

THE BEAVER RADICAL.

SMITH CURTIS, Editor.

BEAVER, PA.

Friday Morning, June 13, 1873.

Republican District and County Ticket

- Assembly: S. J. CROSS, Rochester. (Subject to decision of District Conference.) Prothonotary: G. A. SMALL, Bridgewater. Treasurer: JAMES H. MANN, New Brighton. Commissioner: G. W. SHEROADES, Moon Sp. Jury Commissioner: JOHN WILSON, Chippewa Sp. Floor House Director: SAMUEL McMANAMY, Economy Sp. Auditor: J. F. CULBERTSON, South Beaver Sp. Trustees of Academy: E. S. IMBRIE, Beaver. F. L. GRIM, New Galilee.

THE CHINESE.

The Chinese population of California and the Pacific coast is over 100,000, and of this number over 20,000 are located in San Francisco. The number will probably be largely increased from the fact that a new line of Steamers has been put in operation between Chinese ports and San Francisco, the main support of which is expected to come from Chinese emigration. The arrivals have exceeded 2,000 per week and threaten to be much more from the stimulus which the steamships give to the trade. China is crowded with laborers that are only waiting for a favorable opportunity to come to America, and if emigration was encouraged by the Government and our people friendly to the heathen Chinese, Chinese would flood the country in a short time, and might probably, in a century or so, be able to dispute here the supremacy of the white race. The rapid increase of Chinese emigration, at any rate, has alarmed the Californians, who are in danger of being absorbed by the Mongolians, and in consequence they are in no suitable mood to solve justly the question of Chinese Emigration. The plan which the city supervisors of San Francisco undertook to put into law was novel, if not liberal and christian, and the inventor of it ought to receive a medal for his remorseless ingenuity. The plan sought to outrage the religious sentiment of the Chinese by forbidding the removal of the remains of deceased persons from the city cemeteries and grave yards, thus preventing their removal to China, and provided for the close clipping of the hair of all prisoners committed to the city jail by the police, and laid a heavy special tax on the laundry business, a business of which the Chinese have a monopoly.

These laws were passed by the board of Supervisors, supported by the majority of the people, but vetoed by the Mayor. They were designed to check the tide of emigration that is setting in so frightfully and arrests the attention of the citizens to the dangers ahead from this source. It has already had some effect for the agents of various Chinese transportation companies have sent word back not to send any more Chinese over, and Lai Yong, Yang Kag, A Yup, Lai Foon, and Chung Leong, have united in publishing a petition, in which they contrast the policies of China and America, and set forth the grievances of the Chinese in rather forcible language. These heathen Chinese, however, admit that the policy of China was based on the idea of race antagonism from which she feared evil results, and hence sought to exclude from her borders other races, but the United States and other christian nations opposed this exclusiveness, and forced on her treaty stipulations, commercial relations and friendly interchange of commodities and persons. In conclusion they propose a speedy and steady abrogation and repeal of the present treaty relations between China and America, requiring the return of all Chinese people and the retirement of all Chinese trade from this country, and the withdrawing of all American trade and persons and commercial intercourse from China. The proposition goes too far. The American people are not opposed to Chinese emigration, regulated by law, and under certain restrictions necessary to the well being of both

and thinks they indicate that the Republican party is on its upward way to that higher platform which now is exclusively occupied by the discordant organs of the woe-begone Liberals and a few sore-headed and worn out politicians.

THE FARMERS' NEW ERA.

The Executive Committee of the Farmers' Association, of Illinois, has issued a call to the farmers to meet in county or other local gatherings on the Fourth of July, to consider the dangers of Railroad and other chartered monopolies, which threaten not only the liberties of individuals and classes, but the peace and prosperity of the nation itself. If such like feeling in Wisconsin and Iowa, and throughout the western grain growing region is as bitter and hostile as in Illinois, then this farmers movement means reform in earnest. An analysis of their call will give a better understanding of the objects and spirit of the movement. They call upon all granges, farmers' clubs, associations and persons interested, to unite in celebrating Independence day in such a manner as to give it a new lease of life, to commemorate a new era of liberty and equality. The call is a paraphrase of the Declaration of Independence and solemnly asserts that to the people belongs the fundamental right to abolish laws, and institute reforms whenever, by the injustice or inefficiency of their laws or the corruption of their administrators, they fail to secure the objects of good government. This fundamental truth interpreted by such application of it to existing facts as the farmers propose, becomes intensely radical, if not revolutionary, and taken in connection with the defeat of Judge Lawrence, indicates an uprising of the people to regain equality before the law, and the means whereby they can reap the rewards of their own industry. The farmers declare that they will use every means, except force, to overthrow the obstacles in their way, to break down all monopolies that crush the people in order to bring all citizens to the same political level and give all an equal chance, which they have not now before the law, to life, liberty and the pursuit of happiness. Their arraignment of the railroad monopolies is severe and reveals the secret of the movement. They charge these corporations with doing many unjust and dangerous acts, such as influencing executive officers to prevent just legislation; defying the laws of the land and refusing to obey them; procuring legislation for their own special advantage, by which they have put untold millions into their coffers; bribing venal legislators with money and silencing the timid by free passes; ostracising independent representatives at the polls; claiming chartered exemptions from legal enactments; corruptly controlling courts and judges; combining to destroy fair competition and to make unjust discriminations; paralyzing commerce by exorbitant rates of freight; retarding the settlement of the country by monopolizing public lands and charging high prices for them; fraudulently obtaining government bonds and corruptly using them as a fund to bribe and control Legislatures and subvert every branch of the government to their own sordid and selfish purposes; increasing public taxation, and evading taxation themselves, by violating the express provisions of their charters. Such contemplated reforms, are the dawn of the farmers' new era, the adherents of which have pledged themselves to use all lawful and peaceful means to effect the same.

The Argus says that we misrepresented it last week when we printed the entire clause on which we commented, and although the article quoted proves the contrary, we are glad to be corrected, since the Argus wishes it. If we had more time to devote to the Argus, and it was worth while, we could bring it to its knees every week. Its editorial pages are full of inconsistencies, and the editor gropes like one in the darkness of night. Last week for instance, he denounced the Republican convention for passing the milk and water retroactive salary increase resolution, as in substance he termed it, but this week he quotes the resolution, and calls the words of it "brave words,"

and the three candidates on the Republican ticket were elected. The Democrats and Liberals united on another ticket, consisting of one Liberal, one Democrat, and one Republican, but the coalition was as barren as usual, and that partnership, it would seem, might as well be dissolved.

SHALL THE JOURNAL SUPPORT THE TICKET NOMINATED?

Within the past week it has been stated that the Journal would not support the ticket nominated on Monday next! That it would take part in a move to organize and form another ticket! We are candid to express that there is a determination in some circles to form a new ticket, if the one nominated on Monday next is not of a complexion to suit them. The way things stand at this late hour of the campaign, so bitter is the feeling in some quarters it seems almost inevitable! It looks as though the key-note for that course had already been sounded by some of the correspondents in regard to some of the officers to be nominated. Of such a suicidal course we disapprove, and will do what lies in our power to prevent it. To our friends, to those who are candidates for the different positions, we have this to say, that whatever ticket is nominated on Monday next, we shall support, and that support will be full and free, even if those nominated are not our own choice. The Journal shall give no uncertain sound—the tone shall be clear, loud and true to the regular ticket, and there is no power which can control it otherwise. We control its columns in every sense, and we care not if the parties who are said to be the power behind the throne should bolt and have power to take every other paper in the county with them, the Journal will be found advocating the election of that ticket nominated on Monday next! No aid shall be

given to any class who shall seek to destroy in this county the power of the party which has been the power in the land for so long a term of years, and done so much for the advancement of the country. The people are called on to make nominations for the different county offices. The choice they make to-day will be the one which shall receive the support of this paper.

A few years ago the mass seemed dissatisfied with the mode of nominating for county officers, and made a change by adopting the Crawford County system, which is susceptible of much chicanery in party workings, and one which can be used to destroy the organization of any party. The ticket to be nominated at the primaries to-day will be by this system. Of the six candidates for Assembly and the seven for Sheriff, it is probable that four hundred votes out of two thousand will make the nomination, and that one may be the most unpopular candidate in the field. Yet this is called the popular voice of the party! For this no one is to blame but the mass of the party who adopted it. We opposed this system when it was first broached, and predicted that these things would be its results. It is now the usage of the party, and the ticket that is nominated by it will and shall receive our unreserved support. We never have sanctioned a bolt in the party, nor shall we aid any in the making it—we care not from what source it comes, or under whose lead it may be. It is hoped that these remarks will be sufficient denial to the reports that are current in the county about the Journal going to aid in making a bolt in the party if the ticket is not satisfactory. And to the slanderers who seek to place this paper in a wrong position, we would say, look well to your own affairs and leave other people's alone, or the cutting sabre may fall on your head with mentioned names. We never dread a duty and are always ready to perform it when the proper time comes. None but cowards shrink from duty, and none but liars try to destroy those who strive to do that duty.

The opening of the Northern Pacific Railroad to Bismark, a point on the Missouri, is an important event that will be likely to materially effect the location of the Missouri river traffic, and change it to the more northern cities. Bismark, the present terminus, is four hundred and fifty-two miles west from the head of Lake Superior, at Duluth, and a short distance above Bismark the river turns westward and is navigable to Fort Benton, a distance of one thousand miles. A line of ten steamers is already established to run there in connection with the Northern Pacific, and eastward a fleet of steamers and sailing vessels connects the road with all the American and Canadian ports from Duluth to Buffalo. The route thus far is almost an entire water communication from the east to Montana, and can not fail to be of great benefit to the country.

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