

PUBLISHED EVERY FRIDAY.

TERMS - TWO DOLLARS PER ANNUM IN ADVANCE.

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

NUMBER 32

VOLUME V.							
	Bailro	uds.		, ,	=		
WAYNE AND							
PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY.—On and after June							
chicago Railwai. On and after other 1873, trains will leave stations as follows: TRAINS GOING WEST.							
TRA	INS GOI	NU WA	EXPR'S.		1		
STATIONS.	EXPR.8.			1.30PW	l		
Pittsburgh	1.45AM 2.30	6.00am 7.28	9.10Am 10.23	2.38	Ľ		
Rochester	5.10	10.40 1.002 m	12.50PM 3.01	5.08 7.06	ľ		
Orrville	6.51 8.55	3.18	5.09	9.11	ŀ		
Crestline De	9.20 9.40	4.00 5.55AM	5.40 6:00	9.40 9.50	[
D-seat	11.05	7.35	7.55 9.15	11.15 12.17AB	١		
Lima	12.03PM 2.20	9,00 11,50	11.50	2.35			
Plymouth	4,45 7 50	2.35Pm 6.30	2.55AM 6.50	5,05 8,20₽≥	1		
Objection	INS GOI				1		
EKOITATE	MAIL		EXPR'S.	EXPR 8			
	5.15AM	9.20AM	5.80Pm	9.20PB			
Chicago	9.15	12.02Pm	8.55	1,10AM 4.00	1		
Port Wayne	13.01PM 2.45	2.00 4.07	11.15 1.18am	6.40	1		
Lima Porest	4.00	5.08 6.20	2.27 4.05	8.10 10.10			
Crestline De	5.35 6.00am	6.50	4.15	10.30AM			
Manafield	6 40 9.16	7.19 9.20	4.43 6,37	11.00 1.00pm			
Orrville	[11.60	10.55	8.03	3 25 4.53	1		
Bochester	2.48PM	2.20	10.40 11.45am		1		
Pitteburgh 4,00 2.20 11.45am 6.00 F. R. MYERS, General Passenger and Ticket Agent.							
Genera	al Passen	ger and	Ticket I	Lgent.	ĺ		
CLEVELAN	ID & P	TTTSF	RURGE	R.R.			
i i na and often	· Inne 9	9 1878.	trains w	ill leave	1		
atations daily, (Su	indays ex	(Designo)	89 IOITOA	78;			
	SOUTH		EXPE'S.	· ACCOM	1		
	EXFB'S.		.][.				
Cleveland	1	.8.30am 9.41	1.55Pm 5.02	4.05Pm 5.23	l		
Ravenna	[10.18	5.88	5.53	1		
Alliance	{	11.05 11.89	6.12 6.41	6.40			
Wellsville		1.10pm	8.00 10,30	}			
GOING NORTH—MAIN LINE.							
	EXPR'S.			ACCOM.			
		6,30AM	1.15PM	}	1		
Pittsburgh		8.40	3.10				
Bayard Alliance		10.25 11.00	4.30	7.95AM	ł		
Ravenna	1	12.09rm		8.15 9.05	i		
Rudson		12.41	7.30	10.25	١,		
					1		

5.25 5.40 TUSCARAWAS BRANCH Leaves Arrives N.Phila.5 40 am & 1.00 pm | Bayard, 9.45 am & 4 00 pm Bayard, 12.10 & 5.00 p. m. N. Phila. 3.00 &7,30 p.m. F. R. MYERS, General Passenger and Ticket Agent.

GOING KAST-RIVER DIVISION.

GOING WEST-RIVER DIVISION.

6.57 8.00 9.30

10.40

ACCOM. MAIL. EXPB'S. ACCOM

10.50am 5.40pm

MAIL, EXPR'S, ACCOM

3.10 4.20

6.30am 1.15pm 4.50pm

7.15

11.00 5.50 12.07Pm 6.50

1.05 2.35

7.40 8.40 9.50 11.00

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

Rochester.

Pitteburgh...

Pittebargh ...

Bochester.

Wellsville.

Bridgeport.

stenhenville

EASTWARD.	WESTWARD.					
Through Trains Leave	Through Trains Arrive	ļ				
Union Depot:	Union Depot.					
Pacific Exp's, 2:59 a m	Mail Train. 1:05 a m	ì				
Mail Train, 7:45 a m	Fast Line, 1:35 a m	ì				
Chicago Ex 12.20 p m	Pittsburgh Ex. 8.60 a m	ì				
Cincinnati Ex. 1:10 p m	Cincinnati Ex. 8:40 a m	ì				
Palisdelp'a Ex. 5:20 p m	Southern Ex. 12:40 pm	į				
Fast Line, 8:50 p m	Pacific Expr's, 1:10 p m	i				
LOCAL.	Way Passenger, 9:50 p m	i				
Walls No 1, 6:40 a m	LOCAL.					
Wilkinsb'g Ac	Walls No 1 6:30 a m	ı				
No 1 7.05 a m	Brinton Ac. No1, 7:30 a m	i				
wails No 2, 10:20 a m:	Wilkinsburg Ac					
Wall's No 3. 11:45 a m.						
Wilkinsburg Ac	Walls No 2, 9:10 a m	i				
No 2 2:40 p m	Johnstown Ac. 10.10 a m					
mans No 4, 3:20 p m	Walls No 3, 1:45 p m	i				
Tourstown Ac. 4:00 p m	Walls No 4 3:20 p m	į				
Brinton Accom-	Wilkinsburg Ac					
modat'n No I. 450 p m	No 2 4.45 p m	i				
Bith on Ac. No. 5:40 p m	Walls Ac. No. 5 5:55 n m	ı				
1135 NOO. 6:15 pm	Brinton No.2 6:50 n.m					
10 m on AC NO3 9:20 n m	Brinton Ac. No3 7:25 n m	t				
matic vc. vo.e. 11:02 b m	Brinton Ac No4 11:10 pm	ì				
Theaco Express, Cincinnati Express, East Line						
and Brinton Ac. No. 3 leave daily.						
Pacific Express daily, except Monday,						
All other trains daily, except Sunday.						
140 HC Express leaves Pittsburgh at 2:50 a m ar-						
William at Harminhana at 11.40 mm. Dhilled a labeta deco.						

Tyng at Harrisburg at 11:40 a m: Philadelphia 3:30 m: Baltimore 3:00 p m; Washington 5:40 p m; Are York 6:34p m. Thicago Express leaves Fittsburgh at 12.20 p m. The Harrisburg 10.20 p m; Philadelphia 2.30 a m; New York 6.10 a m. Cincinnati Express leaves Pittsburgh at 1:10 p

marrives at Harrisburg 10:45 pm; Philadelphia 2:50 mm; Baltimore 2:15 a m; Washington 5:00 a m, New 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. Far Line leaves Pittsburgh at 8:50 pm: arrives at

Harrishurg 5:45 a m: Philadelphia 9:50 a m; Balti-The Church Trains leave Wall's Station every Sanday 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 from p m arrive Brinton's 10:30 p m.

CITY TICKET OFEICE—For the convenience the citizens of Pittsburgh the Pennsylvania Rettroad Company have opened a city ticket office in avenue corner of Smithheld street. wh to Through Tickets, Commutation Tickets and Local Tickets to principal stations can be pur-chased at any hour of the day or evening at the same rates as are charged at the depot.

Barrage will be checked through to destination ou hotels and residences by Excelsior Baggage

Express to on orders left at the office. For further information apply to
A.J. CASSATT.

General Manager.

Gen. Pass. Agent.

A LLEGHENY VALLEY RAILROAD On and after Monday, July 29th, 1873. 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.

Buffulo D	Leave.	Arrive
Buffalo Express	7.30 a m	8.25 p m
Night Express Day Express	9.30 pm	6.05 a m
Day Express	11.50 a m	5.45 a m
1-t Hulton Ac.	6.40 a m	6.30 a m
1-1 Soda Works Ac. B-adv - Bend Ac.	9.45 a m	8.20 a m
Brady Bend Ac.	3.20 p.m	10.10 a m
2d Hulton Ac.	4 40 p m	9.05 a m
2d Soda Works Ac. 3d Hulton Ac.	5.50 pm	2.15 p m
A special Sunday train lang	$9.50 \mathrm{pm}$	
Sunday at 7.30 a m. arriving of	es Pittsbu	
Sunday at 7.30 a m. arriving at Peturning leaves Purker at 4.3	Parker at	12.18 a m.
Returning leaves Parker at 4.8 Pittsburgh at 8.25 p.m.	op m, and	arrives at
Pittsburgh at 8 25 p m.	•	
	da Works	(Sunday)
arrives at Pittsburgh at 10.10	a m, and	leaves at
5 P 111.		

II. BRAY, Ticket Agent.

J. J. LAWRENCE, Gen'l. Supt.

The Beaver Andient.

at the following rates: Papers discontinued to subscribers at the expira tion of their terms of subscription at the option of the publisher, unless otherwise agreed upon. Professional or Business Cards. act exceeding to

lines of this type, \$8,00 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

ines, measured by lines of this type. Special Notices inserted among local items at 1 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 com

municated 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 addressed to SMITH CURTIS, Beaver, Pa

FROM WASHINGTON.

The Wawset Disaster-Terrible Scenes -Appropriations for Carrying the Mails-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 catustrophe.

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

About half past eleven, just as the boat was about to stop at Chatterton's Point, a landing ten miles below Acquis Creek, where there is no wharf, the terrifying cry of "Fire! Fire!" was heard. and flames and smoke were seen issuing 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 fractic with terror and ran shricking about the boat 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 was filled, but while being lowered by were pitched into the water and the boat lost. The fire spread rapidly and in a short time the middle part of the vessel

shore. The captain was the last to leave The Radical is published every Friday morning the hoat 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 af. Post Office Department regards all official ternoon and were brought to this city to be identified. I will not attempt to describe the barrowing scenes at the wharf when the remains arrived and the friends of the dead came in and recognized in the swollen forms the features seems to support the opinion of the Post- be a little greater, the advantages of more ling a far greater good than can possibly dren, and in one particular case moved that the act appropriating money for the compensate them for this inconvenience. "State Normal Schools" located in a limall who saw it to tears. It was a pretty ural 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. 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 matter. 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 draging 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 smouldered 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 criticised as being extremely short-sighted and narrow. While the Treasury Department proper the vessel was doomed. The steamer might be able to effect a saving to itself was provided with two life-boats and one by patronizing the express companies the Post Office Department must be a some accident it gave way and all in it 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 was wrapped in flames, cutting off com- amount be expended in purchasing grounds." One half acre at the very least munication between the bow and stern. stamps from the Post Office Department, should be set apart for a play ground for The scene at this time is described as and the other half be expended in paying the pupils of every school. Many heartrending in the extreme. As the express charges. Here we see a quarter without the necessary outbuildings. Howflames and smoke approached the ladies' of a million changed from one depart- ever, I am glad to say in this connection cabin and the stern the ladies and chil. ment to another and an equal amount that a number of the districts are moring ble suggestions made by Prof. F. A. Al. Levi A. Miller and Dr. Miller Stewart dren in that part of the boat were forced passing entirely out of the hands of the in this matter. I am sorry to record the to leap into the water to escape being government into the coffers of the express fact that many very handsome grounds Locke, Rev. D. P. Lowary, Profs. Whitsuffocated and burned. The crowd stood companies. But, on the other hand, ad- naturally are permitted to remain as a on the upper deck and threw down bar- mitting that the express companies will barren waste. If directors would only institute was one of the largest and most rels and stools for those in the river to do the work cheaper than the Post Office | build suitable feuces around the school cling to, while the people of the neigh. Department can do it, and supposing that grounds, the enterprise which I see maniborhood, who had by this time gathered an appropriation of three quarters of a on the shore, stood by powerless to ren-million be required for the postage on der any assistance and saw women and the mail of the Treasury and supposing children drowning before their eyes. that the entire amount be thus expended The boat was moving with great speed we find it simply transferred from one toward the shore when the engines sud- department to the other, not a dollar denly ceased working. The vessel kept going out of the hands of the government. under motion, however, and finally This would be a very harmless and inexstruck nearly 200 yards from land where pensive transaction, exactly similar to the the water was only about five feet deep. transfer of money from one pocket to the The river at that point is quite wide, other, which an individual might do is impossible for them to put their feet on partment and are determined to make the most heartily support.

itself. There is nothing gained by it and it, thus causing the pupil to sit in a posi ges for the preparation of teachers for

comparatively nothing lost by it. The Posterator General is of the opinion that this view of the case is not only short sighted but that such a construction is in direct rigistion of the postal code, one section of which defines mailable matter of the first class to be correspondeace, wholly or in part writing, except book-manualities and corrected proof-sheets passing between author and publisher. Author section imposes a penalty of fifty fillers upon any person who shall transpare by private express, or deliver to the gent of such express any such letter or paskage. And it is further provided that any railroad, express company, person or corporation, carrying such packages of letters where post-routes have been established shall be liable to a fine of \$100 for each offense. Even the messengers imployed by such companies schools. are subject to a fine for so doing. The communications, reports of subordinates, etc., as coming strictly within the provi-

sions of the postal code. purchase of stamps for the different de- Experience has established this fact 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

CHOOL REPORT. peri of the County Superin-Anoust His tendent a Common Schools of Beaver County the Year Ending June

In tepty of the numerous inquiries made by friends reduction relative to the condition of the schools, it is gratifying to me to be able to say that the educational progress of our county during the past year is very encouraging.

Marked progress is manifest: 1st. In the number of new and substantial buildings that have been erected during the year.

2d. In the increased demand for the best teachers, and an expressed willing. ness to compensate them for their ser-

3d. In the complete success of our "County Institute."

Seven new houses have been built during the last year. One in Greene, one in Big Beaver, one in New Sewickly and

four in Chippewa. The houses built in Chippews deserve special notice, as being of the most substantial and beautiful rural school buildings in the county, and reflect credit upon the directors as well as the contractor. Boards of directors expecting to build would do well to examine them before contracting. The houses in Chippewa and Greene are furnished with the "improved school furniture," and I hope every district in the county will follow their example. The house in New Sew. ickly has too many windows and not enough black-board surface. There should be at least one hundred square feet of black-board in every school room. There are twenty houses in the county that are unfit for use. I am glad to know that a number of them will be removed during the coming year, and their places filled with new ones.

But comparatively few of the school houses in the county bave "sufficient fested in many of the schools, warrant me in saying that the necessary shade trees and other improvements would soon follow. I was frequently pained during my visitation of schools to see the cruelty which was inflicted upon pupils in many instances in requiring them to occupy benches not at all adapted to the size of the pupils. In some instances they have to sit all day upon a bench so high that it | district, the Trustees have opened this debut very shallow a long distance from every day without less except in the wear | the floor, while in other instances the training of the teachers hereafter a specjumped from the bow waded safely to made and a very slight wear of the money desk entirely too low for the seat behind tention to provide here all the advanta. day, August 22d.

tion which has a constant tendency to their work that can anywhere be found." contract disease of the lungs.

The laws of hygiene have been care- now completing additions to their buildfully studied by the inventors of the im- ing at an expense of thirty thousand dolproved school furniture and every viola- lars.

tion thereof has been studiously avoided. Viewing it in a financial sense, they are much cheaper in the end than the old superior school and recitation rooms style of furniture which is rapidly disap- | with society, library and reading rooms. pearing from our school rooms. There &c. are one hundred and eighty-eight (188) schools in the county all of which I visited once during the past year, and forty were visited the second time. There are all good schools, and furnish annually a fifty-one graded echools, and nine more large number of teachers. needed. The advantages of graded schools patent to every observer that progress is State. much greater in them than in the mixed

and densely populated districts. Where of our State will at an early date make The First Comptroller of the Treasury sixty or seventy-five—can be collected to ment of County Normal Schools. which rendered a decision a day or to since that | gether, even should the distance to travel | it is believed would be the means of doof their loved ones. Several were chil- master General on this point. He decides rapid progress will more than doubly be accomplished by the present system of partments was a specific one, which could | youd a doubt. Boards of directors should not be used for any other purpose. This give this subject a careful consideration decision readers null the decisions of the before locating new school houses, and endeavor to carry out the spirit of the law in this regard.

> ed schools which is already receiving the attention of the educated portion of our directory is that of "central high schools." This great commonwealth can no longer afford to have the great mass of its citi zens in the rural districts receive only a limited education. It can no longer permit to remain uncultivated the telent most valued citizens for want of an opportunity for its proper development. quence of this are obliged to occupy but school years. a limited and circumscribed sphere in usefainess.

the establishment of such schools as are the schools. here referred to.

In many of the districts in the county, all of the old houses will be removed and to further the best interests of our new ones built in their stead. In such schools. instances directors should duly consider the advantages of such an arrangement and build with a view to the future instead of the present wants, and whereever villages of sufficient size and situated near the centre of the district, have a sufficient number of pupils to re-establish their support of my competitors at the schools of two grades in the same build- late triennial convention, and pledge my ing it will be found to be much cheaper | services alike to all to the best of my and give far better satisfaction than to ability. support two separate mixed schools.

Take for example Logstown, Independence, Hopewell, Greene, Industry, Ohio, Darlington, North Sewickly and many others. Indeed almost every district the county, by a proper arrangement could accommodate those desiring a high school education at a merely nominal expense, besides giving to such pupils the incalculable benefits of home influence. But within the limits of this report. I of such a course as has been suggested.

The "County Institute" was held in the Court House in Beaver during the week commencing December 16, 1872. Prof. F. A. Allen was the principal itstructor. Que hundred and forty-nine teschers were enrolled. I was pleased to have the co-operation of Prof. R. T. Taylor, President of Beaver College, Rev. W. ity and a disgrace." G. Taylor, of the Phillipsburg "S. O. len, S. B. Wilson, Esq., Rev. W. H. candidates for Assembly. ham. Mays, Missimer and others. The interesting ever held in the county.

annual catalogue of the Beaver College. the most prominent institution of learning in our county, which shows that our prospects for the elevation of our teachers and consequently of the profession are hopeful for the future!

NORMAL DEPARTMENT.

"There being no normal school in this

I desire to add that the Trustees are

Besides additional dormitories this will supply the school with a spacious half.

Frankfort and Darlington Academies. Beaver and New Brighton seminaries and Kenwood boarding school for boys, are

Phillipsburg "Soldiers' Orphan School" are becoming more apparent as the sys- is in a very flourishing condition. and tem approximates to perfection; and it is ranks among the first of the kind in the

One of the greatest disadvantages under which the system of common schools The system of graded schools need not labors, is the want of a more thorough be confined to the cities and towns, but is normal training of teachers. And it is toequally adapted to the wants of villages | be earnestly hoped that the legislatures ever a sufficient number of pupils—say the necessary provisions for the establishited number of "districts" in the State. By reference to the statistical table accompanying this report it will be seen that thirty-five per cent. of the teachers engaged in teaching during the past year have never taught before and only ten Another feature in the system of grad- per cent. have attended a normal school.

Until the length of term is increased and sufficient salaries are paid to enable teachers to make the profession self-annporting, one of the greatest obstacles in the way of progress in our schools will remain unmoved.

Thirty-two public examinations were held during the year, at which were issuwhich has lain dormant in many of its | ed two hundred and seventy-six provisional and eight professional certificates.

No professional certificates were grant-With the present facilities for education | ed at the general examinations. A snecin the rural district, many "lovers of ial examination was held for that nurnose. love" are deprived of the opportunity of at which applicants were required to proattending a high school, for want of the duce recommendations from the board or necessary means to defray the expenses boards of directors for whom they had incident to such a course; and in conse- taught for the two preceeeding annual

These examinations were largely attended by directors and citizens, who This great barrier can be removed by evinced a lively interest in the welfare of

> The co-opperation and support of all friends of education is earnestly solicited

> While I am grateful to teachers, directors, editors, parents and children for their uniform kindness and hospitality and the generous expressions of their approbations. I have the highest regard for those directors who were honest in

> > M. L. KNIGHT, Co., Sup't.

-The Boston Traveller recites Mr. But ler's qualifications in a paragraph which says "that as lawyer, he has been true to his clients and never oppressive in his charges; that in his business relations be has been upright in all his dealings: that as a neighbor he has been courteous and friendly; that as a politician he has always been faithful to his pledges: that as can only simply refer to the advantages a soldier be has faithfully upheld the Government of his country, and that as a citizen he has fulfilled his obligatious alike to the State and to his fellow citizens, rich or poor. No man claims that Butler has robbed him, defrauded him. or otherwise wronged him, and yet he is held up as a monster whose presence in the gubernatorial chair would be a calam--Hon John Irwin, Jr., is a candidate

School," and their valuable assistants. for nomination for Senator on the Re-Lectures were delivered, and many valua. publican ticket in Centre county, and

The Bellefonte Republican says: We are authorized to say that Gen. Beaver is not a candidate for the Senatorship or any other office, will not accept any nomina-We extract the following from the last | tion if offered him, and shall take no active part in politics this fall. Furthermore we believe Gen. Youum to be the best man yet mentioned in the Republican party for that office. From personal acquaintance with him we know him to be a thorough, upright, honest Republican, a man who undoubtedly would carry the entire strength of the party, and a gentleman who if nominated we should

-There is to be a grand Temperance the shore. Nearly or quite all who now of the goods of which his trowsers were laws of health are violated in having the ial feature of the College. It is their in Rally and Convention at Lewisburg Friends