THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, OCTOBER 24, 1867.

THE	LETTER	TO	THE	DEAD.
	Protection of the local division of the loca	-	_	

BY THOMAS DUNN ENGLISH, M. D., PH. D. "We remember at the Wilderness a gallant Missis-sippian had fallen, and et night, jost before barying him it ere came a letter from her he loved best. One of the group arcund bis body-a minister-whose tenderness was womanly, broke the silent tearininess with which he saw the dead letter; he toek it and hild it ocon the breast of him whole hereich heart was still "Bary it with bim. He will see it when he wakes," It was the sublimest sentence of his funeral service." -N. O. Ficture.

Comes the letter from a mother ? Are a sister's longings there? Or the fondness of another,

Loved and loving, young and fair ? Seek not now to know the writer,

Seek not whence or why it came; As he died, his dimmed eyes saw her: As he died, he breathed her name.

It has come o'er hills and valleys, Crossed o'er rivers, passed o'er lakes:

"Bury it upon his bosom, He will see it when he wakes." Bury the dead with the letter unread, There to remain,

Till the soldier awakes from his slumber, To join in the battle again.

Ah! but never more to battle He will march by beat of drum: Nevermore when fight is over Sigh for gentle peace to come; Nevermore to roll-call answer, Nevermore will pace his round, Keeping watch o'er sleeping comrades Strewn upon the chilly ground; Nevermore the light words utter While his heart with sadness aches:

"Bury it upon his bosom, He will see it when he wakes."

Bury it deep with the soldier to sleep: There let it lie,

While the green grass grows o'er the sleeper, And the world goes hurrying by.

She who lingered as she wrote it O'er each tender word she penned,

She perchance will find her sorrow With some later lover end.

But for him those words of loving May survive when time is o'er,

And, though she forget her fondness,

Greet him on the further shore.

Cross his arms and close his eyelids

'Tis his slumber that he takes: "Bury it upon his bosom,

He will see it when he wakes." Lay him to rest with the scroll on his breast,

There, in the tomb,

Till the startled dead shall awaken At the terrible day of doom.

The Late Election.

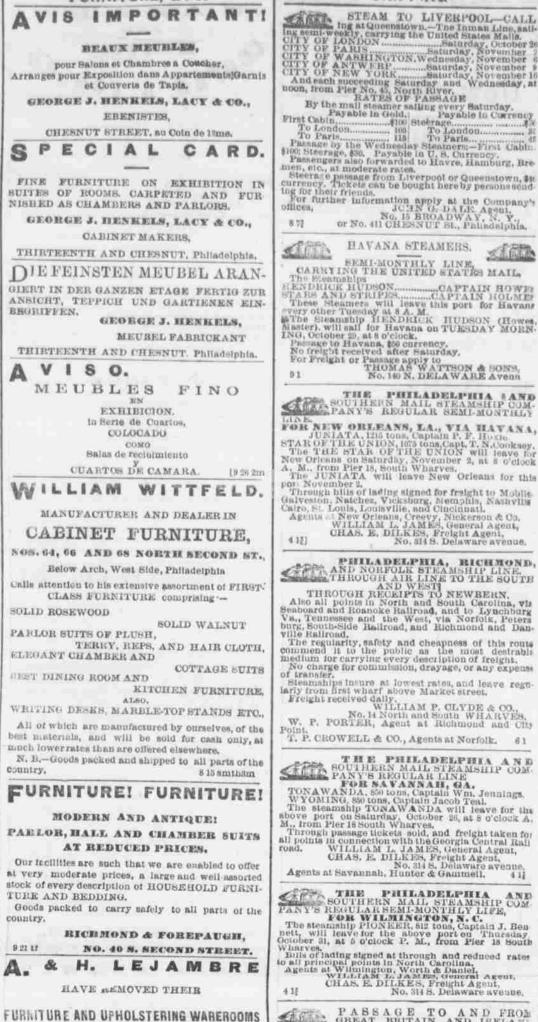
The following address has been issued by the Union Republican State Central Committee:--COMMITTEE ROOMS, NO, 1105 CHESNUT STREET, PHILADELPHIA, October 21, 1867.--Explanations of failures are always less agreeable than conthe former may be as profitable as the latter; for the uses of adversity are manifold. Regard-ing the recent defeat of the Republican party as both a political misfortune and a national calamity, a short review of the facts and a few party of the start of the start of the start of the start reflections therean are not descended out of places reflections thereon are not deemed out of place The most diligent and persistent efforts to arouse our friends from apathy, to impress upon them the importance of the contest, the danger of defeat, and the necessity for action to averi it, failed to produce the usual and desired results. The immediate cause of our failure is

.,115,740 the Democratic vote was ...

.454,140

.597,870 . 17,168 .260.824

the Democratic vote was. .267,746 Total.



FURNITURE, ETC.

SHIPPING

 BTEAM TO LIVERPOOL—CALL

 ing set Queenstown. — The Inman Line, sali-ing setur. weekly, carrying the United States Malls.

 CITY OF LONDON
 Saturday, October 20

 CITY OF PARIS
 Saturday, November 20

 CITY OF WABHINGTON. Wednesday, November 20
 Saturday, November 20

 CITY OF ANTWERP
 Saturday, November 20

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 To Paris
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 </ TARA STEAM TO LIVERPOOL-CALL

HAVANA STEAMERS. ×160 CARTYING THE UNITED STATES MAIL

The Evanuality of the Contained of the CAPTAIN HOWER The Evanuality of the Contained of the CAPTAIN HOWER STARS AND STRIPTS.......CAPTAIN HOLMES These Steamers will leave this port for Havann every other Tuesday at 8 Å. M. ETDE Steamship HENDRICK HUDSON (Howes, Master), will sall for Havana on TUESDAY MORN-ING, October 29, at 8 o'clock. Phenage to Havana, \$50 currency. No freight received after Saturday. Ever Evelopi or Paugage apply to

No freight received after basic For Freight of Passage apply to THOMAS WATTSON & SONS, 91 No. 140 N. DELAWARE Avenu

THE PHILADELPHIA CAND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY

FOR NEW OBLEANS, LA., VIA HAVANA, JUNIATA, 12/5 tons, Captain P. F. Huxle STAR OF THE UNION, 1075 tons, Capt. T. N. Cockaey, The THE STAR OF THE UNION will leave for New Orleans on Saturday, November 2, at 5 o'clock

The Third South and the second a: November 2. Through blus of lading signed for freight to Mobile.

Arrough blue of meing signed for resignt to Mobile failyeston, Nathers, Vicksburg, Memphis, Nathylis airo, St. Louis, Louisville, and Cincinnati. Agenus New Orleans, Creevy, Nickerson & Co. WILLIAM L. JAMES, General Agent, OHAS, E, DILKES, Freight Agent, 4 [1] No. 314 S. Delaware avenue.

PHILADELPHIA, BICHMOND, AND NORFOLK STEAMSHIP LINE. THROUGH AIR LINE TO THE SQUTE AND WEST THROUGH AIR LINE TO THE SQUTE AND WEST THROUGH RECEIPTS TO NEWBERN. Also all points in North and South Carolina, via Seaboard and Roanoke Rallroad, and to Lynchburg Var, Tennessee and the West, via Nortoik, Peters burg, South-Side Hairoad, and Elchmond and Dan-ville Railroad. The regularity, safety and cheapness of this routs commend it to the public as the most destrabis medium for carrying every description of freight. No charge for commission, drayage, or any expense of transfer.

ranships incure at lowest rates, and leave regu-y from first wharf above Market street.

Freight received daily. WILLIAM P. CLYDE & CO., No. 14 North and South WHARVES, W. P. PORTER, Agent at Richmond and City T. P. CROWELL & CO., Agents at Norfolk. 61

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM PANY'S REQULAR SEMI-MONTHLY LIFE, FOR WILMINGTON, N. C. The steamship PIONEER, Siz tons, Captain J. Ben nett, will leave for the above port on Thursday, October 31, at 5 o'clock P. M., from Fier 18 South Wharves.

PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND BY STEAMSHIP AND SAILING PACKET, AT REDUCED RATES. DRAFTSAVAILABLE THROUGHOUT ENGLAND

RAILROAD LINES.

and CATLOW HELL Stresse Philadelphia, at the fol-towing hourse-MGRNING ACCOM MODATION. At 730 A. M., for Heading and intermediate Stationa Ectiming, icaves Reading at 630 P. M., arriving in Philadelphia at 910 P. M. MORNING EXCRESS. At 918 A. M. for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamanua, Subbury, Williams-tort, Elmira, Rochester, Niazra Falik, Buffalo Alentowu, Wilkeebarre, Pittston, York, Carlials Chambersburg, Hagerstowe, etc. This frain connects at READING with East Penn sylvania Railroad trains for Alentown, etc., ard the Lebanob Valley tra'n for Harrisburg, etc., at FOHT ULINTON with C awinsa Railroad trains for Will such and trains for Alentown, etc., and the such and the such for Harrisburg, etc., at FOHT ULINTON with C awinsa Railroad trains for Will such Statistics Such are Elmira, etc.; at HARRIS such with No are Central Comberiand Valley and Schrytkins Susquehanna frains for Northum-beriand, Willis Susquehanna frains for Northum-traine Philadelphia at 2000 P M

and Schuylkins Bunquehama Trains for Northmis-beriand, Willis port, York, Chambaraburg, Pine cross, etc. AFTERNOON EXPRESS
 Leaves Philadeiphia at 250 P. M., for Reading rotisville, Earriburg, etc., connecting with Reading and Columbia Kaliraad trains for Columbia, etc. POTISTOWN ACCOMMODATION
 Leaves Priladeiphia at 655 P. M.; arrives in Columbia, there are the fold action of the station redinte Stations; arrives in Philadeiphia at 975 A. M. Teturning, leaves Philadeiphia at 655 P. M.; arrives in Politown at 550 P. M.
 McBading at 753 A. M., stopping at all way dations, arriving at Philadeiphia at 655 P. M.; arrives in Politown at 550 P. M.
 McBading at 753 A. M., stopping at all way dations, arriving at Philadeiphia at 655 P. M.; arrives o leading at 756 P. M.
 Trains for Philadeiphia leave Harrisburg at 510 A. M., and Pottsville at 255 P. M.; arrives dephia at 900 P. M. Afternoon trains leave Harrisburg at 210 P. M., Pottaville at 256 P. M., arriving in Philadeiphia at 656 P. M.
 McRuisBURG ACCOMMODATION Leaves Reading at 715 A. M., and Harrisburg at 710 P. M. Connecting at Reading with Atternoop Accommodation south at 650 P. M., arriving in Phila deiphia at 910 P. M.
 Market train, with passenger car stached, leaves the fold phila the stop P. M., arriving in Philadeiphia at 910 P. M. Connecting at Reading with Atternoop Accommodation south at 650 P. M., arriving in Philadeiphia at 910 P. M.
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 Itending at 800 A. M., returning from Reading at 420 P. M.
 CHESTER VALLEY RAILROAD,
 Passengera for Downingtown and intermediate contains take the 7:30 A. M. and 5:00 P. M. trains from Philadelphia, returning from Downingtown at 3:10 A.
 Matter and 1:00 P. M.
 NEW YORK EXPRESS FOR PITTSBURG ANI THE WEST
 Leaves New York at 9 A. M. and 5 and 8 P. M. passing Reading at 1:80 A. M and 1:50 and 10:06 P. M.
 Northern Central Railroad express trains for Pittaburg. Chicago, Williamsport, Elmira, Baltimore, etc.
 Returning, express train leaves Harrisburg on ar rival of the Pennsylvania express from Pittaburg. at 4:3 and 4:5 A. M. and 4:40 and 2:20 P. M. Stand 10:30 A. M. and 9 P. M., passing Reading at 4:3 and 10:30 A. M., and 9 P. M., passing Reading at 4:3 and 10:30 A. M., and 9 P. M., passing Reading at 4:3 and 10:30 A. M., and 9 York express from Pittaburg at 4:3 and 10:30 A. M., and 9 P. M., passing Reading at 4:3 and 10:30 A. M., and 9 P. M., and 6:40 and 2:20 P. M. Steeping Carsa company these trains through between Jersey City and Pittaburg, without change.
 A mail train for New York leaves New Yorl at 12 M. af Beihlehem at 615 P. M., and arrive in Philadelphis 10 P. M.
 From Doylestown at 825 A. M., 510 P. M., and 40 P. M.
 From Lausdale at 730 A. M.
 From Fort Washington at 1150 A. M. and 335 P. M. ON SUNDAYS.
 Philadelphis for Boylestown at 245 P. M. Doylestown to Philadelphis at 730 A. M. Bethlehem to Philadelphis at 430 P. M. Fifth and Sixth Streets Passenger cars convey pas- eugers to and from the new depo. White cars of Second and Third Streets line and Union line ron within a short distance of the Depot. Tickets must be procured at the Ticket Office in order to score the lowest rates of isre. ELLIS CLARE, Agent. Tickets solu and Baggage checked through to prin- Baggage checked through the processent Baggage checked through to prin- Baggage checked throu

Tickets solo and Baggage Checked through to prin-clical points at Mann's North Pennsylvania Baggage Express Office, 14 No. 105 S. FIFTH Street,

at 12 M. SCHUYLEILL VALLEY RAILROAD, Trains leave Potsyllie at 7 and 11 20 A. M., and 7 g P. M., returning from Tamsqua at 7:35 A. M. and 14 and 415 F. M. S. HUYLKILL AND SUSQUEHANNA BAILROAL Freide Marken at 7:25 A. M. GARBINGAL SCHUYLKILL, AND SUBSULEHANNA BAILROAL Trains leave Auburn at 750 A. M. for Pinegrove and Usrrisburg, and 150 P. M. for Finegrove and Tremont, returning from Harrisburg at 320 P. M., and from Tre-mont at 758 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.

 114
 No. 105 S. FIFTH Street

 DHILADELPHIA, WILMINGTON AND BAL-TIMORE RAILBOAD.

 TIMORE RAILBOAD.

 Street and WASH.

 Wold Ar, September 20, 1987. Trains

 Will leave Depot, corser BROAD Street and WASH.

 NGTON Avenue, as follows:

 WABIL Train at 230 A. M. (Standays excepted), for

 Baitimore, stopping at all regular stations. Con

 Cristield and intermediate stations.

 Express Train at 12 M. (Standays excepted) for

 Baitimore and Washington. Stopping at Chester, Thra

 www. Linwood, Claymon, Wilmington, Newport, Stan

 Will Express Hi'00 P. M. (daily) for Baitimore and

 Washington, Connects at Wilmington (Saturdays sceepted) with Delawsre Railroad Line, stopping at Newport, Stan

 washington, Connects at Wilmington (Saturdays sceepted) with Delawsre Railroad Line, stopping at Newport, Saturdays sceepted) with Delawsre Railroad Line, stopping at Newport, Saturdays sceepted) with Delawsre Railroad Line, stopping at Newport, Saturdays sceepted) with Delawsre Railroad Line, stopping at New Clayton. Dover, Hartington the sceepted.

 all the principal points in the North and West and Canda. Excursion tickets from Philadelphis to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Pottstown Accommodation trains, at reduced rates, Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediate stations, by Reading and Pottstown Accommodation trains, at reduced rates. The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. Fourtrit Street, Philadelphia, or of G. A. NICOLLS, General superintendent, Reading:-MILEAGE TICKETS Good for 2000 miles between any points desired for families and firms. MILEAGE TICKETS For three, siz, nine, or twelve mouths, for holders only, to all points, at reduced rates. Reading on the CLENGY MILE Beating on the CLENGY MILE Reading on the May of the road will be furnished cards entiling themselves and wives to tickets at half here. EXCURSION TICKETS

First Stating RECORDENSION TICKETS EXCURSION TICKETS From Philadelphia to principal stations, good for saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOW HILL, Streets, FREIGHT, Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

RAILBOAD LINES.

WEST CHESTER AND PHILADELPHIA RAILROAD VIA MEDIA. WINTER ARRANGEMENT. On and arter MONDAY, October 7, 1987. Trains will eave Depot, THIRTY, FIRST and CHESIN UT Bireess. West Philadelphia, as follows. Leave Philadelphia, as follows. Leave Philadelphia for West Chestor, at 7 (1A. M., 1A. W. West Chester W., 430 P. M., 6.5 P. M., and Leave West Chester W., 430 P. M., 6.5 P. M., and Leave West Chester W., 430 P. M., 6.5 P. M., and Leave West Chester W., 430 P. M., 6.5 P. M., and Leave West Chester W., 430 P. M., 6.5 P. M., and Leave West Chester W., 430 P. M., 6.5 P. M., and Leave West Chester W., 430 P. M., 6.5 P. M., and Leave West Chester W. M., 430 P. M., 6.5 P. M., and Leave West Chester W. M., 430 P. M., 6.5 P. M., and Leave West Chester W., will stop at B. O. Juno-tor and Media only. Trains leaving West Chester at 5.00 A. M., and Jear-berting West Chester St. 7.6 A. M., and going west will take train leaving Philadelphia at 500 P. M., and conter at B. C. Junction going east, will take train theying West Chester St. 7.6 A. M., and going west denter at B. C. Junction going east, will take train theying West Chester at 7.6 A. M., and going west denter at B. C. Junction going east, will take train theying West Chester at 7.6 A. M., and going west denter at B. C. Junction west will be in waiting, as mand. The Market Street cars will be in waiting, an annal, while the street and Market streets, on the arrival of profit and Market streets with each train leaving for thes leaving the Depot take the cars on Market trains the arrows the sector train leaving for these leaving the Bepot take the cars on Market trains the arrows the sector trains to a contrain. The Wainut Birreet cars connect with

RAILROAD LINES.

The Chesnut and Wainut Street cars connect with

The Chesnoti and Walnut Birrest cars connect with all of the above trains, carrying passengers down the and Amboy BR. office, at Walnut street whar, passing out Walnut street to the depo, ON SUNDAYS. Leave Philadeiphin at 530 A. M. and F.P. M. Leave West Chester at 756 A. M. and F.P. M. The cars on Market street will connect with all Sonday trains, both ways, as usual, leaving front and Market street in the best of the first and leaving Philadeiphin at 746 A. M. and F.P. M. Leave West Chester at 550 A. M. and F.P. M. Leave West Chester at 550 A. M. and F.P. M. The cars on Market street will connect with all Sonday trains, both ways, as usual, leaving front and Market street in the best of the first and leaving Philadeiphin at 746 A. M. and frop P. M., connect at B. C. Junction with trains on P. and H. C. M. R., for Oxford and Intermediate points. The sengera are allowed to take weating appared only as baggage, and the Company will not in any case be responsible for an annount exceeding one hun-dred dellars, unless a special contract is made for the same. Alts General Superintendent. DHILADELPHIA AND BALTIMORE CEN.

DHILADELPHIA AND BALTIMORE CEN-

PHILADEL PHIA AND BALTIMORE CENA TRAL RAILROAD, Summer Arrangemental On and Alter SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THERTY-FIRST and CHESN UT Streets (West Phila-elphia), at 7:15 A. M. and 430 P M. Leave Rising Sun at 5:16 And Oxford at 5'06 A. M. and leave Oxford at 3'25 P. M. A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 1'15 A. M. Oxford at 12'00 M., and Kennest at 1'90 P. M., connecting at West Chester Junction with a Train for Philadelphia at 2'20 F. M., run at a Carbon of the All State-days trains leave Philadelphia at 2'20 F. M., run for the Rays of the All State-test Oxford with a daily line of Stages for Feach Peach Bottom to connect at Oxford with the Attest non Train for Philadelphia at 4'80 F. M., runs to Rising Sun, M. The Train teaving Philadelphia at 4'80 F. M., runs to Rising Sun, M. M. Massengers allowed to take wearing apparel only as the for an amount exceeding one hundred collary, milese a special contract be made for the same trained for an amount exceeding one hundred collary, milese a special contract be made for the same. But HENEY WOOD General Sup's.

BIN HENRY WOOD General Sup's.
 W EST JERSEY RAILROAD LINES, FROM root of MARKET Street (Upper Ferry), Commencing TUESDAY, September 17, 1867,
 For Bridgeton, Fatem Vineland, Millville, and In-termediate stations, 8% 0.4. M., and 3% and 8% P. M. For Cope May 3%0 P. M. For Woodbury at 5%0 A. M., and 3% and 8% P. M. Freight Train leaves Camden at 12 M. (noon) daily. Freight Will be received at Second Covered What below Walnut street, from 7% A. M. will go forward the same day.
 Freight Delivery, No. 228 S. DELLA WARE Avenue. 72 M WILLIAM J, SEWELL, Superintendent.

CAMDEN AND BURLINGTON COUNTY

CAMDEN AND BURLINGTON COUNTY RAILEOAD.-On and after MONDAY. October 21,1807, trains will leave from toot of MARKET Street (opper ferry), for Merchantville, Moorestown, Hart-ford, Masonville, Hainesport, Moont Holly, Smith-ville, Evansville, Vincentown, Birmingham, and Pemberion, at 10'80 A. M. and 4'80 P. M. RETURNING. Leave Pemberton at 7'55 A. M. and 2'55 P. M. "ML Holly "Still" "2'52 " "Moorestown" Still "2'52 " 10'22 tf C. SAILER, Superintendent.

LUMBER.

1867.-SELECT WHITE PINE BOARDS AND PLANK. CHOICE PANEL AND IN COMMON, 16 feet long. 44, 54, 64, 2, 2%, 3, and 4 inch (44, 54, 64, 2, 2%, 3, and 4 inch) (44, 54, 64, 2, 2%, 3, and 4 inch) WHITE FINE, FANEL PATTERN PLANK, LARGE AND SUPERIOR STOCK ON HAND;

Infilteror Linkes,
Infilteror Control of Cont

1000 points on New Jersey Central Hallroad to New York. At 8:46 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hathoro, and Hartsville, by this train, take the stage at Old York road. At 10:16 A. M.—Accommodation for Fort Washing ton, stopping at Intermediate stations. At 10:16 A. M.—Accommodation for Fort Washing ton, stopping at Intermediate stations. At 10:17 P. M.—Express for Bethlehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralis, Shenandoah, Mount Carmel, Pittston, Scranton, and all points in the Mahanoy and Wyoming Coal regione. Passengers for Groenville take this train to Ouakertown. At 2:45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take to for Sumeyrown. At 2:45 M. —Accommodation for Doylestown, stopping at all intermediate stations. Passengers take for Sumeyrown.

case at Doylestown for New Hope; at North Wales for Sumneycown, At4 P. M.-Accommodation for Doylestown, stop-ping at all intermediate stations. Passengers for Willow Grove, Habbero, and Hartaville, take stage at Abington: for Lumberville at Doylestown, At 520 P. M.-Through accommodation for Hethle-tem and all stations on mails line of North Pennayl-vania Railroad, connecting at Bethlebem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk. At 620 P. M.-Accommodation for Lansdale, stop-olng al all intermediate stations.

At 11'38 P. M.-Accommodation for Fort Wash-

TRAINS ARBIVE IN PHILADELPHIA. From Bethlehem, at 9:55 A. M., 205 and 8:50 P. M. 205 P. M. train makes direct connection with Lebigh Valley trains from Easton, Wilkesbarre, Mahanoy 2017, and Hastelon. Passengers leaving Easton at 12:0 A. M. arrive in Philadelphia at 2:05 P. M. Passengers leave Wilkesbarre at 1:30 P. M., connect at Bethlehem at 6:15 P. M., and arrive in Philadelphis 4 0 P. M. From Dovision at 8:25 A. M. 5th P. M.

No. 105 S. FIFTH Street,

TRAINS ARBIVE IN PHILADELPHIA.

total vote of 1867 falls short of the vote of 1866,

On an examination of the details, it further appears that the decrease this year is 40,710 on the Republican vote of 1866, and a decrease of only 22,000 on the Democratic vote of 1866-or, only 22,000 on the Democratic vote of 1866-or, In other words, there were over 18,000 more Republicans who did not go to the polls at the last election than there were Democrats. There are eight counties in the State-viz. Allegheny, Bradford, Crawford, Erie, Lancaster, Philadel-phia, Schuylkill, and York-in every one of which more Republican voters remained at home than were required to elect Judge Williams; and in both Allegheny and Philadelphia there were more than four times as many absentees as were neceded to give us the State. In no county except Philadelphia and Forest (the latter by change of boundary line) did either party increase the vote of last year.

It is hoped these plain figures will teach Republicans the simple but important lesson that a mere numerical majority of voters will not a more institution, unless they are at the polls and vote on election day. General apathy, caused by an apparent failure to appreciate the importance of the contest, is the primary cause of our defeat. Besides this, we had local diffi-culties and side issues to contend against, suff-culties and side issues to contend against, suff-Importance of the contest, is the primitry clubs of our defeat. Besides this, we had local diffi-cuities and side issues to contend against, suffi-cient of themselves to destroy us. We lost votes in many places by reason of the legisla-tion of last session, and on the apprehension of negro suffrage; and in Philadelphia on the ques-tion of city taxation, and what is known as the Sunday car question, and by sundry frands. And worse than all these, our friends there nominated a ticket for city officers not acceptable to our people, mainly because it had no solidiers upon it. The solidiers themselves, to their oredit be it recorded, stood up manfully to their principles, and voted with us as hereto-fore. But large numbers of their friends would not support the ticket, and in every Repaulican precinci in the city there were from fifteen to one hundred and fifty of our friends who re-rased to vote. Thus we lost Philadelphia, and consequently the State. The defeat of so worthy a candidate as Henry W. Williams is a humiliation to which our friends who stayed at home should not have subjected us. They have been unfaithful to the great principles for which we have struggled and suffered together during the last six years, and they have imposed upon us additional labors and trials for the future, which a proper distarge of duty now would have averted. But let us "never despair of the republic." Reconstruction, on the basis of universal liberty and imparital justice, must yet be ac-complished; and there can be no doubt the union Republican party is as strong to-day on all great national issues, and as determined to accomplish its mission, as at any time during the last six years. Our dury is plain, and is well stated in a recent private letter from our standard bearer in the late contest, as follows: — "mistead of being dispirited, we should gird up our loins and burnish our armor for next year's Presidential contest, and make such use of this defeat as to secure a decisive and over.

of this defeat as to those who so nobly did their Many thanks to those who so nobly did their duty in the late canvass; and to those who did not, the earnest hope is indulged that they will make ample amends hereafter. By order of the Committee. F, JORDAN, Chairman.

GEORGE W. HAMERSLY, J. ROBLEY DUNGLISON, Secretaries.

-Nearly two-thirds of the tobacco crop in Kentucky is already cut and housed.

-The name of the New Orleans cemetery is "Greenwood."

-The first post office in Alaska has been established at Sitka.

.Few ladies are so modest as to refuse to sit in the lap of luxury.

-Indiscriminate eulogy and indiscriminate invective are equally good-good for nothing, -Fun says the Irish sharpen their wits on och hone.

-The Omaha Republican says the Mississippi is tearing away the Iowa bluffs by the acre.

I have a large stock of every variety of FURNITURE, Which I will sell at reduced prices, consisting of- PLAIN AND MARBLE TOP COTTAGE SUITS, WALNUT CHAMBER SUITS, WALNUT CHAMBER SUITS, PARLOR SUITS IN VELVET PLUSH, PARLOR SUITS IN HAIR CLOTH, PARLOR SUITS IN REPS, Sideboards, Extension Tables, Wardrobes, Book- ases, Maitresses, Lounges, etc. etc. P. P. GUSTINE, 811 N. E. corner SECOND and BACE Streets,	0	HOUS	SEKE	EPE	RS.
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STOVES, RANGES, ETC.	S	TOVES,	RANGE	S, ETC	

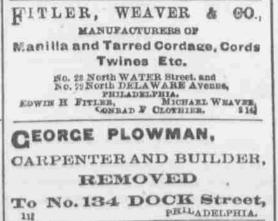
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TO SHIP CAPTAINS AND OWNERS. TO SHIP CAPTAINS AND OWNERS, The undersigned having isseed the KES, and the patrons of the Dock that he is prepared with and the patrons of the Dock that he is prepared with ncreased facilities to accommodate those having ves-eis to be raised or repaired, and being a practical dup-carpenter and caulter, will give personal atten-tion to the vessels entrasted to him for repairs. Captains or A gents, Ship-Carpenters, and Machiniss aving vessels to repair, are solicited to cni. Having the agency for the sale of "Wetterstedt's patient Metallic Composition" for Copper paint, for the preservation of vessels bottoma, for this city, I am prepared to furnish the same on reasonable terms, DOHN H. HAMMITT, Kenaington Screw Dock, 1 1 DELAWARE Avenue, above Laurel street.

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points from the Company's Freight Depot, BROAD and WILLOW Streets. FREIGHT TRAINS Leave Philadelphia daily at 530 A. M., 12'45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Poils-ville Port Clinton, and all points forward. MAILS Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2'15 P. M. 4 S

DENNSYLVANIA CENTRAL R ILROAD WINTER TIME, TAKING EFFECT OCT. 18, 1867.

WINTER TIME, TAKING EFFECT OCT. 16, 1867. The trains of the Pennsylvania Central Rairond leave the Depot, at THIRTY-FIRST and MARKET Street cars, the leat car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Cheenut and Walnut Streets cars run within one square of the Depot. On Sundays-The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train. Steeping Car Tickets can be had on application at

eparture of each train. Sleeping Car Tickets can be had on application at a Ticket office, N. W. cor. Ninth and Chesnut streets,

and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No, the context of the theory of the theory of the theory will be the theory of the theory of

TRAINS LEAVE DEPOT, VIZ .- S'00 A. M.

11 A. I Philipping and a start of the start	
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rrisburg Accommodation	
neaster Accommodation	
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stern Accommodation Train	
o Mail	
cinnati Express	
liadelphia Express	
Accommodation, No. 2	
commodation	

Accommodations apply to FRANCIS FUNK, Agent,

Parkesburg Train Parkesburg Train Lancaster Train Day Express Day

Ticket Agent at the Depot. Ticket Agent at the Depot. The Pennsylvania Railroad Company will not as-sume any risk for Baggage, except for Wearing Ap-narel, 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.

BUWARD H. WILLIAMS, General Superintendent, Altoona, Pa. 4.29

PHILADELPHIA AND ERIE RAILROAD,-

WINTER TIME TABLE. Torough and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Balimore, Balimore, Winnsport, and the Orost oil Region of Pennaylvania. ELEGANT SLEEPING CARS on all Night Trains, On and after MONDAY, October 14, 1867, the trains on the Philadeiphis and Eric Railroad will run as follows:-WESTWARD,

WESTWARD.

Mail Train leaves Philadelphia...... Mail Train leaves Philadelphia...... "" leaves Williamsport...... "" arrives at Erie...... "" leaves Williamsport...... "" leaves Williamsport...... "" arrives at Lock Haven...... "" EASTWARD. 8 '00 P. M. 8 '05 A. M. 12 '00 noon. 8 '45 P. M. 9 '45 A. M. 8 '00 A. M. 6 '28 P. M. 7 '45 P. M Mail Train leaves Erie " leaves Williamsport......" " arrives at Philadelphia.

and Petroleum Centre, Baggage checked through, ALFRED L. TYLER, General Superintendent 7.18

Withington, Leave Philadelphia at 120, 420, 600, and 11 m dealyy F. M. The 420 F. M. Train connects with Delaware Railroad for Milford and intermediate sta-tions. The 500 P. M. Train runs to New Castle, Leave Withington at 7 and 8 A. M., 400, and Sec. (1911) P. M.

Itons, The Store, M., Train runs to New Castle, Leave Willmington at 7 and 8 A. M., 4'00, and 5'80 (daily) P. M.
 FROM BALTIMORE TO PHILADELPHIA Leave Baltimore 7'25 A. M., Way Mail, 9'35 A. M., Express, 2'15 P. M., Express, 6'35 P. M., Express
 SUNDAY TRAIN FROM BALITIMORE.
 Leaves Baltimore at 5'55 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Northeast, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washing-ton or Baltimore, and at Chester to leave passengers from Washington or Baltimore.
 Through Tickets to all points West, Sonth, and southwest, may be procured at the Ticket Office, No. 5'25 CHESN''T Street, under the Continental Hotel, where also ate-rooms and berths in sleeping cars can be secured during the day. Persons purchasing tickets at this office can have their basgrage, oliecked at their residence by the Union Transfer Company.
 H. F. KENNEY, Superintendent.

Florence. At 6 and 10 A. M., 1, 3:80, 5, 6, and 11:80 P. M., for Edge-water, Riverside, Riverton, and Palmyra. At 6 and 10 A. M., L 3:80, 6, and 11:30 P. M., for Fish House

House. The 1 and 11:30 P. M. Lines leave from Market Street Ferry, upper side. LINES FROM KENSINGTON DEPOT

Will leave as follows:-Atll A. M., 4'30 P. M., and 12 P. M. (night), via Ken-sington and Jersey City, New York Express Lines.

ington and Jersey City, New York Express Lines, Fare \$3. At8, 10:15 and 11 A. M., 2:30, 3:39, 4:39, 5, and 12 P. M., for Trenten and Bristol. At 8 and 10:15 A. M., 2:30, 5, and 12 P. M., for Morris-ville and Tullytown. At 8 and 10:15 A. M., 2:30, 4:30, 5, and 12 P. M., for Schence.

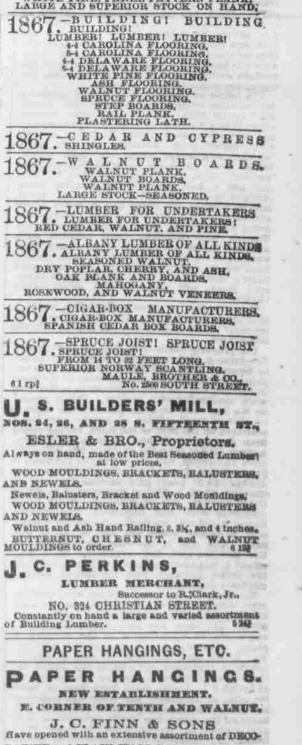
At 8 and 10/15 A. M., 2'30, 4'30, 5, and 12 P. M., for Schencks. At 10/15 A. M., 2'30 and 5 P. M., for Eddington, At 7'30 and 10/15 A. M., 2'30, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wisal noming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations. BELVIDERE DELAWARE RAILROAD LINES, From Kensington Depot. At 8 A. M. for Niazara Falls, Huffalo, Dunkirk, Canandalgua, Elmira, Ithaca, Owego, Rochester, Hinghamion, Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scrapton, Stroudsburg, Water Gap, stc. etc.

At s A. M. and 3'30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3'70 P. M. Line connects direct with the Train enving Easton for Mauch Chunk, Alientown, Bathle-

em, etc. At 5 P. M. for Lambertville and intermediate Sta-

Lines from West Philadelphia Depot, via Connect-October 21, 1867. WM. H. GATZMER, Agent,

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