

The Somerset Herald.

ESTABLISHED 1827.

VOL. XXXIII. NO. 26.

SOMERSET, PA., WEDNESDAY, DECEMBER 10, 1884.

WHOLE NO. 1743.

Terms of Publication. Published every Wednesday morning at 10 o'clock, in advance; otherwise 10 cents per copy. Subscriptions in advance.

of Lieutenant Commander George W. DeLong and his companions of the Jeannette expedition. This removal has been successfully accomplished by Lieutenants Harber and Schmetzer. The remains were taken from the graves in Lena Delta in March, 1883, and were retained at Yakutsk until the following Winter, the season being too far advanced to admit of their immediate transportation. They arrived at New York February 21, 1884, when they were received with suitable honors.

In pursuance of the joint resolution of Congress approved February 13, 1884, a naval expedition was fitted out for the relief of Lieutenant A. W. Greely, United States Army, and of the party who had been engaged under his command in making scientific observations in Lady Franklin Bay. The fleet consisted of the steam sealer Thetis, purchased at St. Johns, Newfoundland, and the Albatross, Newfoundland, and the Albatross was equipped with provisions provided by the British Government. Preparations for the expedition were promptly made by the Secretary of the Navy, with the active co-operation of the Secretary of War. Commander George W. Coffin was placed in command of the Albatross, and Lieutenant H. E. Allen of the Thetis was entrusted to Commander Winfield S. Schley, to whom also was assumed the superintendence of the entire expedition.

Immediately upon its arrival at Upernivik the fleet began the dangerous navigation of Melville Bay, and in spite of every obstacle, reached Littleton Island on June 22, a fortnight earlier than any vessel had before attained that point. On the same day it crossed over to Cape Sabine, and on August 1, 1884, Greely and the other survivors of his party were discovered. After taking on board the living and the bodies of the dead, the relief ships sailed for St. Johns, where they arrived July 17. They were appropriately received at Portsmouth, N. H., on August 1, and at New York on August 8. One of the bodies was landed at the former place. The others were put on shore at Governor's Island, and, with the exception of one which was interred in the National Cemetery, were forwarded thence to the destinations indicated in the organization and conduct of this relief expedition reflect great credit upon all who contributed to its success.

In this, the last of the stated messages that I shall have the honor to transmit to the Congress of the United States, I cannot too strongly urge upon its attention the duty of restoring our navy as rapidly as possible to the high state of efficiency which formerly characterized it. As the long peace that has lulled us into a sense of complacency has lulled us into a sense of complacency, it is plain that the policy of strengthening the arm of the service is dictated by considerations of wise economy, of just regard for our future tranquility, and of true appreciation of the dignity and honor of the republic.

DEALINGS WITH THE INDIANS. Of the varied governmental concerns in charge of the Interior Department, the report of its Secretary presents an interesting summary. Among the topics deserving particular attention, I refer you to his observations respecting our Indian affairs, the preemption and timber culture acts, the failure of railroad companies to take title to the lands granted by the Government, and the operations of the Pension Office, the Patent Office, the Census Bureau and the Bureau of Education.

Allusion has been made already to the circumstances that, both as between the different Indian tribes and as between the Indians and the whites, the past year has been one of unbroken peace. In this circumstance the President has found justification for the policy of the Government in its dealing with the Indian question and confirmation of the views which were fully expressed in his first communication to the forty-seventh Congress. The Secretary urges anew the formation of a statute for the punishment of crimes committed on the Indian reservations, and recommends the passage of a bill now pending in the House of Representatives for the purchase of a tract of 1500 square miles from the Sioux reservation. Both these measures are worthy of approval.

I concur with him also in advising the repeal of the pre-emption law, the enactment of statutes resolving the present legal complications touching legal grants to railroad companies, the forming of the debt of the several Pacific Railroads under such guaranty as shall effectually secure its ultimate payment.

The report of the Utah Commission will be read with interest. It discloses the results of recent legislation looking to the prevention and punishment of polygamy in that territory. I still believe that if that abominable practice can be suppressed by law, it can only be by the most radical legislation consistent with the restraints of the Constitution. I again recommend, therefore, that Congress should exercise its absolute control of the Territory of Utah and provide for the appointment of commissioners with such governmental powers as in their judgment may wisely and justly be put into their hands.

TO EXTEND FOREIGN TRADE. In the course of this communication reference has more than once been made to the policy of the Government as regards the extension of our foreign trade. It seems proper to decide the general principle that should, in my opinion, underlie our national efforts in this direction. The main contents of the problem may be thus stated: We are a people apt in mechanical pursuits and fertile in invention; we cover a vast extent of territory rich in agricultural products and in nearly all the raw materials necessary for successful manufacture; we have a system of productive establishments more than sufficient to supply our own demands; the wages of labor are nowhere else so great; the scale of living is so high that the manufacturer tends to secure their personal comfort and the development of these higher moral and intellectual qualities that go to the making of good citizens; our system of tariff legislation is yielding a revenue which is in excess of the present needs of the Government.

These are elements from which it is sought to devise a scheme by which, without unfavorably changing the condition of the working man, our merchant marine shall be raised from its enfeebled condition and new vessels provided for the sale and our home ports of the manifold (Continued on Fourth Page.)

SAVE YOUR MONEY

SILVERWARE! THE PRESIDENT'S MESSAGE. LEGISLATION THAT IS RECOMMENDED. At Peace with All Nations—Foreign Commerce—Dynamiters Should Be Liabile to Extradition—The Silver Question—Indian Affairs—Land Grants. Railroads. The following is the text of President Arthur's message, delivered to Congress on Monday, December 1st. To the Congress of the United States: Since the close of your last session the American people, in the exercise of their highest right of suffrage, have chosen their chief magistrate for the four years ensuing. When it is remembered that at no period in the history of the Republic has the political contest which customarily precedes the day of the national election been waged with greater fervor and intensity, it is a subject of general congratulation that after the controversy of the polls was over, and while the slight preponderance by which the issue had been determined was as yet unascertained, the public peace suffered no disturbance, but the people everywhere patiently and quietly awaited the result.

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THE PRESIDENT'S MESSAGE.

LEGISLATION THAT IS RECOMMENDED.

At Peace with All Nations—Foreign Commerce—Dynamiters Should Be Liabile to Extradition—The Silver Question—Indian Affairs—Land Grants. Railroads.

THE DUTY ON ART WORKS.

Much anxiety has lately been displayed by various European governments, and especially by the Government of Italy, for the abolition of our import duties upon works of art. It is well to consider whether the present discrimination in favor of the productions of American artists abroad is not likely to result, as they themselves seem very generally to believe it may, in the practical exclusion of our painters and sculptors from the rich fields for observation, study and labor which they have hitherto enjoyed.

There is a prospect that the long-pending revision of the foreign treaties of Japan may be concluded at a new conference to be held at Tokio. While this Government fully recognizes the equal and independent station of Japan in the community of nations, it would not oppose the general adoption of such terms of compromise as Japan may be disposed to offer in furtherance of a uniform policy of intercourse with Western nations.

During the past year the increasing good will between our own Government and that of Mexico has been variously manifested. The treaty of commercial reciprocity concluded in January, 1884, has been ratified, and awaits the necessary legislation of Congress to become effective.

This legislation will, I doubt not, be among the first measures to claim your attention. A full treaty of commerce, navigation and consular rights is now to be desired, and such a treaty I have reason to believe that the Mexican Government stands ready to conclude. Some embarrassment has been occasioned by the failure of Congress at its last session to provide means for the execution of the treaty of January 29, 1882, for the resurvey of the Mexican boundary and the re-location of boundary monuments.

THE NICARAGUA CANAL. With the Republic of Nicaragua a treaty has been concluded which authorizes the construction by the United States of a canal, railway and telegraph line across the Nicaragua territory. By the terms of this treaty sixty miles of the river San Juan, as well as Lake Nicaragua, an inland sea forty miles in width, are to constitute a part of the projected enterprise.

This leaves for actual canal construction sixteen miles on the Pacific side and thirty-six miles on the Atlantic. To the United States is for ordinary purposes of commerce practically cut off from communication by water with the Atlantic ports, the political and commercial advantages of such a project are grossly overestimated. It is believed that when the treaty is laid before you the justice and liberality of its provisions will command universal approval at home and abroad.

The death of our representative to the Emperor of Mexico, at San Juan, a large enough to permit such tariff reduction as may seem to be advisable when the results of recent revenue laws and commercial treaties shall have shown in what quarters such reductions can be most judiciously effected.

One of the most vexatious problems which appeal to the wisdom of Congress for solution is the ascertainment of the most effective means for increasing our foreign trade, and thus relieving the depression under which our industries are now laboring. The Secretary of the Treasury advises that the duty of investigating this subject be entrusted in the first instance to a competent commission. While fully recognizing the considerations that may be urged against this course, as new, nevertheless, of the opinion that upon the whole no other would be likely to effect speedier or better results.

AFFAIRS OF THE NAVY. The report of the Secretary of the Navy exhibits the progress which has been made on the new steel cruisers authorized by the acts of August 5, 1882, and March 3, 1883. Of the four vessels under contract, one, the Chicago, of 4500 tons, is more than half finished; the Albatross, of 3000 tons, has been successfully launched; the machinery is now fitting. The Boston, also of 3000 tons, is ready for launching, and the Dolphin, a dispatch steamer of 1500 tons, is ready for delivery.

Certain adverse criticisms upon the designs of these cruisers are discussed by the Secretary, who insists that the correctness of the conclusions reached by the Advisory Board and by the department has been demonstrated by development in ship building abroad. The machinery of the double turreted monitors Porpoise, Terror and Amphitrite, contracted for under the act of March 3, 1883, is in process of construction. No work has been done during the past year on their armor for lack of necessary appropriations. A fourth monitor, the Monadnock, still remains unfinished at the Naval Yard at California. It is recommended that early steps be taken to complete these vessels and to provide also an armament for the monitor Miantonomah. The recommendations of the Naval Advisory Board, approved by the department, comprise the construction of one steel cruiser of 4500 tons, one cruiser of 3000 tons, two heavily armed gunboats, one light cruiser, one gunboat, one dispatch vessel armed with Hotchkiss cannon, one armored ram and three torpedo boats. The general designs, all of which are calculated to meet the existing wants of the service, are now well advanced, and the construction of these vessels can be undertaken as soon as you shall grant the necessary outlay.

The act of Congress approved August 7, 1882, authorized the removal of our artesian classes as such to the United States of the bodies

My Christmas Advertisement will occupy this space next week. Look out for it.