

FIRST EDITION

Report of Secretary Cox.

The New Indian Policy.

The Pacific Railroads.

Inside Life at Paris.

The Red Republican Riots.

Credulity of the People.

Etc., Etc., Etc.

REPORT OF SECRETARY COX.

The Patent Office—Success of the New Indian

WASHINGTON, Nov. 22.—The report of the Hon. J. D. Cox, Secretary of the Interior, dated October 21, gives a clear statement of the various classes of Indian grants now giving the Land Office so much trouble.

The Patent Office is represented to be in an excellent condition.

"I take pleasure in bearing testimony to the zeal, activity, and marked ability with which the Commission has discharged its duties."

The office is now in excellent working order.

The examining corps, with very few exceptions, is composed of men whose qualifications have been tested and found to be efficient.

The standard for clerical appointments has been raised, and the service greatly improved.

Where vacancies occur among the examining clerks they are filled by the appointment of such applicants as upon thorough examination are shown to be efficient.

That system, inaugurated with my sanction, has had beneficial results.

An spirit of emulation has been excited, and the occupants of inferior places are encouraged in the pursuit of the highest attainments.

The highest positions. It has also induced a sense of security as to the tenure of their appointments.

The service will be promptly recognized and justly rewarded.

On the subject of Indian affairs the Secretary says:

During the past year the department has habitually pursued that policy which was begun by your predecessors.

Their work has been characterized by wisdom, and shown that even under circumstances of more than ordinary irritation a peaceful policy may be pursued.

The labors of the unpaid commission of citizens, who have been co-operating with the Indian agencies, have been of great value.

The purchase of Indian goods, a work requiring more than a month of their time in the early season.

Such contracts have been made, and the amount of money to the civilized nations in the Indian Territory, and aided in the negotiation of the Osage difficulty.

Their attendance at the conferences in this city with the Sioux, and have since visited them, as well as the wild tribes of the West.

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A NEW MOTOR.

Street Car Run by Compressed Air—The Era of Three Cent Forces at Hand.

The Chicago Republicans of the last instant says:—It looks as if a new era in intramural transportation, if not in all locomotion, had arrived, with the invention and practical application in Chicago, on Saturday, of a new motor.

The problem how to convey passengers through large cities without the expense of horses or the danger and inconvenience of steam engines has been studied with great interest not only by those connected with railway management, but by the metropolitan public at large.

After a series of experiments, Mr. Myers achieved the object for which he aimed, and upon October 15, 1870, received a patent upon his pneumatic street car.

The compressed air is contained in four tanks built into the room of the car.

For general use, while the fourth contains a reserve, to be used in case of necessity, the other tanks are built of copper, capable of holding, in all, 100 cubic feet of air, and of withstanding 200 pounds pressure to the square inch.

The machinery, consisting of two small engines similar in construction to the ordinary steam engine, but simpler, is situated under the seats, at one end, and connects with the axle at the opposite end by a crank motion.

HOW IT IS WORKED.

The engines are controlled with a small lever (same as locomotive), which can be used at either end of the car, as is required.

The direction of the car is reversed by a simple control, connected to the piston rod, and may be controlled, like the throttle valve, from either end.

On Saturday afternoon had a trial of the pneumatic car was made, from the Hyde Park dunny station, on the Chicago City Railroad.

Thirty passengers got aboard, and, with a slight tramping of the lever of the air, the car started.

The first mile, which was a little up grade, was run in 5 minutes and 40 seconds, at an expense of 40 pounds of air.

After this the car was run on a level, and in twenty pounds of air remaining in the tanks, the engines were started as readily as at first, and still continued to work when the gauge indicated but three pounds of air.

The distance between the engine and the axle is three miles and a quarter, and the time required a trifle over thirty minutes.

The greatest satisfaction was expressed at the present. An opinion was formed that a REVOLUTIONIZE THE STREET-CAR BUSINESS was freely expressed by everybody, and certainly with good reason.

The additional expense of fitting up cars with the necessary fixtures, together with the machinery for supplying the air, would be compensated for by the fewer number of cars required to do the same amount of work.

The time made by the pneumatic car, in fact, would be fast as safety will permit.

Then again, the large number of horses requiring feed, care, and driving could be dispensed with, and the cost, and more than met the expense of the change.

REMARKABLE SUICIDE.

The Wife of a Prominent Citizen of Chicago Becomes Insane and Throws Herself Over Niagara Falls.

The tragedy which commenced with the advertising of Mrs. T. M. Avery, in the *Republican* of Saturday, had a terrible and tragical end.

Mrs. Avery disappeared at 4:30 o'clock on Friday afternoon, and search for her was fruitlessly instituted.

A CLEW.

During the forenoon a telegram was received by the police authorities from Niagara Falls, asking whether a man named T. M. Avery resided in Chicago.

It was ascertained that he had resided there, and his name at one of the hotels at the Falls as Mrs. Avery, had left a letter there for him, previous to having committed suicide.

Mr. C. E. Culver, a friend of Mrs. Avery's, in whose hands the matter was placed, telegraphed back for the contents of the letter, and for any particulars which could be learned.

THE WORST FEARS REALIZED.

The reply established beyond all doubt that the wife of the man who had advertised in the *Republican*, so far as known, are as follows:—Mrs. Avery arrived at the Falls on Saturday night, and registered as Mrs. Hill, as before stated.

Nothing in her conduct excited notice, but she was seen to witness her arrival. Yesterday morning she left the house, going towards the Falls, and was seen to enter the bathing machine.

THROW HERSELF OVER.

Into the boiling mass of water. She was, of course, swept beneath all chance of early recovery, and no doubt dashed to pieces upon the rocks below.

Nothing indicating that the body had been recovered had been received.

MRS. AVERY.

was twelve years ago taken with a severe attack of typhoid fever, from which she lay a long time.

Her recovery was a little retarded, and she had her sickness had impaired her mental faculties.

She has ever since appeared dejected, and undiminished herself a burden to her friends and to herself.

She had made no secret of her intention to commit suicide, and was kept upon her movements.

The unfortunate lady had a very large circle of acquaintances, and was well liked.

Mr. Thomas M. Avery, the bereaved husband, is one of our best-known citizens, prominent in the lumber trade, wealthy, and a Christian man, liberal in mind, and of a high moral character.

He has been married to Mrs. Avery for many years, and she has been a devoted wife.

He has been a member of the church, and has been a very active member of the same.

He has been a very kind and generous man, and has been a very successful man in his business.

WESTON'S WALK.

Progress of the Task in New York.

At her walking on the 21st inst., Weston, having concluded his eighteenth mile, retired to rest.

The physicians in attendance then examined his condition, and found that his health was in no way affected by his exertions.

He was regular, and no signs of weakness were found. He at once went to bed, and very shortly fell into a sound sleep.

At two minutes before five o'clock this morning he left his room, and, without breaking his fast, resumed his walk.

He walked rapidly until two minutes before seven o'clock, when he had completed ten miles.

He then rested for ten minutes, sitting down in a chair, with his feet resting on a table, and covered with a warm blanket.

At thirty-three minutes past seven o'clock, however, he began to feel the effects of his exertions, and was compelled, by violent headache, to desist.

He accordingly stopped, and after resting three-quarters of an hour his appetite returned, and he ate a hearty breakfast of broiled chicken and eggs.

At five minutes past nine o'clock he was able to resume, and walked with greater ease than he had done before.

He now set himself hard at work, and maintained a steady pace. At twenty minutes to two o'clock he had completed his one hundred and tenth mile, having walked thirty miles since he started this morning.

He then took another rest, and again lay with his legs up, covered with rugs and blankets.

He refused to order his dinner at that time, but asked for crackers and tea, which were brought to him, and of which he partook.

Having lost one hour and a half this morning while suffering from headache, it was apparent that he would have to make up the deficit.

The spectators then were rather surprised when, after sitting for a quarter of an hour, he stepped on to the track, and began to walk, not at a very rapid pace, but at a steady one.

He was not walking at the rate of more than three miles an hour.

After walking a mile, he threw off his coat and vest, and started off at an extraordinary pace.

At this moment the band began to play the "marched" air of "The Star Spangled Banner."

Most inspiring music upon Weston, who increased his pace continually, until he was walking at the rate of seven miles an hour, and even this great pace he maintained until he had completed his one hundred and tenth mile, when he was compelled either to stop or to break into a run.

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SECOND EDITION

THE WAR IN FRANCE.

Siege of Montmedy Raised.

French and Prussian Movements.

The Eastern Question.

England Has no Sufficient Army.

Her Allies Are Bankrupt

What then will England Do?

Etc., Etc., Etc.

FROM EUROPE.

THE WAR IN FRANCE.

The Siege of Montmedy Raised.

LONDON, Nov. 23.—Reports of military movements in the North of France have been received this morning quite encouraging for the French.

It is reported that the Prussians who have been besieging Montmedy and Metzere for the past few days have suddenly raised the siege and gone towards the interior of France.

Expected Attack on Lille.

The city of Lille is well armed, provisioned, and garrisoned. The citizens are expecting a siege, and the manufacture of mitrailleuses and other arms is actively going on in the town.

Lille is a first-class fortification, and is thought by engineers to be nearly as strong as Metz and Strasburg.

Four French Iron-clads.

are in port at Torbay, and another is at Brixham taking in coal.

Affairs in Paris.

BRUSSELS, Nov. 23.—The *Independence Belge* of this city has dates from Paris to the 19th, received by balloon.

It is said that an organization called the Civic Guard, composed mainly of foreigners, has been completed in Paris.

Many of the inhabitants who are at risk for service have also been enrolled. This body executes the orders of the Government, distributes rations to the citizens and soldiers, and performs other services of a similar nature.

The moral of the people was excellent. For two days the Prussians had been firing on the engineers who were at work in front of Fort Ivry.

Fort Vanes and Issy returned the fire.

Victory of the Franco-Prussians.

The Franco-Prussians surprised the Prussians near Bangen on the 18th, killing four of them.

The Germans were on the northern side of the city, near St. Denis. The people of Paris have not heard anything from Tours since the 24th of October.

The Prussian Advance.

LONDON, Nov. 23.—Advices from Tours have been received up to Tuesday, the 22d instant.

The day before the Mobile Guard opposed the Prussians four hours before giving way.

The Prussians threaten Nogent le Rotrou and Le Mans with a force three thousand strong.

Another force is moving towards Argentan. The German line extends from Senechos to Auxerre, taking in Dreux.

It is denied that the army of the Loire is to move towards Paris. The commands of Bourbaki and Fiery and Michel in the north of France have been suppressed, and the entire district assigned to General Farre.

French Military Movements.

General Bourbaki is expected at Tours to command the 18th army corps in the army of the Loire.

General Manteuffel's presence at Gisors prevents General Bourbaki from joining his new command.

THE EASTERN QUESTION.

Turkey Anxious to Avoid a Conflict.

CONSTANTINOPLE, Nov. 21.—It is believed that the Sublime Porte is anxious to avoid a conflict with Russia, and is urging the great powers to consider the demands made by Russia.

Austria Getting Ready.

VIENNA, Nov. 21.—The soldiers whose terms of service have expired are only dismissed on furlough, in view of possible complications on the Black Sea difficulty.

England Has No Army for Foreign Service.

LONDON, Nov. 23.—The *Moscow* papers are less incoherent and confident than those of St. Petersburg.

FROM NEW YORK.

Closing of the Canals.

ALBANY, Nov. 23.—At the meeting of the Canal Commissioners held on Monday, it was resolved to close the canals on Thursday, December 8.

New York Money and Stock Market.

NEW YORK, Nov. 23.—Stocks steady. Money 4 1/2 per cent. Gold, 11 1/2; 5-20s, 1869, coupon, 10 1/2; do, 1864, do, 10 1/2; do, 1860, do, 10 1/2; do, 1858, do, 10 1/2; do, 1856, do, 10 1/2; do, 1854, do, 10 1/2; do, 1852, do, 10 1/2; do, 1850, do, 10 1/2; do, 1848, do, 10 1/2; do, 1846, do, 10 1/2; do, 1844, do, 10 1/2; do, 1842, do, 10 1/2; do, 1840, do, 10 1/2; do, 1838, do, 10 1/2; do, 1836, do, 10 1/2; do, 1834, do, 10 1/2; do, 1832, do, 10 1/2; do, 1830, do, 10 1/2; do, 1828, do, 10 1/2; do, 1826, do, 10 1/2; do, 1824, do, 10 1/2; do, 1822, do, 10 1/2; do, 1820, do, 10 1/2; do, 1818, do, 10 1/2; do, 1816, do, 10 1/2; do, 1814, do, 10 1/2; do, 1812, do, 10 1/2; do, 1810, do, 10 1/2; do, 1808, do, 10 1/2; do, 1806, do, 10 1/2; do, 1804, do, 10 1/2; do, 1802, do, 10 1/2; do, 1800, do, 10 1/2; do, 1798, do, 10 1/2; do, 1796, do, 10 1/2; do, 1794, do, 10 1/2; do, 1792, do, 10 1/2; do, 1790, do, 10 1/2; do, 1788, do, 10 1/2; do, 1786, do, 10 1/2; do, 1784, do, 10 1/2; do, 1782, do, 10 1/2; do, 1780, do, 10 1/2; do, 1778, do, 10 1/2; do, 1776, do, 10 1/2; do, 1774, do, 10 1/2; do, 1772, do, 10 1/2; do, 1770, do, 10 1/2; do, 1768, do, 10 1/2; do, 1766, do, 10 1/2; do, 1764, do, 10 1/2; do, 1762, do, 10 1/2; do, 1760, do, 10 1/2; do, 1758, do, 10 1/2; do, 1756, do, 10 1/2; do, 1754, do, 10 1/2; do, 1752, do, 10 1/2; do, 1750, do, 10 1/2; do, 1748, do, 10 1/2; do, 1746, do, 10 1/2; do, 1744, do, 10 1/2; do, 1742, do, 10 1/2; do, 1740, do, 10 1/2; do, 1738, do, 10 1/2; do, 1736, do, 10 1/2; do, 1734, do, 10 1/2; do, 1732, do, 10 1/2; do, 1730, do, 10 1/2; do, 1728, do, 10 1/2; do, 1726, do, 10 1/2; do, 1724, do, 10 1/2; do, 1722, do, 10 1/2; do, 1720, do, 10 1/2; do, 1718, do, 10 1/2; do, 1716, do, 10 1/2; do, 1714, do, 10 1/2; do, 1712, do, 10 1/2; do, 1710, do, 10 1/2; do, 1708, do, 10 1/2; do, 1706, do, 10 1/2; do, 1704, do, 10 1/2; do, 1702, do, 10 1/2; do, 1700, do, 10 1/2; do, 1698, do, 10 1/2; do, 1696, do, 10 1/2; do, 1694, do, 10 1/2; do, 1692, do, 10 1/2; do, 1690, do, 10 1/2; do, 1688, do, 10 1/2; do, 1686, do, 10 1/2; do, 1684, do, 10 1/2; do, 1682, do, 10 1/2; do, 1680, do, 10 1/2; do, 1678, do, 10 1/2; do, 1676, do, 10 1/2; do, 1674, do, 10 1/2; do, 1672, do, 10 1/2; do, 1670, do, 10 1/2; do, 1668, do, 10 1/2; do, 1666, do, 10 1/2; do, 1664, do, 10 1/2; do, 1662, do, 10 1/2; do, 1660, do, 10 1/2; do, 1658, do, 10 1/2; do, 1656, do, 10 1/2; do, 1654, do, 10 1/2; do, 1652, do, 10 1/2; do, 1650, do, 10 1/2; do, 1648, do, 10 1/2; do, 1646, do, 10 1/2; do, 1644,