

Beaver Radical



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VOLUME V.

BEAVER, PENN'A, FRIDAY, AUGUST 15, 1873.

NUMBER 32

Railroads.

PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY.—On and after June 30, 1873, trains will leave stations as follows:

TRAINS GOING WEST.

STATIONS.	EXPR.	MAIL.	EXPR.	MAIL.
Pittsburgh	1:45 AM	6:00 AM	9:10 AM	1:30 PM
Allegheny	2:30	7:35	10:35	2:05
Greenville	3:15	8:20	11:20	2:50
Manfield	4:00	9:05	12:05	3:35
Crestline (De)	4:45	9:50	12:50	4:20
Forest	5:30	10:35	1:35	5:05
Lima	6:15	11:20	2:20	5:50
Fort Wayne	7:00	12:05	3:05	6:35
Pittsburgh	7:45	12:50	3:50	7:20

TRAINS GOING EAST.

STATIONS.	MAIL.	EXPR.	MAIL.	EXPR.
Chicago	5:15 AM	9:30 AM	5:30 PM	9:45 PM
Pittsburgh	12:01 PM	2:00	11:15	4:00
Allegheny	12:45	2:45	11:55	4:40
Greenville	1:30	3:30	12:40	5:25
Manfield	2:15	4:15	1:25	6:10
Crestline (De)	3:00	5:00	2:10	6:55
Forest	3:45	5:45	3:00	7:40
Lima	4:30	6:30	3:45	8:25
Fort Wayne	5:15	7:15	4:30	9:10
Pittsburgh	6:00	8:00	5:15	9:55

General Passenger and Ticket Agent.

CLEVELAND & PITTSBURGH R. R.—On and after June 30, 1873, trains will leave stations daily (Sundays excepted) as follows:

GOING SOUTH—MAIN LINE.

STATIONS.	EXPR.	MAIL.	EXPR.	MAIL.
Cleveland	8:30 AM	1:55 PM	4:05 PM	8:30 PM
Allegheny	9:15	2:40	4:50	9:15
Greenville	10:00	3:25	5:35	10:00
Manfield	10:45	4:10	6:20	10:45
Crestline (De)	11:30	4:55	7:05	11:30
Forest	12:15	5:40	7:50	12:15
Lima	1:00	6:25	8:35	1:00
Fort Wayne	1:45	7:10	9:20	1:45
Pittsburgh	2:30	8:00	10:05	2:30

GOING NORTH—MAIN LINE.

STATIONS.	EXPR.	MAIL.	EXPR.	MAIL.
Pittsburgh	8:30 AM	1:55 PM	4:05 PM	8:30 PM
Allegheny	9:15	2:40	4:50	9:15
Greenville	10:00	3:25	5:35	10:00
Manfield	10:45	4:10	6:20	10:45
Crestline (De)	11:30	4:55	7:05	11:30
Forest	12:15	5:40	7:50	12:15
Lima	1:00	6:25	8:35	1:00
Fort Wayne	1:45	7:10	9:20	1:45
Pittsburgh	2:30	8:00	10:05	2:30

GOING EAST—RIVER DIVISION.

STATIONS.	EXPR.	MAIL.	EXPR.	MAIL.
Bellair	5:45 AM	10:50 AM	5:40 PM	10:50 PM
Allegheny	6:30	11:35	6:25	11:35
Greenville	7:15	12:20	7:10	12:20
Manfield	8:00	1:05	8:00	1:05
Crestline (De)	8:45	1:50	8:45	1:50
Forest	9:30	2:35	9:30	2:35
Lima	10:15	3:20	10:15	3:20
Fort Wayne	11:00	4:05	11:00	4:05
Pittsburgh	11:45	4:50	11:45	4:50

GOING WEST—RIVER DIVISION.

STATIONS.	EXPR.	MAIL.	EXPR.	MAIL.
Bellair	5:45 AM	10:50 AM	5:40 PM	10:50 PM
Allegheny	6:30	11:35	6:25	11:35
Greenville	7:15	12:20	7:10	12:20
Manfield	8:00	1:05	8:00	1:05
Crestline (De)	8:45	1:50	8:45	1:50
Forest	9:30	2:35	9:30	2:35
Lima	10:15	3:20	10:15	3:20
Fort Wayne	11:00	4:05	11:00	4:05
Pittsburgh	11:45	4:50	11:45	4:50

TUSCARAWAS BRANCH.

STATIONS.	EXPR.	MAIL.	EXPR.	MAIL.
N. Pitt.	9:45 AM	1:00 PM	4:45 PM	8:00 PM
Allegheny	10:30	1:45	5:30	8:45
Greenville	11:15	2:30	6:15	9:30
Manfield	12:00	3:15	7:00	10:15
Crestline (De)	12:45	4:00	7:45	11:00
Forest	1:30	4:45	8:30	11:45
Lima	2:15	5:30	9:15	12:30
Fort Wayne	3:00	6:15	10:00	1:15
Pittsburgh	3:45	7:00	10:45	2:00

General Passenger and Ticket Agent.

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

EASTWARD.

STATIONS.	EXPR.	MAIL.	EXPR.	MAIL.
Union Depot	7:30 AM	1:00 PM	4:00 PM	7:30 PM
Allegheny	8:15	1:45	4:45	8:15
Greenville	9:00	2:30	5:30	9:00
Manfield	9:45	3:15	6:15	9:45
Crestline (De)	10:30	4:00	7:00	10:30
Forest	11:15	4:45	7:45	11:15
Lima	12:00	5:30	8:30	12:00
Fort Wayne	12:45	6:15	9:15	12:45
Pittsburgh	1:30	7:00	10:00	1:30

WESTWARD.

STATIONS.	EXPR.	MAIL.	EXPR.	MAIL.
Union Depot	7:30 AM	1:00 PM	4:00 PM	7:30 PM
Allegheny	8:15	1:45	4:45	8:15
Greenville	9:00	2:30	5:30	9:00
Manfield	9:45	3:15	6:15	9:45
Crestline (De)	10:30	4:00	7:00	10:30
Forest	11:15	4:45	7:45	11:15
Lima	12:00	5:30	8:30	12:00
Fort Wayne	12:45	6:15	9:15	12:45
Pittsburgh	1:30	7:00	10:00	1:30

LOCAL.

STATIONS.	EXPR.	MAIL.	EXPR.	MAIL.
Allegheny	6:30 AM	1:00 PM	4:00 PM	6:30 PM
Greenville	7:15	1:45	4:45	7:15
Manfield	8:00	2:30	5:30	8:00
Crestline (De)	8:45	3:15	6:15	8:45
Forest	9:30	4:00	7:00	9:30
Lima	10:15	4:45	7:45	10:15
Fort Wayne	11:00	5:30	8:30	11:00
Pittsburgh	11:45	6:15	9:15	11:45

CHICAGO EXPRESS.—Cincinnati Express, Fast Line, and Union Express, leave Pittsburgh at 10:00 a. m. and arrive at Chicago at 10:00 a. m. on Sunday.

PHILADELPHIA EXPRESS.—Leave Pittsburgh at 10:00 a. m. and arrive at Philadelphia at 10:00 a. m. on Sunday.

BALTIMORE EXPRESS.—Leave Pittsburgh at 10:00 a. m. and arrive at Baltimore at 10:00 a. m. on Sunday.

NEW YORK EXPRESS.—Leave Pittsburgh at 10:00 a. m. and arrive at New York at 10:00 a. m. on Sunday.

CHICAGO EXPRESS.—Leave Pittsburgh at 10:00 a. m. and arrive at Chicago at 10:00 a. m. on Sunday.

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BALTIMORE EXPRESS.—Leave Pittsburgh at 10:00 a. m. and arrive at Baltimore at 10:00 a. m. on Sunday.

The Beaver Radical.

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

ONE YEAR, (payable in advance), \$3.00
SIX MONTHS, " " " 1.50
THREE MONTHS, " " " .75
SINGLE COPIES, " " " .05

Papers discontinued to subscribers at the expiration of their terms of subscription as the option of the publisher, unless otherwise agreed upon.

Professional or Business Cards, not exceeding 10 lines of this type, \$3.00 per annum.

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

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.

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, 5 cents for one insertion, and 5 cents per line for each additional insertion.

Marriage or Death announcements published free of charge. Ordinary 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.

The Wawaset Disaster—Terrible scenes—Appropriations for Carrying the Mail—Differences of Opinion.

Correspondence of the Radical.

WASHINGTON, D. C., August 11, 1873.

This city has been the scene of great excitement and distress during the last two days, caused by a terrible disaster.

The Wawaset, on her regular trip down the river, was burned to the water's edge on Friday, and many lives were lost.

The news reached this city about midnight and notwithstanding the lateness of the hour excited crowds soon gathered in the streets.

The first reports were greatly exaggerated, but the latest and most reliable accounts show that it was a dreadful catastrophe.

The ill-fated steamer left the wharf at the usual hour Friday morning, having on board an unusually large number of passengers, a large proportion being ladies and children. Most of these were on their way to the country, escaping from the heat and dust, and intending to stop at the various landings on the river to visit their friends and enjoy a short vacation among green fields and country sights and sounds. All went well until nearly noon, the boat stopping frequently and taking on more passengers until she had about one hundred and fifty.

About half past eleven, just as the boat was about to stop at Chatterton's Point, a landing ten miles below Aquia Creek, where there is no wharf, the terrifying cry of "Fire! Fire!" was heard, and flames and smoke were seen issuing from the engine-room. Immediately there ensued a fearful scene of consternation and confusion. The captain and his crew endeavored to restrain the panic-stricken crowd, but the women and children were frantic with terror and ran shrieking about the boat in search of friends and guardians. The vessel was immediately headed for the shore and every effort made to extinguish the fire, but it was too late. The flames had made such progress as to be beyond control and it was evident that the vessel was doomed. The steamer was provided with two life-boats and one was filled, but while being lowered by some accident it gave way and all in it were pitched into the water and the boat lost. The fire spread rapidly and in a short time the middle part of the vessel was wrapped in flames, cutting off communication between the bow and stern. The scene at this time is described as heartrending in the extreme. As the flames and smoke approached the ladies' cabin and the stern the ladies and children in that part of the boat were forced to leap into the water to escape being suffocated and burned. The crowd stood on the upper deck and threw down barrels and stools for those in the river to cling to, while the people of the neighborhood, who had by this time gathered on the shore, stood by powerless to render any assistance and saw women and children drowning before their eyes. The boat was moving with great speed toward the shore when the engines suddenly ceased working. The vessel kept under motion, however, and finally struck nearly 200 yards from land where the water was only about five feet deep. The river at that point is quite wide, but very shallow a long distance from the shore. Nearly or quite all who now jumped from the bow waded safely to

shore. The captain was the last to leave the boat and did all in his power to save the lives of his passengers. He thinks that the reason so many lost their lives was that in the fright and excitement they leaped overboard where the water was deep before the vessel struck. The wind was in such a direction as to drive the flames directly toward that part of the boat where the women and children were, and though they were repeatedly directed to remain at the forward part they were wild with fright and many ran back in search of others, and then communication was cut off by the fire.

It is not yet certainly known how many lives were sacrificed. The clerk's list was lost and it is thought that some of the missing may be scattered in the country near the scene of the disaster. Many of the passengers were colored, but of the white ladies and children only three ladies and one child were saved. Some of the bodies were recovered Friday afternoon and were brought to this city to be identified. I will not attempt to describe the harrowing scenes at the wharf when the remains arrived and the friends of the dead came in and recognized in the swollen forms the features of their loved ones. Several were children, and in one particular case moved all who saw it to tears. It was a pretty little boy of four years, who lay in a natural position as if sleeping, but white and still as marble. This was the little son of Officer Reed of the police force in this city, whose home has been made desolate by this dreadful calamity. His whole family was on board, consisting of his wife and three children, as well as an aunt and a niece, all of whom are thought to be lost. Many other homes are filled with mourning by this direful accident, and a gloom has been cast over the whole city. Twenty-four bodies have been recovered so far, and men are still engaged in dragging the river and watching the shores.

The origin of the fire is still a mystery, but it is supposed to have started near the engine-room and to have smoldered some time before it was discovered. The affair will be investigated in a few days and all the facts that are developed will be given to the public. A coroner's inquest was held Saturday and the captain was exonerated from all blame.

The Wawaset has been running only about seven or eight years, and had been recently fitted up and was supposed to be in perfect order. She was valued at \$35,000 and insured for \$28,000.

A difference of opinion between the Postmaster General and the Secretaries of the Treasury and War Departments has come to light during the past week on the question of the proper construction of the appropriations for the carrying of official mail. Some time since there were circulars issued from the Treasury and War Departments to their respective subordinates instructing them to make use of the express companies for forwarding bulky packages when it was found that the express charges would be less than the amount required for postage upon the same. The construction put upon the act appropriating the money for the payment of official postage was that it should be regarded as a cash appropriation, and that a discretion was left to the heads of departments as to the manner in which it should be applied. This view of the case has been sharply criticized as being extremely short-sighted and narrow. While the Treasury Department proper might be able to effect a saving to itself by patronizing the express companies the Post Office Department must be a loser to a greater extent. Suppose, for instance, the appropriation for postage for the Treasury Department be half a million dollars. Suppose half of that amount be expended in purchasing stamps from the Post Office Department, and the other half be expended in paying express charges. Here we see a quarter of a million changed from one department to another and an equal amount passing entirely out of the hands of the government into the coffers of the express companies. But, on the other hand, admitting that the express companies will do the work cheaper than the Post Office Department can do it, and supposing that an appropriation of three quarters of a million be required for the postage on the mail of the Treasury and supposing that the entire amount be thus expended we find it simply transferred from one department to the other, not a dollar going out of the hands of the government. This would be a very harmless and inexpensive transaction, exactly similar to the transfer of money from one pocket to the other, which an individual might do every day without loss except in the wear of the goods of which his trousers were made and a very slight wear of the money

itself. There is nothing gained by it and comparatively nothing lost by it.

The Postmaster General is of the opinion that this view of the case is not only short-sighted but that such a construction is in direct violation of the postal code, one section of which defines mailable matter of the first-class to be correspondence, whether in part writing, except book-matter, and corrected proof-sheets, between author and publisher. Another section imposes a penalty of fifty dollars upon any person who shall transmit by private express, or deliver to the agent of such express any such letter or package. And it is further provided that any railroad, express company, person or corporation, carrying such packages or letters where post-routes have been established shall be liable to a fine of \$100 for each offense. Even the messengers employed by such companies are subject to a fine for so doing. The Post Office Department regards all official communications, reports of subordinates, etc., as coming strictly within the provisions of the postal code.

The First Comptroller of the Treasury rendered a decision a day or so since that seems to support the opinion of the Postmaster General on this point. He decides that the act appropriating money for the purchase of stamps for the different departments was a specific one, which could not be used for any other purpose. This decision nullifies the decisions of the Secretaries of the Treasury and of the War Departments that such appropriations should be considered as cash appropriations. It therefore becomes evident that the express companies cannot be made available for carrying official mail matter.

SAM.

SCHOOL REPORT.

Annual Report of the County Superintendent of Common Schools of