General Logan to His Soldiers. General Sherman, General Logan, and Governor Oglesby addressed a large meeting of their former comrades in arms at Salem, Illinois, on the 4th inst. General Logan's address is too lengthy to publish entire in our columns, but we extract some portions relating to matters of current interest. Our readers are aware that General Logan was always a Democrat, and an

ardent supporter of Stephen A. Douglas when

that lamented statesman was a candidate for

SPRECH OF MAJOR-GENERAL JOHN A. LOGAN. Would you have believed two years ago, when a certain great man of this land said that treason must be made odious and traitors must be punished, and not only that, but that they must be impoverished, and that their property must be distributed among the loyal people, that he would declare they were entitled to representation in the United States Congress? (No.) If he did, he had a very strange way of expressing himself. That is all I can say on that subject. No, sir, the work of restoration in this country belongs to loyal men and not to traitors, and while loyal men are engaged in performing this work and restoring this country, they must say to these traitors: "Gentlamen, we intend to confer these rights upon you whenever we are minded to. It is not for you to say the time minded to. It is not for you to say the ti when it shall be done, but it is for us to say. is in out hands, in our power; we have the right, and you have no privileges in this country." ("Goud, good, that's so.")

But it is said that, inasmuch as these States have been recognized, and certain of them have acted on certain subjects, that they are fully restored. Why, my countrymen, that is a great mistake. They are restored so far as the act that they perform is recognized by our Government as lawful; whether it was lawful at the start and at the inception or not by the recognition, we made it lawful. Hence, the only acts that they can perform are such as we recognize as being lawful by our recognition. The acts that we say to them they shall not perform, they cannot perform until we say they shall.

Let us, then, examine the question a little further. Oh, but some of the opposition say, why if you do not allow these people to be re-presented there is one-half of the Union unrepresented, and the laws that you pass in Con-gress are unconstitutional because a portion of the country is unrepresented. (Laughter.)

Well, I presume upon the same hypothesis all the taws that we passed during the war are unconstisutional because Jeff. Davis' part of the country was not represented. (Laughter.) So it might be in reference to this representation if the doctrine now enunciated by the opposition to the Union people in this land is correct; that is, that these people, the very moment they laid down their arms, aithough they had forfeited their lives, although they had forfeited their property, although they had forfeited their rights, civil and political, all those rights came back to them, and that they were as fully restored, as fully entitled to the rights and privileges of American citizens in a representative as well as in any other capacity, as any other people in this land. Now, my countrymen, that seems to me to be

a very strange doctrine. Let us see where it would carry us if the Rebels, the moment they laid down their arms, had all their rights re-stored to them. If the mere fact of laying down their arms would restore them all their rights, then I would ask you what is there in treason Suppose we to day just conclude here, while are assembled to celebrate the Fourth of July, that we will array ourselves against the State Government of Illinois, We go to work and commit treason against it. We perli our lives and our fortunes by our acts. Well, we look abroad and see we are about to be whipped. We cannot stand it any longer; so we throw down our guns, and send word to the Government, "We stole these old muskets, they did not cost us anything, you can take them back; we will be candidates, and take part in politics and the affairs of the State, just as we ever did."

What is the result? It puts the traitor in a bet ter position than the loyal man. It he goes and makes himself a new Constitution and a new Government, and then loses, he loses nothing on top of God's earth. Now that is a strange game to play at. That's heads I win, tails you lose. (Laughter.) The traitor loses nothing, the loyal man loses all. His Government loses It loses by the destruction of property; if loses by the destruction of life; it loses the effect of the law of the land; it loses the moral effect that the enforcement of the law has upon the people. All these the Government loses, but the traitor loses nothing.

I wish our friends-(I will call them friends because we call all our friends unless we know they are our enemies, or you may call them what you please, the people who opposed the war are now opposing the Union organization in this land)-would tell me this: -Why is it that they are so anxious to have these people represented in Congress now as soon as they lay down their arms, when these people declined for four years themselves to be represented? What is their anxiety? What causes it? I cannot see why this people on the Congress side of the United States should be in any hurry to require them to be represented. They declined to be represented for four years, but the very moment they laid down their arms, they say, why, we want members in Congress; we want a part of the foreign missions; we want the officers of the law to be distributed among us; we want our rights. They talk about rights! (Laughter.) Well so might a horse-thief, at the very time that he is being tried, get up before the iudge, after the proof had been given, showing that he had stolen the horse, and say, "Judge, I want my rights!" The judge would say, "My dear nd, you will get them in a few minutes. I think that the jury will send you to the Peniten-tiary for twenty years." (Laughter.)

On! they want their rights-rights that they forfeited, rights that they are not entitled to, rights that they denied to themselves by their own act of treason. They tried to destroy the Government, and denied its authority by their and thus lost all the rights that they had in this land. And now, instead of marening up with a pardon in one pocket and a certificate o election in the other, demanding what they cal their rights, what ought they to do? ought to be on their knees, imploring this great and glorious Government to be magnanimous, and offer them that clemency which our gallant, honest, and fatthiul President, Abraham Lincoin, offered to them so often, and which they

I am willing that the people shall have their property, or the little they have got left, though I think they have a good deal more than they ought to have unless they behave better than they seem to. But I care nothing about that. If the people are willing, I have no objection. I do not want to be their executioner: but I do want to do a few things as one of the American people, as one of the loyal citizens of this land, as a man who has so much right as anybody else, and no more, to claim the exercise of certain rights and privileges in this country that loyal men are entitled to. I want to be recognized in this land as a soldier of the Republic of the United States, and not a disgraced man, want to be recognized, at the same time. as a man who has done more for his country than at a man who has cone more for his country that a traitor. (Applause.) I want it to be so in this land that General Sherman may stand here to-day before the American people in a prouder hight, higher, socially, morally, politically, and every way, than does Joe Johnston, the man that fought against him in the armies of treason.

That is what I want to see. I want to see treason made odious and loyalty made respect-

able.

There is no Government on earth but enght to make every man a citizen. I de not mean by that they ought to give him the right to enjoy the privilege of voting, or holding office, but he ought to be a citizen, so that he

FOURTH-OF-JULY ORATION.

A WAR DEMOCRAT ON THE SITUATION

SPEECH OF GEN. JOHN A. LOGAN.

might be protected by the laws and by the flag, wherever he may he. A woman is a citizen, a child is a citizen, a red man is a citizen, or ought to be, if he lives in your land, and is a civilized person, and so ought a black man. It gives them no rights except the rights merely of a citizen. (Applause.) What rights does it give them? It gives them the rights I have menanimity there is in a great Government like. nanimity there is in a great Government like this that will allow one of our women, one of our children, or a red man, or a black man, to be captured on the high seas and made a pri-soner, and then when the Government is asked by the captive's triends to demand him, says by the captive's triends to demand him, says he is not a citizen of the United States, he cannot claim our protection. Now the man must pay taxes, he must bear the burdens of government, but he has no claims to the protection of the flag. You say, "No, sir, he is not an American citizen." Sir, I want every man to be a citizen—man, woman, and child, irrespective of color. "Oh." but say some friends in this country. "if you do but say some friends in this country, "if you do
that you make voters of the colored people."
It does no such thing. If the people of
Illinois want the people of color to vote, they have the right to make voters of them. If they don't want to do it, they have the right to pro-hibit. That right remains the same with each State as it ever did. This proposed provision of the Constitution says to you and I, sir, that every man is a human being; that every man is a citizen of the United States. You have no right to go out and murder him; you have no right to take his property; you have no right to take his work without paying him his wages; you have no right to abuse that man or trifle with his rights or privileges. He is a man even as you are, and has the same protection from the laws that you have. Any Christian people on top of God's earth that would not give this protection of the law to every human being. that had life breathed into him by Our Father, commits a great sin and sinks into oblivion.

Sir, when you ask me how I became such s great advocate of universal citizenship, I can answer the question. I have had my prejudices just as other men in this land, but when I marched with the columns of loyal men on Southern soil, and saw the flag of treason de flantly flaunted in our faces; when I looked around me and asked for friends, I appealed to the white man in vain; he was the friend of the traitor, the sympathizer with rebellion; he owed allegiance, he thought, to treason, and not to the Government of the United States. But at the deep, dark hour of night, the poor colored man, bowed down by the chains of slavery, would crawl through the marshes, through the thickets, wade the rivers, and come into your picket lines, into your camps, and tell you where the Rebel forces lay, and how you might attack treason and destroy it. (Cheers.) That is the reason why I desiroy it. (Cheers.) That is the reason why I cared not when I found a man that was my friend a friend to my country-though his skin was black, I could trust him sooner than I could the white traitor. ("That's so.")

Hence I want bim to have the protection of the law; I am in tayor of his having it. I ask you, my countrymen, I ask you, mothers—who are sitting around in this little group, that have fond sons that lie away far off beneath the hot burning sands of Georgia, whose faces you will see no more on earth, whose graves you can never visit again, perhaps, and the old fathers, too, and the little pratiling babe, that often asks his mother, "Mother, when will my father again return to me?" to have the laws of this land so modified, that while traitors in the South have their gatherings, day atter day, to strew garlands of flowers upon the graves of Rebel soldiers, that they may live in their memory as long as life shall last—if some poor, old, decreptd regro, who has gained his liberty by the march and prowess of American arms, shall come along with a basket of flowers to strew upon the grave of some poor loyal soldier, that he shall have the right to do it, and that no person shall have the right to interfere, and that he is

to be protected. (Emotion.)

* * Now that Davis, the head of the Rebellion. is in prison at Fortress Mouroe for his offenses against this Government, they begin to speak of his case. They grow so sympathetic in reference to his punishment. They must examine him every week to see whether his health is improving or declining. They must have a continual report, and, if he is a little declining, they give him the right to go where he pleases in and around the fortifications.

If they keep him pretty close for a day or two, a lew gentlemen go there to see whether or not the country is ripe for bailing him out. When the country is ripe for bailing him out. ger on the muse of the nation th outse begins to beat up to feser heat. If they attempt to bail him out, there will be such a houd through the land that these men will trembte in

When they find that they cannot do that, Mrs. Davis-I do not blame her for that; she is a woman, and as a matter of course loves her husband, and it is her duty to do all she can for him-goes to Washington, and she begins to speak of paroling Jeff. Davis. His sacred parole! His bond of honor, I suppose. (Derisive laughter.) Like to the man Stephens, who is now running at large with the other traitors in the same old way. Some have pardons in their pockets. Some have paroles in their pockets. Every one of you who has been in the army knows what pardoning a Rebel means. we pardoned them one day, and captured them the next. That's about the way we did. The country wants now to see if Mr. Davis can be pardoned. The physician then comes forward and takes hold of the pulse of the American people, and finds that it is not quite enough for them; it has not cooled down enough yet. They have been dosed a little too much with medicine already to be given quinine. So it goes out that Mr. Davis cannot be paroled; it cannot be done.

My tellow-countrymen, in my judgment, I charge no man with it; there are men in this land to day who are high in position, who, if it were in their power, would to-day parois Jeff. Davis and turn him loose, and let him escape the country. ("Johnson, Johnson—the President.") I do not believe that such a thing enters into the plans of the loyal people of this country. Some of these people say, "Do you want to keep a man in prison and let him rot?" Well, I don't know that I want to keep a man in prison until he rots, but they kept a good many of our soldiers there until they rotted. (Sensation.) They had no sympathy for the poor soldier when he was dying at Andersonville. Many a poor boy, perhaps some of you, lost their feet there. I know one in Peyton county, a young man named Doherty, both of whose feet dropped off in Andersonville prison, and who now walks on two wooden legs. Then there are others who suffered in the same horrible way. There was no sympathy in the bosom of traitors for those poor men then, while they were groaning, suffering, and dying. When did you ever hear a soit voice coming from the South, saying, "Come here, friends of these poor soldiers, and give them relief. We are not able to do it. Take them away from us and administer to their wants." But it one of these traitors is kept in prison a little while, especially if it is the great Jeff. Davis, some of these people speak of the great hardships—it is a terrible wrong that must

not be done. Ladies and gentlemen, it may be that I have none of the milk of kuman kindness in my heart. It may be that I am not tender in my disposition. It may be that I am rash in my feelings. I cannot tell. But I can go with you lead to with those mothers and better and to-day with these mothers, and brothers and sisters to the graves of your lost ones, and I can weep there oceans of tears, side by side, over the tallen martyrs of loyalty in this land; but God forbid that I showd weep over the pains and penalties or the punishment fastened upon tranors or treason in this country!

In the course of Governor Oglesby's speech (he followed Logan), the following incident of interest is reported:—
I was a Whig, but I have great affection for you loyal Democrats, you fathers, who sent your sons to support General Sherman, who, I

bel eve, is a Democrat.
(General Sherman—I never was a Democrat. only voted once in my life.)
I beg your pardon, General: I leave it to you Democrats who have got an honorable record, to you men who were friends of Douglas, to you who have always been friends of your country, shall that Copperhead concern steal away your bonored name? (No, no). Well, then, you nght it out. We are responsible for everything that is done now.

Rebraska is no longer a Territory. At the election last month she adopted a State Constitution (by the small majority of 100), and yesterday her Legislature elected Major-General John M. Thayer and F. W. Tipton to represent her in the United States Senate. Nebraska was WASHINGTON Streets,
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Retorts and Gas Machinery, of the latest and most improved construction. organized as a Territory in 1864 by the celebrated Kansas-Nebraska act. Kansas passed through a protracted and fierce war, and her struggles and destiny shook the very foundations of the Gov-ernment. With her admission as a State she began to enjoy a reasonable degree of quiet, but during the Rebellion the old spirit broke out, and her territory was the scene of constant outrages, culminating in the dreadful massacre at Lawrence by the demon Quantrell. Nebraska all this time was in perfect peace, slowly but surely acquiring population and wealth, and now she adds a star to our splendid galaxy.

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AUCTION SALES.

I, JOHN EDGAR THOMSON, Trustee in a certain Indenture of Mortgage of the property hereinafter described executed by the Tyrone and Clearfield kairoad Company to me, as Mortgage in Trust, to secure the payment of the principal and interest of bonds of said Company to the amount of \$25 600, which Mortgage is dated the 12th day of May. A. D. 1859, and recorded in the office for recording deeds, etc., in and for the county of Blair, on the 18th day of May. A. D. 1859, in mortgage book A. pages 563-45-6-7 and 8, and in the office for recording deeds, etc., in and for the county of Centre, on the 12th day of May. A. D. 1859, in mortgage book A. pages 563-45-6-7 and 8, and in the office for recording deeds, etc., in and for the county of Centre, on the 12th day of May. A. D. 1859, in mortgage book E. page 176, etc., do hereby give notice that default having been made for more than ninety days in the payment of the interest due and demanded on the said bonds, I will, in pursuance of the written request to me directed of the holders of more than \$59 600 in amount of the said bonds, and by virtue of the power conferred upon me in that respect by the said storigage expose to public said and sell to the highest and best bidder by M. THOMAS & SONS. Auctioneers, at the PHILADELPHIA EXCHANGE, in the city of Philafelphia on Thursday, the 7th day of September, A. D. 1866, upon the terms and conditions hereinaster stated, the whole of the said mortgaged premises, viz.:—

The whole of that section of said Tyrone and Clearfield Railroad from the point of intersection with the Tyrone and Lock haven Railroad near Tyrone. Blair county, Pennsylvania, as the same is now constructed together with all and singular the railways, rails, bridges, fences, privileres, rights, and all real property of every description acquired by and belonging to said Company, and all the toils, income, issues, and profits to be derived and to a rise from the same, and all the lands used and occupied for railways, depots, or stations between said points, with O T I C tions between said points, with all the buildings stand

tions between said points, with all the buildings standing thereon or procured therefor.

AND GENERALLY*

All the lands, railways, rails, bridges, culverts, trestleworks, tool-houses, coal-houses, wharves, 'ences, rights of wsy, workshops, machinery, stations, depots depot grounds, works, masonry, and other superstructure, real estate buildings and improvements of whatever nature or kind appertaining or belonging to the abovementioned property, and to the said section of said Tyrone and Clearfield Railroad, and owned by said Company in connection therewith.

Tyrone and Clearfield hailroad, and owned by said Company in connection therewith.

The said section of the Tyrone and Clearfield Bailroad, extending from the intersection of the Lyrone and Clearfield Bailroad, with the railroad formerly belonging to the Tyrone and Lockhaven Bailroad Company, but now to the Baid Eagle Valley Bailroad Company, but now to the Baid Eagle Valley Bailroad Company, is about 20 miles in length.

TERMS OF SALE.

\$10,000 of the purchase money to be baid in cash when the property is struck off, and the bailance within 20 days thereafter.

PAN MENT on account of the said balance of purchase money, to the extent of the dividend thereof payable on the bonds secured by the said mortgage and the matured coupons of the said bonds may be made in the said bonds or coupons; and if the dividend is less than the actual sum due upon the said bonds or coupons, the holders may retain possession of the said bonds or coupons, the holders may retain possession of the said bonds or coupons, the holders may retain possession of the said bonds or coupons.

Enon the purchase money being paid as aforceald, the

bonds or coupons.

Upon the purchase money being paid as aforesaid, the Trustee will execute and deliver a deed or conveyance of the premises to the purchaser or purchasers in pursuance of the power conferred upon him by the said suance of the power conterred upon the said sale, or mortgage.

Any further information in respect to said sale, or premises may be had upon application to the undersigned Trustee, at the office of the Pennsylvania Rail road Company, No. 238 S. Third street. Phi adelphis. JOHN EDGAR THOMSON, Trustee, No. 256 S. THIRD Street.

M. THOMAS & SONS, Auctioneers, Nos. 129 and 141 S. FOURTH Street.

TRUSTEES' SALE.

Whereas, THE GREAT WESTERN PETROLEUM AND REFINING COMPANY, of St Louis,
ko, did, on the Twenty third day of January. A. D.
Eliphteen hundred and sixty-six, convey to the undersigned, as Trustee, the lands and premises hereinafter described to secure the payment of a certain promissory
note, made by said Company, and bearing even date
with said trust seed, for the sum of ten thousand three
hundred dollars, payable to CHARLES W. FORD, or
to his order, one day a ter the date thereof, with lawful
interest; and a so to secure the payment to said Ford
of all other moneys which be might, from time to time,
advance to said Company, at its request, with interest.

And whereas, It was in and by said Trust Deed previded that, in case the said Company should make
default in the payment of the moneys secured by said
note, or in the payment of any other moneys thereafter
to be advanced by the said Ford, with interest, that the
said Trustee might proceed to sell the property in said
deed described or any part thereof, at public vendue, to
the highest bidder, at the east front of the Court House
in St. Louis, for cash, first giving sixty days public
notice of the time, terms, and place of said sale, by
advertisement in some newspaper printed in St. Louis
and in Fhiladelphia

And whereas, Default has been made in the payment
of the moneys secured by said deed, notice is therefore heveby given that the subscliber as such Trustee,
will, on the 5th day of September, A. D., sighteen hundred and sixty-six, between the hours of 12 and 1
octock P. M., at the east ront of the Court House in
8t Louis for hat he said deed mentioned, and
which are described as follows;—All that certain tract
of land situate in the township of Harmony, court; of
venago, and State of Pennsylvais, bounded and described as follows, to wit;—Beginning at a post at the
north east corner of the Herklaner Company's land; thence south seventy and seven-tenths rods to a
post at the southeast corner of the Herklaner Company's
land; thence south seventy

HAMILTON SPENCER.

PHILADELPHIA, MAY 4, 1866.—NOTICE IS bereby given that a writ of scire facias will be issued upon the following claim, at the expiration of three months from the date her stunies of the same is

Franklin Fire Insurance Company. C.P., December T., 1865. No. 28. For naving, 84443, lot N. E. corner of Twenty-second and Sprace streets, 17 feet front on Suruce by 87 feet 4 inches deep on Twenty-second

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SUMMER ARRANGEMENT OF PASSENGER
TRAIN*, June 4, 1866.
Leaving the Company's Depot. at THIRTEENTH am
CALLOWHILL Streets, Philadelphia, at the follow n

Leaving the Company & Depot, at THIRTEENTH am CALLOWHILL Streets, Philadelphia, at the follow a bours:

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Philadelphia, returning from Downingtown at 635 A. M. and 12 30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 8 00 P.M., passing Reading at 145 and 11 53 A. M. and 148 P. M., and connecting at Harrisburg with Pennsylvania and Northern Ceutral Railroad express trains for Pittsburg, Chicago, Williamsport, Pimira, Baltimore, etc.

Returbing, express train leaves Harrisburg on strival of the Pennsylvania express from Pittsburg, at 3 and 9 5 A. M., and 9 15 P. M., passing Reading at 449 and 10 52 A. M., and 11 30 P. M., and arriving in New York at 10 A. M. and 245 P. M., Sleeping cars accompany these trains through between Jersey City and Pittsburg, with out change.

out change.

A mail train for New York leaves Harrisburg at 2.16 P M. Mail trair for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RALLBOAD.
Trains leave Pottsville at 7 and 11-36 A. M. and 7-18
P. M., leturning from Famaqua at 7-35 A. M. and 146

P. M., teturing from Tamaqua at 735 A. M. and 146 and 415 F. M.
SUBUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 756 A. M. for Pinegrove and Harrisburg, and 150 F. M. for Pinegrove and Tremont, returning from Harrisburg at 320, P. M., and from Tremont at 735 A. M. and 575 F. M.

TICKETS
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Cauada. The following tickets are obtainable only at the office of S. BRADFOED, Treasurer, No. 227 S. FOURTH Street, Fhiladelphia, or of G. A. NICOLLS, General Superintendent, Resulug:

COMMULATION TICKETS
At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS,
Good for 2000 miles, between all points, \$52-59 each, for families and firms.

SEASON TICKETS

MILEAGE TICKETS,
Good for 2000 miles, between all points, \$52.50 each, for families and firms
SEASON TICKETS,
For three, Six, nine, or tweive months, for holders only, to all points, at reduced rates.
Residing on the line of the road will be furnished caras entitling themselves and wives to tickets at half fare.
EX URSION TICKETS
From Philadelphia to principal stations, good for 8a turday, Sunday, and Monday, at reduced fare, to be had only at the licket Office, at THEITEENTH and CALLOW HILL Streets
FREIGHT.—Gooss of all descriptions forwarded to all the above points, from the Company's new Freight Depot, BROAD and WILLOW Streets.
FREIGHT TRAINS
Leave Philadelphia cally at \$30 A. M., 1245 noon, and by P. M., for Reading, Lehanon, Harrisburg, Pottsville Fort Clinton, and all points beyond.
MALLS
Close at the Philadelphia Post Office for all places on the road and its branches at \$A. M., and for the principal stations only at \$15 P. M.

road and its branches at 5 A. M., and for the principal stations only at 3 15 P. M.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

On and atter WEDNESDAY, May 16, 1866, FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 10, 35, 4, 5, 54, 6, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 75, 8, 8, 20, 3, 10, 11, 11 A. M.

1, 2, 3, 4, 45, 6, 6, 7, 8, 9, 10, 11 P. M.

The 8 20 down train, and 3% and 5% up trains will no stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9, 10 A. M., 2, 3, 5, 5, 10% P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3% 5%, 7, and 11 P. M.

Leave Chesnut Hill 7-10 minutes, 8, 940, 11-40 A. M.

1-40, 3-40, 5-40, 6-40, 8-40, and 10-40 minutes P. M.

Leave Chesnat Hill 7-40 minutes A. M., 2, 5, and 8 P. M.

Leave Chesnat Hill 7-40 minutes A. M., 2, 5, and 8 P. M.

Leave Chesnat Hill 7-40 minutes, 11-05 A. M., 13, 4%, 5%, 6%, 6%, 50 5 minutes, and 11% P. M.

Leave Philadelphia 6, 8-35 minutes, 11-05 A. M., 13, 4%, 5%, 6%, 6%, 50 5 minutes, and 11% P. M.

Leave Norristown 5%, 7, 750, 9, 11 A., 1M., 1%, 4% 6% and 8 P. M.

The 5% P. M. train will stop at School Lane, Wissa hickon, Manayunk, Spring Mill, and Conshohocken only On SUNDAYS.

Leave Philadelphia 6, 8-35 minutes, 11-05 A. M., 13, 4%, 5%, 6%, 805 and 11% P. M.

Leave Philadelphia 6, 8-35 minutes, 11-05 A. M., 1%, 5%, 6%, 6%, 805 and 11% P. M.

Leave Philadelphia 6, 8-35 minutes, 11-05 A. M., 13, 5%, 6%, 6%, 805 and 11% P. M.

Leave Philadelphia 6, 8-35 minutes, 11-05 A. M., 15, 5%, 6%, 6%, 805 and 11% P. M.

Leave Philadelphia 6, 8-35 minutes, 11-05 A. M., 1%, 5%, 6%, 6%, 805 and 11% P. M.

Leave Philadelphia 6, 8-35 minutes, 11-05 A. M., 15, 5%, 6%, 6%, 805 and 11% P. M.

Leave Philadelphia 6, 8-36, 4, 4, 4, 4, 4, 4, 5%, 5%, 6%, 6%, 805 and 11% P. M.

Leave Philadelphia 9, 4, 4, 5, 6, 4, 805 P. M.

Leave Philadelphia 9, 4, 4, 6, 6, 6, 805 P. M.

Leave Philadelphia 9, 4, 6, 1%, 6, 6, 6, 6, 6, 6, 8, 6, 8, 6, 8, 6, 8, 6, 8, 6, 8, 6, 8, 6, 8, 6, 8, 6, 8, 6, 8, 6, 8, 6

ON SUNDAYS,
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Manayunk 7% A. M., 1%, 6, and 9% P. M.
W. S. WILSON, General Superintendent,
Depot NINTH and SHEEN Streets

W FST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), commencing MONDAY, July 2, 1866 Leave Philadelphia as For Cape May, 9 A. M., Mail; 2 P. M., Accommodation.
For Bridgeton, Salem, and intermediate points, 8 A.
M. and 3 30 P. M.
For Miliville, and intermediate points, 8 A. M. and 2

P. M.
Woodbury Accommodation, 6 P. M.
RETURNING
Leave Cape May at 6'30 A. M., Mall; 5 P. M., Express.
Leave Bridgeton 7 15 A. M. and 3'80 P. M. Freight 6'30 P. M.
Leave Salem 7 A. M. and 3'15 P. M. Freight 5'45 P. M.
Leave Millville 6'55 A. M. and 6'38 P. M. Freight 11'03
A. M. A. M.
Freight will be received at Second Covered Wharf
below Walnut street, from 7-96 A. M. until 5-96 P. M.
That received before 9-00 A. M. will go through the same

The West Jersey Fxpress Comp*ny will attend to all the usual branches of Express business. A Special view senger accompanies each through train. Office No. 5 WALNUT Street Philadelphia. NORTH PENNSYLVANIA RAILBOAD.

Depot THIRD Street, above Thompson.

For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKES; BARRE.

At 730 A. M. (Express), for Bethlehem, Allentown Mauch Chunk, Hazleton, Williamsport, and Wilkes

Manch Chunk, Hazleton, Williamsport, and Wilkosbarre.
At 3:30 P. M. (Express). for Bethlehem, Easton, etc reaching Easton at 6:45 P. M., at 5 lb P. M., for Bethlehem, Allentown, Mauch Chunk.
For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M. For Lausdale at 6:15 P. M.
White care of the Second and Third Streets Line City Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6:25 A. M., 3:15 and 5:30 P. M.
Leave Doylestown at 6:40 A. M., 3:15 and 5:30 P. M.
Leave Lausdale at 6:50 A. M.
Leave Louylestown at 6:50 A. M., and 2:15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 P. M.,
Doylestown for Philadelphia at 7:30 P. M.,
Bethlehem tor Philadelphia at 7:30 P. M.,
Bethlehem tor Philadelphia at 7:30 P. M.
Through Tickets must be produced at the locket offices.
THIRD Street or BERKS Street.
5:21

1866 -PHILADELPHIA AND ER'E RAIL
ROAD.—This great into traverses the Northern and Northwest Counties of Pennsylvania to the City of Frie on Lake Frie It has been leased and is operated by the Pennsy vania Baliroad Company.
TIME OF PASSENTER TRAINS AT PHILADELPHIA. Arrive Eastward—Erie Mail Train, 7 a. M.: Erie express Train, 1? M.
Leave Westward—Erie Mail. P. M.; Erie Express Train 12 M.
Passenger cars run through on the Erie Mail and Express trains both ways between Philade phia and Erie.
NEW YORK CONNECTION.
Leave New York at 9 A. M., arrive at Erie 9 30 a. M.
Leave brie at 445 P. M., arrive at New York 410 P. M.
Eles ant Sleeping Cars on all the uight trains,
For information respecting passenger business, apply at corner THIRTIETH and MARKET Streets Phila.
And for ireight business, of the Company's Agents, S.
B. Kingston Jr., corner Thirteenth and Market streets
Philadelphia; J. W. Reynolds, hrie; William Brown,
Agent N. C. B. R., Baltimore.
H. H. HOUS TOY, General Freight Agent, Phila
H. W. GWINNER, General Ticket Agent, Phila
A. L. TYLEB General Sup't, Williamspert.

RAILROAD LINES.

DHILADELPHIA, WILMINGTON, AND BAL
TIMOBE RAILBOAD,
TIME TABLE.

Commencing MONDAY, July 2, 1868. Trains will
lease Depot, corner of BEDAB Street and WASHINGTON Avenue, as follows:—
Express Train at 415 A. M. (Mondays excepted), for
Baltimore and Washington, stopping at Chaster, Wilmington, Newark, Elkion, Northeast, Perryville, Havre,
de Grace, Aberdeen, Perryman's, Magnolis, Chase's and
Stemmer's Run. Stemmer's Run.
Way Mail Train at 8 lb A. M. (Sundays excepted), for
Bailtmore, stopping at all regular stations between Philadelphia and Bailtmore.
Delaware Railroad Train at 8 A. M. (Sundays excepteds, for Princess Anne. Milford, and intermediate cepteds, for Princess Anne. Miltord, and intermediate stations.

Express Train at 11.45 A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 P M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Fikton, Northeast, Perryville, Havie de Gracelaberdesn, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Rus.

Night Express at 11 P. M., for Baltimore and Washington. ington.

Passengers by Boat from Baitimore for Fortress Monroe. Norfolk, City Point, and Richmond, will take the
1145 A M train.

WILMINGTON ACCOMMODATION TRAINS,
Stopping at all Stations between Philadelphia and Wilmington.

Stopping at all Stations between Philadelphia and Wamington.

Leave Philadelphia at 9 A. M., 12:30, 4:36, 6, and 11:30 P. M. The 4:30 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington at 6:30, 7:15 and 0:30 A. M., 4 and 6:30 P. M. The 7:15 A. M. train will not stop at stations between Chester and Philadelphia.

Trains for New Castle leave Philadelphia at 9 A. M., 4:36 and 6:P. M.

4:36 and 6:P. M.

THROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 11 A. M., 4:36 and 10:P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7:28, 7:55, 10:14, and 11:40 A. M., 4:43, 5:10, 7:26, and 10:36 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:55 A. M., Wav-mail, 9:20 A. M., Express. 1:10 P. M., Express. 6:35 P. M., Express. 1:20 P. M., Express. 8:25 P. M., Express. 1:20 R. M. STAINS FOR BALTIMORE

Leave Baltimore 7.75 A. M., Wawmah. 9.20 A. M., Express. 1.10 P. M., Express. 6.25 P. M., Express. 8.25 P. M., Express. 8.25 P. M., Express. 8.25 P. M., Express. 8.25 P. M., Express. 1 RAINS FOR BALTIMORE.

Leave Chester at 4.40 and 8.51 A. M., and 3.38 P. M., Leave Wilmington at 5.23 and 9.33 A. M. and 4.15 P. M., Freight Trains with Passenger Cars attached will leave as follows:— Wilmington for Perryville and intermediate stations at 6.65 P. M. Baltimore for Havre-de-Grace and intermediate stations at 4.45 P. M. Perryville for Wilmington and intermediate stations at 8.14.70 A. M., commecting at Wilmington with 7.15 A. M. train for Philadephia.

SUNDAY TRAINS.

Express Train at 4:15 A. M., for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeat, Perry ville. Havre-de-Grace, Abordeen, Perry man's, Magnoila, coase's, and Stemmer's Run.

Night Express, 11 P. M. for Baltimore and Washington, A commodation Train at 11:30 P. M. for Wilmington and intermediate stations.

Accommodation Talli at 11-30 F. In 10. II all and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Pailtimore at 8-25 F. M., stopping at Havre-deGrac, Perryville, and Wilmington, Also stops at Elkton and Newark (to take passengers for Philadelphia and
leave passengers from Washington or Baltimore) and
Chester to leave passengers from Baltimore or Washincton. Accommedation Train from Wilmington for Philadel
phia and intermediate stations at 6.70 P. M.
416
H. F. KENNEY, Superintendent. FOR NEW YORK,—THE CAMDEN AND OMPANY'S LINES.

OMPANY'S LINES.

FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Wharf, will leave to love your second and way process.

as follows, viz:-At 5 A. M., via Camden and Amboy, Accommodaas follows, viz:—
At 5 A. M., via Camden and Amboy, Accommoda1001.

At 8 A. M., via Camden and Jersey City Express... 3 00
At 8 P. M., via Camden and Amboy Express... 3 00
At 6 P. M., via Camden and Amboy Accommodation 2 25
At 6 P. D., via Camden and Amboy Accommodation 2 25
At 6 P. D., via Camden and Amboy Accommodation 2 26
At 8 A. M. 2 and 5 P. M., for Mount Helly, Ewansville, Pemberton, and Vincentown At 5 A. M., and 2
P. M. tor Freehold.
At 5 and 16 A. M., 12 M., 4, 5, 6, and 11 30, P. M. tor Fish
bouse, Pelmyra. Riverton Progress, Delanca.
Beverly Edrewater, Burington, Florence, Bordentown, etc. The 10 A. M., and 4 P. M. libes run direct
through to Trenton.

LINES FROM KENSINGTON DEPOT WILL LEAJE
At 11 A. M., 430, 645 P. M., and 2 P. M. (Night), via
Kensington and Jersey City Express Lines, fare \$3-00.
The 6-45 P. M. Line will um daily. All others Sundays
excepted. excepted. 17 730 and 11 A. M., 3, 3 30 4 30, 5, and 6 45 P. M a d At 7:30 and 11 A. M., 3 3:30 4:30, 5, and 6:45 P. M. a d. b. idnight, for Bristol, Trenton, etc.
At 7 and 10:15 A. M., 12 M. 3 4, 5, and 6 P. M., for Cornwell's, Torrisdale Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10:15 A. M. 10:00 Bristol, Schench's, Eddington, and 8 P. M. for Holmesburg and intermediate stations.
At 7:30 A. M. and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk Canandal, ua, Elmira, Ithaca, Owego, Rochester Binghampton, Oswego Syracuse Great Bend, Montrose Wilkesbarre, Scrauton, Stoudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethleshem etc.

hem etc. At 5 P. M. for Lambertville and intermediate stations. June 1, 1886. WILLIAM H. GATZMER, Agent. DENNSYLVANIA CENTRAL RAILROAD.—
SUMMER ARRANGEMENT.
The Trains of the Pennsylvania Central Railroad leave the Denot, at Thirly-dist and Market streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves Front street about 30 minutes prior to the departure of each Train.
On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of each rains Mann's Baggage Express will cal for and deliver Baggage at the Depot. Orders left, at the Office, No. 631 Chesnut street, will receive attention.

REIGHT LINES FOR NEW YORK AND tal, the Stations on the CAMDEN and AMBOY and connecting Railroads. INCKEASED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY PREIGHT LINES for New York will leave WALNUT Street What at 6 o'clock P M. daily (Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same day. o'clock P. M. daily (Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same day.

Keturning, the above innes will leave New York at 12 noon, and a and 8 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Ambov Railroad; also, on the Betyldere, Delaware and Fiemington, the New Jersov, the Freehold and Jamesburg and the Eurington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Reliroad connects at Philipsburg with the Lehigh Valley Railroad, and at Manuakachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to cyracuse, Buffalo, and other points in Western New York.

The New Jersey Kailroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.

A slip memorandum, specifying the marks and numbers, shippers, and consipneed, must, in every mstance, be sent with each load or goods, or no receipt will be given.

be sent with each load of goods, to given.

N. B.—Increased inclinties have been made for the transportation of live stock. Drovers are invited to try the route. When stock is inraished in quantities of two carloads or more. It will be delivered at the fost of Forcitich street near the Drove Yard, or at Pier No. L. North River, as the sbippers may designate at the time offshipment.

For terms, or other information, apply to WALTER FREENAN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadelphia

No. 726 S. DELA WARK AVENUE. Filiadelobils

ORANGE AND ALEXANDRIA RAILROAD. 2
On and arer MONDAY. February 12 two daily trains will run between Washington and Linchburg, connecting at Gordon-vi le with Virwink Central Railroad trains to and from Richmond as follows:

MAIL TRAIN.

Leave Washington daily (bunday excepted), at 6.45-A. M., and srive at Lynchburg at 5.46 P. M.

Leave Lynchourg at 7 A. M. and arrive at Washington at 5.26 P. M.

EXPRESS TRAIN.

Leave Lynchbury at 6.30 F. M. and arrive at Washing ton at 5.10 A. M.

Looke Washington daily (including Sunday) at 6.05 P. M.

Leave Lynchbury at 6.30 F. M. and arrive at Washing ton at 6.10 A. M.

Look it line making close connections at Lynchburg for all noints South and Southwest, and at Washington for North and Northwest.

First-class sleeping cars attached to the night trains.
The road is attractive, not only for its comfortable accommodations, but for the fact that it passes the now historic localities of Fairfax, Buil Run. Manassan, Bristice, Catiett's, Rappahannock. Culpeper, Orange, and Gordonsville, places of imperiatable interest in the popular mind.

Through tickets to all points South and Southwest may be had in Boston, New York Philadelobis, and Baltimore, and at the cases of the road in Washington Halexandess.

W. H. McCA FFRENTY.

General Supe intended...