HEATERS;**

ONE OF WINTER'S GREAT DELIGHTS.

House Furnishing Goods, Tools of Every
Description, Guns and Ammunition.

Bargains that bring the buyer back.
Come and test the truth of our talk.

A lot of second hand stoves and ranges for sale cheap.
We can sell you in stoves anything from a fine Jewel Base
Burner to a low priced but satisfactory cook stove.

Hot Air, Steam and Hot Water Heating and
General Repairing, Roofing and Spouting.

Samuel Cole, Dushore, Pa.

The Shopbell Dry Good Co.,
313 Pine Street,
WILLIAMSPORT, PA.

Sheets and Colored
Pillow Cases. Corduroy.

Made from the same cottons that you buy over the counter and sewed as well as you can do it. The best part of all, you pay but a trifle more than the goods cost by the bolt and all the sewing and thread are saved. We will sell you perfectly finished, hemstitched sheets, large sizes, 65c and 75c; ones with plain hems at 45c to 65c.

Hemstitched Pillow Cases at 12½c to 22 cents.
Others with plain hems at 8c to 18c.

**Ladies' Union
Suits.**

We keep a full line of the celebrated ONEITA SEAMLESS COMBINATION SUITS in white and natural color. They are perfectly elastic, fitting like a glove. Being open at the top makes them convenient to put on and off. Several qualities at 50c up to \$1.75.

COMFORTABLES.
We have a good assortment of comfortable, made full size, covered with figured sateen or silkoline, some are plain on one side, filled generously with pure white cotton. Prices range from 95c to \$3.75.

The Shopbell Dry Good Co.

Subscribe for the News Item.

COUNTY NEWS

Happenings of
Interest to Readers

Columns of Interesting
Items Gathered by Our
Special Corps of Hustling
Correspondents in
Many Towns.

EAGLES MERE.

The Baptist and Methodist Sunday Schools held their Christmas exercises jointly, in the Baptist church on Wednesday evening. The exercises were arranged by Miss Clark, and were very good. There was a large audience.

The Fire Co. met in regular session Monday evening.

Mr. A. Dunham spent Sunday with friends in South Williamsport. Mr. Montgomery was a Williamsport visitor on Monday.

Mr. and Mrs. J. W. Aumiller spent Christmas at South Williamsport, with Chas. Woolfe and family.

Mr. and Mrs. C. E. Dunham spent Christmas with Geo. Lawrenson and family at Strawbridge.

W. I. Taylor was a Williamsport visitor on Saturday.

LOPEZ.

Prospects are good for a deep snow.

Christmas passed off here about the same as other Christmases. Old Santa was quite liberal with his presents to some and others he picked up from the street and carried them home.

P. J. Finan left for Pittsburg last week.

W. W. Jennings who is attending school at Ithaca is home over the holidays.

Miss Margaret Hileman of Dushore is visiting her sister Miss Emma at this place.

Homer Lewis, Clerk at Jennings Bros. Store, is visiting his parents at Syracuse, N. Y.

John Peacock, was hurt in the Murray mine last Tuesday by a fall of rock and died the following day. He was buried at Bernice on Friday.

Alanson Messersmith was kicked by a horse on Friday and several ribs broken. He is getting along as well as can be expected.

F. L. Matthews is on the sick list. Miss Edith Musselman of Overton is visiting Mrs. F. G. Rice.

Ely and Milton Potter, who are working at Carlondale, were home over Christmas.

Our overseers of the poor made a trip to Colley on Monday. We do not know as yet what the attraction is.

The High School class of '93 remembered the Professor with a handsome little present for which he expressed his thanks in his usual happy style.

There is some talk of starting a game society at this place. We will tell you more about it later.

HILLSGROVE.

Tom Temple, while at work hewing on Pestoes log slide below town was quite badly cut in the arm and leg by an ax which slipped from the hands of Will More who was working with him.

The Christmas exercises that were held in both churches were very good and well attended.

Quite a number of young people from here attended the ball at Frank Castlebury's at Hoppetown on Christmas night.

Mrs. Chas. Darby who has been seriously ill, is some better at this writing.

Andrew Galough and wife of Jersey Shore were here over Christmas. Erna McBride and Fred Jenkins spent Christmas in Williamsport.

Mrs. John Speaker who has been very ill with pneumonia, is a little better at this writing.

Mr. Geo. Dunbar and wife of Towanda spent Christmas at this place.

Harry Green is attending the institute at Dushore this week.

Mrs. Jacob Galough has gone to Jersey Shore to visit her son Andrew.

Thos. Swift of Cross Forks, spent Christmas here with old friends.

Ed Holcomb has charge of the post office at present, Miss Jennie Sheely, the Post Mistress being seriously ill.

Miss Bessie Peck is home on a visit from Lopez.

Dr. B. E. Gamble transacted business at Harrisburg last week.

Steve Vroman has purchased a new hound. Now for some music on the mountains.

SHUNK.

Mrs. Christian Caseman died on Friday morning after a long illness of dropsy and heart trouble, aged 70 years. The funeral was held Sunday from her late residence at Platt. She leaves a husband and six children to mourn her loss.

Born, December 27 a son to Mr. and Mrs. Delos Hein.

The masquerade ball given by Messrs. Porter and Williams on Christmas night was a grand success and largely attended by parties from Elmira, Roaring Branch, Canton and Forksville. About 25 couples were in costume, which were all neat, pretty and attractive, and created much laughter and furnished any amount of fun for the many spectators present.

The many friends of Miss Louise Caseman of Grover, Pa., will be surprised to hear of her marriage on Christmas at Elmira, to Mr. Frank Stull of Sunbury, Pa. Miss Caseman was the only daughter of Jacob Caseman, proprietor of the Grover Hotel and is a very popular young lady. Mr. Stull is an employe of the N. C. R. R. They will make their future home at Sunbury, and left Saturday for that place.

Alvah Tinkham of Elmira took in the ball here Christmas and returned to his home this week.

Miss Regina Brown and friend Mr. J. Wilhelm of Canton were in town Christmas.

Mrs. W. E. Porter spent Christmas at Canton.

Paddy Jackson of this place and Miss Susie Grier of Hills Grove, were married on Christmas night by Wm. Shoemaker, J. P.

Mr. and Mrs. Chas. Brown are rejoicing over the arrival of a son to their home on Christmas.

Geo. Campbell of Elmira spent Christmas with relatives here.

Lee Voorhees spent the holidays with his mother at this place.

James Brenchley has an attack of pneumonia, and is a very sick man at present.

Mr. and Mrs. Allen Williams and Mrs. Clara Andrus of Canton, took Christmas dinner with O. J. Williams.

Mrs. Phoebe Maxin and Mrs. Haydie Hoagland are visiting relatives at Elmira, N. Y.

ESTELLA.

Very cold weather with light snow falls.

J. J. Webster has several teams hauling his logs out of Lick Run.

Sidney Osler and sister Marion of Bernice are visiting friends at Lincoln Falls.

Quite a number of the young people attended the Christmas entertainment at the German church on Thursday evening.

U. Bird returned to Shunk on Sunday with his teamster, Jesse Lewis. The Squire is busy at work on his log job in Fox.

Mrs. Speaker Osler has been strangely unfortunate; about fourteen years ago by horses running away she was thrown from a wagon and dragged quite a distance from which time she has never walked a step and has been almost a helpless invalid. Last fall a cancer made its appearance on her head, and about two weeks ago while her husband was helping her out of her bed, she broke her arm near the wrist. Dr. Randall of Dushore who happened to be in Forksville was called and set the broken member and made her as comfortable as possible. Mrs. Osler has the undivided sympathy of her many friends. In all these years she has born her sad fate almost uncomplainingly.

Miss Della Mulnix is visiting at Overton.

Miss Cora McCarty and cousin Lee Fawcett are visiting relatives at Hughesville.

Rev. F. E. Spoones will preach at the Estella next Sunday forenoon at 10:30

Government Ownership of Railroads

By BENJ. G. WELCH.

COMMUNICATION.

EDITOR, NEWS ITEM:

The arguments pro and con on this subject are not to be despised.

The opponents of government ownership usually point us to the fact that government managed railroads do not furnish the conveniences, comforts and luxuries that are the every day rule in our country. The fact is that nothing is done in other lands quite like it is in ours, so it seems to us that argument is of little force. There can hardly be a comparison of rates, either for passenger or freight transportation, because conditions are so different and besides that statistics can be so manipulated as to prove almost anything within the bounds of reason.

Cosmopolitans tell us that there are no such travelling facilities in any country in the world as are every day furnished to the ordinary private citizen of moderate means in our land. All available information seems to indicate that no railroads anywhere handle freight better than do our great corporations. We are told that this would be impossible under government management.

If we are permitted to be reminiscent we might easily seem to be on that side of the case for we can well remember when private enterprise did better work in local deliveries in the cities than was that done by the Postoffice Department. The famous "Blood's Despatch" in Philadelphia maintained a successful business for years before the Postoffice authorities succeeded in doing so, and in fact after the government assumed that business the Despatch held it in competition until to get rid of it a law was passed making it a crime to carry on any such enterprise. The government could not compete successfully so it had to create a monopoly. Much the same condition of affairs existed in the trans-continental mail under the regime of Wells, Fargo & Co. They held the field for reliability of service until they were forced out of it by law.

The government has had to learn the money order business from the Express Companies and in some respects the Express Companies are still ahead. With all the governmental advantages the Express Companies can and do give the best service in what might be termed "parcel carriage traffic." The government would accept a fee for registering a valuable parcel but would assume no responsibility until it was realized that for the same fee the Express Companies were carrying the same business with profit and were responsible for its delivery in good order. Then government officials learned the same lesson. You can insure a package in the mails for a small fee and the insurance companies make money out of it but the Postoffice Department has not yet thoroughly "caught on." It will shortly and then a law will be made forbidding any one else doing it. That is, when the government goes into a business it insists on a monopoly of that business and yet its best lessons have been learned from private enterprise. This is true in every department of its service.

The reader would naturally infer from all this that we are among the opponents of "Government Ownership of Railroads" but such is not the case. We believe that transportation is properly a governmental function and we have regarded that as the only relief from the spirit that expresses itself in the Vanderbilt outburst of "The Public be—" for which we need not go a hundred miles from home. This disposition to assume the most autocratic and unreasonable authority is the cause of the strongest convictions on this subject and that will sooner or later bring about the change, but there are wide stretches in problems to be met before it is accomplished and while most of us will be on the other side of the divide before the change is achieved we believe that some new living will see it come to pass.

Continued in next issue.

"A Fourth Class Postmaster" writes your readers in a very entertaining style and while he makes a sensible reply to Editor Newell he does not get the facts by any means and some of his deductions are not well based.

Any railroad man who has studied the question knows that the carrying of the mails is the most poorly compensated business that the railroads have. Without knowing exact figures of our local road we are inclined to believe that their mail pay would not amount to the fare of the messenger they carry, if he paid like other people, and yet he must have a private compartment fitted up specially for his use; it must be warmed, lighted and cleaned for him. Besides this mails are carried in closed pouches on all the trains where the messenger does not go. In addition to all this the mails must be carried to and from every train and the Post Office if it is not more than eighty rods distant.

Any comparison between our country and the European nations is idle in view of the difference in distance and conditions. Any comparison between a freight car and a postal car is equally unfair. No one would tolerate for a moment the thought of any such service as would be afforded by freight conditions either as to time or safety. If our letters mailed in New York last night do not reach us this morning we get impatient. Freight may be a week and out in all weathers and subject to all sorts of rough usage. The government has had many opportunities to try the wagon plan where it would not pay the railroads. It never was a success and the comparison of the cost of hauling a ton of mail between New York and Chicago by wagon or train is idle and probably incorrect.

The railroads earn all they get and if the government was running them it could honestly charge up to the mail service all the compensation that is now allowed. The deficit is not in that direction.

We have heard that during the civil war the Post Office Department was not run at a loss, and it was because thousands of mail routes through the South where the service was expensive and the returns meagre, were not served on account of the war.

Many a letter is delivered that costs the Department a dollar for which it gets two cents and there is not much doubt that letters reach far off regions toward the north pole in Alaska that have cost nearly fifty times a dollar and yet the pay was two cents. Does any one suppose for one moment that letters are delivered all over the Philippines at a cost of no more than the two cent stamp? These are the instances where the money is lost in the Post Office Department and it is sound policy to lose it. Of course "Fourth Class Postmaster is right in his reference to the free carriage of newspapers and similar publications and there is not the slightest foundation for Editor Newell's conclusion that because the Post Office Department is run at a loss therefore the government is incapable of running anything at a profit. It makes a handsome profit out of the little stamp books that it manufactures at one cent each, and its Money Order business has a balance on the right side. If it would only make every post office a place of deposit for savings and pay a small rate of interest the people would furnish it with all the money it needs and it could realize handsomely out of it.

Then if it would take over the Telephone and Telegraph business it could give us cheaper service, weather reports free and have a balance to spend.

Let up on the railroads on the cost of the Post Office Department.

A FOURTH CLASS RAILROADER.

Don't wait this is your best chance. Lime by the car load or sled load from Reeder's Lime House, Laporte.