Beaver Radical

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VOLUME V. BEAVER, PENN'A, FRIDAY, MAY 16, 1873. NUMBER 20

Railroads.

PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY.—On and after March 23, 1873, trains will leave stations as follows:

TRAINS GOING WEST.

STATIONS.	EXPR'S.	MAIL.	EXPR'S.	EXPR'S
Pittsburgh	1.45AM	6.00AM	9.10AM	1.30PM
Rochester	2.52	7.22	10.25	2.40
Alliance	5.15	10.25	1.30PM	5.28
Orrville	6.51	12.19PM	3.07	7.06
Mansfield	8.55	3.15	5.09	9.11
Crestline Ar	9.20	4.00	5.40	9.40
Crestline De	9.40	5.55AM	6.00	9.50
Forest	11.05	7.40	7.55	11.15
Lima	12.08PM	9.00	9.15	12.17AM
Fort Wayne	2.40	11.50	12.05AM	2.45
Plymouth	4.45	2.35PM	2.55	5.05
Chicago	9.50	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	12.15AM
Fort Wayne	12.20PM	2.20	11.20	6.00
Lima	2.45	4.07	1.18AM	8.05PM
Forest	4.00	5.08	2.27	9.27
Crestline Ar	5.35	6.20	4.05	11.10
Crestline De	6.00AM	6.50	4.15	11.30AM
Mansfield	6.40	7.19	4.43	11.05PM
Orrville	9.20	9.20	6.37	2.13
Alliance	11.45	11.00	8.25	4.20
Rochester	2.50PM	1.12AM	10.42	6.55
Pittsburgh	4.00	2.20	11.45AM	8.00

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		11.23	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
Bayard	5.45AM	12.50AM	3.35PM	
Bridgeport	5.55	11.00	3.45	
Steubenville	6.57	12.12PM	4.45	
Wellsville	8.15	1.35	6.20	
Rayland	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		8.50	3.20	7.00
Steubenville		9.50	4.20	8.00
Bridgeport		11.00	5.25	9.05
Bayard		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 Expr'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.	8.30 a m
Philadelphia 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
Way Pass No 1,	6.40 a m	LOCAL.	
Allegheny Ac		Walls No 1	6.30 a m
Mail No 1,	7.05 a m	Brinton Ac. No1,	7.30 a m
Way Pass No 2,	10.20 a m	Wilkinsburg Ac	
Way Pass No 3,	11.15 a m	No 1	8.20 a m
Allegheny Ac		Walls No 2,	9.10 a m
Mail No 2,	2.40 p m	Johnstown Ac.	10.10 a m
Way Pass No 4,	3.20 p m	Walls No 3,	1.15 p m
Pittsburgh Ac	4.00 p m	Walls No 4	3.20 p m
Allegheny Accom		Wilkinsburg Ac	
Night Express No 1,	1.50 p m	No 2	4.45 p m
Way Pass No 5	5.40 p m	Walls Ac. No. 5	5.55 p m
Way Pass No 6,	6.15 p m	Brinton No 2,	6.50 p m
Allegheny Ac	7.20 p m	Brinton Ac. No 3	7.25 p m
Way Pass No 7,	11.05 p m	Brinton Ac No 4	11.10 p m

Express, Cincinnati Express, Fast Line and Allegheny Ac. No 2 leave daily.

Express daily, except Monday.

Express daily, except Sunday.

Express leaves Pittsburgh at 2.50 a m and arrives at Harrisburg at 11.10 a m; Philadelphia 3.30 p m; New York 6.40 p m; Washington 5.40 p m.

Express leaves Pittsburgh at 12.20 p m; Harrisburg 10.20 p m; Philadelphia 2.30 a m; New York 5.00 a m.

Express leaves Pittsburgh at 1.10 p m; Harrisburg 10.45 p m; Philadelphia 2.50 a m; New York 6.15 a m; Washington 5.00 a m.

Pacific Express leaves Pittsburgh at 5.20 p m; Harrisburg 2.55 a m; Philadelphia 6.55 a m; New York 10.14 a m.

Express leaves Pittsburgh at 8.50 p m; arrives at Harrisburg 6.45 a m; Philadelphia 9.50 a m; Baltimore 11.20 a m; Washington 11.30 a m; New York 2.00 a m.

Church Trains leave Wall's Station every Sunday morning, reaching Pittsburgh at 10.00 a m. Leave Pittsburgh at 12.30 p m, and arrive at Wall's at 1.50 p m. Leave Pittsburgh for Brinton's 10.30 p m.

TICKET OFFICE.—For the convenience of citizens of Pittsburgh the Pennsylvania Company have opened a city ticket office at the corner of Smithfield street. Through Tickets, Commutation Tickets and Sleeping Tickets to principal stations can be purchased at any hour of the day or evening at the office. Baggage checked through to destination from residences by Excelsior Baggage Transfer. Orders left at the office, corner Smithfield street, will receive prompt attention. For information apply to

J. N. CASSATT, Manager. D. M. BOYD, Jr., Gen. Pass. Agent.

ALLEGHENY VALLEY RAILROAD.—On and after Monday, July 15th, 1872, Three Trains daily, (except Sunday, will leave Pittsburgh, city time, for Franklin, Brookville, and all points in the Oil Regions, and North Central New York.

	Leave	Arrive
Pittsburgh	7.10 a m	8.35 p m
Kittanning	10.40 p m	6.15 a m
Brookville	10.50 a m	4.45 a m
Oil City	6.40 a m	6.30 a m
Titusville	9.30 a m	8.05 a m
Warren	11.40 a m	2.10 a m
Buffalo	3.25 p m	10.30 a m
Corning	5.00 p m	8.55 a m
Elmira	6.00 p m	5.45 p m
Rochester	8.50 p m	7.20 p m

Sunday train leaves Pittsburgh every Sunday morning at 7.10 a m, arriving at Parker at 11.25 a m. Leaves Parker at 4.40 p m, and arrives at Pittsburgh at 8.35 p m.

Omnibus to and from Soda Works (Sunday) leaves Pittsburgh at 9.50 a m, and leaves at Soda Works at 11 a m.

A. J. LAWRENCE, Gen'l. Supt.
R. MAY, Ticket Agent.

New Advertisements.

BEAVER COUNTY, ss:

SEAL. In the Orphans' Court of Beaver county. In the matter of the petition for partition of the real estate of Polly Hice, late of the township of Hanover, in said county, deceased.

And now, April 30th, 1873. Rule on the heirs and legal representatives of said decedent, to-wit: Joseph Minesinger, residence in Fulton county, Ill., Anson Minesinger, George W. Minesinger, Elizabeth Minesinger, residing in Beaver county, and Samuel Minesinger, residing in Wilson county, Tenn., David Minesinger, residing in Venango county, Pa., Mary Minesinger, Abagail Minesinger, residing in the State of California, Ruth Minesinger, residing in Beaver county, Pa., Elizabeth Minesinger and Martha Minesinger, residence unknown, James Minesinger, residence in Montana Territory, Henry Minesinger, J. Q. A. Minesinger and Martha Needham, residing in the State of Indiana, James Minesinger, residence in the State of Illinois, John Minesinger and Thomas Minesinger, residence unknown, Anthony Minesinger, residence unknown, Rosanna Barnum, residence unknown, Ailsey Minesinger, intermarried with Alexander Nash, residing in the State of Indiana, and all others interested to show cause, if any they have, why an inquest to make partition of the real estate of the said decedent, should not be awarded at an Orphans' Court, to be held at Beaver, in and for the county of Beaver, on the Second Monday of June, A. D. 1873. A true copy of Rule.

Attest: JOHN C. HART, Clerk.
CHAMBERLIN WHITE, Sheriff.
Sheriff's Office, May 6, 1873.—my9-3t

BEAVER COUNTY, ss:

SEAL. In the Orphans' Court of Beaver County. In the matter of the petition for partition of the real estate of Smith McDaniel, late of North Sewickly twp., in said county, deceased.

And now to wit: March 26th 1873. Rule on the heirs and legal representatives of Smith McDaniel, deceased, viz: Eliza, intermarried with Archibald Smith, Charlotte, intermarried with Daniel Malasky, Smith McDaniel, all residing in North Sewickly township, Beaver county, Pa.; Margaret, intermarried with A. G. McBride, residing in Sandoval, Marian county, Illinois, John McDaniel, residing in Newport, Kentucky. Also grand-children, to wit: Children of Lidia McDaniel, deceased, who was intermarried with Matthew Ramsey, viz: Samuel S., John M., David M., Nancy E., intermarried with Timothy Dee, Mary, intermarried with Liberty Munn, James William, Lidia A. and Randolph Ramsey, (said Samuel S. Ramsey residing in——State of——) and the remaining eight children residing in Beaver and Allegheny counties, the five last named being miners, and having for their guardian *ad litini*, John Goddard. Also children of Nancy McDaniel, deceased, who was intermarried with Jacob Piersol, now deceased, Jacob Piersol, Jr., residing in Beaver county, Pa., Agnes Piersol, residing with Mrs A. G. McBride, at Sandoval, Marian county, Ill., Rachel M. Piersol and Stella Piersol, residing in West Virginia, the last three named being minors, and having for their guardian *ad litini*, John Goddard aforesaid, and all others to appear and show cause, if any they have, why an inquest to make partition of the real estate of said decedent, should not be awarded at an Orphans' Court, to be held at Beaver, in and for the county of Beaver, on the Second Monday of June next, 1873. A true copy of Rule. Attest:

JOHN C. HART, Clerk.
CHAMBERLIN WHITE, Sheriff.
Sheriff's Office, Beaver, April 29, 1873—m2 3t.

ORPHANS' COURT SALE.

Fine Farm on the Ohio River and Pittsburgh Fort Wayne & Chicago Railroad, 20 Miles from Pittsburgh.

By virtue of an order of the Orphans' Court of the county of Beaver, the undersigned Trustee appointed to make sale of the real estate of William Young, late of the township of Economy, in said county, deceased, after proceedings in partition, will expose to sale by public vendue or outcry on the premises, on TUESDAY, the 27th day of MAY, 1873, at 10 o'clock, A. M., the following described real estate of said decedent, situate in said township of Economy, county and State aforesaid, viz: Beginning at a post on the Ohio river, thence by lands of H. Romeigh, John Fowler and D. Ehrman north 63¼ deg. east 208 perches to a post, thence by land of James and Nelson Musgrave north 26½ deg. west 81 15 100 perches to a black oak; thence by land of John Cummings' heirs south 63½ deg. west 197 perches to a post on the bank of the Ohio river, thence up said river south 18¾ deg. east 81 90-100 per to the place of beginning containing 102 acres and 112 per more or less, all of which is cleared and under fence, and in a fine state of cultivation, and on which are a fine 2-story brick dwelling house, containing 9 rooms, finished attic, 2 halls, all well finished, with cellar underneath the whole building; large stone spring house, with good spring conveniently located, having pipes laid therefrom, carrying water into the kitchen; a large double frame barn, with granary, carriage house, and stabling for horses and cattle, and all other necessary outbuildings. There are 10 ACRES OF ORCHARDS on the premises, containing 1000 apple trees, 50 quince trees, and peach, plum an other trees, all in good bearing condition; also all kinds of small fruit, shrubbery, &c. The farm has been well known as a good market garden, being well adapted to that purpose, and is situated one-half mile of Remington and Baden stations, on the P. Ft. W. & C. R. R., in sight of the Ohio river, and convenient to schools, churches, &c.

TERMS—One-third of the purchase money in hand on confirmation of the sale by the Court, and the remaining two-thirds at the death of Jeannett Headland, (formerly Young,) widow of the decedent, with interest from the date of confirmation, payable annually to said widow during her natural life, the said two-thirds to be secured by bond and mortgage on the premises.

CHAMBERLIN WHITE, Trustee.
Beaver, Pa., April 29, 1873—my2 3t

AUDITOR'S NOTICE.

Henrici & Lenz, Trustees, vs. W. F. Modes, et al. } In the Court of Common Pleas of Beaver County. Fi. Fa. No. 36 and 37, March Term, 1873.

Dominic Betobelleti, vs. W. F. Modes. } Fi. Fa. No. 37, March Term, 1873.

John Miller, vs. W F Modes. } Fi. Fa. No. 38, March Term, 1873.

And now to wit: April 29th, 1873, Joseph Ledlie, Esq., is appointed an Auditor to distribute the proceeds of sale of personal property sold on the above writs, and now in the hands of Sheriff White. By the Court.

BEAVER COUNTY, ss:
A true extract from the Record.

Attest: JOHN CAUGHEY, Proth'y.

The Auditor above named will attend to the duties of his appointment at his office in THE RADICAL building, Third street, Beaver, Pa., on SATURDAY, MAY 24th, 1873, at ten o'clock in the forenoon. JOSEPH LEDLIE, Auditor.
my9-3t

AUDITORS' NOTICE

In the Orphans' Court of Beaver County: In the matter of the final account of William Brunton, and James M. Reed, executors of the last will and testament of Elizabeth Brotherton, dec'd.

And now to wit: April 29th, 1873, the Court on motion appoint F. H. Agnew and J. M. Buchanan, Esqs., Auditors to report distribution of the balance in the hands of the accountants.

From the Record. Attest: JOHN C. HART, Clerk.

The Auditors above named will attend to the duties of their appointment at the Court House, in Beaver, on WEDNESDAY, THE 28TH DAY OF MAY, 1873, at 10 o'clock, A. M., when and where all parties interested may attend.

F. H. AGNEW,
J. M. BUCHANAN.
my9-3t.

The Beaver Radical.

The RADICAL is published every Friday morning at the following rates:

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Advertisements of 10 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.

Special Notices inserted among loca. items at 10 cents per line for each insertion, unless otherwise agreed upon by the month, quarter or year.

Advertisements of 5 lines or less, 50 cents for one insertion, and 5 cents per line for each additional insertion.

Marriage or Death announcements published free of charge. Obituary notices charged as advertisements, and payable in advance.

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.

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

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FROM WASHINGTON.

Cheap Transportation—Great Interest felt in the Matter—Remedies Suggested.

Correspondence of the Radical.

WASHINGTON, D. C., May 12, 1873.

CHEAP TRANSPORTATION.

Perhaps the question that is attracting most attention at the present time is that of devising the means for procuring cheap transportation for both freight and passengers. That this subject is engaging the minds of vast numbers of the people is evidenced by the organization of the "Patrons of Husbandry" and kindred societies which have their origin in the feeling created by the exorbitant demands of the various transportation monopolies. It is said that the Farmers' Granges in the State of Iowa alone comprise a membership of over a hundred thousand. Further proof of the great interest felt in this matter is to be found in the frequent conventions held, and to be held, for the purpose mainly of interchanging views upon this very question of transportation. The convention of Illinois farmers was a meeting of great importance, which showed that our agricultural people were thoroughly alive to their interests. The convention at New York city, which closed its session a few days ago, the meeting of Governors soon to take place at Atlanta, Georgia, and the convention of Congressmen called to meet at St. Louis, Missouri, all in the interest of this cheap transportation movement, have a significance that cannot be over estimated. It is very true that an attempt is likely to be made by professional politicians to get control of the movement, but this is additional proof, of the most positive kind, that the people have an interest in it. The politicians see that "*there is something in it*," and they are determined to make the most of it. Men of this profession are noted for their shrewdness in this respect. They make believe that they are the leaders, while, in truth, they are only the followers of public opinion.

At the present stage of the development of this movement the monopolists do not seem to regard it as at all dangerous to themselves. They continue to exercise the arbitrary power which they now possess with a nonchalance that is in the highest degree irritating to those whose interests are antagonistic to theirs. By their manner they seem to say, in the language of one of the chief monopolists of the country: "*Well! what are you going to do about it?*" It is evident that the great railroad kings of the country have full confidence in their power to defeat the people in this interesting contest. No doubt they have intrenched themselves in legal fortresses that cannot be taken without a unanimous assault. But, the public, when united, is no insignificant combatant. Public opinion is the greatest power on earth, which neither crowned heads with their helmeted soldiers nor railroad kings with their millions and hundreds of millions, can withstand.

But the trouble is that public opinion is not united upon any plan of operation. In fact it may be said that no plan has yet been formed. The army has only been skirmishing, simply making a reconnoissance. It is beginning to be time, however, that a plan of attack should be agreed upon.

The farmers and others interested in this conflict may very profitably consider the taunt of the monopolists: "What are you going to do about it?"

There are only two methods of solving this problem, and they may be stated thus:

First, by doing away with the necessity for the use of railroads, which is neither practicable nor desirable. Second, by making (just means only being employed) the railroads to carry freight and passengers at a profit only equal to that realized in ordinary business, which is both practicable and desirable.

Let us consider the first method. Might it not possibly be better to bring the producer and the consumer closer together? Might it not possibly be good economy to place the manufacturer and agriculturist alongside of each other where they can exchange their respective products without the intervention of an army of middle men? What the West really wants is to have manufactories in their midst. Let the artisan locate himself by the side of the farmer. Then each can consume the products of the other, and an equitable exchange can be effected without having half the value of the product abstracted by the carrier. But this is too familiar a principle in political economy to be dwelt upon. It is too simple to require further illustration. Yet, this is not a satisfactory solution of the problem, simply because we would still have abundant use for railroads, even if manufactories were distributed throughout the entire country. There are certain branches of industry that must necessarily be carried on only in certain localities. The iron business, for instance, must remain where both ore and coal are to be found. And then, too, railroads are necessary for passenger purposes. It is desirable that the people should travel even more than they do now. Therefore, we must look further, and this necessitates the consideration of the second method above mentioned.

But how can the public force the railroads to carry freight or passengers at reduced rates without violating the very principle upon which our government is founded, to-wit: the *inviolable* right of personal freedom? If the state has the right to establish rates at which transportation companies shall be compelled to carry freight and passengers, upon the same principle it may establish the prices at which the farmer shall be compelled to sell his grain, the manufacturer his wares and the artisan his labor. There is one principle that should never be lost sight of—that there should be no discrimination made between individuals or between classes. Besides being *unjust* to adopt any arbitrary method of fixing rates for the carrying of freight and passengers it is equally impracticable to do so. There could never be any settled rates that would not, at times, be either too high or too low, and there could be no rates fixed that would prove satisfactory to all concerned. While the shipper might think them too high the carrier would think them too low, and the same spirit of antagonism between the two classes of shipper and carrier would continue to exist just as it does now and even to a greater extent than now.

The true principle is to allow transportation rates to adjust themselves naturally, just as the prices of merchandise and the wages of labor are supposed to do under our present system. This natural method is that arising from free competition. The government has a right, yea, it is its duty, to see that the principles of competition have full play. In duty to the public it should remove all obstacles, and the causes of friction. The obstacles to free competition are monopolies, and this is just that of which the people complain. But how these monopolies may be broken up is the problem pressing for solution. It has been proposed that the government should purchase and manage the railroads, and this seems likely to be the method that will be adopted in Great Brittain. The difficulty here, however, is that the government itself becomes the greatest monopoly of all, and this is contrary to the spirit of our institutions. Our people believe in the principle of confining the government to its legitimate functions of preserving order and preventing frauds.

But there is one other method that does not seem to have been suggested up to this time. Mr. Josiah Quincy, a staunch friend of the people, in an address delivered before the National Cheap Transportation Convention at the Astor House, New York, the other day, came very near hitting the nail square on the head. His proposition is that the government shall purchase all the road beds in the country, and allow the public to run trains of cars upon them. This certainly permits the full operation of the principle of free competition, and under such a system the railroad carrying business will exactly resemble our present river navigation system. The roads become public highways in reality, upon which all other people without respect of persons, are permitted to travel and to complete in business. The high standing of Mr. Quincy is sufficient to obtain for this suggestion a candid hearing.

There is one difficulty in the way of the successful inauguration of such a system, and it is found in the enormous expense that will attend the purchase of the seventy thousand miles of road bed. This would necessitate the trebling of our present national indebtedness, and the people are not prepared to endorse such action. But is there any other means by which the same result can be attained? If so, then it ought to engage the serious attention of all persons interested in this question.

It can certainly be done, easily done, without involving the government in a single dollar of indebtedness, or without the violation of the right of individual personal liberty, without any discrimination between individuals or classes. But how can this be done?

The answer is: "By the enactment of a law requiring the companies owning the road beds to permit the use of them by any person and all persons for the running of trains thereon upon the payment of certain tolls, and forbidding the running of trains by the persons or companies interested in the road beds upon which such trains shall be moved. In a word, separate the ownership of the road beds from the ownership of the rolling stock, and forbid the ownership of both by the same individuals or corporations. Let the tolls be agreed upon by the representatives of both classes and if no agreement can be made in this way, then let it be done by arbitration. Let the tolls be fixed for such definite periods as may be agreed upon by these conventions of representatives or arbitrators.

Now, it is not believed that this plan has ever before been suggested, and the writer flatters himself that it is entirely original with him. The plan advocated by Mr. Quincy, referred to above, comes nearer being the same than the writer has seen in the course of considerable reading upon the subject.

One merit of this plan is its simplicity. Another is its inexpensiveness. Still another is that it makes no discriminations. These three features seem to make it just what is desired. At all events it is worthy of the most serious study, and it should be agitated. Let it be proposed in some of the future conventions. Let the people think about it. Let all the arguments *pro* and *con* be adduced, and let it stand or fall according to its merit or its lack of merit. SAM.

HOW GENERAL CROOK TAMED THE APACHES.

If there is any one fact more prominent than another in the experience of Indian affairs it is the absolute impossibility of making a permanent peace with savage tribes while they remain unsubdued by force. A very striking illustration of this truth is furnished by the recent successful completion of treaties with the worst of the Arizona Indians, by General Crook, after all efforts to persuade the Apaches into peace had failed, and had only intensified their truculence and audacity. The *Record* has for several years repeatedly pointed out the uselessness of appeals to the moral nature of the Apaches, and again and again have our views been borne out by the facts. The result of the Colyer mission to Arizona was to increase the daring, insolence and intractability of the Indians, to fetter the hands of General Crook, to expose life and property to greater dangers than ever, and to postpone a final settlement of the Indian question in that region. A similar result was apprehended from the subsequent visit of General Howard, but though there is strong reason to believe the hero of the Freedmen's Bureau entertained very similar views to those of the Colyer school, it fortunately happened that public opinion had been too strongly moved by the disastrious failure of the sentimental policy to render a repetition of that course either safe or advisable. Ultimately, therefore General Crook's hands were untied, and he was permitted to try the effect of the sterner programme. A consummate soldier, a wary and thoroughly trained Indian fighter, and possessing considerable power of organization, this commander patiently and persistently followed the savages, giving them no breathing time, pursuing them into their most secret fastnessee, and inflicting upon them rapid, heavy sustained and well directed blows. For the first time they had encountered an enemy from whom there was no escape. The old tactics of sudden descents, ambushes and rapid retreats to the mountains proved unavailing. The descents were impracticable, the ambushes were useless against so cool and wary a foe, and the retreats were turned into disastrous route by the celerity with which the troops moved in pursuit.

This course was kept up steadily until the Apaches began to realize that they had met their master. The interviewing, the pow-wowing, the present giving were all at an end. There were no longer any of the pleasant excitements incident to the capture and slaughter of defenseless trains. The Indians had no time for plundering raids, for it was more than they could do to keep out of harm's way. And when they comprehended the full meaning of the situation they were ready for a real and earnest peace. And the issue of this determined campaign was that on the 6th instant, at Camp Verde, two of the worst bands of Apaches subscribed their allegiance to the Government, pledged themselves to go upon their reservations and stay there, and this without solicitation, and with no further inducements than the assurance that if they kept the faith they would be protected, and if they broke it they would be destroyed. There was no distribution of presents at this council. There were no soft spoken missionaries present to flatter and truckle to the savages. There was only brave General Crook and his gallant, war-worn officers and men, and the Indians fully appreciated the thoroughly business character of the proceedings. For the first time perhaps in the history of such councils the Indians abandoned circumlocution and came to the point at once. They wanted it distinctly understood that they considered themselves very thoroughly beaten and had no more stomach for fighting. They confessed that they had been baffled at their own game, and they respected and feared the power that had defeated them. It is the general opinion among those who are best acquainted with the Indian character that this peace will last, and that the Apache-Mohaves and Apache Tontos will behave themselves decently for the future. After such a triumph General Crook had a right to use the language of just exultation which appears in his General Order No. 14, issued on the 9th inst. We cannot do better than to close with an extract from this document:

PRESCOTE, April 9, 1873

[GENERAL ORDERS, No. 14.]

The operations of the troops in this department in the late campaign against the Apaches, entitle them to a reputation second to none in the annals of Indian warfare.

In the face of obstacles heretofore considered insurmountable, encountering rigorous cold in the mountains, followed in quick succession by the intense heat and arid wastes of the desert, not unfrequently at dire extremities for want of water to quench their prolonged thirst, and when their animals were stricken by pestilence or the country became too rough to be traversed by them, they left them, and, carrying on their own backs such meager supplies as they might, they persistently followed on, and plunged unexpectedly into chosen positions in lava beds, caves and canyons, they have outwitted and beaten the williest of foes with slight loss, comparatively, to themselves, and finally, closed an Indian war that has been waged since the days of Cortez.

Had the same policy been pursued with the Modocs, General Canby and Dr. Thomas would have been alive to-day, and we should not have had the mortifying spectacle of forty-five Indians successfully defying seven hundred disciplined troops, furnished with arms of precision.

AN unsophisticated correspondent writes to ask whether it is Fisk or Stokes whose case is in review before the General Term. Apparently the late Mr. Fisk is on trial. Yesterday Mr Tremain compared him to Nero and George III., of England—our George, who put the tax on tea in Boston harbor. Mr. Stokes is quite another man. He is one of the unfortunate citizens confined in the Bastile on Centre street, whom the authorities ought to board as a dead head in a villa on the Hudson.