

FREELAND TRIBUNE.

Published Every Thursday Afternoon. -BY- THOS. A. BUCKLEY, EDITOR AND PROPRIETOR.

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THE LAW VIOLATED.

Reading Has Taken Another Step Against the Welfare of the Commonwealth. Those who, last November, voted against the holding of a constitutional convention in Pennsylvania, and those who did not take interest enough in their own welfare to vote for it, will have cause to repent in sackcloth and ashes for their lack of patriotism when they read of the last act of conspiracy by the Reading Railroad against the peace and prosperity of the State. Many of the great papers in Pennsylvania fought the measure openly. They deserve credit for opposing the measure in that manner. Others maintained a cowardly silence on the great issue itself and concentrated their energies in a vain attempt to defeat the foremost exponents of the much-needed reform.

Others, not deemed worthy of a bribe, remained silent till the last moment, hoping that their influence would be required, and paid for, by those who desired the defeat of the constitutional convention. The measure was from the start enveloped in the smoke and dust from our coal breakers, locomotives and iron-mills, when the Legislature sent it out among the people for discussion and action it was lured to its ambush by judicious advertising and at last, when press and party were completely enslaved by corporate wealth, it was assassinated with printer's ink and stricken down by hands that did the bidding of monopoly.

But the 177,000 citizens who voted for a convention must have known what they were doing. They realized that a bitter opposition had been brought to bear by the managers of parties and monopolies. They knew that there existed a necessity for the holding of a convention or they would not have voted for it as they did. When the agitation started four years ago but four men took any interest in it, and it is no small cause for congratulation to know that the stand they took in 1887 was indorsed by 177,000 of their fellow citizens in 1891. Through all the mud that was thrown the idea lived on, and from the soil that was last November enriched by the ballots of the minority will spring an agitation for constitutional reform that will make a mark which cannot be blotted out with mud or obscured by false reasoning. Defeat comes in two ways, either in disgrace or with honor. When defeat follows a struggle for a noble principle no dishonor or disgrace attaches to it, and every man who registered his belief in a government independent of corporate rule in Pennsylvania must realize that his duty did not end when his hope faded away before the combined assaults of treachery and monopoly.

In the light of recent events it is well to turn to the pages of the constitution of Pennsylvania and read a few selected passages therefrom, beginning as follows: All railroads and canals shall be public highways, and all railroad and canal companies shall be common carriers. On the public highway of the past—the turnpike—every man who had occasion to do so could drive his wagon, or he could hire a wagon and team and carry his produce from point to point without let or hindrance from any other man. The road was his—no other man could lay a higher claim to it. Where stands the man so powerful as to transport a single pound of freight or produce on the "public highway" of 1892 if a board of directors decide that he shall be discriminated against? That part of the constitution of Pennsylvania is as delusive as a concave mirror.

All individuals, associations and corporations shall have equal right to have persons and property transported over railroads and canals, and no undue or unreasonable discrimination shall be made in charges for, or in facilities for, transportation of freight and passengers within this State, or coming from or going to any other State. All individuals are not privileged to exercise the right conferred by that section of the constitution of the State. The individual has but to apply at the coal office of any of the great concerns operating railroads and mines in Pennsylvania and ask to have a single ton, or a car, of coal shipped from that point to either New York or Philadelphia to learn that there is a higher law than that written between the pages of our dead and buried constitution. The rule of the corporation is that the consumer in either New York or Philadelphia must deal through the coal agent, and no single ton, or car, of coal will be shipped. The law of the corporation is the higher law, for it is obeyed in preference to the constitution of the State. That part of the constitution of Pennsylvania is not operative; it never was operative, and was not intended to be; it declares a falsehood.

Section 4, article XVII, reads. No railroad, canal or other corporation, or the lessees, purchasers or managers of any railroad or canal corporation, shall consolidate the stock, property or franchises of such corporation with, or lease or purchase the works or franchises of, or in any way control any other railroad or canal corporation, owning or having under its control a parallel or competing line; nor shall any officers of such railroad or canal corporation act as an officer of any other railroad or canal corporation owning or having the control of a parallel or competing line; and the question whether railroads or canals are parallel or competing lines shall, when demanded by a jury, as in other civil issues.

A short time ago the Philadelphia and Reading Railroad was in the hands of

a receiver, whose duty it was to make proper adjustment of its affairs and receive payment from the stockholders. On its knees, plundered by thieving officials, it crouched, a beggar among corporations. With a load of debt crushing it down to where it became an easy prey, it is said to have passed beneath the rule of that combination known as the Vanderbilt System. Immediately we see the tentacles of the octopus stretching toward the upper coal fields and grasping parallel lines of railroad leading from the Reading to these fields. Two lines of railroad run parallel with each other from Easton to Wilkes-Barre, a distance of 100 miles. Every bend and turn of the Lehigh River from Easton to White Haven, a distance of 70 miles, is in view of the glistening rails of each of these two railroads as they turn and bend with the river. These certainly are parallel and competing lines within the full intent and meaning of the constitution. No other two railroads in Pennsylvania can possibly approach nearer to each other in construction and similarity than the Lehigh Valley and Central Railroad of New Jersey, the two roads in question.

Under the recent combination effected to freeze out competition, and consumers of coal as well, the Philadelphia and Reading Railroad Company has absorbed the Lehigh Valley and the Central Railroad of New Jersey, and so far as these corporations are concerned they are no longer competing lines. Every letter and line of section 4 of article XVII of the constitution of Pennsylvania has been violated in the deal by which the Reading gained control of these two roads, and from now until the interests of the law-protected robbers shall require that the combination be broken, the people will pay such tribute as may be levied by those who control the entire anthracite coal supply of Pennsylvania. It has been suggested that the Governor and the Attorney General of the State take action against the Reading for its audacious and open violation of the constitution, but it is doubtful if that will give relief to the people of the State. Section 10 of that same article gives to the old corporations of Pennsylvania the privilege of overriding the entire constitution in these words:

No railroad, or canal or other transportation company, in existence at the time of the adoption of this article, shall have the benefit of any future legislation by general or special laws, except on condition of complete acceptance of all the provisions of this article. In that section the power to accept or reject the constitution was given to the canal and railroad companies in operation at the time of its adoption. That constitution binds only the people, in their individual capacity, and such railroad, canal and other corporations as were organized since 1873. All railroad and canal companies existing prior to that date are above and beyond the constitution.

When the attempt was made last year to impress upon the minds of the people of this State the great importance of a constitutional Convention, for the purpose of placing corporations upon an equality with others, but very few understood the true meaning and intent of that section last quoted. They read the other sections in the constitution and asserted that the instrument, as a whole, was an admirable constitution. They could not believe that the corporations in existence in 1873 had no need for "the benefits of future legislation." As a matter of fact, the constitution, then adopted, placed them above the law. The very abuses which made the constitutional convention of 1872 and 1873 a necessity were lost sight of in the adoption of that short section, and those who threw dust in the eyes of the people last year by repeating the parrot-cry that the corporations were "anxious to have another constitutional convention in order to repeal article XVII" were as dishonest as the article itself.

One hundred and seventy-seven thousand citizens who voted for the People's Parliament, you are appealed to again take up the agitation for a constitutional convention. Now is the very best time imaginable to begin the work, and those who profited by the defeat of the measure have furnished the best of arguments in favor of that for which we struggled last year. Emboldened by our defeat, the Reading Railroad has taken another step against the welfare of Pennsylvania. It has committed another theft, and it lays with us to bring the rogue to justice. In order that our position may not be misunderstood and that we shall be strengthened in the stand we shall take, let each man of the 177,000 personally write the Governor to take official notice of the treason of the Reading Company and call upon him to take the offenders before the highest tribunal of the State for a hearing and investigation.

Demand of the Executive of the State that the fullest light shall be thrown upon this most outrageous of all encroachments on the rights of the people, not alone of Pennsylvania, but of the whole Eastern and Middle States. Act at once, get up petitions, write letters, interest others who are not members, send delegations to the Governor, and in every possible way strengthen his hands in the work of ridding Pennsylvania of the Jesse James wing of the corporations. If he will not act, secure his reasons, and, above all things, leave nothing undone to find out beyond the shadow of a doubt whether article XVII is binding on the railroads and canals of the State. Let us ascertain whether we can legally redress our wrongs before resorting to T. V. POWDERLY.

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The most energetic, resolute and relentless journal in America when it sets out to accomplish any good object. I can testify to its real humanity, comprehension and persistence. -GAIL HAMILTON. We tell our Republican readers a secret and our Democratic friends a piece of good news. THE WORLD intends to and will elect another Presidential President this year, as it elected Grover Cleveland in 1884. Whether the Democratic candidate shall be Grover Cleveland, representing the cause of Tariff Reform, or any one of a number of other Democratic leaders who can be elected, representing the cause of opposition to Republicanism, THE WORLD will be foremost in his support. The next President must be a Democrat. But while doing this THE WORLD will give to its Republican leaders, who did it in the recent campaign, a fuller and better report of Republican meetings and speeches in the Presidential canvass than the organs of their own party print. THE WORLD never editors news; it photographs events. THE WORLD is now printing an average of over 300,000 copies a day. It has made a net average gain of \$30,000 a day during the past year. It will circulate next year on the basis of this increase only, at least 300,000 copies of the ablest, strongest and best Democratic newspaper ever printed. THE WORLD is recognized as distinctively the Newspaper of the People. It believes that to be the highest journalism is dedicated to the public service. THE WORLD puts heart and conscience into its work as well as brains. It is the handmaid of Justice, the unraveller of mysteries, the detector and terror of crime, the friend of the friendless, the help of the poor, the strength of the weak. Realizing that its power comes from the People, it gives back to them, freely, whatever service its influence and its resources enable it to render. With a perfect equipment, a thorough organization, capable direction and a deep determination to move on and up to higher ideals and greater achievements, THE WORLD wishes its multitude of readers a Happy New Year, and confidently bids them to expect from it during 1892 even more wonderful things than it has already accomplished. Drunkenness, or the Liquor Habit, Positively Cured by administering Dr. Haines' Golden Specific. It is manufactured as powder, which can be given in a glass of beer, a cup of coffee or tea, or in food, without the knowledge of the patient. It is absolutely harmless, and will effect a permanent and speedy cure, whether the patient is a moderate drinker or an alcoholic wreck. It has been given in thousands of cases and in every instance a perfect cure has followed. It never fails. The system once impregnated with the specific, it becomes an utter impossibility for the liquor appetite to exist. Cures guaranteed. 45 page book of particulars free. Address GOLDEN SPECIFIC CO. 185 Race St., Cincinnati, O.

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SUNDAY TRAINS. 11:30 A. M. and 3:45 P. M. for Drifton, Jeddo, Lumber Yard and Hazelton. 3:45 P. M. for Delano, Mahanoy City, Shenandoah, New York and Philadelphia. ARRIVE AT FREELAND. 5:50, 6:32, 7:30, 9:15, 10:55 A. M., 12:15, 1:25, 2:35, 4:35, 6:30 and 8:57 P. M. from Hazelton, Stockton, Lumber Yard, Jeddo and Drifton. 7:30, 9:15, 10:55 A. M., 12:15, 2:35, 4:35, 6:30 P. M. from Delano, Mahanoy City and Shenandoah. (Via New Boston Branch). 1:15, 4:30, 6:50 and 37 P. M. from New York, Easton, Philadelphia, Bethlehem, Allentown and Mauch Chunk. 9:15 and 10:55 A. M. from Easton, Philadelphia, Bethlehem and Mauch Chunk. 9:15, 10:55 A. M., 12:15, 4:30 P. M. from White Haven, Glen Summit, Wilkes-Barre, Pittston and L. and H. Juniata. 11:30 A. M. from Imlado, Hazelton, Philadelphia and Easton. 3:25 P. M. from Pottsville and Delano. For further information inquire of Ticket Agents. E. B. BINGHAM, G. P. A.