THE NEW YORK PRESS.

EDITORIAL OPINIONS OF THE LEADING JOURNALS UPON CURRENT TOPICS.

COMPILED EVERY DAY FOR EVENING TELEGRAPH.

The Last Democratic Expedient. From the Nation.

The most influential Democratic papers all over the country, led on by the Chicago Times, have began to roar like young lious for 'impartial suffrage," Nothing short of this, it now appears, will make their minds easy. "The Massachusetts system," which admits every man to the polis who is neither a criminal nor pauper, and can give fair proof of his intelligence, is, according to the Boston Post, a system which commends itself to every reasonable mind. The Post wants, therefore, to see it adopted all over the country. The Democrats are prepared for negro voting, provided it be guarded from abuse by an educational or property test. Now, we have read able demonstrations-we remember seeing one within the past year from the pen of one of the most accomplished "Conservatives" in the country-that negro voting brings after it, as an inevitable onsequence, "the admission of negroes to the dinner-table and the marriage-bed," The old Democratic question, "Would you like your daughter to marry a nigger?" has lost none of its force. It is just as much a "poser" as it ever was. It would still wring from most radicals a reluctant but decided negative. Whatever objections lay to the black man as a son-in-law lie to him still. Whatever made his presence at tashionable dinner parties or in the front pews of fashionable churches undestrable, makes it undestrable still, And yet here we have the conservative, fastious, constitutional Democratic party calling for negro suffrage. Political equality, as they have told us over and over, means social equality; therefore, in calling for impartial uffrage, they are asking us to do the accursed

descendants of Ham. Nor is this the worst of the course they are urging on us. Men may be forgiven if in times of great distress they submit to social humiliations. Even the old French nobles were sometimes driven by poverty to engage in trade, or "deroger," as they called it in the lings of the period. The unfortunate who meditated this step met the other nooles of his province, told them the sorrowful truth, and gave up his sword, to be returned to him whenever he chose to abandon the ledger and day-book, and pro-perly purify himself. Even in England, "the spirit of the age," as the general need of money is sometimes called, is driving scions of noble houses to take refuge from the 'arrows of outrageous fortune' behind the counter. A son of the Duke of Argvil has turned wine merchant, and his example will probably be followed by many another younger son. When the framework of society is thus rudely shaken all over the world, the general resignation of American Democrats to negro sons-in-law, and the presence of negroes at their dinner parties,

thing-eat, drink, and intermarry with the

But, unhappily, this proposal to admit negroes to social and political equality is not, we have been often assured on the same high authority. a matter to be decided on simply secular grounds. It is not a matter simply of human interest or convenience. The condition of the negro is not a thing which lawgivers have the sole right to regulate on considerations of policy or convenience. We have the authority of the most erudite, pious, and entightened members of the Democratic party for stating that the subjection of the negro to the white man, political as well as social, was decreed by the Almighty as a punishment for the sins of Ham, from whom the blacks are well known to be descended. Therefore, in whipping, working, and selling them at the South, and in shut-ting them out at the North from all the professions and from all the higher callings—in condemning them by law and customs to the lowest walks of life—we were simply doing what the moon does in rising or water in running down hill-obeying law of the universe, acting as the agents of the Supreme Power in executing one of its immutable decrees; so that what the party now asks us to do is not simply to take to "low com but to sin against beaven. Our "social osition" we may damage if we please without damaging our soul. A gentleman may marry his cook or a young lady a hod-carrier, and remain a very virtuous person; but if we marry or give dinner parties to black people, well knowing that we have been forbidden by Providence to do either, we are guilty of something far worse than a breach of propriety. Bishop Hopkins and the members of the "Society for the Diffusion of Political Information" made the nation acquainted, in the winter of 1862-3, with its duty in this matter in words of solemn and penetrating eloquence, although we had then given no greater evidence of our guilty ten-dency than our determination to fight slaveholders, and although most Demoorats at that period still adhered to their old faith with unfaltering courage. Now, however, that lead-

into iniquity-we trust that these gentlemen will again lift up their voices. Right is right, however circumstances or men may change. So much for the teaching of the Chicago Times from a moral and religious point of view. Viewed from a political standpoint, we can hardly bestow on it any greater commendation. The growth of a party round an idea is the only legitimate growth-if is the only sort of growth hat the moral sentiment of the community will tolerate. A certain policy, or, in other words, the embodiment of certain ideas in legislation, commends itself, by degrees, to the minds of large numbers of citizens. They desire to see certain abuses corrected or certain improvements effected. To give force to their efforts, they come together, effect an organization, and become a "party," and struggle for power. But it is the previous possession of ideas which justifies their struggle for power. They have to be able to say: "We seek to control the Gov ernment, that we may put an end to this evil, or effect that good." If they cannot say this, if they cannot show that they are standing on some principle, they cease to be a party and become simply a faction, or, in other words an organized pest and nuisance, from which every honest man is bound to withdraw all countenance.

ing Democratic newspapers are found openly advocating an organized departure from the

truth-a deliberate and preconcerted plunge

Now, the Chicago Times, and the other papers which have followed its lead, confess that their reason for taking up negro suffrage is that the elections have left the Democratic party with out either principles or policy. Some of the measures for the support of which the party rose into existence, such as decentralization, rotation in office, and general democratization -if we may be allowed the word-of everybody and everything, without rhyme, reason, or con-ilderation, have been carried. Free trade, which it once supported, it has abandoned. slavery, the protection and extension of which it has fought for during the last twenty years, The party lived for three years after the death of slavery on opposition to the war; the war has ended in victory. Since the peace it has supported existence by insisting upon it that the South was entitled to come back into the the South was entitled to come back into the Union without conditions, the North being estopped by its own declarations from imposing any conditions, and the South being posing any conditions, and the south being estopped neither by its own declarations nor anybody else's from claiming anything it pleased anybody else's from claiming anything it pleased. The elections have shown, however, that all ogic is wasted on the North, and that the South will have to comply or stay out. The Demo-crats, therefore announce now that they have alled in all their undertakings, and that unless hey can find an idea, or a policy, in some nook ir corner, the party must perish. Well, perish

has nothing of its own left to struggle for, that t retains none of the principles which called it into existence, it announces that its mission is ended, and that it has no further excuse for existing. The spectacle of a political organization looking about for some "cry" that will enable it to regain power, is a most immoral and disgraceful one, and one which no public, of average virtue or intelligence, will tolerate. It must be remembered that the negro suffrage,

or "impartial suffrage," is not, and cannot be-come, part of the Democratic line of operations. It is not a legitimate result of any of its teachings, and is not developed by its creed. Up to the present moment the party has followed a piain, logical, and consistent course. It was natural and logical that a pro-slavery man should oppose the war, and that an opponent of the war should favor the admission of the South without conditions; but it is not either natural or logical that a friend of negro slavery should call for negro suffrage. All the arguments by which slavery was ever defended may be us against the admission of negroes to the

If, however, the country were disposed to pass over the outrageous impudence and incondistency of a cry for impartial suffrage from the friends of a "white man's" government, it could not get over the fact that the means by which the Democratic journals propose to secure negro offrage leave the main question between the North and South still untouched. The concession of the franchise to the negroes by amend-ments to the State Constitutions would settle nothing and satisfy nobody; and yet this is the way the Chicago Times proposes to have it done. In the first place, if it were done now, it would be looked on by the entire North as simply an expedient for getting into Congress. could offer no guarantee against the subsequent repeal of the measure when the occasion which led to it had passed away. None of those who are interested in the question of reconstruction, mainly for the sake of the blacks, would give five cents for rights which had no better security than Southern promises. In the second place, it would not satisfy those to whom the question of the cometency of the North to impose conditions of admission possesses the highest constitutional importance. To them the concession of negre suffrage by State conventions is of no sort of south to get back into its old place, or the growth of a higher feeling of justice and humanity, or of a sounder view of political expediency; but whether it indicated one or all of these, it would leave the main question unsettled-the question whether the Congress now tting, and which has carried on the war, is or is not the true Government of the United States; and, if it is, whether it has the exclusive right and power to impose on an enemy, enough to wage a four years' war, and whose hostility is not only unabated, but gloried in, such conditions of peace and reunion as it may deem necessary for the public safety. If the South gave every black on its soil two

rotes, of its own mere motion, and yet left the bove question unanswered, we have no hesitation in saying that the peace would still oe the veriest mockery by which a nation was ever cheated. For negro suffrage, it ought to be well understood, is not enough. There is no se in offering it to the North as a sign of sub-We must have it granted in such a way that the faith of the whole nation shall be oledged for its permanence. And, even then, t would still be insufficient. We must have it laced on record, for the warning and instruction of all future generations, that a rebellion in this country is not simply a process outside the law for settling a legal controversy-which when over leaves the Rebels where they stood pefore they drew the sword-a kind of bloody demurrer, which does not prevent the party from "pleading over" after judgment has gone against him; but a real war, attended with all the incidents and conditions of war, and that its suppression leaves the victor not only master the field but master of the situation, and ound by the most solemn of obligations to see to it that the conflict neither impairs the tional vitality nor shakes the popular confidence in the national stability.

Restoration by One Plan or Another the National Necessity. From the Herald.

Restoration of the Southern States without delay is necessary both in a political point of view and for the material interests of the country. If it cannot be brought about in one way, it must in another. The politicians may wish to keep the question open for party or political purposes, but the mass of the people do not-they want it closed up. The continued exclusion of so large and such an important part of the country from restoration and representation at Washington has political danger in it, is a great strain upon our institutions and form of government, and is calculated to paralyze the productive power of the South as well as the commercial and material interests of the North. There is, in truth, great danger every way in such an anomalous and unnatural state of things. We must have prompt restoration at any cost and by all means-not two. three, or more years hence, not after the next Presidential election, but, if possible, before the term of the present Congress shall expire next March.

We have seen in history that the richest and fairest portion of the earth may become a wilderness under paralyzing political circumstances. The South, with all its natural resources, might become so. In all probability the productions of that section of the country, which have been declining very much since the war, would become less next year, still less the year after, and so on till general ruin would tollow, if restoration be delayed. All the best portion of the population that could get away would leave; ambilion, which is the great incentive to industry and action, would be destroyed; and capital ould turn aside from a country so situated. Shall we suffer this part of our territory, richer and with more varied productions than India, to be thus destroyed? Shall we jeopardize our free republican institutions by keeping half the continent and nearly a third of the population m an unrepresented condition, and under despone rule? No statesman or patriot, nor any one who has studied history to advantage, would wish to see such a state of things.

Taking it for granted, then, that the mass of our citizens-that the people of the Northarnestly desire a speedy restoration of the south to its former relations in the Union, the question arties, How is this to be accom-

We hoped therefore, that the Constitutional amendment might be adopted, and thus settle the matter. The people of the North declared in the recent elections that to be the plan of ettlement. It would have been a sate, ready, and easy mode of restoration. But it does not appear that this can be carried through. Three ourths of the States must adopt the amend-nent before it can become a part of the Constiution. All the Southern States refuse to adopt , and therefore the everwhelming popular asjority in the Northern States in its favor is rendered powerless. It is even doubiful if a sufficient number of new States could be erected o carry the amendment while the south holds Besides the attempt to overrule the South in this way would cause great detay, which, as we have said, would be nighty injurious and

What, then, can be done? Clearly this:-If the south will not accept restoration on the terms offered through the Constitutional amendment, restoration ought to be forced upon them n some other way by Congress. This seems to be the only alternative. The interests of the forth-of the whole country-yes, the interests of the South as well as of the North-demand it. It is folly to talk of the rights of the Southern States. We are in a quasi state of war; the war is not closed up while these States remain unrestored, and they are completely under the power and at the mercy of the North. The will of the Northern people, and consequently that of Congress, as representing the Northern people, is the absolute law in the case. The South has placed itself in its present As seen as a party announces that it | axcluded situation, and must bear the conse-

quences. All appeals to former constitutional rights are useless, if even a strict technical in terpretation of the Constitution might seem to avor them, because the war power-the power of the cunqueror over the conquered—is superior to everything else. We may regret that restoration has not been brought about or could not be reached under other circumstances; but that is not the question now; we have to deal with facts; we have to take things as they are and make the most of them.

Under all the circumstances we conclude, therefore, that it is best for Congress, as soon as it shall assemble, to legislate for the entire and complete reconstruction of the Southern States. The President has tried his plan, from the best motives, doubtless, and it has failed. The people have not accepted it. Now let Congress egin anew at the foundation. Let an act grant ing universal amnesty and universal suffrage be passed under the war power. Let the Southern States be immediately reconstructed on this pasts. Let the whole machinery of Government spring into action upon it, and then let the members and Senators from every Southern State be torthwith admitted to Congress. This would be practical, early, and complete restoration. Our political troubles would be at an end. As far is the South is concerned, that section would have a larger number of members in Congress than ever. It would control the negro vote for years, and in time to come the white population grow so largely over the negro that there would be no danger from negro suffrage. The most levelling radicals of the North would be disarmed in their bostility, and, the cause of trouble being removed, we should have peace. This is, we believe, the most logical, safe, and prompt method of restoration under the cirumstances. We hope Congress will adopt it and let us have a thoroughly restored Union before next March. It will save the South, and give universal prosperity to the whole country.

The World's Highway.

From the Tribune. The phenomena of growth in America, new he most cheering study of the economist, were one time rudely marked by the building of new country roads between what now appear only as pioneer towns. The frontier of civilization seemed in those primitive days, ere fulton had conquered the waters with their own element, just as we may have yet to sundue the navigable air, a very remote haiting-place to lumbering teams and Conestoga wagons. That arly boundary defines a very ordinary business journey in these brisk times; and our intellectual travel over the same route would be inconceivably brief to the people who got late news of Fulton's invention, though it is now such a matter of every-day vitality to the many-minded multitude who receive news by lightning from London without a wink of surprise.

The muscle of man and beast once counted for much; but man's mind, with steam and electricity, have wrought wonders. The tracks of national growth were once marked out by the hoof; later by the railroad, steamboat, and the telegraph; recently, by a vast addition of all these, the latter invention, acting as no other can, as the mercurial inspiring spirit, of all new marvels of enterprise. Thanks to the telegraph, we are building a swirt passage between two seaboards, thousands of miles distant which otherwise might remain comparative strangers for generations. The continental undertaking of a great railroad to the Pacific, urged and inspirited not more by Watt's steam than Morse's electricity, will make the remote scaport of San Francisco known to New York as brother is known to brother.

Here progress, it seems, might reasonably pause, it only to recuperate. But the journey o: civilization is never done; the world never New York and San Francisco do not complete the story of national growth; it has threads in spinning by which the sea must know new cities, new communities, new peoples—such a magnifying of his discovery as christopher Columbus never dreamed. Per-haps Nortolk and Chicago will know each other better than San Francisco will know New York. Doubtless Virginia will be brought amicably and irresistibly in the plot, and the problem of complete and perfect union between North, East, South, and West solved more by aliroad reconstruction than by any other. Make a world's highway between San Fran-

be added unto us and the world. We yesterday received our mails from the extreme continent of Australasia, for the third time, by an American route. Heretofore, Australian news has reached us by way of India, Suez, and London, after about sixty-six days, more than two months. By the Panama route the mails may arrive in New York in thirty-eight days, or three weeks sooner than they could come by way of London. Though the telegraph on the Suez route has shortened the news-journey to London, and the Atlantic cable has brought the great continents nearer, we hold that the advantage derived from the American route is signally important in respect to news. But the gain, in a business sense, has far wider significance. We know that New York can communicate with Australia twenty days sooner than can London, and that England can reach her distant possession at least a week carlier by way of Panama than by way of Suez It takes about sixty days' voyage to London by the route of Suez and India, while it can be little more by the Panama route than fifty days, Here is a mammoth prize of time-saving which the commerce of America ought to know Low

The geographical superiority of this continent in ic-pect to commerce with both Australia and China has been long appreciated; but it was only with the recent opening of the golden gates of the Panama route that an actual glimpse of the near-brought Eldorado was given to our com-mercial eyes. Through this portal we see China nearer to us than it has ever been, and can look upon Australia as in commercial prospect more an American than a British possession. The new line of steamers which leaves San Francisco beneeforth direct for China opens a pathway of enterprise as interesting, in many respects, as a discovery. Without further help than the knowledge of its new highway to China and Australia, the vision of commercial supremacy over the Old World seems to be planned for alization. Through Panama or Tehuantepec to the Pacific, thence to San Francisco, and ther to China and Australia, our way seems plain. But there is a still shorter road for the trade of America and of the world.

We refer, of course, to the completion of the Pacific Railroad, which, in its importance to trade, must be considered twin with the Atlantic cable among the great works of the age. Connect New York and San Francisco by the locomotive, and China and America will be brought together by a commerce which may nake San Francisco as great in its day as New York. England cannot reach her distant pro vinces by a nearer route; the world can have no grander and speedier highway than through a epublic whose position, at some day, nake it the great medium of the world's mind and trade, and the arbiter of continents and

Viewing the marvellous growth of freedom, e'ep by step with population and commerce, in a country that counts few centuries of civili zation, the future does not seem too vividly pictured. Much may be predicted for America, much more for the world in the opening of the Pacific Railroad. When we read of these things we imagine that the world has begun to shift its power and civilization, and to turn the best blood of its progress into the heart and health of a new continent, and that man's interest and happiness are to follow in the wak; of a great change behind the emigrant westward. These things may be; but surely the day does not seem too far off when New York will become the metropolis of the world.

Democratic Advisers of the President.

From the Times. The World disregards the hint that the President has had more than enough of Democratic advisers. Washington journals, which are known to reflect his views, have declared that the result of the elections opened his eyes to the worthlessness of the support rendered by

the Democratic party, and the sinister purposes of those of its members who have professed to be his peculiar friends. He has discovered that the mere suspicion of affiliation with the Copperhead element sufficed to counteract all the influence of the Administration; and that to save himself from official destruction it has become necessary to discard pacty relationship with the press and the leaders of the Democracy. The Caicago Times discerned the change, and, making a virtue of necessity, pretenned to throw overboard the President and his adherents. Other Western Democratic journals have followed the example. They decline to hold themselves longer responsible for the Executive policy—so trying to break the force of the President's repudiation of their company and their principles. But the World, refusing resolutely to see the change or to take note of the dismissal, continues to play the role of counsellor, and to obtrude its recommenda tions with a pertinacity that will heet no demal.

"A complete amnesty" is the scheme which the Worla is now engaged in pre-sing upon the President's attention. The measure, our contemporary contends, should not be delayed, and the President is appealed to to "spoil the game" of Congress and frustrate the intention of its leaders by an immediate, unconditional, and

unlimited proclamation of amnesty.

It is not difficult to detect the object of the World in recurring daily to this recommendation. The Democracy dread nothing so much as an approach to a reconciliation between Fresident Johnson and Congress. Their aim is nievery possible way to widen the breach which unhappily exists, to intensity the bitterness which has grown out of it, and to multiply the causes of quarres. This has been their purpose from the beginning, their expectation being that the President would seek relief in undisgaised

identification with their party and its policy. In pursuance of this plan, they labored to oster a rupture in the matter of appointments. that the lion's share of the spoils might tall to their lot; then they entreated hun to defy Con gress, by setting up his interpretation of the Constitution as against the legislation of Congress; then they suggested the assertion by torce of the claims of the Southern States to unconditional admission; and now the World, in their behalf, insists that he "ought to publish a complete amnesty," with a view to embarrass, and if possible to checkmate, Congress in its action on the restoration question, All these recommendations and suggestions have been put forward with warm protessions of attachment to the President's cause, of a desire to sustain him in his position, and of a resolve to stand by him in whatever complications might follow the adoption of the course pro-

We think, however, that the common sense of the President will preserve him from the last of the traps thus set for him by his disinterested friends of the Democratic party. His consciousness of duty has lea him to administer all acts passed by Congress, whether agreeable to him-sell or not. He has not suffered himself to be empted into open, armed, and organized desiance of Congress. And though, in an evil hour, he listened to Democratic pledges concerning the elections, and appointed persons to office in whom the loval sentiment of the country has no ontidence, it is known that the people's voice, uttered at the poils, has dispelled the delusion under which he temporarily labored, and has taught him the folly of reposing trust in the strength, the honesty, or the wisdom of the Democratic party. We have no fear, therefore, that he will be in any degree influenced by the sophistry and the patronizing tone which mark the World's efforts on the amnesty question. We do not believe that he will listen to advice emanating from a quarter which has uniformly counselled mischief, and has proved itself as de

ficient in power as in integrity.

The abstract question of right in relation to the amnesty power is of slight moment in the present connection. Whether the power to procisim a wholesale pardon belongs unrestrictedly to the President, or under certain conditions belongs to Congress, is for the nonce an immaterial consideration. The real point to attended to is, Would the proclamation of a universal amnesty by the President be a wise proceeding? Would it be productive of good or harm? Would it promote the interests of the country, further the ends of the President, and hasten the solution of the grave problem of restoration?

On the ground of its inexpediency, we deprecare any further action by the President in the direction of an amnesty. In the first place, it is certain that the loyal people of the nation would not tolerate a declaration of entire immunity in favor of the active, guiding spirits of the Rebelhon. There is no strong desire anywhere for vindictive punishment-no desire to despoil, to hang, or to banish even the Repel leaders. there is a fixed and controlling resolve to exclude from participation in the honors and moluments of office the men who planned the Rebellion, and so made themselves responsible or its consequences. In the next place, it is at ast probable that any step of the kind taken the President on the eve of the meeting of naress would be regarded by that body as a challenge-a wanton, causeless provocationwhich it would promptly resent, too, in a manner most injurious to the very classes whom the World is anxious to serve.

While nothing could be gained by any further independent action of the Executive on points involved in the general question of restoration, much evil might arise to the President and the country. Congress now has charge of restoration and all its issues. The States which up-held the Government as against the Rebels, and vindicated its authority, have ranged eives on the side of their Congressional Representatives; they have decided that the terms of estoration devised by Congress shall be insisted non: and he is an enemy of the President who would recommend inoufference to a verdica thus unmistakably expressed.

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October 8, 1866.
Leaving the Company's Depot, at THIRTRENTH and
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CALLOWBILL Streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION,
At 7:00 A. M., for Reacing and informediate Stations.
Reinning, leaves Reading at 6:30 P. M., arriving
Philadelphia at 9:30 P. M.

MORNING EXPRESS,
At 8:15 A. M., for Reading, Lebanon, Harrisburg, Poitsville, Pinegrove, Tamagoa, Sunbury, Wilhamsport,
Pimars, Rechester, Ningera Fails, Buthalo, Alfentown,
Wilkesburg, Pittston, York, Carlisle, Chambersburg,
Haserstown, etc. etc.
This train connects at READING with East Pennsylvania Raircad trains for Allentown, etc., and the Lebanon
Valley train for Barrisburg, etc., at POHT Chinton
with Catawissa Raircad trains for Williamsburg, Lock
Haven, Elmirs, etc.; at Harrisburg with Northern
Cactual Cumberfand Valley, and Schnyikill and SusqueVarya trains for Northumberfand, Williamsport, York,
Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at 3-30 F. M., for Reading Potts-ills. Harrisburg, etc., competing with Reading and coumbia Railroad trains for Columbia, etc.

BEADING ACCOMMODATION

Leaves Reacing at 6:30 A. M., stopping at all way stations, arriving at Philadelphia at 9:40 A. M., stopping at all way stations, arriving at Philadelphia at 9:40 A. M., Returning, leaves Philadelphia at 4:30 P. M.; arrives in Resung at 7:35 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Poutsville at 8:46 A. M., arriving in Philadelphia at 1:00 P. M., Afternoon trains leave Harrisburg at 1:10 P. M., Pottsville at 2:45 F. M., arriving in Philadelphia at 5:45 P.M. 45 P.M.

HARRISBURG ACCOMMODATION Leaves Reading at 720 A. M., and Harrisburg at 410 P.
M. Connecting at Reacing with Afternoon Accommodation south at 630 P. M., arriving in Philadelpnia at 210 Market train, with passenger car attached, leaves Phila-

delphis at 3 15 P. M. Leave Philadelphia for Reading at 6. (6.4 A. d. and Downingtown at 12 30 P. d. d. d. and Downingtown at 12 30 P. d. d. for Philadelphia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 40 A. M., and Philadelphia at 8 15 P. M. Leave Philadelphia for Reading at 6. (6.4 A. M. resures from the property of the property o de phia at \$ 15 P. M. Leave Palladerphia at 4 25 P. M. 600 A. M., returning from heading at 4 25 P. M. CHESTER VALLEY RAILBOAD. Passengers for Downington and intermediate points ale the 7:30 and 8:15 A. M. and 4:30 P. M. trains from billadelphia, returning from Downingtown at 7:00 A. M.

And 17:30 noon.

ALW YORK EXPRESS FOR PITTSBURG AND THE WEST

Liaves New York at 7 and 9 A. M. and 8:00 P. M., passing Rensing at 1:00 and 11:53 A. M. and 1:48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Hairoad express trains for Pittsburg, Chicago Williamsport, Eimfra, Balmmore, etc.

Returning, express train leaves Harrisburg on arrival of the Pounsylvania express from Pittsburg, at 3 and 9:06 A. M. and 9:15 P. M., passing Reading at 4:49 and 10:52 A. M. and 11:30 P. M., and arriving in New York at 10 A. M. and 2:45 P. M. Fleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

mail train for New York leaves Harrisburg at 2-10 P. A mail train for New York leaves Harrisburg at 2:10 P.M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pous ville at 7 and 11:30 A. M., and 7:15 P.
M., returning from Tamaqua at 7:55 A. M. and 1:40 and
4:5 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 750 A. M. for Pinegrove and
Barrinburg, and 150 P. M. for Pinegrove and Tremont,
returning from Harrisburg at 320 P. M., and from Tremont at 735 A. M. and 525 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all
the principal points in the North and West and Canada.
The following tickets are obtainable only at the office of
S ERADFORD, Treasurer, Ng. 227 S. FOUETH Street,
Philadelphia, or of G. A. NICOLLS, General Superintanddent, Leading:—
COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired, for
lamilities and firms.

makes and firms.
MILEAGE TICKETS. Good for 2000 mises between all points, \$52.50 each, for families and firms SEASON TICKETS.

For three, six, rine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN CLERGYMEN

CLERGYMEN

CARROLL CONTROLL CONTROLL CONTROLL CONTROLL CONTROLL CARROLL CONTROLL C

Streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5 30 A. M., 12 45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points forward.

MAILS

Close at the Philadelphia Post Office for all places on the

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal tattens only at S-15 P. M. 815

LEREIGHT LINES FOR NEW YORK AND I. ali the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH.

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

Freight must be delivered before 4½ o'clock, to be forwarded the same day. Warded the same day.

Returning, the above lines will leave New York at 12 noon, and 4 and 6 P. M.

Freight for Treation, Princeton, Kingston, New Brunswick, and all points on the Camaen and Amboy Railroad; aso, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burington and Mount Holly Railroans, received and forwarded up to 1 P. M.

The Benyidere Delaware, Delaware, Polynomials, and the Burington and Delaware, Dela The Beavidere Delaware Railroad connects at Phillips-us, with the Lehigh Valley Bailroad, and at Manun-chunk with all points on the Delaware, Lackawarina of Western Enlinead, forwarding to Syrachus Borfaio

nd Western Enfrond, forwarding to Syracuse, Burlaio no other points in Western New York. The New Jersey Railboad connects at Elizabeth with the ew Jersey Contral Railread, and at Newark with the Mortis and Essex Ralipoad.

A sip memorandum, specifying the marks and numbers, shippers and consigned, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased facilities bave been made for the transportation of live stocs. Dravers are invited to try the route. When stock is furnished in quantities of two caronds or more, it will be debvered at the foot of Fortieth street, near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shipment. For terms, or other internation, apply to WALTER FREEMAN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadelphia.

N ORTH PENNSYLVANIA BAILROAD. ORTH PENNSYLVANIA BAILEOAD,—
Depot, THIRD Street, above Thompson.
For BETHLE-HEM, LOVLE-STOWN, MAUCH CHUNK,
LACTON, WILLIAMSPORT, and WILKESBARRE.
At 7:30 A. M. (Express) for Bethlehem, Affentown,
Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre,
At 3:30 P. M. (Express) for Bethlehem, Easton, etc.,
reaching Easton at 6:45 P. M.
At 5/15 P. M., for Bethlehem, Affentown, Mauch Chunk,
For Doylestown at 8:35 A. M., 2:30 and P.5 P. M.
For Fort Washington at 10 A. M. and H. P. M.
For Lanadske at 6:15 P. M.
White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot.
THAINS FOR PHILIADELL PHIA.

I cave Bethlehem at 8:25 A. M. and 12:25 Noon, and 6:18
F. M.

eave Doy estown at 640 A. M., 345 and 5:30 P. M.

Leave Doy estown at 6:40 A. M., 3:15 and 5:30 P. M.
Leave Lauscale at 6:00 A. M.
Leave Fort Washington at 10:20 A. M., and 7:15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
I filladelphia for Doylestown at 7:30 P. M.
Doylestown for Philadelphia at 7:20 A. M.
Rethlehem for Philadelphia at 4:30 P. M.
Tropped Tickets must be recurred at the ticket office. sigh Tickets must be procured at the ticket offices, ILLIS CLARK, Agent.

1866 .BGAD.—This great line traverses the North ern and Northwest Counties of Pennsylvania to the City of Eric on Lake Eric It has been leased and is operated by the Pennsylvania Railroad Company.

11ME OF PASSENGER TRAINS AT PHILADELPHIA Arrive Eastward—Eric Mail Train. 7A. M.; Eric Express Train, 1730 P. M.; Elmira Mail, 540 P. M.; Eric Express Train, 12 M.; Elmira Mail, 540 P. M.; Eric Express Train, 12 M.; Elmira Mail, 800 A. M.

Passenger cars run through on the Eric Mail and Express trains without change both ways between Philadelpma and Eric.

Tails without change both ways between Finlacelphia and Erie.

New York at 9 A. M., arrive at Erie 10 00 A. M.
Leave New York at 5 00 F. M., arrive at Erie 10 00 A. M.
Leave Erie at 5 30 F. M., arrive at New York 440 F. M.
Leave Erie at 5 10 A. M., arrive at New York 10 10 A. M.
Flegant Sleeping Cars on all the night trains.
For information respecting passenger business, apply at former THIRTEFH and MARKET Streets, Phia.

And for freight business, of the Company's Agents, S. B.
Klegston, Jr., corner Thirteenth and Market streets, Phiadelphia; J. W. Reynolds, Erie; William Brown, Agent N. C. R. R., Baltimore.

H. H. HOUSTON, General Freight Agent, Phila.

H. W. GWYNNER, General Ticket Agent, Phila.

A. L. TYLEE, General Sup., Williamsport.

W EST JERSEY RAILROAD LINES, FROM

V EST JERSEY RAILROAD LINES, F. foot of MARKET Street (Upper Ferry), comming MONDAY, reptember 24, 1868.

LEAVE PHILADELPHIA AS FOLLOWS:—For Bridgeton, salem, Miliville, and all intermediations, at 8 A. M. Mail., 3-30 P. M., Passenger.

For Woodbury, 8 A. M., 3-30 and 6 F. M.

For Cape May, at 3-30 P. M.

ESTURNING TRAINS LEAVE

Woodbury, 25-215, and 8-30 A. M., and 4-54 P. M. MÉTURNING TRAINS LEAVE
Woodbury at 7:15 and 8:10 A. M., and 4:54 P. M.
Bridgeton at 7:05 A. M. and 2:50 P. M. Freight, 6:30 P. M.
Salem at 6:50 A. M. and 3:05 P. M. Freight, 5:45 P. M.
Millyllie at 6:55 A. M., and 3:05 P. M. Freight, 6:10 P. M.
Cape May at 11:45 A. M., Passenger and Freight.
Freight will be received at Second Covered Wharf
below Walnut street, from 9:00 A. M., until 5:00 P. M.
That received before 7:06 A. M. will go through the same day.
Freight Delivery, No. 228 S. DFLAWARE Avenue.
9:25
J. VAN BENSSELAER, Superintendent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BAL.
TIME TABLE.
Commencing MONIPAY, November 26, 1856. Trains with leave Depot, corner of BEOAD Street and WASHINGTON Avenue, as follows:
Express Train at 415 A. M. (Mondays excepted), for Baltimore and Washington, atopping at Onester, Willings-Balticore and Washington, atopsing at Chester, Witnington, Kewark, Elston, Kortheast, Perryville, Havre-de-Grace, Alerdeen, Perryman's, Esgewood, Maguella, Chase's suc Stemmer's Run.

Way Mail Train at 8-15 A. M. (Sundays excepted), for Haltimory, stopping at all regular stations. Connecting with Delaware Railboad at Wilmington for Oriented and intermediate stations. intermentate stations.

Express Traina: 11 to A. M. (Sundays excepted), for Baitmore and Washington. Baltimore and Washington.

Express Train at 3 P. M. (Sundays excepted), for Baltimore and Washington, stoeping at Chester, Claymont, Wainington, Newark, Elston, Northeast, Perryville, Bavre-de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Craste a and Steinmor's Run.

Night Express at 11 P. M., for Baltimore and Washington. Cornects at Wilmington with Delaware Railroad line (Saturdays excepted), stopping at Middletown, Sinyrea, Dover, Harrington, Scalington, Salisbury, Princess Anne, and connecting at Crisneld with Boar for Norfolk, Portamouth, Passengers by Boat from Railroad. Passengers by Boat from Bal imore for Fortress Mon-ce, Nortolk, City Point, and Richmond, will take the II 48

A. M. train.
WILMINGTON ACCOMMODATION TRAINS.
WILMINGTON ACCOMMODATION TRAINS. nington.
Leave Philadelphia (daily) at 12°20, 4°20, 6, and 11°30 IP

M. The 4°30 P. M. train connects with Issiaware Railroad
or Milford and infermediate stations. The 6 P. M. trainruns to New Castle.
Leave Wilmington (daily) at 7.15, and 8°30 A. M., 3 and

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-mail, 9:29 A. M.,

Express. 1:40 P. M., Express. 5:35 P. M., Express. 6:26

P. M., Express. 1:40 P. M., Express. 5:26

From Baltimore to Havre-de Grace and intermediate.

Fr. m Hajtmere to Havre-de Grace and intermediate stations at 4-to-P. M.

TRAINS FOR BALTIMORE.

Leave Chester at 4-9 and 8-4 A. M., and 3-38 P. M.

Leave Wilmington at 5-23 and 9-40 A. M., and 4-15 P. M.

SUNDAY THAINS.

Leave Baltimore at 8-25 P. M., scopping at Havre-de-Grace, Perryvile, and Wilmington. Also stope at Elitton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore), and Chester to leave passengers from Baltimore or Washington.

Through Ties ets te all points West and Southwest may be produced at Ticket Office, No. 828 Chesmut street, under Continental Hotel. Persons purchasing tickets at this office can nave their baggage checked at their residence by Graham's Baggage Express.

4-16

H. F. KENNEY, Superintendent.

A 16

R. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.—

The Trains of the Fennsylvania Central Railroad leave the Depot at Thirty-first and Market Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway. Those of the Chesnut and Walnut Streets Railway. Those of the Chesnut and Walnut Streets Railway. The Market Street cars leave Eleventh and Market Ms. 35 minutes before the departure of each Train.

Main's Bas gage Express will call for and deliver Raggage at the Depot. Orders left at the Office, No. 631 Chesnut street, will receive attention.

Mail Train

Mail Train

Fact Line and Eric Express. at 1900 M. Parkesburg Train. at 1900 M. Parkesburg Train. at 1900 M. Parkesburg Train. at 1900 M. Parkesburg Accommodation. at 2:30 m. Harriaburg Accommodation. at 2:30 m. Lancaster Accommodation. at 4:00 m. Philadelphia Express leaves daily, except Saturday. Philadelphia Express leaves daily. All other trains daily, except Sanday.

Passengers by Mail Train go to Carlisic and Chambersburg Without change of cars, and arrive at Lock Haven at 8:10 P. M.

Passengers by Mail Train go to Carlisic and Chambersburg without change of cars, and arrive at Lock Haven at 8:10 P. M.

Passengers by Mail Train go to Carlisic and Chambersburg without change of cars.

Sleeping Car Tickets can be had on application at the

Cincinnati Express arrives daily. All other trains daily, except Sunday.

Passengers leaving Lock Haven at 7:00 A. M., and Williamsport at 8:40 A. M., reach Philadelphia without change of cars, from Williamsport, by Day Express, at 5:50 r. M.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. For further information, apply to

JOHN C. ALLEN. Ticket Agent, No. 631 Chesnut St.

SAMUEL H. WALLACE, Ticket Agent, at the Depot.

An Embarant Train runs daily (except Sunday). For full particulars as to fare and accommodations, apply to

FRANCIS FUNK. No. 187 LOCK Street.

FOR NEW YORK, THE CAMDEN AND Amboy and Philadeiphia and Tronton Kaliroad Com-

and Way Places, from Walnut Street Wharf, will leave as A. M., via Camden and Amboy, Accommoda-At 8 A M., via Camden and Jersev City Express. 300
At 2 P. M., via Camden and Amboy Express 200
At 6 P. M., via Camden and Amboy Accommodation

FROM PHILADELPHIA TO NEW YORK

At 6 P. M., via Camden and Amboy Accommodation and Emigrant lat class.

At 6 P. M., via Camden and Amboy Accommodation and Emigrant lat class.

At 6 P. M., via Camden and Amboy Accommodation and Emigrant, 2d class.

At 6 and 10 A. M., 2 and 5 P. M., for Mount Holly, Ewans-ville, Femberton, Birmingham, and Vincentown, and at 6 P. M. for Mount Holly.

At 6 A. M. and 2 P. M. for Frecheld,

at 6 and 10 A. M., 12 M., 5, 5, 5, and 11 30 P. M. for Flah House, Paimyra, Riverton, Progress, Delanico, Boverly, Edgewater, Eurlington, Florence, Bordentown, etc. The 10 A. M. and 4 F. M. lines run direct through to Trenton, LINES FROM KENSINGTON DEPOT WILL LEAVE at 11 A. M., 4750, 645 P. M., and 12 P. M. (Night), via Kensington and Jersey City Express Lines, fare \$200.

The 6 50 P. M. Line will run Gally. All others Sandays excepted.

excepted, 1 00 and 11 A. M , 3, 1930, 430, 5, and 645 P. M. and At 7:00 and 11 A. M., 3, 9:30, 4:30, 5, and 6:45 P. M. and 12 Michight, for Briston, Trenton, etc.
At 7:50 and 10:15 A. M. 3, 4:30, 5, and 12 P. M., for Schenck's At 10:15 A. M., 5, 5, and 12 P. M. for Schenck's At 10:15 A. M., 5, 5, and 12 P. M. for Cornweil's. Torresdale, Holmesburg, Tanony, Sfricaburg, and Frankford, and at 8 P. M. for Holmesburg and internediate stations.

At 10:15 A. M., 3, 4, 5, 6, 8 and 12 P. M. for Wissinoming.
BELVIDERE DELAWAHE RAILEGAD.
For the Pelaware River Valley, Sorthern Pennsylvania, and New York State, and the Great Labon. Two through trains daily (Sundays excepted) from the Kensington Depot, as follows:—

trans delly (Sundays excepted) from the Kensington Depot, as follows:—
At 730 A. M. and 3-30 P. M., for Niagara Falls, Boffalo, Punkirk, Canandaigua, Elintra, Libuca, Owege, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudaburg, Water Gap, nelvidere, Easton, Lambertville, Famington, etc. The 3-30 P. M. Line connects direct with the train leaving Eeston for Mauch Chunk, Allentown, Behildem, etc. At 5 P. M. for Lambertville and intermediate stations.

November 20, 1866. WILLIAM H. GATZMER, Agent. DHILADELPHIA, GERMANTOWN, AND

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN KALLKOAD.
On and after THURSDAY, November 1, 1895, until factor notice.

FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 %, 35, 6, 59, 6-10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 5, 7, 77, 2, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 6, 6%, 7, 8, 9, 10, 11 r. M.
The 8 30 down train, and 35, and 5% up trains will not group the Germantown Branco.

The 8 30 down train, and 3% and 5% up trains will not group on the Germantown Branch
ON SUNDAYS.

Leave Philadelphia 9 % A. M., 2, 7, and 10% P. M.

Leave Germantown 8% A. M., 1, 6, and 9% P. M.

CHESKUT HILL BALLEVAD

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

Leave Chesnut Hill 710 minutes, 8, 940, 1140 A. M., 140, 840, 540, 640, 840, and 1040 minutes P. M.

Leave Philadelphia 9 % minutes A. M., 2 and 7 P. M.

Leave Chesnut Hill 750 minutes A. M., 2 and 7 P. M.

Leave Chesnut Hill 750 minutes A. M., 1240, 540, and 7 % minutes P. M.

Leave Chesnut Hill 7'50 minutes A. M., 12'40, 5'40, and 1 9'50 minutes P. M.
FOR CONSHOHOCKEN AND NOERISTOWN.
Leave Philadelphia 0, 8'55 11'45, minutes A. M., 15', 8, 2'
45', 5'5, 6'5, 8'5, 8'50 minutes and 11'5 F. M.
Leave Norristown 5'40, 7, 7'50 minutes, 9, 11 A. M., 15'
45', 5'5, 6'5, P. M. Irain will stop at Falls, School Lane, Wigsphicaton, Manayunk, Spring Mills, and Conshonocken only
ON SUNDAYS.
Leave Philadelphia 9 A. M., 25' and 65', P. M.
Leave Norristown 7 A. M., 5 and 85', P. M.
Leave Philadelphia 6, 8'85, 11'05 minutes A. M., 1
2, 4'5, 5'6, 65', 8'05, and 115', P. M.
Leave Manayunk 6'10, 7'24, 8'20, 6%, 11'5 A. M., 2, 5, 6%,
85', F. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2% and 6% P. M.

Leave Manayank 7% A. M. 5% and 9 P. M.

W. S. WILSON, General Superintendent,

Depot NINTH and GREEN Structs.

JAMES R. LITTLE & CO.

MANUFACTURERS AND DEALERS IN SUPERIOR COFFIN TRIMMINGS,

No. 154 N. SIXTH STREET, PHILADELPHIA. Mountings, Handles, Sciews, Tacks, Diamon'

Screw-Caps, Ornaments, Star Studs, Lining cutcheons, Silver Lace, Inscription Plates. Particular attention paid to ENGRAVING COFFIN DRIVY WELLS-OWNER

8105 QOLDSM"