

Beaver Radical



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The Beaver Radical.

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J. S. RUTAN, Proprietor.
All communications and business letters should be addressed to SMITH CURTIS, Beaver, Pa.

Attorneys.

A. SMALL,
ATTORNEY AT LAW,
BEAVER, PENN'A.

OFFICE IN THE COURT HOUSE. [de201y]

JOHN EAKIN,
ATTORNEY AT LAW,
MAIN ST., BEAVER FALLS. [de1073]

JAMES CAMERON, JOHN Y. MARKS,
CAMERON & MARKS,
ATTORNEYS AT LAW
AND REAL ESTATE AGENTS,
ROCHESTER, PA.

Will attend promptly to all business entrusted to their care, and have superior facilities for buying and selling real estate. [dec13ly]

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AGNEW & BUCHANAN,
ATTORNEYS AT LAW.

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Opposite R. E. Hoopes' Banking House,
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JOSEPH LEDLIE,
ATTORNEY AT LAW,

(Office in the Radical Building.)
BEAVER, PA.

All business entrusted to his care will receive prompt attention. [dec188ly]

J. H. M'CREERY,
ATTORNEY AT LAW,

THIRD STREET,
First door below the Court House,
BEAVER, PA.

CENTRAL CLAIM AGENCY,

JAMES M. SELLERS,
144 SOUTH SIXTH STREET
PHILADELPHIA.

Claims, Pensions, Back Pay, Horse Claims, etc., promptly collected. No charge for information, nor when money is not collected.

JOHN B. YOUNG,
ATTORNEY AT LAW,
BEAVER, PA.

Office and residence on Third st. east of the Court House.
All business entrusted to my care shall receive prompt attention. Also, persons having Real Estate for sale, and those wishing to buy town property, coal or farm lands, may save time and money by calling at my office. [apr29ly]

SWARTZWELDER & BARR,
ATTORNEYS AT LAW,
No. 66 GRANT STREET,
PITTSBURGH. [de2771-ly]

JACOB DAVIS,
ATTORNEY AT LAW,

No. 75 GRANT STREET,
(FIRST FLOOR.)
PITTSBURGH.
[de171-6m]

Railroads.

PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY.—On and after Dec. 23d, 1872, trains will leave stations as follows:

TRAINS GOING WEST.

STATIONS.	EXPR'S.	MAIL.	EXPR'S.	EXPR'S.
Pittsburgh	1:45 a.m.	7:10 a.m.	9:10 a.m.	1:30 p.m.
Rochester	2:52	8:40	10:25	2:40
Alliance	5:15	11:45	1:30 p.m.	5:28
Orville	6:51	1:45 p.m.	3:07	7:06
Mansfield	8:35	4:22	5:09	9:11
Forest	9:20	5:00	5:40	9:40
Crestline	9:40	6:10 a.m.	6:00	9:50
Forest	11:05	7:55	7:55	11:15
Lima	12:08 p.m.	9:05	9:15	12:17 a.m.
Fort Wayne	2:40	11:50	12:00 a.m.	2:45
Plymouth	4:45	2:35 p.m.	2:55	5:05
Chicago	6:50	6:30	6:50	8:30 p.m.

TRAINS GOING EAST.

STATIONS.	MAIL.	EXPR'S.	EXPR'S.	EXPR'S.
Chicago	5:15 a.m.	9:20 a.m.	5:30 p.m.	9:30 p.m.
Plymouth	9:15	12:02 p.m.	8:55	12:50
Fort Wayne	12:20 p.m.	2:30	11:30	3:25
Lima	2:45	4:07	11:40	4:15
Forest	4:00	4:08	2:27	6:25
Crestline	5:35	6:20	4:05	8:05
Crestline	11:30 a.m.	6:50	4:15	8:25
Mansfield	2:40	7:19	4:40	9:15
Orville	3:13	9:20	6:37	11:05
Alliance	4:20	11:00	8:25	1:10 p.m.
Rochester	6:47	1:12 a.m.	10:49	3:39
Pittsburgh	8:10	2:30	11:45 p.m.	4:45

F. R. MYERS, General Passenger and Ticket Agent.

CLEVELAND & PITTSBURGH R. R.

On and after Dec. 23d, 1872, trains will leave stations daily (Sundays excepted) as follows:

GOING SOUTH—MAIN LINE.

STATIONS.	EXPR'S.	MAIL.	EXPR'S.	ACCOM.
Cleveland	8:30 a.m.	1:55 p.m.	4:00 p.m.	
Hudson	9:43	3:02	5:15	
Ravenna	10:15	3:33	5:48	
Alliance	11:10	4:13	6:35	
Bayard	11:44	4:44		
Wellsville	1:10 p.m.	6:30		
Pittsburgh	3:40	8:30		

GOING NORTH—MAIN LINE.

STATIONS.	EXPR'S.	MAIL.	EXPR'S.	ACCOM.
Pittsburgh	6:30 a.m.	1:15 p.m.	4:25 p.m.	
Wellsville	8:55	3:15	5:30	
Hudson	10:30	4:30		
Alliance	11:25	5:10	7:10 a.m.	
Ravenna	12:12 p.m.	5:48	8:00	
Hudson	12:45	6:14	8:35	
Cleveland	1:55	7:15	10:00	

GOING EAST—RIVER DIVISION.

STATIONS.	ACCOM.	MAIL.	EXPR'S.	ACCOM.
Bellair	5:45 a.m.	10:50 a.m.	3:25 p.m.	
Bridgeport	5:55	11:00	3:40	
Chillicothe	6:37	12:12 p.m.	4:15	
Wellsville	8:15	1:35	5:05	
Rochester	9:30	2:35	7:15	
Pittsburgh	10:40	3:40	8:20	

GOING WEST—RIVER DIVISION.

STATIONS.	ACCOM.	MAIL.	EXPR'S.	ACCOM.
Pittsburgh	6:30 a.m.	1:15 p.m.	4:25 p.m.	
Wellsville	8:50	3:20	7:00	
Steuersville	9:50	4:20	8:00	
Bridgeport	11:00	5:23		
Bellair	11:10	5:40	9:20	

TUSCARAWAS BRANCH

Leaves Pittsburgh at 1:00 p.m. Bayard, 9:45 a.m. 4:00 p.m. Bayard, 12:10 & 5:00 p.m. N. Philadelphia, 3:00 & 7:30 p.m.

F. R. MYERS, General Passenger and Ticket Agent.

PENNSYLVANIA R. R.

—After December 23d, 1872, Trains will arrive and depart as follows:

EASTWARD.

Through Trains Leave Through Trains Arrive Union Depot. Union Depot.

Pacific Exp's. 2:50 a.m. Mail Train. 1:05 a.m.
Chicago Exp. 7:45 a.m. East Line. 1:35 a.m.
Cincinnati Ex. 12:30 p.m. Pittsburgh Ex. 8:00 a.m.
Cincinnati Ex. 1:10 p.m. Cincinnati Ex. 8:40 a.m.
Philadelphia Ex. 3:20 p.m. Southern Express. 12:40 p.m.
Fast Line. 5:50 p.m. Pacific Exp. 7:10 p.m.

LOCAL.

Walls No. 1. 6:40 a.m. Local. 6:30 a.m.
Wilkesburg Ac. 7:05 a.m. Brinton Ac. 7:30 a.m.
Walls No. 2. 10:20 a.m. No. 1. 8:30 a.m.
Walls No. 3. 11:45 a.m. No. 2. 9:10 a.m.
Wilkesburg Ac. 2:40 p.m. Johnstown Ac. 10:10 a.m.
Walls No. 4. 3:20 p.m. Walls No. 3. 1:45 p.m.
Johnstown Ac. 4:00 p.m. Walls No. 4. 4:20 p.m.
Brinton Ac. No. 1. 4:50 p.m. No. 2. 4:45 p.m.
Brinton Ac. No. 5. 6:40 p.m. Brinton Ac. No. 5. 5:55 p.m.
Walls No. 5. 8:15 p.m. Brinton Ac. No. 2. 6:50 p.m.
Brinton Ac. No. 3. 9:20 p.m. Brinton Ac. No. 2. 7:25 p.m.
Walls Ac. No. 6. 11:05 p.m. Brinton Ac. No. 4. 11:10 p.m.

Chicago Express, Cincinnati Express, East Line and Brinton Ac. No. 3 leave daily.

Pacific Express daily, except Monday.

All arrive at Union Depot, except Sunday.

Pacific Express leaves Pittsburgh at 2:50 a.m. arriving at Harrisburg at 11:40 a.m.; Philadelphia at 3:30 p.m.; Baltimore at 5:30 p.m.; Washington at 6:40 p.m. New York at 8:40 p.m.

Chicago Express leaves Pittsburgh at 12:30 p.m. arriving at Harrisburg at 10:20 p.m.; Philadelphia at 2:30 a.m.; Baltimore at 4:30 a.m.; Washington at 5:40 a.m. New York at 7:40 a.m.

Cincinnati Express leaves Pittsburgh at 1:10 p.m. arriving at Harrisburg at 10:45 a.m.; Philadelphia at 2:50 a.m.; Baltimore at 4:55 a.m.; Washington at 6:00 a.m. New York at 8:00 a.m.

Philadelphia Express leaves Pittsburgh at 5:20 p.m. arriving at Harrisburg at 2:55 a.m.; Philadelphia at 6:55 a.m.; New York at 10:14 a.m.

Fast Line leaves Pittsburgh at 8:50 p.m. arriving at Harrisburg at 5:45 a.m.; Philadelphia at 9:50 a.m.; Baltimore at 9:00 a.m.; Washington at 11:30 a.m. New York at 12:34 p.m.

Church Trains leave Wall's Station every Sunday at 9:10 a.m. reaching Pittsburgh at 10:00 a.m. Returning leave Pittsburgh at 12:30 p.m. and arrive at Wall's Station at 1:50 p.m. Leave Pittsburgh at 6:20 p.m. arrive Brinton at 10:30 p.m.

CITY TICKET OFFICE.—For the convenience of the citizens of Pittsburgh the Pennsylvania Railroad Company have opened a city ticket office at No. 78 Fifth Avenue corner of Smithfield street, where Through Tickets, Commutation Tickets and Local Tickets to principal stations can be purchased at any hour of the day or evening at the same rates as are charged at the depot.

Baggage will be checked through to destination from hotels and residences by Excelsior Baggage Express Co. on orders left at the office.

For further information apply to A. J. CASSATT, D. M. BOYD, Jr., General Manager. Gen. Pass. Agent.

ALLEGHENY VALLEY RAILROAD

On and after Monday, July 15th, 1873, Three Through Trains will, except Sunday, will leave and arrive at Pittsburgh, city time, for Franklin, Oil City, Buffalo and all points in the Oil Region, and Western and Central New York.

Arrive. Leave.

Day Express..... 7:10 a.m. 8:35 p.m.
Night Express..... 8:25 a.m. 6:15 a.m.
Mail Train..... 10:50 a.m. 4:45 a.m.
1st Hulton Ac..... 6:40 a.m. 8:05 a.m.
2d Hulton Ac..... 9:30 a.m. 9:10 a.m.
Parsons Ac..... 11:40 a.m. 10:50 a.m.
Brady & Bond Ac..... 3:25 p.m. 7:30 p.m.
3d Hulton Ac..... 6:00 p.m. 8:55 a.m.
2d Soda Works Ac..... 6:00 p.m. 5:45 p.m.
3d Hulton Ac..... 8:50 p.m. 7:30 p.m.

A special Sunday train leaves Pittsburgh every Sunday at 7:10 a.m. arriving at Parker at 11:25 a.m. Returning leaves Parker at 4:40 p.m. and arrives at Pittsburgh at 8:35 p.m.

Church train to and from Soda Works (Sunday) leaves at Pittsburgh at 9:50 a.m. and leaves at 12:50 p.m.

J. J. LAWRENCE, Gen'l. Supt.
J. H. BRAY, Ticket Agent.

THE GOVERNOR'S MESSAGE.

Governor Geary's annual message was transmitted to the Legislature on the 8th inst. It is entirely too long for publication entire in a newspaper, and we must therefore content ourselves with a synopsis of its contents.

According to the message, the balance in the State Treasury, November 30, 1871, was \$1,476,808.59, and the ordinary receipts during the fiscal year ending November 30, 1872, were \$7,148,637.45, making a total in the Treasury during the year of \$8,625,446.04. The disbursements during the year were: Ordinary, \$2,980,631.55; loans, &c., redeemed, \$2,476,396.00; interest on loans paid, \$1,706,032.88, making a total of \$7,142,999.43, and leaving a balance of \$1,482,446.61 in the Treasury at the close of the fiscal year. The State debt on November 30, 1871, was \$28,980,071.73; add Chamberburg certificates, \$299,748.91; add Agricultural College land scrip fund held in trust, as per act approved April 3, 1872, \$500,000; total, \$29,779,820.64; deduct amount paid by Commissioners of the Sinking Fund during the year ending November 30, 1872, \$2,476,396, leaving the debt at that date \$27,303,424.64; deduct assets in the Sinking Fund, \$9,300,000; and each balance in the Treasury \$1,482,446.61; or total deduction of assets and cash, \$10,782,455.61; leaving a balance of \$16,521,039.93 of State unprovided for, which can be extinguished in ten years by the annual payment of \$1,600,000. During the last six years the payments on the debt have been: In 1867, \$1,794,644.50; in 1868, \$2,414,816.64; in 1869, \$472,406.18; in 1870, \$1,702,879.05; in 1871, \$2,131,590.17; in 1872, \$2,476,396; total payments in six years, \$10,992,662.54, being a little over twenty-nine per cent, on the debt due December 1, 1866, which was then \$37,704,409.77. This covers the period of Governor Geary's two terms of administration, the most brilliant in the way of debt reduction in the history of the Commonwealth.

At its maximum the debt was \$41,524,875.57, and the interest, premiums and other expenses that have been paid upon the debt from its inception to November 30, 1872, sum up its \$76,845,744.99, and make the entire expenditure on account of the public works \$118,370,620.36. In 1857 the state canals and railroads were sold for eleven millions of dollars in bonds, upon which the State has received \$1,700,000 in cash, and \$9,300,000 remain in the hands of the Commissioners of the Sinking Fund, of which \$5,800,000 are secured by lien on the Allegheny Railroad, and the rest on the Allegheny Valley, Pennsylvania, Northern Central and Philadelphia and Erie Railroads. At no time has the Commonwealth permitted her credit to suffer from bad faith, and the rapid extinguishment of the debt has been accompanied by the reduction of taxation, which policy should be continued, and no attempt to cover up or conceal the actual expenses of the government should be made for the purpose of obtaining the people's consent to appropriations or enterprises of doubtful propriety, which propositions, if coupled with a condition to raise the money by immediate and direct taxation would be unhesitatingly rejected.

The Legislative appropriations, during the last six years, made in aid of the various institutions for the support of the deaf, dumb, blind, insane, feeble-minded, friendless, wanderers, orphans, soldiers' homes, hospitals, universities, houses of correction, penitentiaries and the payment of military expenses incurred during the war, expenses of government, common schools and soldiers' orphans schools amount to about \$17,000,000.

During the past six years, the current of legislation has been steadily in favor of reduced taxation. Not only have numerous local laws been enacted exempting churches, cemeteries, schools, hospitals and other institutions from taxation, but many general laws of the same character have been passed.

By the "act to amend the revenue law," approved February 23, 1866, all real estate in the Commonwealth was thereafter made exempt from taxation for State purposes.

By the act approved the 30th of March, 1866, all persons who served nine months or upwards in the military service, or who were honorably discharged therefrom by reason of wounds or physical disability contracted therein, and their property, were exonerated from all bounties, and per capita tax and military fines.

The act of April 20, 1867, repealed all laws requiring payment of taxes to the State on sales of loans and stocks by auctioneers.

By the act of April 10, 1867, all trustees or owners of property to the value of thirty-five thousand dollars, used for sol-

ders' orphans' schools, were exempted from "all bounty, road, city, borough, poor and school taxes."

By the act of April 4, 1868, and the supplements thereto, "all mortgages, judgments, recognizances and moneys owing upon articles of agreement for the sale of real estate," were made "exempt from all taxation, except for State purposes."

By an act approved January 3, 1868, all laws therein recited were repealed which imposed taxes upon "the shares of stock held by any stockholder in any institution or company incorporated under the laws of this State, which in its corporate capacity is liable to and pays into the State Treasury the tax on capital stock imposed" by the acts therein recited.

The act of June 2, 1871, repealed so much of the law of April 20, 1864, as imposed a tax of two per cent, on salary, trades, offices, occupations and professions.

And by the act of April 3, 1872, the sixth section of the law of April 21, 1864, was repealed, which imposed a tax of one-half of one per cent on the capital stock of all corporations created under laws "to enable joint tenants, tenants in common, and adjoining owners of mineral lands, to manage and develop the same."

With regard to the Centennial Celebration, the Governor says that Philadelphia has thus far borne all the expenses, and it may now be proper to consider whether the State should do something. He says that the State quota of stock will all be promptly taken, and he recommends that the Legislative Committee on Federal Relations shall consider the propriety of asking Congress to make an appropriation for such necessary expenses of the Commissioners as will enable them to work with efficiency. He concludes this portion of his remarks thus:

This great national enterprise appeals as well to local pride as to common patriotism; it must be successful—the nation has decreed it; and since to Pennsylvania has been assigned the honor of having the celebration take place on her soil, she must and will see to it that it does not fail. I therefore earnestly solicit for it not only your aid, but also the thoughtful and zealous support of all social, industrial, scientific, educational and religious associations, and that all good citizens who have at heart the honor, perpetuity and happiness of our common country.

The Governor repeats his recommendations made in former messages in reference to a State Geological Survey.

Pursuant to act of Assembly, Thomas C. McDowell has been appointed Commissioner of the Bureau of Labor Statistics and Agriculture, and he has commenced the preparatory work, but as the act omitted to make the necessary appropriation for the contingent expenses to put the department in order, the work is in obedience.

The Agricultural College has just closed a most prosperous year, the number of students being one hundred and fifty, which exceeds that of any year since the opening of the institution.

The organizations of the State militia yet in existence consist of fifteen regiments and six battalions, comprising, with unattached bodies, 323 companies, of which there are 6 artillery, 8 cavalry, 309 infantry; the aggregate of enlisted men being 18,566, and of commissioned officers, 1126.

A building 149 feet long and 43 wide has been erected near the Green street entrance, in Fairmount Park, in which the picture of the Battle of Gettysburg has been placed.

THE CREDIT MOBILIER.

Facts About its History.

The question of the relations between the Union Pacific Railroad Company and the Credit Mobilier, and of the good faith with which the members of these corporations carried out their engagements with the government and with each other, is a very different one from that with which Congress and the country are now concerned. The Credit Mobilier was incorporated by the Pennsylvania Legislature in 1859, under the name of the Pennsylvania Fiscal Agency, with power to borrow money and transact other business incident to similar corporations. Five years later, George Francis Train, having got hold of the charter, had the name changed to "the Credit Mobilier of America," after one of the great corporations of France; and later still its powers were greatly enlarged to enable the company to loan its credit, guarantee contracts and engage in business generally on a grand scale. The Union Pacific Railroad Company was incorporated in 1862-64, and received the last of its very valuable grants in 1864. In 1865, when the enterprise, through mismanagement and a nearly universal want of confidence, was in dan-

ger of breaking down, Mr. Ames took hold of it, invested a large part of his private fortune, and through his confidence and enthusiasm persuaded many of his friends also to embark in it. To escape personal liability, they, with their associates, got possession of the Credit Mobilier charter, put their money into its stock, intending to build the road with its aid and under its guarantee. The first contract, for 274 miles east of the 100th meridian, was assigned to the Credit Mobilier and was executed by that corporation. The second contract, for 667 miles of road and telegraph west of that meridian, taken by Mr. Ames individually for \$48,000,000, was assigned by him to seven trustees who were also members of the Credit Mobilier, who executed the contract, and divided the profits among the stockholders of that corporation. The Credit Mobilier became but another name for the railroad company, absorbing its assets of every kind as fast as they became available.—Boston Advertiser.

is expected will come up for consideration at an early day.

Another subsidy bill, in the interest of the American Steamship Company of Philadelphia, was introduced, which directs the Postmaster General to contract with the company for carrying mails between Philadelphia and Liverpool, twenty-six trips, at \$156,000 annually.

The bill of Mr. Monroe, of Ohio, in regard to National Bank currency, expresses the views of the Comptroller and Committee on Banking and Currency. It provides for the repeal of the clause in the law withdrawing notes from New England, and provides for the issue of twenty-five millions to supply the deficiency at the West, the last sum to be distributed according to the figures of the last census.

The House Committee on appropriations have finished the Naval Appropriation bill which appropriates \$18,864,999, and also the Fortification bill, appropriating \$1,999,000.

CONGRESS.

SENATE.

Senator Sumner's bad health prevented his attendance in the Senate and according to report it is doubtful if he is able to attend except occasionally for some days to come.

Senator elect Patterson, of South Carolina, has had published and distributed among the Senators a pamphlet containing his defense of the charges of bribery in the recent election. The only result thus far is the almost unanimous expression of the opinion among Senators that an investigation of the election must be begun at the earliest moment, and prosecuted rapidly and thoroughly.

A resolution was adopted directing the Judiciary Committee to inquire into the propriety of repealing the national bankrupt law from and after January 1, 1874, and providing for the immediate repeal of so much of said act as relates to involuntary bankruptcy.

Mr. Windom was appointed to the Committee on Privileges and Elections to inquire and report whether the State Elections for President and Vice President had been conducted in Louisiana and Arkansas in accordance with the laws of the United States, and what contests have arisen as to who were elected as electors in either of the States, and what measures are necessary to provide for the determination of such contests, and to guard against and determine like contests in the future.

A resolution was adopted directing the Committee on Privileges and Elections to inquire into and report a more practicable and less cumbersome method of electing President and Vice President, and to provide for a tribunal that will decide in case of a contest. The subject is one that will bear scrutiny and agitation.

The Indiana Appropriation bill was taken up.