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THE OCEAN TRAGEDY.

A Terrible Disaster-Seven Hundred Lives Lost-The Chief Officer's Account-The All-Responsible Comman. der-A (abin Passenger's Tale-What an Old Sea Captain Says.

arck of the vessel striking. The second less exposed to water. first came down to my room, and said teship was ashore, and he was afraid thing got an axe, and went on deck list to the mizzen-mast rigging, and now lark, and the spray blew so thickly that

issw men on the rocks, but did not trescued except myself, the woman, 8 boy. The sea had become so rough ! the main rigging and pro- forward on the side of the ship.

iewels which sparkled on her hands. We the country, to telegraph the news of the of no excuse that can be offered by a comhad to leave her body there, and it is prob- disaster, and to obtain assistance. Mr. nessed, and hope never to witness again. provisions to convey the survivors to Hal-Comparatively few bodies drifted ashore, ifax, where they will be cared for and Most of them, with such articles as came forwarded to New York the first opporout of the ship while I was on her, were | tunity, in charge of the first and fourth carried to sea."

is the captain's statement: "We sailed dead as they came ashore. 24th, 25th, and 26th experienced heavy I turned into my birth at 9 o'clock on great to push on, as we might find our. The cry was raised "Take to the rigging any port of supply, and so decided to bear | fisherman's boat came out and rescued a up for Halifax.

was distant one hundred and seventy there warmly welcomed us. They gave miles, the ship's speed varying from us food and clothing and did all for us eight to twelve knots per hour, wind they could. Edmund Ryan, a magistrate, south, with rain, which veered to westward at 8 P. M., with clear weather. At cially active in administering to our midnight I judged the ship to have made | wants. one hundred and twenty-two miles, which would place her forty-eight miles Page south of Sambro, and I then left the deck and went into the chart-room, leaving orders about the look-out and to let me RESTRIBUTE, POLITICAL & CORRESPONDENCE.....4 know if they saw anything, and to call me at 3 A. M. intending then to put the ship's head to southward and await day-

immediately swept away all the port boats. The officers went to their stations, and commenced clearing away the weather boats. Rockets were fired by the sec-HALIFAX, N. S., April 2.-J. W. Firth, cleared, only ten minutes having elasped, chief officer of the Atlantic, in reply to a the ship keeled heavily to port, randering morter's inquiry, made a statement, in the starboard boats mologous resisto no estance as follows: "My watch ended help could be got from the boats I got 12 o'clock on Monday night. The sec the passengers into the rigging and out tablished communication with the shore. al and fourth officers took charge, and I side rails, and encouraged them to go with to my herth. I was aroused by the forward, where the ship was lightest and, was also universally acknowledged.

towas gone. I put on a few articles of this time having established communication with the out-laying rock, about the disaster. He says: the boats. The ship had careened forty yards distant, by means of a line, ret before I reached the deck. I cleared got four other lines to the rock, along this steamer, as set forth in this morning's the starboard boosts. Just then a sheavy which about two hundred people passed. seswept the boats away. I was holding Between the rock and the shore was a conclusion that it was attributable, firstly, passage one hundred yards in width. A to the most culpable cupidity on the part mbel higher for safety. The night was rope was successfully passed across this, by which means about fifty got to land, we could not see well what was going on although many were drowned in the at- part of the ship's officers. When we

whow they got there. All who were the island, but she was too small to be of were in the rigging when any assistance. Through the exertions of prices ruling in Great Britain for that aght came. I counted thirty two Mr. Brady the islanders were aroused, is in the mizzen-mast rigging with and by 6 A.M. three larger boats came to including one woman. When these our assistance. By their efforts all that of that there were lines between the remained on the side of the ship and on and shore, many of them attempted the rock were landed in safety, and cared forward to the lines, and in doing for by a poor fisherman named Chancy, we weshed overboard and drowned. and his daughter. During the day survi-* At last all had either been washed resident magistrate. Edmund Ryan, ren-

dering valuable assistance. outel her in the rigging. I could P. M. a clergyman, Rev. Mr. Ancient, suc. that if she had had four days' more coal We had been in the rigging ten cold. Among the number was the purser days' coal on board, to make a winter's Rev. Mr. Ancient, a Church of of the ship. I placed two ladies in a life; voyage of three thousand miles! Neith Then to row him out to the wreck, and went aft to encourage others to go of the largest ships in the world, and con-

At this juncture the boiler exploded, her size. arrais me and threw it to me. I and the boat rolled over to leeward, the the made it fast around my body, ship at this time being on her beam ends. Finding myself useless there, I went to protruding, her mouth foaming-a the remainder.

by contrast with the numerous Brady, third officer, off to Halifax, across ing, 'flash,' or stationary, and we know water. The water continues to rise.

officers, the third officer and four men HALIFAX, N. S., April 2.—The following being left at the island to care for the

from Liverpool, March 20. During the HALIFAX, N. S. April 2.—Truman D. first part of the passage we had favorable Markwald, a cabin passenger, was interweather and easterly winds. On the viewed by a Chronicle reporter. He says: southwest and westerly gales, which Monday night, and was aroused by the brought the ship down to 118 miles a shock of the ship striking. All the men day. On the 31st of March the engineer's in the cabin rushed upon the deck to see report showed that about 127 tons of coal | what was wrong. I went into the saloon was on board. We were then 460 miles on deck. I observed by the clock that east of Sandy Hook with the wind south. the time was 3.20. Rockets were being west and high westerly swell and falling fired. Within fifteen minutes from the barometer, and the ship steaming on 8 time the ship struck she careened. The knots per hour; considered the risk to captain with his officers behaved bravely. selves in the event of a gale shut out from it's your only chance." At daybreak a number of us and landed them at Mea-At 1 P. M., on the 31st Sambro Island | gher Island. A handful of the people Der nis Ryan, and their wives, were espe-

There were three boats' crews whose names deserve a high place on the roll of honor. The first boat was manned by Dennis Ryan, Jas. Canlin, Frank Ryan, John Blackburn, and Ben Blackburn; the second boat by Jas. O'Brien. Michael O'Brien, P. Dollard, Wm. Lacy, and T. J. Toorg. I regret that I have not the names of the other crew. To these men My first intimation of the catastrophe chiefly belong the credit of having, at the was the striking of the ship on Marr's Is- risk of their lives, rescued from death land, and remaining there fast. The sea over 400 souls. They, as well as several others of whose bravery I have heard. should certainly receive some record of their noble conduct. Coming up on the Delta there were ringing high praises of ond officer. Before the boats could be the gallantry of the boats' crews already referred to, as well as of Rev. Mr. Ancient, who rescued the perishing chief officer, Firth; of Brady and Quartermaster operature, and of Uwens, was and es-The kindness of the people of Prospect

One of the oldest of the New York The third officer, Mr. Brady, and Quar- steamship commanders has written a comtermasters Owens and Speakman, by munication to the Post of that city, last evening, giving his views as the cause of

"A dispassionate view of the loss of despatches, would seem to warrant the of the company owning her, and, secondly, to gross carelessness on the bring the charge of cupidity we bring it At 5 A. M. the first boat appeared from on the ground that the ship was not sufficiently coaled on account of the high commodity, and it is not at all improbable that the captain was instructed, in case his very light supply of coal should

warrant it, to run into Halifax to fill up. "It is not an unusual thing for North Atlantic steamers through stress of weather to so exhaust their fuel as to render It reached shore by the aid of the vors to the number of 429 were drafted it absolutely necessary to touch at one of sand fishermen's boats rescued many off to various houses scattered about, the the British-American ports, but in the case of the Atlantic no such excuse could be offered; the mere fact that she has The chief officer having got up the miz been only nine or ten days at sea proves but could not venture near us. zen rigging, the sea cut off his retreat, conclusively that though she might have the box was washed off, but he swam He stood for six hours by a woman who experienced a hurricane, still it was not Figured reached one of the boats in had been placed in the rigging. The sea continuous, or she could not have made I got a firm hold of the woman was too high to attempt his rescue. At 3 | so good time, and it is hardly probable be people on shore and in boats, and ceeded in getting him a line and getting left she would have borne up for Halifax, them, but they were unable to him off. Many of the passengers, saloon and if she did not, then it is evident that At 2 o'clock in the afternoon, and steerage, died on the rigging from she was sent to sea with less than fifteen and chrisyman, whose noble conduct | boat, but finding the boat useless, carried | er can there be any excuse of want of cawith forget while I live, got a crew them to the main rigging. I left them pacity for storage of coal, for she was one sumed less per diem than many of half

"When we make the charge of gross carelessness on the part of the officers, we do it on the ground that on a compar-"Meck, but Mr. Ancient held fast take the ladies forward, but found them atively clear night they approached the with pulled me back, and got me gone, nor did I sec them afterwards, most dangerous coast in the world withwas then so exhaust. Many passengers at this time could not be out proper precautions; for when Captain The numbed that I was hardly able stimulated to any attempt to save them- Williams made the light which he sup suything for myself, and but for the selves, but lay in the rigging exhausted posed was 'Sambro,' he deliberately went I must have from fright and exposure. I remained on below and turned in, and a few minutes the side, encouraging, helping, and di- after the ship struck! Now we do not The remarkable strength under her recting, until about fifteen were landed, remember at the moment the character of "that, had died two hours before when, finding that my hands and legs the lights on the Nova Scotia coast, but A cient had arrived. Her half nude were becoming useless, I left the ship, two it would be fairly safe to assert that the The still fast in the rigging, her other boats being close to, and embarked two lights—that is, the 'Sambro' and the one on the Prospect headland were quite Fighastly speciacle, rendered more On reaching shore I despatched Mr. distinctive, being respectively 'revolv-

mander of a steamer for not acquainting ably there yet. The scene at the wreck Marrow, the Cunard line agent, prompt. himself thoroughly of the nature of the was awful, such I had never before wit- ly responded, and sent two steamers with light which he has made so as certainly to define his position.

"Extenuation circumstances may be broughtsforward but atla first glance the loss of this vessel has a very bad look both for master and owners, and both he and they will and mast be he held to a strict accountability for it.

OMIO ELECTIONS.

CLEVELAND, Ohio, April 7.—Chas. Otis, candidate for mayor on the citizen's ticket, was elected by about 800 majority over John Huntingdon, republican. The balance of the republican ticket and republican caudidates to the Constitutional Convention are elected.

Columbia O., April 7.—The election passed of yery quietly. The returns come in so slowly that anything more than crude guesses are useless. The in dications see that Bull, Democratic can didate for Mayor, is elected, and Rickleg and Baber both Democratic candidates for the Constitutional Convention, are probably ciected.

DAYPOR, O. April 7.—The election passed of without excitement. Democratic city ticket was mostly elected. The council and school board are Republican. For the Constitutional Convention Clar Democrat, and Shultz, Republican, are probably elected in Montgome-

ry county. CINCINATA, April 7.—The election re turns of this city are coming in very slowly. It impossible at this time to indicate denitely anything about the final result. Four wards report gains for Davis, Remiblican candidate for mayor of over four mandred on the Secretary of country? State's von last year. There is, however. beavy Lanceratic majority to overcome on that volt and the impression prevails among Remolicans that sufficient gains cannot be masonably expected to secure Danis's election.

'CINCIS Antil 7.—Twelve wards and precious show that Davis, Republi-M over the Presidential ion to indicate a change on the present mates. There seems no Wright, Hunt and Rand, Demobury.

and Liberal candidates for delegates to the Constitutional Convention are elected. King, Hoodley, Freiberg and Johnson were on both tickets, and of course are elected. The returns with reference to the four Police Commissioners elected under the new law are more meager. Gither, Republican candidate in the first district, is having large gains, but the Republicans are by no means sanguine of his election. There is now hardly a doubt that the whole general city Democratic icket is elected, not excepting Warring. on, of whose election there appeared some indications earlier in the evening.

CONNECTICUT ELECTION.

HARTFORD, April 7 - This city gives Haven, Republican, for Governor, 3,147 439: New Brittain gives Haven \$21, In-Hubbard 554.

Returns from thirty eight towns foot elected by about 1,400 majority.

Congress, in third district, is undoubted. Graphic. ly re-elected. General Hawley runs about 1,600 ahead of the Republican State ticket in his district, and is elected by about 1,300 majority. Last fall he had 633. Ingersoll, Democrat, is elected Governor by the people by 2,000 to 3,000 majority. The Legislature will be close,

LATEST-In the second Congressional district Kellogg has 255 majority; with four towns to hear from. These towns gave a Republican majority last year of 145. In the first Congressional district Hawley has 1,288 majority, with five towns to hear from, which gave a Republican majority last year of four. In the third Congressional district Starkweather is re elected by about 1,200 majority. In the fourth district Barnum, Democrat, has 1,249 majority, with two towns to hear from, which gave a Democratic majority

last year of 47. The Senate probably stands 11 Republicans to 10 Democrats. Last year it was 14 Republicans to 7 Democrats. The House will be very close, the chances being that it is Democratic by a small majority.

BABLWAY TRANSPORTATION.

When the public finds that it takes four bushels of wheat to pay for the transportation of a fifth bushel from the producer in Iowa to the consumer in New York. and nearly the same proportion for every ton of coal brought from the coal-fields of Pennsylvania, naturally enough the question whether this is necessary acquires a great importance. From the railroads themselves it is difficult to get a definite answer to this question. The railroad trade has its secrets, like any otherwhich those who make their living there, from are loth to disclose. Fortunately, however, we have the authentic calculations which will show what is really the cost of railway transportation.

In 1863 a report was made by the Board of Trade, in London, England from the returns made to Parliament by all the railroads in the United Kingdom of their expenses for that year. This average was 2s. 7d. (say 62 cents) per mile for each train, including "goods, coal and other mineral trains, conveying two or three hundred tons, as well as passen-

The items from which this average was made are thus given in the report:

Maintenance of way and works... 0 5% duty, 1...... 0 21/2 Compensation for accidents and

27 02 This means that the average actual cost of transporting a train, carrying from two to three hundred tons a mile, was in Eugland sixty-three cents. How is it in this

As a rule, our railway directors do not see the advantage of giving such information to the public; but still we have the data upon which it may be computed. The Railway Gazette for March 8, 1873. calculates from the tables in the Illinois Railroad Commissioners' Report that the expense in that State for carrying a train a mile amounts to \$1.03, and says: "In returns, the average cost per train mile is honesty. When he has learned his trade put at \$1.31."

Central nanaval report of the Maine of 354 miles, the average cost per train the signification his employer without mile is given as \$1.12. The excess of expense between this country and England arises probably from various reasons. among which not the least is a want of Believille, N. J., 150 Chinamen, has reeconomical management. Here there are the materials for a calculation like

The cost of mining 300 tons of coal, at 60 The cost of transporting it to New York, say 300 miles, at, to be generous, \$1,50

Total cost of 300 tons of coal, landed in Price obtained for 300 tons, at \$6 per ton.

-nearly twice as much as the mining and ''' the transportation really cost.

Ingersoll, Democrat, 3,612; Smith, Tem- report of the Board of Trade in London, this way lost large sums, and there is no perance, 27; against last year, Jewell, Re- said: "When the public come to know possibility of their ever securing their publican, 3.481; Hubbard, Democrat, 2, that a passenger can be conveyed one claims. hundred miles for two-pence half-penny The Bulletin mentioned also, the recent gersoll 954, Smith 54; against Jewell 936, (5 cents,) for which he is charged eight commotion among the Chinamen at Bea. shillings and fourpence (\$2,) and that a ver Falls, caused by the fact that some ton of coal can be brought from the North | new arrivals from China received a cent up Haven 11,088, Ingersoll 11,509; the of England for about a shilling (28 cents) or two a day less than their fellow-counsame towns last year gave Jewell 12,839, the cost there being six or seven shillings trymen who had been at the trade for Hubbard 11.661. The choice of Governor and the price in London four or five years. And what renders this affair the by the people is doubful. Hawley, Re- times that sum, it requires no prophet to more curious it says, is the fact that the publican, for Congress in this district, is foretell that the days of railway monopolold experienced hands joined in with the ly in private hands will in this country raw arrivals and could not see why all LATER -Starkweather Republican, for (England) soon be numbered."-Laily should not receive the highest maximum

Terrible Storm in Iowa.

The most terrible rain, hail and wind is to day. It is composed of live men, storm ever known here came at a min- who know exactly what they are doing ute's notice this morning, creating fearfu and when the proper time comes they havoc and loss of life. The storm struck will do it—that is, they will win a victory the city on West Hill, tearing the roof for the right. The manner in which the from one of the school houses and descend. newspaper organs of the party have conof the city. Buildings were unroofed and | exactly how determined the party is to a great deal of damage done. The most stand for the right in the future, mainhorrible part of the catastrophy was the taining its organization to win victories destruction of T. N. Pond's butter and and not seeking triumphs to destroy that egg depot, on Jefferson street, and the organization. There is no necessity, at blown down and twenty-five persons were selves about the candidates to be voted buried beneath the ruins. Mr. Pond and for at the coming October election. At nineteen others were rescued, more or found, and when the election day arrives less injured. Mr. Pond was a young man they will be elected.—Harrisburg State of great promise, who had built up a Journal. large trade, and was well known throughout the State. The wife and two children -The Rhode Island State election on of Mr. Steiger, a German schoolmaster, the 2d inst., resulted in the success of the who lived in the house adjoining, were Republican ticket. The vote for Governkilled by the falling of the east wall of or was-Howard, Republican, 9.273; Pond's house. The persons killed were Chace, Democrat, 3,565, with a few small OIL CITY is partly submerged by high T. N. Pond, and three of his employees, towns to hear from. Howard's majority named Pendergrast, Trainer and Neff will be about 5,800.

Mrs. Steiger and her two children. Some of the men rescued from the ruins will probably die. The Mayor and the police force have been on the ground ever since the accident, rendering every assitance possible.

"Chinese Cheap Labor."

Believers in the importation of Chinese

as a solution of the much vexed and imperfectly understood labor problem, will now have to look elsewhere for a paracea for the ills of the system. We now have it on the authority of the New York Bulletin that the experiment of substituting Mongolian for home and European workmen has very generally proved a failure, the only exception thus far being at North Adams, Massachusetts. Various reasons are given to account for the miscarriage of the scheme. The Chinaman, it is said, is liable to infirmities and weaknesses the same as his European and American competitors. In spite of his apparent docility he manifests a lamentable proclivity for the highest wages going, and to check this tendency a system of issolation and seclusion from outside influences is necessary. Intelligent whitemen and shrewd Yankees are disgusted at their keenness in making a bargain, and the growing difficulty of overreaching them is a matter of general complaint. The meek, almond-eyed strangers who were lately glad to work for little or nothing demand the highest wages when they have learned the trade. But there is this difference between them and other workmen. If their demands are refused they do not sit down to starve in idleness. They generally start on their account next door to their old employer, and draw off his customers by underselling him in his own specialty. The average Chinese laborer is no more virtuous than his white prototype, and very soon learns the vices of the "Melikrn man," adding to them certain Oriental improvements which do not make them any the more who lesome. He is apt to be excessively fond of smoking opium, and, like his betters, gets lazy, and disposed to take his "day off" as often as possible He is avaricious, too, to Massachusetts, from much more accurate a degree, and is by no means a model of and picked up a few words of Englishwhich is generally very quickly done-he tion he can obtain at ever so slight an increase of wages. Capt. J. B. Hervey, who has had in his extensive laundry at luctantly come to the conclusion that their labor is not profitable, and has recently countermanded, at considerable loss, an order which he had given for a large addition to this force. Many of 450 those first imported by this gentleman deserted in the manner stated above, and \$630 did not go empty handed. They had contracted considerable bills with sue shop. Profit made out of the consumer....... \$1,170 keepers of Belleville, on the strength of are fact that the Chinese were employed for a fixed number of years, and would No wonder, then, that Mr. Galt, in his be able to pay. The merchants have in

pay.—Pittsburgh Commercial.

-The Republican party was never A Burlington telegram of the 5th says: better organized in Pennsylvania than it ing thence through the business portion demned the wrong in Congress shows death of seven persons. The house was this early day, therefore, to trouble ourthree others were taken out dead, and the proper time such candidates will be