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.

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ATTORNEY AT LAW,
BEAVER, PENNA.
OFFICE IN THE COURT HOUSE. [de20-1y

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ATTORNEY AT LAW,
MAIN ST., BEAVER FALLS. [ja10'73

JAMES CAMERON. JOHN Y. MARKS.
CAMERON & MARKS,
ATTORNEYS AT LAW
AND REAL ESTATE AGENTS,
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Will attend promptly to all business entrusted to their care and have superior facilities for buying and selling real estate. dec13 1y

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AGNEW & BUCHANAN,
ATTORNEYS AT LAW.
OFFICE NEAR THE POST OFFICE,
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oct14-1y

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Will give prompt attention to Collections, Procuring Bounties and Pensions, Buying and Selling Real Estate, etc.
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NEW BRIGHTON, BEAVER CO., PA
sep6'72-1y

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ATTORNEY AT LAW,
(Office, in the Radical Building,)
BEAVER, PA.
All business entrusted to his care will receive prompt attention. dec4'68:1y

J. H. M'CREERY,
ATTORNEY AT LAW,
THIRD STREET,
(First door below the Court House,)
jy11'70—1y BEAVER, PA.

CENTRAL CLAIM AGENCY,
JAMES M. SELLERS,
144 SOUTH SIXTH STREET
PHILADELPHIA.
Bounties, Pensions, Back Pay, Horse Claims, State Claims, &c., promptly collected. No charge for information, nor when money is not collected. dec1'68:1y

JOHN B. YOUNG,
ATTORNEY AT LAW,
BEAVER PA.
Office and residence on Third st. east of the Court House.
All law 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. [apr29'70 1y.

MARSHALL SWARTZWELDER. .... JNO. C. BARR.
SWARTZWELDER & BARR,
ATTORNEYS AT LAW,
No. 66 GRANT STREET,
PITTSBURGH. [se22'71-1y

JACOB DAVIS,
ATTORNEY AT LAW,
No. 75 GRANT STREET,
(FIRST FLOOR.) PITTSBURGH.
se21'71-6m

Railroads.

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

TRAINS GOING WEST.

STATIONS.	EXPR.S.	MAIL.	EXPR'S.	EXPR'S
Pittsburgh.....	1.45AM	7.10AM	9.10AM	1.30PM
Rochester.....	2.52	8.40	10.25	2.40
Alliance	5.15	11.45	1.30PM	5.28
Orrville	6.51	1.45PM	3.07	7.06
Mansfield	8.55	4.22	5.09	9.11
Crestline .. Ar	9.20	5.00	5.40	9.40
Crestline .. De	9.40	6.10AM	6.00	9.50
Forest	11.05	7.55	7.55	11.15
Lima.....	12.08PM	9.05	9.15	12.17AM
Fort Wayne	2.40	11.50	12.05AM	2.45
Plymouth.....	4.45	2.35PM	2.55	5.05
Chicago.....	6.50	6.30	6.50	8.20PM

TRAINS GOING EAST.

STATIONS.	MAIL	EXPR'S.	EXPR'S.	EXPR'S.
Chicago.....	5.15AM	9.20AM	5.30PM	9.20PM
Plymouth.....	9.15	12.02PM	8.55	12.50AM
Fort Wayne	12.20PM	2.20	11.20	3.25
Lima.....	2.45	4.07	1.18AM	5.15
Forest	4.00	5.08	2.27	6.28
Crestline .. Ar	5.35	6.20	4.05	8.05
Crestline .. De	11.30AM	6.50	4.15	8.25
Mansfield	12.05PM	7.19	4.48	8.55
Orrville	2.13	9.20	6.37	11.06
Alliance	4.20	11.00	8.25	1.10PM
Rochester.....	6.57	1.12AM	10.42	3.39
Pittsburgh.....	8.10	2.20	11.45PM	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.....		8.30AM	1.55PM	4.00PM
Hudson		9.43	3.02	5.18
Ravenna		10.15	3.33	5.48
Alliance.....		11.10	4.13	6.35
Bayard.....		11.44	4.44	
Wellsville.... ...		1.10PM	6.00	
Pittsburgh.....		3.40	8.20	

GOING NORTH—MAIN LINE.

STATIONS.	EXPR'S.	MAIL.	EXPR'S.	ACCOM.
Pittsburgh.....		6.30AM	1.15PM	
Wellsville.....		8.55	3.15	
Bayard..... ...		10.30	4.30	
Alliance.....		11.25	5.10	7.10AM
Ravenna		12.12PM	5.48	8.00
Hudson.....		12.45	6.14	8.45
Cleveland.....		1.55	7.15	10.00

GOING EAST—RIVER DIVISION.

STATIONS.	ACCOM.	MAIL.	EXPR'S.	ACCOM
Bellair	5.45AM	10.50AM	3.35PM	
Bridgeport	5.55	11.00	3.45	
Steubenville....	6.57	12.12PM	4.45	
Wellsville.....	8.15	1.35	6.20	
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.....		6.30AM	1.15PM	4.25PM
Rochester..		7.40	2.20	5.30
Wellsville... ...		9.50	3.20	7.00
Steubenville		9.50	4.20	8.00
Bridgeport.....		11.00	5.25	9.05
Bellair		11.10	5.40	9.20

TUSCARAWAS BRANCH

Leaves	Arrives
N. Phila. 6.40 am & 1.00 pm	Bayard, 9.45 am & 4 00pm
Bayard, 12.10 & 5.00 p. m.	N. Phila. 3.00 & 7,30 p m.

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

PENNSYLVANIA R. R.—After December 22d, 1872, Trains will arrive and depart as follows:

EASTWARD. Through Trains Leave Union Depot:		WESTWARD. Through Trains Arrive Union Depot.	
Pacific Exp's,	2:50 a m	Mail Train,	1:05 a m
Mail Train,	7:45 a m	Fast Line,	1:35 a m
Chicago Ex	12.20 p m	Pittsburgh Ex.	8.00 a m
Cincinnati Ex.	1:10 p m	Cincinnati Ex.	8:40 a m
Philadelp'a Ex.	5:20 p m	Southern Ex.	12:40 p m
Fast Line,	8:50 p m	Pacific Expr's,	1:10 p m
LOCAL.		Way Passenger,	9:50 p m
Walls No 1,	6:40 a m	LOCAL.	
Wilkinsb'g Ac No 1	7·05 a m	Walls No 1	6:30 a m
Walls No 2,	10:20 a m	Brinton Ac. No1,	7:30 a m
Wall's No 3,	11:45 a m	Wilkinsburg Ac No 1	8:20 a m
Wilkinsburg Ac No 2	2:40 p m	Walls No 2,	9:10 a m
Walls No 4,	3:20 p m	Johnstown Ac.	10.10 a m
Johnstown Ac.	4:00 p m	Walls No 3,	1:45 p m
Brinton Accommodat'n No 1,	4 50 p m	Walls No 4	3:20 p m
Brinton Ac. No2	5:40 p m	Wilkinsburg Ac No 2	4.45 p m
Walls No 5,	6:15 p m	Walls Ac. No. 5	5:55 p m
Brinton Ac No3	9:20 p m	Brinton No 2,	6:50 p m
Walls Ac. No. 6	11:05 p m	Brinton Ac. No3	7:25 p m
		Brinton Ac No4	11:10 p m

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

Pacific Express daily, except Monday.

All other trains daily, except Sunday.

Pacific Express leaves Pittsburgh at 2:50 a m arriving at Harrisburg at 11:40 a m; Philadelphia 3:30 p m; Baltimore 3:00 p m; Washington 5:40 p m. New York 6:34 p m.

Chicago Express leaves Pittsburgh at 12.20 p m; arrives Harrisburg 10.20 p m; Philadelphia 2.30 a m; New York 6.10 a m.

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

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

Fast Line leaves Pittsburgh at 8:50 pm; arrives at Harrisburg 5:45 a m; Philadelphia 9:50 a m; Baltimore 9:00 a m; Washington 11:30 a m; New York 12:24 p m.

The Church Trains leave Wall's Station every Sunday at 9:10 a m, reaching Pittsburgh at 10:00 a m. Returning leave Pittsburgh at 12:30p m, and arrive at Wall's Station at 1:50 p m. Leave Pittsburgh 9:20 p m arrive Brinton's 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, General Manager. D. M. BOYD, JR., Gen. Pass. Agent.

ALLEGHENY VALLEY RAILROAD On and after Monday, July 15th, 1872, Three Through Trains daily, except Sunday, will leave and arrive at Pittsburgh, city time, for Franklin, Oil City, Buffalo and all points in the Oil Regions, and Western and Central New York.

	Leave.	Arrive.
Day Express.....	7.10 a m	8.35 p m
Night Express.....	10.40 p m	6.15 a m
Mail Train..	10.50 a m	4.45 a m
1st Hulton Ac.....	6.40 a m	6.30 a m
1st Soda Works Ac.....	9.30 a m	8.05 a m
Parnassus Ac.....	11.40 a m	2.10 a m
Brady.s Bend Ac.....	3.25 p m	10.30 a m
2d Hulton Ac.....	5 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	7.20 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) arrives 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.

A CARPET-BAGGER ON THE WING.

FRANKFORT SPRINGS, Jan. 17, '73.

Editor Radical: When I first went to Boston about three years ago, a graduate of a prominent Eastern college learning I was from Pennsylvania, asked me how far it was to my neareet neighbor? Whether there were any Indians near us? If our Western colleges were not about the same grade of a Massachusetts high school? He spoke slightingly of Pittsburgh, and said he supposed it was a bustling Western city of about twelve or fifteen thousand inhabitants. I humored his whim and amused myself by drawing on my memory for incidents of the early history of our State, which I related as transpiring to-day. All were accepted as literal facts, by the verdant collegian. To many in the East a country trip through Pennsylvania is a journey of incredible hardships, and not to be assumed unless for very pressing reasons. Several of my friends opened their eyes in wide amazement at my foolish idea of a four weeks' jaunt through New York, Pennsylvania and Ohio, by land, water and rail, simply on a lecturing tour. Despite their kind advice I started and here I am. Although my life is heavily insured for the benefit of my family, yet I did not hesitate to ride fifteen miles on the Pan Handle Railroad. I have taught myself to believe that the stockholders of that road would not hold their stock one day that there was no accident, and the directors and officers would not take a comfortable night's rest, if at the tea table they could not sum up a cheerful list of "smash ups" culled from that day's doings. With some quaking I bought a ticket and ventured. Four miles out from Steubenville we were delayed by an engine of a freight train being thrown off the track. A gang of men had taken up a rail, and had left a boy of twelve to flag the train. He forgot it and the engine ran off. I shuddered as I thought if that had been our train, this lightning express, running at the fearful rate of speed of three and three-eighths miles an hour, we would doubtless have run entirely in the ground, and I might have been now burrowing my way out in the neighborhood of Pekin. I reached the place, by perseverance. The mud was in fine condition, but I triumphed over it, and arrived safe and sound.

Many of the citizens of Beaver county are without doubt in great ignorance of this place. It formerly was a favorite summer resort on account of the mineral springs in the vicinity, from which it takes its name. Owing to its being such a distance from railroads, and that railroad being the Pan Handle, the busy crowd of pleasure seekers and mineral water guzzlers has been turned aside to more pretentious resorts. Yet there are still a few who appreciate the advantage of a country summer resort, and come here to rusticate careless of hops, chignons, crinoline, and satin slippers; more careful of fresh air, early rising, thick boots, and heavy water proofs. At present the principal feature of this place is the Frankfort Springs Male and Female Academy and Normal School, Prof. J. H. Veazy, Principal, and Prof. W. F. Purdy, Assistant Principal. It is a bright, thriving school of about sixty scholars. It is intended to be a Classical, Normal and Commercial, for both sexes. The Principal and assistant are able and experienced teachers, and succeed in imparting thorough instruction in every branch they teach. The Academy is a regularly incorporated institution, and is doing a grand work in preparing the young of the neighborhood for college, and at the same time affording practical instruction to those who intend to teach. Considerable pride is manifested by the villagers in the school, and it is well worthy of it. Young people who desire a thorough college preparation or practical normal instruction would do well to open a correspondence with the Principal, J. H. Veazy.

This morning the mud has thickened to a considerable crust through the kind interference of Jack Frost, and it is trying to snow, but is making a miserable failure. I must close and try to gather together enough animal vitality to endure an eight mile buggy ride over most unmerciful rough road, then my fifteen miles on the Pan Handle again. Don't be surprised if my next note is headed "Pekin, or thereabouts," as it all depends whether that boy who is on duty finds a rabbit track or not just about train time.

JAY BENSON.

—The House Committee on Elections has decided unanimously that Niblack, Democrat, is entitled to the seat from Florida, and Walls, colored, who has thus far held the seat and drawn the pay during nearly the whole of Congress, must leave it.

A FAIR CAPTIVE.

An American Lady Abducted from Marseilles—Two Years a Captive in Egypt—How She Was Carried off, and How Released.

For the past two weeks the city of Marseilles, France, has been intensely excited, in consequence of a very singular affair, the heroine of which is a lady of American birth, and excellent connections in this country. About six years ago, Henry F. Bigelow, a commission merchant of No. 210 Canal street, New Orleans, failed in that city, in consequence of losses sustained during the civil war, and went to Marseilles, where he soon succeeded in obtaining a good position in a prominent mercantile house. Mr. Bigelow was a widower, and was accompanied by his only daughter, Bertha, then about eighteen years old, and endowed with remarkable personal charms. Her father moved in the best society of his new home, and the beauty and grace of his daughter were not long in attracting admirers. She treated them politely, but, after all, coldly, until one day she was brought in contact with a dashing French seaman, the First Lieutenant on one of the Marseilles and Oriental steamships. His name was Maurice Kervel. He was but little over thirty years old, tall and handsome, an excellent conversationalist, and the very man to win the good graces of a susceptible young lady. He became very intimate with Miss Bertha Bigelow, and one day he astonished her father not a little by asking him for the hand of his charming daughter. Mr. Bigelow was at first inclined to look favorably upon the suit of the enamored sailor, the more so as his daughter seemed to reciprocate his affections, but a close inquiry into the affair and character of M. Maurice Kervel, convinced Mr. Bigelow that he was not a suitable match for his daughter. He found that Kervel was a man of extravagant habits and choleric temper; that when under the influence of liquor he was extremely quarrelsome, and had fought several duels, that he had run through with the fortune his parents had left him, and that he had nothing to depend on but his very modest pay. The result of all this was that he was requested to discontinue his visits. Kervel left Mr. Bigelow muttering threats of revenge.

Miss Bertha seemed to care very little about the breaking off of this flirtation with her lover, and in 1868 she was married to a merchant named Jouvinet, a man of means, with whom she lived happily for a year. In June, 1869, her husband returned one evening to his delightful country residence, but to his astonishment, did not find his wife in her apartments. He questioned the servants about the whereabouts of their mistress, and they said that they had seen Mme. Jouvinet walking in the garden a little before dusk. M. Jouvinet searched every nook of the garden and the neighborhood, but not a trace of his beautiful wife was to be found. He sent out messengers in all directions, but they returned without bringing any information. An examination of the lady's boudoir furnished no clue whatever as to where she might have gone. The husband passed a wretched night, hoping every moment for his wife's return; but morning dawned and she had not yet come. He then sent for the police, and several detectives began to look for the missing lady. They were unable to find any trace of her after a protracted and patient search. Advertisements, offers of large rewards for information concerning her, remained without result. Both the husband and father abandoned all hopes of seeing her again, and an impenetrable veil seemed to surround her fate. Jouvinet, after mourning for her loss for eighteen months, applied to the Court for an annullation of his marriage with Miss Bigelow, and he was waiting for a rendition of the decree, when, on the 3d of November last, an event of the most startling character occurred. He was seated in his counting room in the Rue Grande, poring over his ledger, when the door was suddenly opened, and a veiled lady stepped in. She drew back her veil, and displayed a bronzed face, the features of which he knew only too well. In the next moment he rushed into her arms, exclaiming, "Bertha! Bertha!" It was his long-lost wife.

The explanations she gave him while they sat locked in each other's arms, about her sudden and long absence, were so strange that even the chroniquer of the Marseilles *Nouveliste*, to whose pen we are indebted for all these particulars, confessed he had rarely met with anything more romantic in his long journalistic career. Mme. Jouvinet stated that on the evening when she had been parted from her husband she had gone into the garden to breathe a little fresh air. All of a sudden she had been seized by several men, who rushed from behind a shrub. In an instant they had blindfolded and gagged her, and carried her to a carriage, which rapidly drove off with her. Then she had become unconscious, and when she awoke again, she found herself in the cabin of a ship, which was rocking in the waves. To her dismay, Maurice Kervel was the first who entered her cabin. He told her coolly that he had long ago left the naval service of France, and was now master of a bark in the Levant trade. She then implored him to restore her to liberty, which he refused, informing her at the same time that she would henceforth have to live with him at his villa in the environs of Alexandria; and he threatened to kill her in case she attempted to escape. Her prayers, her tears, her despair, were unavailing, and, trusting to meet by-and-by with an opportunity to communicate with her folks, she followed Kervel to Alexandria. The house to which he took her there was situated about three miles from the city; it was well furnished, and she was well treated, except that she was not allowed to leave the place. A very strict surveillance was kept over her by the servants, whose language she was unable to understand. She began already to despair, when Kervel one day told her she must go with him up the Nile. Two days afterward he brought her to the country place of a wealthy Egyptian, Balan Bey, and to her horror, she found that Kervel had ceded her to him, and that she was henceforth to be the inmate of an Oriental harem, filled with Egyptian and Abyssinian women, who looked with decided aversion upon the fair new-comer. For four months she endured all the horrors of this life, when she was one day introduced by Balan Bey to an elderly man, who was no other than Nuber Pascha, a noted Egyptian diplomatist, and conversant with the French language. She confided herself to him, and he immediately promised to restore her to her husband. A few days afterward she was on board the Alexandrian steamship Cleotilde, bound for Marseilles.

The Marseilles papers, in commenting on this extraordinary case, demand that President Thiers should insist upon the extradition of Kervel on the part of the Egyptian authorities. Kervel is said to be quite a favorite of the Khedive's, and a man of the most desperate character.

State Debts.

From several Gubernatorial messages, recently delivered, says the New York *Times*, we take the following figures for the basis of comparison in regard to the proportionate burden of the debts of various Eastern and North-western States.

The net funded debt of the State of New York is $25,386,725. According to the censue of 1870, the population of the State was 4,382, 759, so that the State debt represents a burden of $5 79 for each individual, man, woman, and child, of our population.

The State of Pennsylvania has a debt of $16,521,029, which, on a population of 3,521,769, represents a burden per head of $4 69.

The net funded debt of the State of Ohio amounts to $8,583,546. For a population of 2,665,260 this represents a burden of $3 22 per head.

The State of Wisconsin has a debt of $2,252,037, which for a population of 1,054,670 is a burden of $2 10 per head.

The State of Michigan has a debt of $1,764,292, which for a population of 1,184,059 is a burden of $1 48 per head.

The State of Nevada has a debt of $379,246, which for a population of 42,491 is a burden of $8 91 per head.

It will thus be seen, that, exclusive of the New England and Southern States, the most populous and the least populous State in the Union appear to keep the lead in the relative burden of their indebtedness. The State of Illinois has, practically, no debt at all; nor has the State of Iowa. The debt of the State of Indiana is a little within four millions of dollars, and represents a per capita burden of $2 34.

Proposed Postal Changes.

The House Committee on Postoffices and Post Roads on Friday morning decided to proceed with the preparation of the bill requiring the prepayment of all newspaper postage, and reducing letter postage to two cents. Postmaster General Cresswell was in consultation with the Committee, favoring both the proposed changes in the law.

The Committee on Postoffices will have a bill for the prepayment of all printed matter, and the reduction of letter postage to two cents, ready next week, and are unanimous in support of it.

The gradual reduction of foreign letter postage from twenty-four cents to six cents has finally resulted in surplus receipts over expenditures, and this, with other data, has convinced the Committee and Mr. Cresswell that the two cent rate on our own letters will increase the receipts. Last year printed matter brought in only $985,000. Letter postage were $19,354,000. The printed matter weighed seventy times as much as the letters. The number of daily newspapers circulated in the country is 800,000,000 annually; weeklies, 600,000,000, and monthlies, 100,000,000. From thirty to sixty-five tons daily are sent out of New York alone three days of the week. While the Department should have received on printed matter transported $2,290,000, it did actually receive but $980,000, on account of the failure to collect postages. It is thought the matter can be reached by the prepayment plan in contemplation. To make prepayment possible at large, publication offices are to have an agent to print the stamp of prepayment upon the whole edition sent. This, however, is not definitely decided. Mr. Farnsworth, chairman, is the author of the bill, and is now engaged in putting it in final shape.

SENATORS ELECTED.

Pennsylvania.

HARRISBURG, January 21.—Both Houses met in separate session this afternoon for the election of a United States Senator. Senator Cameron received the united support of all the Republican members, and is therefore elected United Senator for six years from the 4th of March next. Both Houses meet together to-morrow to add up the votes and issue certificates. Mr. Wallace recived the votes of the Democratic members.

Nevada.

VIRGINIA CITY, NEV., January 21.—John P. Jones was elected United States Senator to-day, over the present incumbent, by a majority of eleven in the Senate and eight in the House.

Kentucky.

FRANKFORT KY., January 21.—Hon. W. B. Machen was elected United States Senator in the Legislature to-day.

New York.

ALBANY, N. Y., January 21.—Roscoe Conkling was to-day formally re-elected United States Senator, the vote standing in the Senate—Conkling, 20; Charles Wheaton, 5; in the House—Conkling, 92; Wheaton, 26. The election in joint session takes place to-morrow.

Illinois.

SPRINGFIELD, ILL., January 21.—Both branches of the Illinois Legislature this forenoon balloted for United States Senator, in Senate the votes was Oglesby 32, Trumbull 15, Coolbaugh 2. In the House the vote was Oglesby 82, Trumbull 60, absentees 11. To-morrow both houses will meet in joint session to confirm the election of Hon. Richard J. Oglesby.

Wisconsin.

MADISON WIS., January 21.—The Legislature this morning re-elected Senator Timothy O. Howe, to the United States Senate, the vote standing in the Senate 22 for Howe, 9 for H. L. Palmer, of Milwaukee. In the House the vote was Howe 61, H. L. Palmer 35, Palmer himself voting for Hon. Charles A. Eldridge.

THE Harrisburg *State Journal* thus refers to Senator Rutan:

"Senator Rutan gave notice the other day that he intended to object hereafter to all suspension of the rules to pass bills, and insist that the business of legislation shall take its course impartially, according to the rules laid down for the government of both Houses. If Senator Rutan strictly adheres to his resolution on the subject—and we believe he will, as he is a man of great determination—he will succeed in accomplishing much good. The practice of suspending the rules is the source of nearly all the bad legislation which has so long outraged the public and defied the wishes of constituencies. In this manner measures are rushed through the Legislature without discussion, Senators and Representatives being deprived of the opportunity to do their duty in examining subjects on which they are called to vote. Let Senator Rutan presist in his proposed course, and he will do the people a service not often accomplished by an individual legislator.

"Another good resolution would be to insist on the printing of all bills before they are allowed to pass second reading. Every bill should be printed and placed upon the files of Senators and Representatives, and no bill allowed to pass which is not thus printed. Those who have private legislations in charge have ample time to prepare it, so that it can be printed. If they do not do this, their business ought to be thrown out."

—The Louisiana Fusion Legislature balloted for United States Senator with no choice.