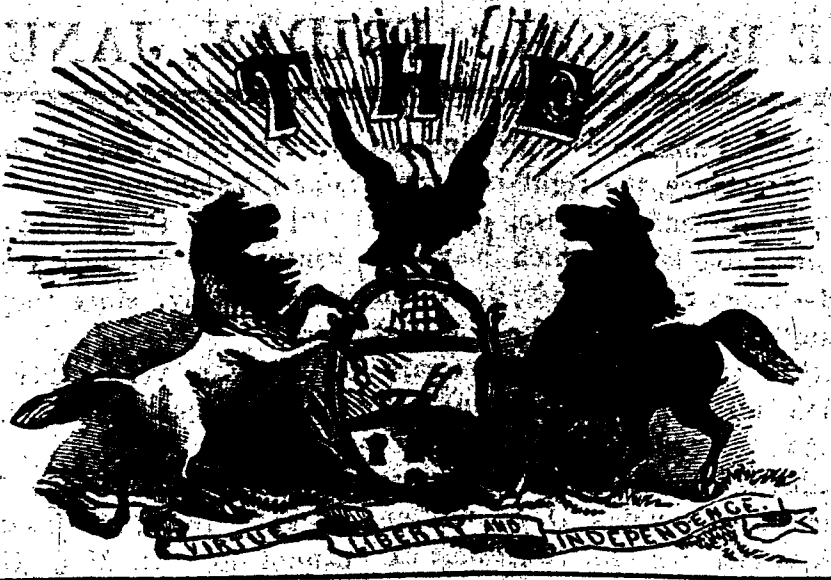


# Beaver Radical



PUBLISHED EVERY FRIDAY BY J. S. RUTAN. TERMS - TWO DOLLARS PER ANNUM IN ADVANCE.

VOLUME V.

BEAVER, PENN'A, FRIDAY, JANUARY 17, 1873.

NUMBER 3

## The Beaver Radical.

The RADICAL is published every Friday morning at the following rates: ONE YEAR (payable in advance).....\$2.00 SIX MONTHS.....1.00 THREE MONTHS......50

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Professional or Business Cards, not exceeding 10 lines of this type, \$5.00 per annum.

Advertisements of 5 lines or less, \$1.00 for one insertion, and 5 cents per line for each additional insertion.

All advertisements, whether of displayed or blank lines, measured by lines of this type.

Advertisements by the month, quarter or year received, and liberal deductions made in proportion to length of advertisement and length of time of insertion.

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Local news and matters of general interest communicated by any correspondent, with real name disclosed to the publisher, will be thankfully received. Local news solicited from every part of the county.

Publication Office: In THE RADICAL BUILDING, Corner Diamond, Beaver, Pa.

J. S. RUTAN, Proprietor.

All communications and business letters should be addressed to SMITH CURTIS, Beaver, Pa.

## Attorneys.

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ATTORNEY AT LAW,  
BEAVER, PENN'A.  
OFFICE IN THE COURT HOUSE. [de201y]

**JOHN EAKIN,**  
ATTORNEY AT LAW,  
MAIN ST., BEAVER FALLS. [J81073]

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**CAMERON & MARKS,**  
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Will attend promptly to all business entrusted to their care, and have superior facilities for buying and selling real estate. [dec18ly]

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**JOSEPH LEDLIE,**  
ATTORNEY AT LAW,  
(Office in the Radical Building.)  
BEAVER, PA.

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

**J. H. MCCREERY,**  
ATTORNEY AT LAW,  
THIRD STREET,  
First door below the Court House,  
BEAVER, PA.

**CENTRAL CLAIM AGENCY,**  
**JAMES M. SELLERS,**  
146 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. [de27-71-ly]

**JACOB DAVIS,**  
ATTORNEY AT LAW,  
No. 75 GRANT STREET,  
(First Floor.)  
PITTSBURGH.  
[de27-71-6m]

## Railroads.

### PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY.

On and after Dec. 23d, 1872, trains will leave stations as follows:

#### TRAINS GOING WEST.

STATIONS.	EXPRS.	MAIL.	EXPRS.	EXPRS.
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
Orrville	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
Crete	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 p.m.
Vert Wayne	2:40	11:50	12:04 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.	EXPRS.	EXPRS.	EXPRS.
Chicago	5:15 a.m.	9:20 a.m.	5:38 p.m.	9:20 p.m.
Plymouth	9:15	12:02 p.m.	8:55	12:50
Fort Wayne	12:30 p.m.	2:30	11:30	3:25
Lima	2:45	4:07	11:45	4:15
Forest	4:00	5:08	2:27	6:25
Crete	5:35	6:20	4:05	8:05
Crete	11:30 a.m.	6:50	4:15	8:25
Mansfield	12:05 p.m.	7:19	4:43	8:55
Orrville	2:13	9:20	6:37	11:05
Alliance	4:20	11:00	8:25	1:10 p.m.
Rochester	6:27	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.	EXPRS.	MAIL.	EXPRS.	ACCOM.
Cleveland	8:30 a.m.	1:55 p.m.	4:00 p.m.	
Hudson	9:45	3:02	5:15	
Bayard	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.	EXPRS.	MAIL.	EXPRS.	ACCOM.
Pittsburgh	6:30 a.m.	1:15 p.m.	4:30 p.m.	
Wellsville	8:55	3:15	6:35	
Hudson	10:30	4:30		
Alliance	11:35	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.	EXPRS.	ACCOM.
Bellair	5:45 a.m.	10:50 a.m.	3:35 p.m.	
Bridgeport	5:55	11:00	3:45	
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.	EXPRS.	ACCOM.
Pittsburgh	6:30 a.m.	1:15 p.m.	4:30 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.

#### WESTWARD.

Through Trains Leave Through Trains Arrive  
Union Depot Union Depot

Pacific Exp's. 2:50 a.m. Mail Train. 1:05 a.m.  
N. York Exp's. 7:45 a.m. East Line. 1:35 a.m.  
Mail Train. 12:30 p.m. Pittsburgh Exp. 8:00 a.m.  
Cincinnati Exp. 1:10 p.m. Cincinnati Exp. 8:40 a.m.  
Philadelphia Exp. 3:30 p.m. Southern Exp. 12:40 p.m.  
Fast Line. 5:30 p.m. Pacific Exp. 7:15 p.m.

#### LOCAL.

Wells No. 1. 6:40 a.m. Local. 6:30 a.m.  
Wilkesburg Ac. 7:05 a.m. Brinton Ac. 7:30 a.m.  
Wells No. 2. 10:30 a.m. No. 1. 8:20 a.m.  
Wells No. 3. 11:45 a.m. No. 2. 9:10 a.m.  
Wilkesburg Ac. 2:40 p.m. Johnstown Ac. 10:10 a.m.  
Wells No. 4. 3:20 p.m. Wells No. 3. 1:45 p.m.  
Johnstown Ac. 4:00 p.m. Wells No. 4. 3:20 p.m.  
Brinton Ac. No. 1. 4:50 p.m. No. 2. 4:45 p.m.  
Brinton Ac. No. 3. 5:40 p.m. Brinton Ac. No. 5. 5:55 p.m.  
Wells No. 5. 6:15 p.m. Brinton Ac. No. 6. 6:50 p.m.  
Brinton Ac. No. 3. 9:20 p.m. Brinton Ac. No. 7. 9:25 p.m.  
Wells 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 Philadelphia, 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 6:40 p.m.; New York 6:54 p.m.

Chicago Express leaves Pittsburgh at 12:30 p.m. arriving at Harrisburg at 10:30 p.m.; Philadelphia at 2:30 p.m.; New York 6:54 p.m.

Cincinnati Express leaves Pittsburgh at 1:10 p.m. arriving at Harrisburg at 10:45 a.m.; Philadelphia at 3:50 a.m.; Baltimore at 2:15 a.m.; Washington 5:00 a.m., New York 6:10 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 10:14 a.m.

East Line Express 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 11:30 a.m.; New York 12:24 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 leave Pittsburgh, and arrive at 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.....6:15 a.m. 6:30 p.m.  
Mail Train.....10:50 a.m. 4:45 a.m.  
1st Hulton Ac.....6:40 a.m. 8:05 a.m.  
1st Soda Works 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.  
2d 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 trains leave from Soda Works (Sunday) arrive 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, \$2,960,631.55 loans, &c., redeemed, \$2,476,396.00, interest on loans paid, \$1,706,032.88, making a total of \$7,142,990.43, and leaving a balance of \$1,482,455.61 in the Treasury at the close of the fiscal year. The State debt on November 30, 1871, was \$28,980,071.73, and Chamberburg certificates, \$299,748.91, and 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 \$1,482,455.61; 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 weekly \$74,949.99, 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-

diers' 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 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 12,566, 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.

It 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 \$150,000 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.

The Military Academy bill was also agreed upon. It appropriates \$551,000, and leaves the law relative to the appointment of cadets as at present, which allows an increase of cadets for the increase of representatives in Congress.

By Mr. Hawley (Ill.)—For a canal connecting the waters of Lake Michigan and Illinois, Mississippi and Rock Island.

By Mr. Parker (Missouri)—To give the officers of the Missouri militia three months pay. Also to pension the widows and orphans of soldiers murdered in Missouri in 1864.

After debate, the House adopted a resolution throwing open to the public the Credit Mobilier Investigation.

## DEAD FROM POISON.

"Oh God! That Bread should be so Dear and Flesh and Blood so Cheap."

[From the St. Paul Dispatch, 5th inst.]

For some time past a young lady named Nellie Magernie has been rooming in the house of William Allen, carpenter and builder, No. 88 Fort street. She has a poor health and has been in the habit of taking a great deal of pain from which she was suffering. On Tuesday morning Miss Magernie complained of illness and did not come down stairs. In the evening Mr. Allen went up stairs, knocked at her door and inquired if she wanted anything, and was answered in the negative. Yesterday about noon the servant employed in Mr. Allen's house went up to Miss Magernie's door and tried to get in, but she could not obtain no response from the inside. She told Mr. Allen and that gentleman immediately broke open the door, and found the young extended on the bed, almost in a state of nudity, and nearly insensible. Medical assistance was immediately procured, but all remedies proved unavailing and she died about four o'clock yesterday afternoon.

A post mortem examination was held this forenoon by Drs. Murphy and Smith. The stomach was found to be almost totally empty, and without a particle of food of any kind in it. The body was terribly emaciated, and the inference drawn by the physicians was that the lady had literally starved to death, the system being too weak to stand the dose of opium she had taken. Mrs. Sanborn and other ladies connected with the Home for the Friendless have taken charge of the remains and will see to their decent interment. Miss Magernie was born in Pittsfield, Mass., and was about twenty-seven years of age. Her father was at one time a wealthy man, but died insolvent, leaving his daughter, who has received a splendid education, to the cold charities of the world. She made her way up here some four or five years ago, and endeavored to earn a living by making vests for a tailoring establishment, but her want of skill and high-toned, sensitive disposition prevented her succeeding in this walk of life, and she tried and did for some time succeed in earning a precarious living in modeling wax flowers, an art which she had learned in her happy youth, when no foreshadowing or perimortary warning of the fearful close of her mortal career clouded her young life. Her trunk was opened and the contents found to be only a few scraps of bread and butter, and fragments of food of the coarsest and plainest description, such as no stomach in the condition in which hers must have been, could digest. Mrs. Magernie was a remarkably handsome young woman, and appeared from her physical conformation to be one who might have reached a green old age if her lines had fallen in pleasant places. Deceased was for a time in the employment of the agency of the Singer Sewing Machine Company in this city, but ill-health prevented her from attending to her business.

When the appropriation of \$200,000 for the Sioux Indians was reached, Mr. Harlan sent up and had read a communication from Cowan, Acting Secretary of the Interior, setting forth the sources of information about the Teton Sioux, and stated that in view of the recent charges in the newspapers that no such Indians existed, an order had been issued on the 7th ult., prohibiting the auditing of all alleged disbursements for the benefit of said tribe until further notice.

The communication was accompanied by a statement of the disbursements for the Teton Sioux during the past year.

Mr. Thurman said the question was whether any such tribe now exists.

Mr. Windom said that the same tribe of Indians with whom treaties had been made on two occasions, as the Teton Sioux, still exists, but there might be some question as to whether