

Congress—President's Message.

Congress met on Monday and about the only business transacted was the reading of the President's Message. This document is very highly commended by the press of the country. We have neither time nor space to give it this week, but will endeavor to lay it before our readers in the form of a supplement next week.

AND now the English have a new cause for complaint against Turkey. It seems that it has been discovered that the Turkish soldiers are carrying on a large contraband trade of tobacco. It would be altogether too bad if the soldiers should beat the English tax gatherers out of a little cash by their sly tricks.

THE necessity for a special session of the U. S. Senate after the 4th of March next lies in this fact: That as the term of office of David Davis, who is now the President of the Senate, will expire on that day, unless the Senate is called together and elects a successor, there would be no one to act as President of the United States in the event of President Arthur's death.

THE debt statement shows the exact reduction of the public liability during November to be \$5,534,542. The cash in the treasury is the comfortable little sum of \$287,867,113. The government is still able to meet its obligations, and therefore has no reason to be at all anxious for the future. As every one of us is interested to a greater or less extent in these superabundant millions, all naturally watch the monthly figures closely and in their minds hold our representatives to a strict accountability.—Derriek.

THE Philadelphia Times thinks that there will no longer be any uncertainty as to the meaning of the phrase "a tariff for revenue only" should Democratic advocates succeed in incorporating it into the law. It would mean the American market flooded with foreign products, and the American manufacturers and producers of all grades unable to compete, except by reducing wages to the foreign level. It would mean no new industries springing up, and one after another of the old ones, especially those of recent growth, succumbing under the stress of foreign competition, and yet this is the feat to which the Times invited the people of this country previous to the election.

"THE ignorance of the editor of the REPUBLICAN is proverbial."—Commonwealth. And the prevarications (not to call them by a plainer name) of the manager of the Commonwealth are legion. He said that it was "now demonstrated beyond a doubt that the next Congress will contain ten or twelve Greenback Congressmen," and we asked him to name one besides Patton and Brumm, who were principally elected by Democrats and Republicans respectively, and would vote with those parties right along, whereupon he took his penholder and after stirring up the debris, found that out in Iowa a poor disgruntled Democrat-Greenback fusionist had been elected over Updegraff, Republican, by a miserable majority. To show what part the Greenbackers played in that election, it is only necessary to give the vote in Updegraff's district, (which Jasper says has "heretofore given about 6000 Republican majority" and which is nearly three thousand of a prevarication,) at the last Congressional election, in 1880; it was as follows: Republicans 17,359, Democrats 13,968, Greenbackers 2,193. Don't it look just a little bit absurd to see the latter party claiming a victory in the face of such figures? Again; he claims the election of Begole, Governor of Michigan, as a Greenback victory, when in reality that party had but 34,895 votes in 1880, when it polled its biggest vote, against 131,597 Democratic; pretty hard run, aren't you? And yet the Commonwealth manager does not scruple to assert that "there will be ten or twelve Greenback Congressmen in the next Congress." Now Jasper, the editor of the REPUBLICAN may be very ignorant, but he always makes an honest endeavor to get as near the truth as possible, and won't and don't have to resort to lying to bolster up his party.

Beginning of the Harvest.

It is to be expected that parties who took great interest in the election of Pattison and a democratic congress will deny that the fear of the advent of that party into power has caused the stagnation in the manufacture of steel rails. Indeed, it would not be surprising to find the inauguration of an absolute free trade policy followed by a stout assertion that the resultant destruction of the iron interest had nothing whatever to do with it. The Pittsburgh Dispatch which labored so efficiently in the Pattison vineyard, has published several interviews with manufacturers of steel rails, for the purpose of explaining away the reduction of prices in that branch of industry. Mr. E. F. Hartfield, president of the Lackawanna Iron and Coal company, says: "The question of tariff has nothing whatever to do with it." The same gentleman in the same interview when asked: "Has an anticipated reduction of the tariff on steel rails anything to do with the present low prices?" replied: "Only so far as causing railroad companies to hold back from buying, in the hope of getting lower prices if the tariff is reduced."

Here we have the whole truth confirmed by one who is trying his best to hide it. How could a democratic success affect the price of a protected product except to induce buyers to hold off for lower prices in the hope that the tariff on that product would be reduced by the success? The professions of democratic sympathy with a tariff for protection are not believed by anybody. That complete democratic control of all branches of the national government would be followed by such an adjustment of the duties on imports as would beggar every home industry which needs protection, is firmly believed by every intelligent American citizen, as well as by free trade Europe. It is because of this that democratic campaigns have been supplied by British gold,—a plan considered by them to be so much more honorable than contributions by American office holders. We felt this in the Tilden campaign, and the plethoric pockets of the democratic bosses, in the late campaign in this State, makes it a reasonable supposition that the hand of the Free Trade League scattered its British gold even within the limits of Crawford county.

The Philadelphia North American, one of whose owners, as the independent candidate for Congressman-at-Large, helped elect a democrat to that office, gives the following frank opinion of the result of democratic success:

"Should the worst happen, the misfortune will be largely attributable to the success which the democrats achieved at the late election. Of course the fact that the democrats have been placed in power is not the only reason why the companies mentioned are thinking about stopping work. Several causes have combined to lay upon them the necessity of suspension. What alarms manufacturers more than the shrinkage of the demand and the decrease of prices is the fact that a Congress has just been elected which is hostile to the maintenance of the tariff, and that the ascendancy of the Democratic party is the signal for an assault upon the system whose protection alone the manufacture of steel rails in the United States can be carried on."

In this connection it will be of interest to the laboring man, irrespective of politics, to know that the president of the Lackawanna Iron and Coal Co., in the interview from which we have quoted above, says of the cheapening of steel rails: "It is true that the present cost of production to us is over \$40 per ton, but we hope to get lower by some reduction in wages and the cheapening of materials." We do not know that the wages of steel workers is excessively high just now, but rather incline to the opinion that it is already too low, but as the manufacturer cannot pay more for making an article than he can sell it for, the price he gets for it must control the price he is able to pay for materials, labor, &c. This brings the question of the tariff home to the laboring man. It touches him in the tenderest spot. It appeals to him by the mouths of his wife and children. It is protection and plenty against free trade and penury.—Meadville Republican.

—Simon Wetz, Millersville, Pa., says: "Of all medicines I have ever taken none did me as much good as Brown's Iron Bitters."

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Tax exports of wheat and flour from the Atlantic ports in the week ending November 22 were equal to 17,000,000 bushels of wheat against about 14,500,000 in the preceding week. The prospects are favorable for an increasing foreign market for wheat in view of the material reduction in the area of the 1883 wheat crop in England. Prices in this country are advancing and the demand will very much increase business prospects generally in the country.—Harrisburg Telegraph.

If two-cent postage is to be a success in this country it will not be made so by introducing canned fruits, potted meats, dried prunes and other grocers' supplies into the mails. Next we expect to hear of bottled beer, Hoodland's Bitters and Winslow's Soothing Syrup going through at so much a pound. The mail system is primarily for the distribution of intelligence, and every step beyond ought to be taken cautiously. Nothing but injury can accrue to our postal service by introducing the business of express companies into it. If the Government chooses to organize a national system of expressage for small packages, that is a wholly different question, but that it should open its mails to the transportation from Portland Maine, to Portland, Oregon, at 16 cents a pound, of all sorts of provisions that can be canned, is a prostitution of the service, and can only retard its progress.—Harrisburg Telegraph.

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ADDITIONAL TRAINS—Leave Bradford 7:10 a. m., Kinross 9:00 a. m., Arrive Warren 10:15 a. m.

ADDITIONAL TRAINS—Leave Oil City 6:10 a. m., Oil City 6:54 a. m., Eagle Rock 7:19 a. m., President 7:19 a. m., Tionesta 7:19 a. m., Hickory 6:00 a. m., Trunkville 10:30 a. m., Suite 10:00 a. m., Thompson 10:31, Irvinston 12:55 p. m., Warren 1:27 p. m., Arrive Kinross 3:00 p. m., Bradford 4:00 p. m., Clear 4:00 p. m., Sunday Trains—Leave Warren 12:55 p. m., Kinross 10:31 a. m., Bradford 4:00 p. m., Clear 4:00 p. m., Bradford 12:55 p. m., 6:54 p. m., Leave Bradford 8:00 a. m., 5:00 p. m., Arrive Kinross 10:10 a. m., 4:30 p. m., Warren 10:00 a. m., 4:30 p. m., Tionesta 7:00, 10:40 a. m., 2:45, 4:15, 6:15 p. m., arrive Oil City 8:00, 9:45 a. m., 2:30, 3:50, 5:00 p. m.

SUNDAY TRAINS—Leave Oil City 7:00 a. m., Tionesta 7:40 a. m., Corry 8:00 a. m., Bradford 10:00 a. m., arrive Buffalo 12:00 p. m., Buffalo 2:30 p. m., Bradford 4:00 p. m., Corry 4:30 p. m., Tionesta 7:45 p. m., arrive Oil City 8:50 p. m.

Flag stations, stop only on signal. Trains are run on Philadelphia time. Pullman Sleeping Cars between Oil City and Pittsburgh on trains arriving Pittsburgh 6:20 a. m., and leaving Pittsburgh 9:45 p. m.

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