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THURSDAY, JANUARY 21, 1899.

THE WEEKLY GAZETTE, issued on Wednesdays and Saturdays, is the best and cheapest family newspaper in Pennsylvania.

WE PRINT on the inside pages of this morning's GAZETTE—Second page: A Christmas story; Third page: Epigrams; Fourth and Sixth pages: Financial and Commercial; River News, Imports, Stock, Petroleum and other Markets; Seventh page: "My Chatter," Poetry, Miscellaneous Matters, Amusement Directory.

U. S. BONDS at Frankfurt, 77 1/2 @ 77 1/2.

PETROLEUM at Anwerp, 58 @ 58 francs.

GOLD closed yesterday in New York at 134 1/2 @ 135 1/2.

AS WE ANTICIPATED, Hon. THOMAS W. TIPTON has been re-elected to the United States Senate from Nebraska.

THE Commissioner of Agriculture estimates the cotton crop of 1898 at nearly 2,500,000 bales, and that of corn at 905,000,000 bushels.

THE Executive departments have a very poor show for securing the large appropriations which Congress has been invited to make to meet "deficiencies."

IN VIEW of the recent revelations of gross abuses of the franking privilege, a bill passed the House yesterday providing that the signatures of members endorsing documents and letters for free postage must be written, not lithographed or printed.

THE INDIANA LEGISLATURE has not yet elected an United States Senator, owing to the bolting of a number of Republican members from the caucus nomination of Mr. WILL CUMBACK for the position.

Mr. MORTON, of Indiana, has introduced into the Senate at Washington a bill to prohibit State Legislatures from taxing railway companies in proportion to the number of passengers transported upon their respective lines.

A PROCLAMATION by the Governor of Tennessee, denouncing the lawless outrages of the Ku-Klux, and the incendiary appeals of "certain ambitious men" for the overthrow of the State government, invites all good citizens to enroll themselves in the State Guard.

GEN. HAZEN, writing from Fort Cobb, advises the Indian Commission that some eight or ten thousand of the wildest Indians of the Plains, and who have been least affected by contact with the white race, are now assembling at that point, demanding protection of the Government, and awaiting its action to place them upon reservations where they may be isolated and civilized.

It is which is to solve the true problem of Indian amelioration? If the philanthropists of the Commission can spare so much valuable time from their present engagements in denouncing the equally practical energy of SHERMAN, SHERIDAN and CUSTER, who are laying the preliminary foundations of a just and permanent Indian policy, they would do well to heed this timely appeal from Gen. HAZEN.

GENERAL BANKS is decidedly enamored of "protection." Only last week he made a vigorous push to commit Congress to his favorite policy in behalf of Hayti and San Domingo. The push failed, but that has not discouraged the member from Massachusetts. He is again in the field, this time to establish his own protectorate over General GRANT as a fact accompli.

This must be the ninth or tenth sensational story which has, within three years, appealed to the credulity of the people, all the substantial proofs thereof having been "mysteriously spirited away" from the Department records. To use a popular expression, that thing is about played out.

WASHINGTON GOSSIP states while Mr. SEWARD confidently predicts the ratification of the Senate, of the Alabama treaty, a decisive majority of that body will be found averse to this settlement, rejecting it accordingly.

THE whole number of primary planets now recognized in the solar system is one hundred and fourteen. Of this number only were known prior to the year 1781, when Sir William Herschel, like another Columbus, burst through the heavenly enclosures and discovered the remote planet Uranus, adding the first new star to the ancient catalogue of stars.

THE story of this young woman is one of the most wonderful of our times, and yet few there are who know or think of it. Joan of Arc, by patriotic enthusiasm and passionate appeal, moved to action a few thousand rude or ignorant soldiers in an unlettered and superstitious age.

THE friends of Governor CURTIS are working hard to secure for him the appointment as Secretary of Interior under President GRANT. Prominent in this movement are FORNEY, McCURE, MANN, and other gentlemen who are skilled in political strategy, and know how to turn the public services and unquestioned popularity of their favorite to the best account.

THE Legislature of Pennsylvania may tax the capital stock invested in railroads, or the dividends declared and paid; or specific items of business done, as the transportation of freight or passengers.

It will hardly be denied by Mr. MORTON, or any person of even ordinary intelligence, that all property, real and personal, is properly liable for taxation for State, County and Township objects at the discretion of the Legislature of the Commonwealth in which it is situated.

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There are reasons for the belief that the results of our late Presidential election are to exert an important influence beyond the present limits of the Republic. The decision of the American people upon the high question of the equal rights of all men, already commands the admiration and the confidence of all the world.

There are no wanting persons of great eminence, however, who deny the fact of a change of more than a degree as a result of a certain strain in the beam of a Corning engine, which received a shock of ten or fifteen minutes, equal to about 25 tons, for a period of 20 hours.

Our Vermont friends are agitating the question of abolishing their peculiar institution called the "Council of Censors." The Constitution of Vermont provides for the election, once in seven years, of thirteen persons, to be called the "Council of Censors."

THE new financial scheme. Of the new Sherman bill, a Washington writer says: The Committee could not agree upon the funding clause, and it was therefore struck out.

But Mr. MORTON proceeds upon the assumption that if the capitation tax on through passengers was removed the fares would be less. In this, we apprehend, he is simply mistaken. The railway companies must and will be made to contribute to the support of the State government, and it practically amounts to little under what particular rule they are made to do so, for the effect upon the general public will be the same.

Nor does it follow that if the Companies aimed at by the Senator were altogether relieved from State taxes, they would carry passengers for less than they now do. Unless competing lines should be created they certainly would not, but would add the sums saved to the profits divided.

This fallacy of Mr. MORTON's appeared recently, under another form, in a paper drawn by Mr. EDWARD QUINCY, of Massachusetts, in which he endeavored to demonstrate that the augmentation of railway stocks to make them represent the amount of earnings applied to construction, as well as the capital actually paid in, must necessarily tend to increase freights, and so enhance the cost of breadstuffs in New England.

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