Beaver Radical

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Railroads.

PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY.—On and after June 29, 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	2.30	7.28	10.23	2.38
Alliance	5.10	10.40	12.50PM	5.08
Orrville	6.51	1.00PM	3.01	7.06
Mansfield	8.55	3.18	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	7.35	7.55	11.15
Lima	12.08PM	9.00	9.15	12.17AM
Fort Wayne	2.20	11.50	11.50	2.35
Plymouth	4.45	2.35PM	2.55AM	5.05
Chicago	7.50	6.30	6.50	8.20PM

TRAINS GOING EAST.

STATIONS.	MAIL	EXPR'S.	EXPR'S.	EXPR'S
Chicago	5.15AM	9.20AM	5.39PM	9.20PM
Plymouth	9.15	12.02PM	8.55	1.10AM
Fort Wayne	12.01PM	2.00	11.15	4.00
Lima	2.45	4.07	1.18AM	6.40
Forest	4.00	5.08	2.27	8.10
Crestline Ar	5.35	6.20	4.05	10.10
Crestline De	6.00AM	6.50	4.15	10.30AM
Mansfield	6.40	7.19	4.43	11.00
Orrville	9.16	9.20	6.37	1.00PM
Alliance	11.00	10.55	8.05	2.25
Rochester	2.48PM		10.40	4.53
Pittsburgh	4.00	2.20	11.45AM	6.00

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

CLEVELAND & PITTSBURGH R. R. On and after June 29, 1873, 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	4.05PM
Hudson		9.41	5.02	5.23
Ravenna		10.13	5.33	5.53
Alliance		11.05	6.12	6.40
Bayard		11.39	6.41	
Wellsville		1.10PM	8.00	
Pittsburgh		3.40	10.30	

GOING NORTH—MAIN LINE.

STATIONS.	EXPR'S.	MAIL.	EXPR'S.	ACCOM.
Pittsburgh		6.30AM	1.15PM	
Wellsville		8.40	3.10	
Bayard		10.25	4.30	
Alliance		11.00	4.55	7.25AM
Ravenna		12.08PM	5.53	8.15
Hudson		12.41	6.22	9.05
Cleveland		1.55	7.30	10.25

GOING EAST—RIVER DIVISION.

STATIONS.	ACCOM.	MAIL.	EXPR'S.	ACCOM
Bellair	5.45AM	10.50AM	5.40PM	
Bridgeport	5.55	11.00	5.50	
Steubenville	6.57	12.07PM	6.50	
Wellsville	8.00	1.05	7.53	
Rochester	9.30	2.35	9.25	
Pittsburgh	10.40	3.40	10.30	

GOING WEST—RIVER DIVISION.

STATIONS.	ACCOM	MAIL.	EXPR'S.	ACCOM.
Pittsburgh		6.30AM	1.15PM	4.50PM
Rochester		7.40	2.20	6.05
Wellsville		8.40	3.10	7.15
Steubenville		9.50	4.20	8.39
Bridgeport		11.00	5.25	9.45
Bellair		11.10	5.40	10.00

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,	2:45 a m	Fast Line,	1:35 a m
Chicago Ex	12 20 p m	Pittsburgh Ex.	8.60 a m
Cincinnati Ex.	1:10 p m	Cincinnati Ex.	8:40 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
Walls No 1,	6:40 a m	LOCAL.	
[illegible] Ac		Walls No 1	6:30 a m
	7:05 a m	Brinton Ac. No1,	7:30 a m
Walls No 2,	10:20 a m	Wilkinsburg Ac	
Walls No 3,	11:45 a m	No 1	8:20 a m
Wilkinsburg Ac		Walls No 2,	9:10 a m
No 2	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	3:20 p m
Brinton Accom-		Wilkinsburg Ac	
modation No 1,	4 50 p m	No 2	4.45 p m
Brinton Ac. No2	5:40 p m	Walls Ac. No. 5	5:55 p m
Walls No 5,	6:15 p m	Brinton No 2,	6:50 p m
Brinton Ac No3	9:20 p m	Brinton Ac. No3	7:25 p m
Walls Ac No.6	11:05 p m	Brinton Ac No4	11:10 p m

[illegible] Express, Cincinnati Express, Fast Line [illegible] Brinton Ac. No. 3 leave daily. [illegible] Express daily, except Monday. All other trains daily, except Sunday.

[illegible] Express leaves Pittsburgh at 2:50 a m arrives Harrisburg at 11:40 a m; Philadelphia 3:30 [illegible] Baltimore 3:90 p m; Washington 5:40 p m. New York 6:34 p m.

[illegible] Express leaves Pittsburgh at 12.20 p m; [illegible] Harrisburg 10.20 p m; Philadelphia 2.30 a m; New York 6.10 a m.

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

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

[illegible] leaves Pittsburgh at 8:50 pm; arrives at [illegible] 5:45 a m; Philadelphia 9:50 a m; Baltimore [illegible]; Washington 11:30 a m; New York [illegible].

[illegible] Trains leave Wall's Station every [illegible] a m, reaching Pittsburgh at 10:00 a m. [illegible] leave Pittsburgh at 12:30p m, and arrive [illegible] Station at 1:50 p m. Leave Pittsburgh [illegible] Brinton's 10:30 p m.

CITY TICKET OFFICE—For the convenience [illegible] of Pittsburgh the Pennsylvania [illegible] Company have opened a city ticket office [illegible] avenue corner of Smithfield street, [illegible] Tickets. Commutation Tickets [illegible] Tickets to principal stations can be purchased [illegible] hour of the day or evening at the [illegible] are charged at the depot.

[illegible] will be checked through to destination [illegible] residences by Excelsior Baggage [illegible] orders left at the office.

[illegible] information apply to

[illegible] CASSATT, D. M. BOYD, JR.,
General Manager. Gen. Pass. Agent.

ALLEGHENY VALLEY RAILROAD

[illegible] after Monday, July 29th, 1873. Three [illegible] Trains daily, except Sunday, will leave [illegible] Pittsburgh, city time, for Franklin, [illegible] Buffalo and all points in the Oil Regions, [illegible] Western and Central New York.

	Leave.	Arrive
[illegible] Express	7.30 a m	8.25 p m
[illegible] Express	9.20 p m	6.05 a m
[illegible] Express	11.50 a m	5.45 a m
[illegible] Ac	6.40 a m	6.30 a m
[illegible] Works Ac	9.45 a m	8.20 a m
[illegible] Bend Ac	3.20 p m	10.10 a m
[illegible] Ac	4.40 p m	9.05 a m
[illegible] Works Ac	5.50 p m	2.15 p m
[illegible] Ac	10.50 p m	10.45 p m

[illegible] Sunday train leaves Pittsburgh every [illegible] 7.30 a m, arriving at Parker at 12.18 a m. [illegible] leaves Parker at 4 30 p m, and arrives at [illegible] at 8 25 p m.

[illegible] train to and from Soda Works (Sunday) [illegible] Pittsburgh at 10.10 a m, and leaves at [illegible]

J. J. LAWRENCE, Gen'l. Supt.
[illegible] BRAY, Ticket Agent.

The Beaver Radical.

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

Special Notices inserted among local 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.

FROM WASHINGTON.

Public Reports—Valuable Documents—Smithsonian Report—General Eaton's Report on Education—Franklin Steele and How He Made $300,000—Competitive Examinations of Postal Clerks.

Correspondence of the Radical.

WASHINGTON, D. C., July 28, 1873.

Though we are accustomed to nothing but slurs on the official documents issued by the government many of them are really valuable. The cause for the low estimate placed upon their value may be traced to the indiscreet manner in which they have heretofore been distributed. Patent Office Reports are worthless to farmers or merchants, but to machinists and inventors they are of great value. Agricultural Reports are of little account to ministers or mechanics, but to intelligent farmers their value cannot well be over-estimated. Diplomatic correspondence may be foolishness to a builder or a laborer, but the lawyer appreciates its worth. And so it is with the other works coming from the government presses. It is to be hoped, now that we have got rid of the franking privilege, that we will have these documents distributed only among the classes that are able to appreciate them.

Two of the reports issued by the government, one now ready and the other soon to be, are especially worthy of mention. The first, already out, is the Smithsonian Report for 1871, one of the best that has ever been issued. To the individual without any scientific education whatever this book is utterly valueless. To such a person it would be worth as much were it printed in the Chinese language. But to persons who have given attention to the sciences, either special or general, this report will be found to be as interesting as most of the books for which we pay large prices. It is certainly worth all it costs, which is nothing but the postage, about twenty cents. To the student of mathematics who has advanced to the higher methods of generalization one article on "A new method of interpolation" will repay the trouble and expense of sending for the book. A "memoir of Sir John William Frederick Herschel" and a "biography of Joseph Fourier" will prove to be highly entertaining reading matter for those who know anything concerning the scientific researches of either of these great scholars. A review of "Thomas Graham's new scientific work" cannot fail to interest thousands of people. A paper "on the relation of the physical sciences to science in general" is one of the best articles ever published on this subject. A paper on "recent researches on the seculiar variations of the planetary orbits" will be a source of delight to all persons having any knowledge of astronomy. In a word, the entire work is replete with information highly valuable to students of science, and such people are to be found in every country village. There is no apology necessary from me for this notice of this report. Knowing that every community contains men and women who are interested in these subjects I feel justified in devoting considerable space to this book to which I have given some careful attention.

The other work is the report of General Eaton, Commissioner of Education. It is now in the hands of the binder and will be ready for distribution in about ten days. It is a book of 1018 pages and the postage on a single copy is thirty cents. Here is a work that can be obtained for the small sum of thirty cents and it is worth more than many books having a ready sale at three or four dollars. Indeed there is no other book of the kind published. To teachers and others interested in education this work is almost indispensable. To the student of social and political questions its value is inestimable. I have been permitted through the kindness of Dr. Warren chief clerk of the Bureau, to examine at some length the proof sheets, and am prepared to say that this report is a decided improvement upon all its predecessors. I must content myself with noticing one single feature, to-wit: the maps which it contains. Many of us have long been willing to acknowledge the fact that an intelligent people is more capable than is an ignorant community of producing wealth and comforts. But no one can fully appreciate the force of the old maxim that "Knowledge is power" until he has laid side by side two maps found in this report. One is a map taken from the reports of the census illustrating the wealth of the country. The other was prepared by the Bureau of Education to illustrate the illiteracy and intelligence of the country. In the first those sections possessing the greatest amount of wealth are indicated by the deepest shade of yellow. In the second those sections where the inhabitants are most illiterate are indicated by the darkest shade. Laying these maps side by side and we find the darkest shade running through the Southern States and the deepest yellow covering the Northern and Eastern States. Here we have the most satisfactory proof of the fact that an intelligent people is better capable than an ignorant community of supplying its physical wants. Words could not possibly make this fact as clear as does these two little maps. Unsurpassed in soil, climate and natural resources the South is far behind the North with its severe winters and barren rocks. The South chose slavery. Ignorance came with slavery. Poverty followed ignorance. [illegible] dom. Education, enterprise and general intelligence necessarily came with freedom. Then followed wealth.

Every teacher in the country ought to have a copy of this work. No college, academy, high school or common school should be without it. Indeed it would be well if every family could have a copy. And as to editors—why an editor might as well think of getting along without a copy of the Constitution, or of the Bible, or of the American Cyclopedia, as without the Report of the Commissioner of Education.

In the spring of 1857 one Franklin Steele, then engaged in running the ferry at Fort Snelling, made arrangements to buy the whole of that reservation, consisting of 7,300 acres for the sum of $90,000; $30,000 down, the balance in from two to three years' time. This was under the administration of John B. Floyd, Secretary of War, who must have known that no title could be given Steele upon such terms. At the next session of Congress the attention of the House was called to the matter and a committee appointed to investigate the terms of the sale. It was then found that the year before Steele had offered $110,000 for the tract and that, including the buildings, the value of the whole property could not be less than $500,000. Upon receiving their report the House passed resolutions to the effect that the management of the sale by the agents of the Secretary of War was injudicious; that the terms of the sale were disapproved, and that the evidence taken should be "transferred to the Secretary to the end that, in conjunction with the Attorney General, he may adopt such measures in respect of the sale as they shall be of opinion the public interests require." Notwithstanding all this Floyd proceeded to carry out the bargain, and on the 9th of July 1858, issued an order transferring the property to Steele, although but $30,000 had yet been paid. At the outbreak of the war Steele perceived a fine opportunity for a speculation and immediately went to work to get Fort Snelling appointed a rendezvous for troops. April 27 1861, an order was issued commanding State militia to rendezvous there, but that was not enough. No stone was left unturned, until in January, 1861, an order was issued from the War Department designating Fort Snelling as the place of rendezvous for State militia and volunteers. This was just what was wanted, for Mr. Steele was not only in receipt of a large income from the ferry, but was furnished with a pretext for bringing in a nice little bill for rent when the proper time came. The bill was presented in January, 1868, and amounted to no less a sum than $160,000 after deducting the unpaid balance of purchase money, $60,000. The government allowed the bill after reserving one thousand acres immediately around the fort. Since then Mr. Steele has sold one half of the remaining property for $200,000, thus making a clear profit of over three hundred thousand dollars. Singularly appropriate name is it not? the only mistake being in the spelling.

The duties of postal clerks being so very different from the duties of clerks in the departments, a different system of competitive examinations has been established. The system is peculiar and its novelty will warrant me in giving a brief description of the tests made.

On the 24th of the present month a competitive examination was held at the Post Office Department to fill a vacancy in the head clerkship on the cars between this city and Weldon, N. C. A small letter case comprising numerous pigeon holes was placed on a stand. Each pigeon hole was labeled with the name of a route or office. The competitors were brought, one at a time, before this case, furnished with 2,014 cards addressed as mailed letters intended for delivery in every section of the South, and instructed to distribute them to their proper pigeon holes. There were three competitors. After each had finished the task the cards were taken from the case and examined to see if there were any errors in distributing. One of the candidates made but two errors; another twenty-seven, and the other a hundred and fifty-seven. The candidate who made but two errors was appointed.

A record is kept of the efficiency of all postal clerks throughout the country and all errors made by them are noted. A report was made a few days since relating to the cases of those clerks employed on trains operating in eleven of the Western States and four of the Territories, showing that of 3,763,200 letters distributed during the month of June there were less than [illegible]. This is considered a [illegible] is kept with each clerk [illegible] record of his efficiency. SAM.

THE RAILROAD ROBBERY.

A Band of Masked Robbers Ditch a Railway Train and Rob the Express Car.

DES MOINES, July 23d.—As yet, the most contradictory statements are afloat concerning the wrecking and robbing of the express train on the Chicago, Rock Island and Pacific Railroad, Monday night, three miles west of Adair. The train left Council Bluffs at five o'clock with four coaches and two sleepers, the rear car being filled with a company of aristocratic Chinese on their way to New England colleges. There were also two baggage express cars in which was the California mail and express matter, consisting, in short, of nearly $2,000 in the express safe, and some bullion, the precise amount is not stated. When about sixty-five miles west of this city, at about half-past eight o'clock, at a sharp curve in the road, and an isolated spot, with no house for several miles in any direction, the train moving about twenty-five miles an hour, the engineer, John Rafferty, suddenly saw one rail move from its place about sixty feet ahead of the engine, when he instantly reversed his engine and applied the air-brake, and while in the act of doing it the bullets came pelting into the engine like hail. The engine ran into the bank and turned over, throwing out the engineer, John Rafferty, and the fireman, the former falling on the latter, dead. It is supposed that he was killed by concussion, as no bullet wounds were found on his body. The fireman escaped unhurt.

The train being very heavy ran about one hundred feet and stopped. The engine ran into the bank and turned over, and the two baggage cars doubled up and were badly smashed. As soon as the train stopped six large, athletic masked men appeared at the express car in which were William Smith, Superintendent Royce, the express messenger, John Burgess, and three other persons, and commenced firing rapidly.

Wm. A. Smith, the conductor, made the following statement before the coroner's jury:

I was thrown under the seat in front of me; don't remember which side of the car I got out on, but know that I reached the engine on the north side; I went forward to see who was hurt; the first person I met was one of the masked men near the baggage car door, who pointed a revolver in each hand toward me and told me to get back, firing at me at the same time; I backed down as far as the sleeping coach before I felt I was out of his way; there I met Dennis Folly, the fireman; he said, "Billy, Jack is dead."

I then went to the sleeping car at the rear, still trying to get a revolver, urging the passengers to keep quiet, as these men were robbing the express car. I went out of the ladies' car up to the bank, and thence to the engine. Two balls passed through my clothing while I was on the bank. These shots came from the south side of the train. I did not see a man on the south side then; did not see or hear anything more of the masked men. After the passengers had got quiet, I went forward to investigate the cause of the wreck. At the hind truck of the smoking car I found a fish-plate had been removed from the rail on the north side; a rope and strap were tied in the bolt holes of the disconnected rail at the west end and a rope passed under the south rail across the ditch and up on the bank; a piece of a rope was also found on the bank, which seemed to have been broken from the other. The hind trucks of the smoking car were still on the track. We had been running eighteen or twenty miles an hour.

The scene is described by the passengers as being terrible beyond description. They had a horror of being murdered, and in the confusion feared that the robbers were of their own number, having taken passage for that purpose. This view of the matter is the subject of universal comment. It is thought the robbers had confederates on the train.

MODERN GLADIATORS.

McMahon Defeats the Canadian Copeland—Graphic Description of a Great Wrestling Match.

TROY, July 23.—The great international wrestling match between John McMahon, champion of America, and Thomas A. Copeland, champion of Canada, was decided at this place last night. McMahon was victorious. The match resulted from a challenge issued by McMahon to wrestle any man in the world for $3,000 a side. Copeland, a representative of Canada, accepted the challenge and the parties met in New York June 28, and signed [illegible] fair back falls, two [illegible] two hips, to touch the ground at once, for $1,000 and the championship of America. Four hundred dollars a side was posted. When the match was made it was mutually agreed that the contest should take place at Troy. D. N. Graham was chosen stakeholder. The match created unusual excitement and interest. Speculation was brisk on the result. Thomas A. Copeland hails from Petersborough, Canada, stands 5 feet 10½ inches high, weighs 175 pounds, is 24 inches around the thighs, 18 inches around the calf, and 44½ inches around the chest. Copeland is a splendid wrestler, quick on his pedals, tricky as a mountebank, and moves with the agility of a chamois. He has been victorious in thirteen matches. Copeland and a host of sports from Cobourg, Petersborough, Toronto, and other principal Canadian cities, arrived here Sunday, and made the Mansion House their headquarters. John McMahon is a native of Bakersfield, Vermont, and perhaps the greatest wrestler in the World, is straight as an elm, and moves with great agility. He measures twenty-eight inches around the thighs, eighteen and one-half around the calf, and forty-four and a half around the chest, while the muscles of his arms measure seventeen inches. He has bones like the glyptodon and a back like a saurian from a Louisiana swamp. He is a perfect Hercules in strength. As a wrestler he has no equal in the country. He won the championship of America when he defeated Homer Lane, the champion, in this city on May 31st last, for $3,000 and the championship of America. He defeated Perry Higley, champion of Connecticut, for $1,000 and the title, at New Haven, Connecticut, June 25th. This was his last match for the championship. On July 4th McMahon was matched to wrestle Lew. Ainsworth, but the backers of the latter paid forfeit.

For the past three days sporting men have been arriving to witness the contest. Betting was even and heavy, but on the arrival of the American champion he was at once made the favorite at $100 to $80. This took place at Harmony Hall. Early in the evening a crowd of sports were present from all parts of the United States and Canada.

At 7 P. M., Copeland arrived, and a few minutes later McMahon entered the hall. The articles of agreement were then read, and the men began to strip and prepare for the contest amidst the wildest excitement. After a delay of fifteen minutes, the men came on the stage dressed in trunks, tights and short jackets of divers colors. Colonel J. Murphy was umpire for Copeland, and Mr. Homer Lane was chosen to act in that capacity for McMahon. The men were in good condition. Copeland had been trained by Samuel Miller, while Homer Lane, of New York, prepared McMahon for the contest. At eight o'clock the referee called time, and the modern Hector and Achilles exchanged the usual courtesies, and the contest commenced. Betting on the first fall was in favor of Copeland. McMahon's right arm grasped Copeland's left shoulder, and his left laid on Copeland's right elbow. Copeland was first to commence operations, making quick evolutions with both legs; McMahon worked round his opponent with cat like tread, his body straight, his legs moving up and down with a graceful, easy motion. McMahon managed to fasten the first lock on his opponent but Copeland, with lightning like quickness, broke away, and both fell on their faces. They again closed. This time Copeland fastened the inside lock on McMahon, when a furious struggle followed. McMahon broke the lock, and both fell, McMahon on his side, Copeland on his stomach. They again closed, and an exciting struggle followed. McMahon wrestled all he knew how, and finally caught the inside lock on Copeland. A terrific struggle followed. McMahon caught Copeland on the hip, raised him to his shoulder, and amid loud cheering threw him heavily. Copeland fell on his side, and the referee declared no fall. The Canadians were jubilant, the New Yorkers confident. Another lively bout followed. Copeland fastened a lock on McMahon, which the latter quickly broke. Copeland would not be denied, however, and fastened another on McMahon's left leg, and raised him off *terra firma*. McMahon struggled while Copeland held on to the lock. Intense excitement prevailed. Amid shouts of "Hold on, Copeland," "Break that lock," the Canadian champion raised McMahon off his feet, straining every nerve, jerked McMahon across his hip, twitched his right leg, and amid boisterous cheers landed McMahon on his back, and won the first fall. Time, thirty-two minutes.

The men then rested. On time being called they came up for the second round. Betting 10 to 7 on McMahon. When the gladiators closed, the greatest excitement prevailed among the crowd, shouts of Throw him, Mack," "Mind your feet Tom," were echoed by the spectators. Both wrestled cautiously. Copeland got a lock on McMahon's left leg, McMahon broke it and both fell on their faces. On the next rally Copeland hipped McMahon, and both fell, Copeland underneath. "No fall," shouted the Referee; and again they closed. A terrific struggle followed, McMahon got a hiplock on Copeland, and the hall was ablaze of excitement. The Canadian held on, and McMahon used all his strength, but finally the Canadian broke the lock, and fell on his stomach. On the next bout McMahon threw Copeland over his head, but he alighted on his side. Again the men closed, amid much excitement. The Canadian fastened lock after lock on McMahon, which the latter broke. On the next bout McMahon got a grape-vine on Copeland, but failed to throw him. Another lively bout followed, and McMahon threw the Canadian on his knees. On the next bout McMahon shifted his tactics and got underneath the Canadian, to hip him. A fierce struggle ensued, the Canadian broke the lock and threw McMahon on his knees, amid loud cheering. On went the struggle. The excitement was intense. McMahon tripped right and left. He fastened a leg lock on Copeland and raised him on his hip, when a furious struggle followed. McMahon, summoning all his strength, swung the Canadian and threw him on his knees amid loud applause. Another furious struggle ensued. McMahon hipped the Canadian and threw him on his head, but he fell on his side. On the next rally McMahon got a firm inside hook on Copeland's left leg, and whirled him on his back amid vociferous cheering, and won the match after wrestling one hour and thirty minutes. A large amount of money changed hands and the Canadians were much crestfallen at their champion's defeat.

"THE Reading *Eagle*, a hot-mouthed Democratic organ, is very much incensed," says the Harrisburg State *Journal*, "at the certainty of Mr. R. W. Mackey being made the Republican candidate for State Treasurer." This is really not what annoys the *Eagle*. It is the certainty of his election, and the conviction that the Democracy have no man to put up as a candidate who can beat Mackey. There's where the shoe pinches on the bunioned foot of the decrepid Democracy.