

# THE WESTERN VINDICATOR.

Maneared

VOL. 2.

RUTHERFORDTON, NORTH CAROLINA, MAY 31, 1869.

NO. 12.

## WESTERN VINDICATOR.

Monday Morning, May 31, 1869.

TERMS:

Two Dollars per year in advance.

CLUB RATES:

Ten Subscribers, : : \$17 50

Twenty " : : 30 00

Advertising Rates:

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Each subsequent insertion..... 50

Liberal rates to monthly and yearly advertisers.

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### ASLEEP IN JESUS.

#### A Touching Incident of the Late War.

[From the Richmond (Va.) Enquirer, 20th.]

In a secluded spot in Hollywood, not far from the river, is the grave of a young woman, at the head of which is a neat marble slab, on which is inscribed the name of the deceased and three verses of the beautiful hymn commencing with the line "Asleep in Jesus." It has an interesting history: One day during the war a physician was sent for to a house of ill-fame to see one of its inmates. He found a pretty young woman sick, with slight disease, but laboring under that terrible malady—consumption. After the doctor had prescribed for her she manifested a desire to talk, and seemed anxious to disclose to him her history. He gratified her, and she told him she came from \_\_\_\_\_ county, in the interior of the State. She had not loved wisely but too well, was betrayed, and then abandoned by the man to whom she gave the last proof of her affection.

Overwhelmed with shame and remorse she came to Richmond, and entered one of those houses which very few, once having entered, ever leave but for the grave. Her health was failing; she ardently longed to leave the life she was following, and appealed to the doctor to try to find her a home elsewhere. She was willing to do the most menial work if she could get a home with respectable people; to go anywhere or do anything, to be taken away from the companions and scenes of the life she was leading. The doctor was interested in her, and with that true benevolence which characterizes the profession, exerted himself to comply with her request. He related the circumstances to a professional brother, and the two succeeded in getting her a home with a poor widow lady in the suburbs of the city, upon the condition that when she was able she was to assist in the work of the household, and when she was not, that the doctor were to pay her board.

She went to her new home, grateful and almost happy. She worked when she could, but was almost always sick. After having been with the widow lady a month or two she professed conversion. Her health steadily declined, and one day when the doctor went to see her she said to him, "Doctor, I know I have not long to live, and do not suppose when I die any one will think of putting a monument over the grave of a poor castaway like myself; but if there is anything done to mark my grave I should like to have one verse, if no more, of the beautiful hymn, "Asleep in Jesus," &c., over the spot in which my body lies. It is a beautiful hymn, so consoling, and sounds to me so much like peace and rest." She lingered a few weeks longer and died. He death was peaceful and triumphant. Her body was laid in a quiet spot in the cemetery, and the doctor who had been her friend in life saw that her last request was complied with. A neat marble slab was erected at her head, and three verses of the hymn she loved so well mark the spot where the repentant Magdalene sleeps.

### MISSING NOTES.—We copy the following from the Terre Haute (Ind.) Journal:

A gentleman of this city has a number of notes, executed by various persons in favor of R. C. Sanders, who was a captain in the Confederate army. The notes embrace in amount, in the aggregate, ten or twelve thousand dollars and were found in a Confederate encampment near Spring Hill, Tennessee, after the retreat of the Confederates from Nashville. These notes may be valuable to Capt. S., and he can learn in whose possession they are by addressing the editor of this paper; and they will be forwarded to him if he desires it and will furnish his address.

A convention has been called by Polard, Clanton and other prominent men, to meet at Montgomery on the 1st of June next, to consider and organize the immigration scheme suggested by Col. Lee Crandall. Real business will be done and an organization effected.

### C. L. Harris, Esq., has resigned his position as one of the penitentiary commissioners. His Excellency, Governor Holden has appointed A. L. Lougoets to fill the vacancy.—Ral. Standard.

## PACIFIC RAILROAD.

### Its History in a Nutshell.

[From the Baltimore Sun, 11.]

The last rail on the Pacific Railroad was laid at Promontory Point, near the junction of the Union Pacific and Central Pacific roads, at noon yesterday. As each stroke of the hammer drove in the last spike, the fact was announced by simultaneous telegraphic messages to the chief cities of the Atlantic and the Pacific. There is some two hours and a half difference of time between Promontory Point and Baltimore, and it was 2:50 p. m., when the first hammer stroke was announced here.

The formal consummation of so grand an enterprise deserves to be heralded by such an agent as electricity. Imperfect as the road is considered to be by those competent persons who have had a good opportunity of examining it, and unfortunate as it was that the President was arrested by his laborers for money alleged to be due, on the very day the work was supposed to be finished, it may be regarded virtually as an accomplished fact, no matter how large the amount that may yet be required to make it what it professes to be.

Such a work is only more valuable, but more truly glorious than all the achievements of war. The commercial and political consequences of this extraordinary achievement are almost beyond calculation. The region between the Pacific slope and the Mississippi valley will be filled with hardy and productive settlers, the new territories will be populated, the mining regions developed, the Mississippi valley will become a great seat of manufactures, to say nothing of the Asiatic trade which may find its way across this national highway. In addition to all this, the Pacific States will be bound by ties of direct commercial and social intercourse with the rest of the Union, identifying their interest with their own, removing what Humboldt calls the "barriers that make men strangers—which is generally only another name for enemies—and nothing is so efficacious in accomplishing this end, so devoutly to be wished, as promoting intercourse between man and man."

It is indeed a great work, not only of union, but of civilization, and even humanity, bringing into closer contact not only our Atlantic and Pacific States, but the oldest and the youngest empires of the world.

Any man who had predicted fifty years ago that by science, and the practical application of it, the Atlantic would be brought nearer in this year to the Pacific than New York then was to Boston, would have exposed himself to strong doubts of his sanity. Yet this seeming maniacal fancy has been realized. Deserts and mountains have in vain interposed. The line across the continent is so long that trains upon it are run by eight or ten different times, and a contemporary suggests that "ultimately we shall have a double set of hands upon all watches—one for local time, and one for a general time—uniform all over the world." At noon in New York it is 9 a. m. in San Francisco. Hence, we were at fifty minutes past two in Baltimore when, at noon yesterday, as above stated, the telegraph "shed its lightning" from Promontory Point to herald this grand victory of peace. The methods and principles now so successfully applied may have established in former generations, but it has been reserved for this generation to witness what may be styled, with almost literal accuracy, an annihilation of time and space.

It is said that a Pacific road was foreshadowed before the age of railways by Jonathan Carver, in 1778. In 1835 Rev. Samuel Parker recorded his opinion in his journal of an overland trip that the mountains presented no insuperable obstacles to a railway. But the most remarkable foresight was evinced by Lewis Gaylord Clark, who in 1838 wrote in his popular magazine, the Knickerbocker: "The reader is now living who will make a railway trip across this vast continent." In 1846 Asa Whitney began to urge his project upon State Legislatures and popular gatherings, proposing to build a railway from the Mississippi to Puget Sound (California was not yet settled by whites) if Congress would give him public lands to the width of thirty miles along the entire line. In 1850 the first Pacific railroad bill was introduced into Congress by Thomas H. Benton. It contemplated a railway only "where practicable," leaving gaps in the impassable mountains to be filled up by a wagon road. As yet, even the Alleghanies were not crossed by any unbroken railway, but by a series of inclined planes, upon which the cars were drawn up and let down by stationary engines. In 1854-'5, by direction of Congress, nine routes were surveyed to the Pacific, on various parallels, between the British possessions and Mexico. In 1859 Congress authorized the construction of three roads—a northern, a southern, and a central—and thus indicated our natural and inevitable trans-continental system. They were to receive no money endowment, but very liberal land grants. But before any active steps were taken to build them, all such enterprises were extinguished for the time by the late civil war. The Central Pacific Railroad Company was, however, chartered by the California Legislature in the midst of the war, and as a continent railway began to be considered a military necessity, in July, 1862, one was

chartered by Congress from the Mississippi to the Pacific. One of the greatest difficulties to be apprehended on the Pacific road is snow, which, upon the Sierras, sometimes falls to the depth of thirty feet, and which caused last year a considerable detention of trains, although 22 miles of what are called snow sheds are erected to protect the track. An early result, however, of this line is expected to be the securing of a Southern line, which will be required by the necessities of trade, and secure from the wintry obstructions to the present route.

It has been remarked that opportunely with the notes of preparation for the grand opening of the railway yesterday came news of the progress made by the East India Telegraph Company in coupling Canton with Calcutta, London and New York. By the end of the year, when the line is expected to be completed, San Francisco will send her news for China east and her ships west, will transmit orders for teas and silks three-fourths of the way around the globe in a moment, and will receive the shipments from an opposite direction in a little over a fortnight. The distances across the continent are given as follows: New York to Omaha, (point of commencement of the Union Pacific railroad,) 1,479 miles; Omaha to Ogden, (point of commencement of the Central Pacific road,) 1,980 miles, with the addition of a branch to Salt Lake City, 40 miles; Ogden to Sacramento, 748 miles; Sacramento to San Francisco, 120 miles—making the whole distance from New York to San Francisco 3,377 miles. From Baltimore to Omaha the distance is 1,187 miles, so that there is a difference of 292 miles in favor of Baltimore as against New York in the railroad route across the continent, from the shipping point to shipping point on either side.

From the advanced sheets of a new edition of Richardson's "Beyond the Mississippi," we learn that "of the eighteen hundred miles between Omaha and Sacramento not one-third is really mountainous, but more than two-thirds were so counted, and received the higher Government endowment—\$32,000 or \$48,000 per mile. Much of the Central Pacific traverses a flat country, yet not one mile received less than \$32,000. The Union Pacific obtained the highest mileage, \$48,000, for one hundred and fifty miles west of Cheyenne, heavy mountain work, though the region is really one long, inclined plane—"as fine a country to build a railway through as lies on the face of the globe." Building and equipping the entire line probably cost, on an average, \$50,000 per mile. The Government bonds issued averaged \$30,000 per mile, and the company's first mortgage bonds sold for \$30,000 more, leaving a net cash profit of \$17,000,000 upon the construction alone, in addition to the ownership of the road and its magnificent land grant. Thus we see what a glorious good thing the builders have had of it at the people's expense. But many believe that the profits are even much larger than here represented.

### The Sugar Trade—Revolution in the Old System.

It has been for many years a fixed belief among practical men that the success of sorghum as a producer of sugar would revolutionize the entire sugar interest of the West Indies and the Southern States.

About a year ago a company was established in Kentucky, having for its object a thorough experiment in the manufacture of sugar from the Chinese cane. This company made its headquarters in Louisville, and went to work in a quiet business-like way. Its experiment is now an undoubted success. About eight miles out of town, on the plantation of Mr. John H. Seebolt, sugar of the very finest description is being made out of sorghum in large quantities. All the original difficulties have been vanquished. Not an obstacle remains in the way of the enterprise. It is a complete success.

No one can investigate the matter without coming away with a very strong impression on his mind that the threatened revolution is in rapid progress of fulfillment. This sugar is in no way inferior to the best West India sugar, and it can be manufactured at one half the cost of West India sugar.

It would be tedious and perhaps impossible to make plain to the mind of the reader the details of the process of manufacture. It is simple and, and the machinery, as we learn, is not expensive; but it is necessarily full of technicalities, which would require the aid of illustrations to be described. Suffice it to say that the manufacture is in actual progress, and that there is no reasonable doubt that it will become a leading article of export from this market before the end of the present year.—Courier-Journal.

A telegram from St. Louis, dated May 17, says: "The South Pacific Railroad Company received to-day the State Treasurer's check for \$100,000 on the construction fund of the company, making 1,000,000 the company have applied to the construction of the road and levees. One million dollars still remain in the construction fund.

Brigham Young broke the first ground of the Utah Central Railroad below Ogden city yesterday, and it is expected the road will be completed to St. Louis by October.

## THE YOUNG WIDOW.

BY ROBERT JOSELYN.

She is modest, but not bashful,  
Free and easy, but not bold,  
Like an apple pie and mellow,  
Not too young, and not too old—  
Half inviting, half repulsive,  
Now advancing and now shy,  
There is mischief in her dimple,  
There is danger in her eye.

She has studied human nature,  
She is schooled in all her arts;  
She has taken her diploma  
As the Mistress of all Hearts.  
She can tell the very moment  
When to sigh and when to smile—  
O, a maid is sometimes charming,  
With a widow in the while.

Are you sad? Oh, very serious  
Will her handsome face become!  
Are you angry? She is wretched,  
Lonely, friendless, fearful, dumb!  
Are you mirthful? How her laughter,  
Silver sounding, will ring out—  
She can lure and catch and play you,  
As the angler does the trout.

Ye old bachelors of forty,  
Who have grown so bald and wise,  
Young Americans of twenty  
With the love-locks in your eyes:  
You may practice all the lessons,  
Taught by Cupid since the Fall—  
But I know a little widow,  
Who could win and fool you all.

### "IT'S THE EARLY BIRD," ETC.

More than one has shown how hollow  
Is this proverb, and absurd,  
For the worm, it sure must follow,  
Get up earlier than the bird.

Doubtless, too, the bird in question  
Eating with too great a zeal,  
Suffered much from indigestion,  
Owing to that morning meal.  
And it would not be surprising  
If that bird fell a prey  
To the sportsman—early rising  
Makes the aim so sure, they say.

Perhaps its young, too—had it any—  
By their parent left forlorn,  
Caught catarrhal ailments many,  
From the keen, cold air of morn.

Other birds—for birds will chatter—  
When they saw this bird alight,  
Might have chirped with scornful peep,  
"Ah! the rascal's been out all night!"

Summing up the case concisely,  
This, decidedly, I say:  
Early birds don't get on nicely,  
Early rising does not pay.

## FROM OUDA.

### Infuential English Paper on the Question.

[From the London Standard, April 21.]

The "triangular" situation between Spain, Cuba, and the United States is complicated by the dispatch of a formidable American squadron to West India waters. The cessation of Yankee propaganda makes the present insurrection all the more grave. We know now that it is not imported, but native—that it is fed, not by American filibusterism, but by genuine loyal discontent. Nor can it be denied that Cuba has many grievances against Spain. Meanwhile, the local government seems destined to become the minimum of vigor with the maximum of bare-brained audacity against neutral powers. England is well inclined to stand entirely aside at the present time. In regard to the independence of Cuba, we have no bias one way or another, except that on the whole it may be best for English interest that Spain should regain her authority over the island; but to make such a situation possible and permanent, Spain must satisfy the legitimate interests and aspirations of the people, and must act fairly, frankly and courteously toward neutral powers. Only the other day the Governor of Cuba authorized the illegal seizure of an American ship in English waters—thus seriously contriving to offend the colony's most formidable possible enemy, and the only power strong enough in that part of the world to be her ally and friend. We do not say that in any case it should be our business to interfere for the prevention of Cuban independence, but our good offices might at any time be useful in averting a quarrel between Spain and the United States. Yet, with a mad discourtesy, the Government of Cuba manages at once to give the United States authorities a very serious provocation, and actually to insult us, with the further effect of almost implicating us in a show of connivance at the attack on the American vessel unless we resent the insult! It would be rash to predict anything like war, because a strong squadron is dispatched from New York. It must be remembered that Cuba is not the *bona fide* foe of America that it was for America ruled by the owners of slaves. When slave States were admissible into the Union, the accession of the magnificent island meant the addition of three or four new States casting in their lot with the South. Now, Cuba would be only an additional territorial embarrassment. Emancipation would have to follow annexation, and nobody is quite certain that free Cuba might not have to pass through a period of depression as serious as that which has afflicted emancipated Jamaica. No doubt the Americans might be willing to brave all these risks if they saw the splendid pear ripe enough to drop into their mouths; but it is not ripe, and in the present temper of their politicians they are not inclined to snatch at it.

## The South.

Hitherto, says the New York Day-Book, the South has loaded our vessels for European trade, and has also been the market for all our wares. The permanent result of the war will inevitably be to strip the North of these great advantages, which were the real source of our wealth. Here is the excuse which the merchants of New York, Philadelphia and Boston gave for prosecuting the war: They said, "the North cannot afford to let the South go, because it would ruin us, financially." And so the madmen supplied money for a war which they imagined was to keep the South as the great profitable customer. The Day-Book tried in vain to beat it into the dull heads of this merchant class that war was precisely the most effectual way of overvaluing breaking up those relations between the North and South which were the source of such immeasurable benefits to us. But this merchant class was mad. Everybody was mad. A whole people seemed to have turned fool in an hour, and went screaming about a flag which they had converted into an engine of blood, despotism, and idle, vagabond negroes. They deliberately set themselves to work to ruin the land which was our market, and to destroy the system of negro labor which was the fountain of more than two-thirds of all our annual profits. The poor working people, or the mechanics, of the North were persuaded into a system of vengeance and butchery which has annihilated those staples of the South which employed, directly and indirectly, more than two-thirds of their industry. Now the merchants of the North are sinking into despair under the pressure of "hard times," which is due almost entirely to their own folly of lending money to destroy the labor system of the South, and the mechanics and laborers of the North, begin in earnest to feel the terrible pinching of want, which was born entirely of the accused negro war. They were poor fellows, fooled into doing the butchery of their own race, to put the negroes where they have to be supported by a tax upon themselves.

If the wrath of God ever gave men up to the unchecked buffeting of the devil, we, in the North, surely are that people. Ever since the war has closed, the Northern press has studied to deceive the people as to the actual condition of the country. The common sense of the crowd felt that everything was going wrong, but tried, and to be again and again used for their own destruction. But all classes in the North may make up their minds that the South is either ruined hopelessly, or, if she again comes up, the North will never more reap of her the vast wealth that it did before negro labor was destroyed. The springing up of numerous factories down there, writes the dread name of "Ishabod, thy glory is departing!" up in the sky of New England, and, indeed, of the whole North. We once got rich on what we worked for, and during the war we got rich on what we stole, and now we are simply consuming what we once worked for or stole. The day of judgment is coming.

## Four Chariots of Zachariah.

The Hebrew prophets, in their bold and lofty imagery, in their wondrous visions, give full scope to the genius of the artist. How full of spirit and how well has Dore here embodied this passage of the prophet Zachariah:

As I turned and lifted up mine eyes, and looked, and behold, there came four chariots out from between two mountains; and the mountains were mountains of brass.

In the first chariot were red horses, and in the second chariot black horses. And in the third chariot white horses; and in the fourth chariot griseled and bay horses.

Then I answered and said unto the angel that talked with me, what are these, my lord? And the angel answered and said unto me, these are the four spirits of the heavens, which go forth from standing before the Lord of all the earth.

The black horses which are therein go forth into the north country; and the white go forth toward the south country. And the bay went forth and sought to go that they might walk to and fro through the earth; and he said; get you hence, walk to and fro through the earth. So they walked to and fro through the earth.

A negro man, near Wesley, Texas, the other day, shot a gentleman who was riding on the road, and then attempted to violate the gentleman's wife, who was with her husband. He failed in his attempt, was captured by the citizens, and "left in such a condition as would insure no second attempt of the kind."

Last week fifty convicts were sent from the penitentiary at Milledgeville, Ga., to work on the Macon and Brunswick railroad. Convicts are hired out as fast as they come in, at ten dollars per head per annum. There are only about forty-nine convicts left in the walls of the Georgia penitentiary.

A gentleman has gone to Greenville, the bearer of an invitation (signed by a large number of citizens of that community) to Ex-President Johnson to visit Clarksville, Tenn., and address the people of Montgomery at the Fair Grounds on the 29th inst.

The Bryan (Texas) News-letter is in appearance among the farms of Brazoria county, and is doing serious damage to the young cotton. They cut the stalk in two, just below the bud, entirely killing the plant.

The two splendid iron railroad bridges over the Cape Fear, at Wilmington, North Carolina, approach completion. It is confidently expected that they will be turned over by the contractors on the first of July next, after which time there will be no change of cars or baggage on the route.

Admiral John R. Tucker and Captain Walter R. Butt have returned from Peru to their homes in Norfolk and Portsmouth; their visit, however, is not a permanent one, and they will probably, in a few months, return to Peru, and resume their duties under that government.

The publication of the statement that the bones of the Confederate dead at Malvern Hill have been plowed up and a part of them burned, has created considerable excitement among the ladies of Richmond, who have in the past been so attentive to our fallen braves.

The Ways and Means Committee of the United States House of Representatives go to Philadelphia on Monday next from New York. They are to spend a week in Philadelphia, and then go to San Francisco, returning in August next.

Professor Austin, of the Smithsonian Institute, is in Springfield, Illinois, with his assistants, and taken observations for the purpose of establishing a new meridian line as a base of observation of the eclipse in August.

Gen. W. S. Harney, who has charge of twelve thousand Indians, has set out for the Sioux reservation. A supply of agricultural implements, wagons, &c., have been shipped to the reservation.

The naval court has sentenced the captain and mate of the captured schooner Galvanic, to six years imprisonment and her twenty-two passengers to eight years.

## Book Farming.

Many farmers are prejudiced against what they call "book farming." Ask one of them to subscribe for an agricultural periodical, and you are met by some such reply as this: "I never knew one of your scientific men to make anything at farming." Now, the fact is, that hundreds of scientific, or "book" farmers, throughout the country, are eminently successful in their agricultural operations. Our narrow-minded friend may not, and probably does not know this, but that is his misfortune, and not the fault of science. A farmer who does not read agricultural books and papers cuts himself off from the means of obtaining the most valuable information from the most intelligent men of his own calling. He thereby does himself an injury. If he be a man of family, the evil does not stop there. The prejudices of the father are infused into the minds of the children, thereby working injury to them.

This absurd prejudice against the application of science to agricultural pursuits, was once wide spread; but those who wish to see their country and its people progressive and prosperous, may take consolation in the thought that it is fast wearing out. In those sections of country where agriculture is most profitably conducted, the greatest interest is felt and evinced in the scientific aspects of agriculture; and the man who would openly avow hostility to scientific agriculture would be considered in such a community an unqualified ignoramus.—Carolina Farmer.

## Social Relations in the South.

When we reflect, says the Charleston News, upon the social ostracism that obtained in the North towards that small portion of the Democrats who, like Mr. Greeley and Mr. Chase, were willing to "let the South" out of the Union, some charity should be extended to the Southern people, who feel that nearly as much of war has been sprung up against them since the surrender of Lee as before it.

How can they be expected to throw open their doors and extend their hands to chronic enemies and strangers before the war, during the war, and after it, when Radical journals themselves certify to the bad character of a large portion of the element that is migrating to the South? The New York Tribune, another Radical sheet, denounces "the carpet-baggers—the strolling, pilfering, political blacklegs of the North," by whom the South is "ridden and robbed." And it is these "adventurers," these "vermin," and these "blacklegs," whom Mr. Forney would have us clasp to our bosoms as companions for sister, wife, and children.

The Albany Evening Journal says that "it was of course to be expected that the disappointed office-seekers would turn against General Grant." Well, if the unsuccessful Radical place-hunters have abandoned him, who are for him? What are his chances? What shadow of hope remains to him? Why doesn't he kneel and die?—Courier-Journal.

Each head of a family in Georgia is entitled to a homestead of the value of \$5,000 in gold. The gold value of the real estate of Georgia is assessed at \$169,000,000. The heads of families are estimated at 150,000. If each head of a family possessed a \$2,000 homestead, the value of real estate would be \$300,000,000, belonging to them alone, or within \$20,000,000 of double the value of property in the State.

Two wealthy and well-informed gentlemen of Connecticut have been to Georgia and purchased fourteen hundred acres of land in Burke county for \$5,000. They intend to divide the tract into fifty acre lots and settle it with immigrants from Connecticut. The movement meets the approval of the Georgians.

Thirty days is the time it now takes for merchandise to arrive from Yokohama, Japan, to St. Louis, Mo.

Mr. George Morris, residing in Amherst county, Va., was shot dead by some concealed assassin on Saturday last.

The bridge across Buffalo Creek, Southside railroad, near Farmville, Va., was burnt on Monday last.

The Indians in Arizona are committing murders and depredations.

Reports from Iowa say that the wheat crop never looked so well as now. Corn planting has been general.

The untimbered plains between the Mississippi and Pacific have an area of 1,000,000 square miles.

A new revolving rifle gun, capable of being fired five hundred times a minute, is on exhibition in San Francisco.

Brigham Young charges the billiard and bar rooms of Salt Lake a license of three hundred dollars per month.

Strawberries have been selling in Augusta, Georgia, as low as five cents a quart.

The American Baptist Missionary Society held its fifty-fifth anniversary in Boston yesterday. The receipts of the year were \$197,000, expenditures \$210,274.

Major General Hancock and staff arrived at St. Paul yesterday to take command of the department of Dakota. His headquarters will be at St. Paul.

The Young Men's Christian Association of Chicago have passed a resolution that women should not be allowed to become members of the association.

A company from New York is announced to give a concert in Baltimore next week for the benefit of the Cubans.