# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, SATURDAY, NOVEMBER 30, 1867.

# Evening Telegraph PUBLISHED EVERY AFTERNOON. (SUNDAYS EXCEPTED)

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AT THE EVENING TELEGRAPH BUILDING. NO. 105 SOUTH THIRD STREET.

Price, Three Cents per Copy (Double Sheet), or ligh.cen Cents per Week, payable to the Carrier, and talled to Subscribers out of the city at Nine Dollars er Aunum; One Dollar and) F.fty Cents for Two to: the, invariably in advance for the period ordered,

### SATURDAY, NOVEMBER 30, 1867.

The Future of the Republican Party. Far Republican party is as a tree which has planted its roots so deep as not to fear the blasts of adverse winds. If destruction comes, it will be the result of internal decay. not external violence. If, then, there is any sign of weakness evident, it is the duty of the members to look within, and see what has caused it. So far as the principles of our party are concerned, they are its towers of strength. It is the first and only party which has seized on the great progressive ideas of the age, and made them its own. It is the only party which is of the people and for the people; and when we talk of its overthrow, we confess ourselves skeptical as to the ultimate success of right. Despite the jeers of the enemy and the dolorous wailings of our would-be friends, the trunk of the tree, to keep up our simile, is sound; it is only the branches which have been weakened by a diminution of the vital forces. A brilliant and successful future is yet in store for us, and those whe predict its early dissolution forget on what it bases its claim to popular support.

The Republican party is emphatically the party of labor. Its heart has ever beat in unison with the workman. It is his champion and friend. Not only is it the advocate of that great safeguard of the interests of our iabor, protection, but it is the only party which is in favor of that great principle. Were it overcome, the wall which separates the indigent and starving poor of Europe from the thrifty and comfortable laborer in America would be broken down. By competition all wages would be reduced to a universal level; and it requires no knowledge to know whether European labor would be elevated or our own degraded. The success of the Democracy would mean free trade, pauper competition, and a heavy fall of wages. When the comfort of millions depends on our success, when the future progress and development of our mighty nation rests on the decision of the contest, who can doubt but that we will succeed ? The country could not spare the Republican party now. The country could not afford to see the principles for which we contend defeated. Those, they, who talk about defeat, unless we defeat ourselves, are prophets of evil, and their discouraging predictions pass by unheeded.

Again, the great doctrine of our party, declared by Jefferson nearly a century ago, that all men are created free and equal, is one which day by day is gaining ground. Five years ago it was the law that if a man was black his testimony could not be received in a court of justice-as if morality depended on the color of the skin. Who would favor such a doctrine to-day? Five years ago a black man could not invest his savings in a lot of ground, because no black could hold real estate. Has that doctrine an advocate today? Ten years ago all who opposed even the extension of slavery, much less its continuance, were looked upon with contempt, as fanatics. What man, North or South, would have it renewed now? If, therefore, by the most decided proof of which the mind is capable, we see from experience that prejudice may be overcome by education, why should we deem it impossible or improbable that what the people are not educated up to to-day will be favorably received by them ten years hence ? It is well, then, for the Republican party, after nailing to its mast the motto "Equal and exact justice to all men," to bide its time and wait until the people are ready for its views. As we deem the time certain to come, it is no abandonment of our principles, no pusillanimity, but only wise discretion to avoid forcing issues when unprepared, rather than wait until time shall have done for us what enlightenment cannot accomplish. Of the great magnitude of the question there can be no doubt. Can we, then, expect that the nation will be thrown back half a century in its prosperity by the defeat of the Republican party ? We will not believe it. Again, the permanence and security of our national debt demands that we should continue in power. It is a sacred duty imposed upon the nation to pay its indebtedness, and the Democracy are already conjuring up their brains to see how actual, if not open, repudiation can be accomplished. The honor of America, therefore, demands that we have the ascendancy. Can those who have watched the progress of our nation believe that such an sternal stain will be allowed to soil our national honor ? The great principles, therefore, which are bound up in our party, and which are of such vital importance to the future greatness of our country, are bulwarks on which we build up our abiding faith in the continued life of the Republican party. All that is requisite for victory is wisdom. When, therefore, we criticize the policy of our party leaders, we say not a word against the party. With it, good or bad, in victory or defeat, our lot is irrevocably cast. But believing as we do that a correction of internal evils will leave us nothing to fear from external foes, we have spoken with frankness and not with despondency. It is because we are so sure that we can win, that we do not hesitate to point out the evils which have crept into our organization, and which are the only means of endangering its life. There has been too much devotion to side issues, too much corruption, too much headlong advocacy of principles

which, although true, it is indiscreet to force, without preparation, on the people. What we want is to correct the mistakes-to cut free from side questions-to purify the party , -- to make energy be tempered with common sense. If these be accomplished-and we see no reason why they should not be-we consider the victory of our party next year as certain as the day of election arrives. There is no cause for despondency. On the contrary, we are far stronger to-day than we have been for years. We are stronger in that we know where we are weak. We see the wrong, and can correct it. Let, then, all of the party keep of good heart. A little exertion will place us on that road, broad and straight, which leads to power. A little exercise of energy, a little effort to cast out corruption, and a little

#### caution to the Hotspurs of our party; will make our army invincible.

#### EDITORIAL CORRESPONDENCE.

From Pittsburg to Chicago-Import ance of this Line of Road to Philadetphia-Connecting Link for the Pacific Railroad Commerce - Manufacturing Villages in Ohio-Sleeping-Cars-Venti-Intion and Heating-A Railroad Smash-Up, Etc.

CHICAGO, NOV. 25 .- I left Pittsburg yesterday afternoon, by the Pittsburg, Fort Wayne, and Chicago Railroad, This road, in connection with the Pennsylvania Central, is a favorite route from Chicago to the East. It is very direct, there are few changes, the roads are well managed, and good time is made without excessive rates of speed. The "Fast" line, leaving Philadelphia at 12 o'clock noon, makes the run to Chicago in thirty-three hours, a distance of \$33 miles. The route is also a desirable one for shippers, goods being forwarded with out delay and in good time. I was told in Pittsburg, by one of her business men, that the Pittsburg, Fort Wayne, and Chicago Roadunder the efficient management of its President, General Cass, is paying regularly a dividend of ten per cent, per annum on its stock. In these days of the depression of rallroad stocks, and of popular unbellef in their value as an investment, this fact is worth mentioning. This road is one of great importance to Philadelphia, as it is her only direct route to Chicago, the great empo ium of the West; and this importance is much enhanced when we look at the probable development of the com merce of the future, consequent upon the completion of the Pacific Railroad, Trains are now running regularly from Chicago, by way of Omaha, to Cheyenne, at the foot of the Rosky Mountains. The route is very direct, being in an almost due cast and west line. At the same time, Chicago, not content with this easy and sure monopoly of the business of the main line of the Pacific Road, is sirelching out her arms to control, or at least divide, the business of the Kansas Pacific Road. By a road just completed from Cameron, on the Hannibal and St. Joseph Railroad, to Kansas City, the eastern terminus of the Kansas Pacific Chicago is placed in direct Road. connection with the latter road. Two immense bridges are being built, the one over the Mississippl at Quincy, the other over the Missouri at Kansas City, and when these shall have been completed, loaded cars can run without break or transshipment from Chicago to the western terminus of the Kansas branch of the Pacific Railread. Chicago thus grasps the eastern terminus of each of these great lines of road, which are so rapidly pushing beyond the western frontier. This fact cannot fail to give her great influence over the commerce of these roads, and to make her the virtual point of distribution for it. In this view of the subject, the Pittsburg and Chicago line becomes one of

extgen, to start with, by two stoves. The effects must be deadly in the extreme, especially upon those who often use them. And yet, strange to say, you rarely hear passaugers complain. They seem to sleep right through it all with the utmost unconcern. I did see one lady, however, on this train, who gave up her stateroom after she had taken 11, and changed for an open section, because the state-room was too confined.

The fact seems to be that the mass of people who travel, and are able to sustain the extra expense of sleeping cars, are not sufficiently accustomed to properly vontilated sleeping rooms at home to be conscious of the terrible want of ventilation in the cars. The true remady is to so build the cars that ventilation shall be infailibly secured, independent of the passengers or attendants. Here is a chance for the inventive genius of Mr. Leeds, of our city, whose admirable leceures upon the venillation of houses ought to be more widely circulated among the masses. If people lived in well-ventilated houses, they could not endure without a protest our illy-ventilated cars. The present method of heating railroad cars is also inefficient, and unphilosophical to the last degree. A stove at each end of the car merely warms the air in the upper section of the car, about the passengers' neads, while the floor is left almost as cold as though there were no fire at all. What is wanted is some method by which the floor, or the passengers' feet, shall be heated. Until that is done, the heating of railroad cars will have to be put on a par with their ventilation.

I speak of these matters because there are no people who travel so much as Americans do, and intelligent criticism is what our ratiroad managers need. Our railroads have many excellent features, but in some respects they might he vastly improved.

We passed through a good part of Ohio in the night, and should have made Fort Wayne, Ind., for breakfast; but towards morning we came to prolonged and ominous halt. The unusual stillness, like that of a boat which has made her port while you were asleep, awoke the passengers, and in response to the usual buzz of inquiries as to what was the matter, we were informed that there had been a smash-up, aused by the collision of a couple of freight trains, and that the track was so obstructed that it would require several hours to remove the debris so as to allow us to pass. A visit to the wreck confirmed the stat ment. The accient had occurred in this wise:-A freig it train going East had stopped at a small station called Monroeville to lake on a lot of hogs. The station, it seems, was not a regular stopping place, but merely a switch for taking and leaving freight, as occash a might require. Another freight train following the first was not notified of this sloppage, and, running along at full speed, ran into the rear of the first while it was taking on the stock, and made a remendous wreck. Several of the bogs were killed, cars were smashed, whirled around across the track, up into and ou top of one another, corn scaltered for rods along the road. ud a genuine smash-up made. Fortunately no person was injured. The responsibility for the accident seemed to be divided between the telegraph operator at the station back, who had neglected to inform the following train of the stoppage of the other at Wonroeville, and the conductor of the train which stopped in omitting to send back a flagman to guard the rear-As the railroad company must have lost seve. ral thousand dollars by the accident, I presume it will fix the responsibility somewhere. Had it been a passenger train thus run into, the loss of life would have been fearful, and perhaps as horrible as that of a few days since on one of the reads leading into Cincinnati, where several persons were burned to death. After about five hours' delay the trick was sufficiently cleared to allow us to pass, and we sped on our

way. We arrived in Chicago after all the

### SPECIAL NOTICES.

[For additional Special Notices see the Second Page.] THE VERDICT OF PUBLIC TASTE The the political vote of the country, settless many delicate questions, and the immense demand for Phalon's "Kight-Blooming Cerens" snows that verdici to be overwhelmingly in favor of the article, as the finest periume on this continent.-Or.esport

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OFFICE OF THE LEHIGH COAL AND NAVIGATION COMPANY, PRILADELPHIA, November 29, 1867, At a special meeting of the floard of Managors of the Lebits Coal and Navigation Company, held this ay, the following communication was received and ead, viz. he following communica for was received and viz:--e Board of Managers of the Lebiph Coal and Navi-

to the Board of Managers of the Lemin cost and succ-gation Company:- thereby respectfully funder to you then the second state of the second state of the Le-entitement of the office of President of the Le-ight Cost and Navigstion Company. In doing so, i may be permitted to state that this movement has not mean prompted or suggested in any degree by others, but has originated control from my own convictions of any to myself, and a desire to benefit the Stock-alders in a recent emergency.

of thity to mignely, at d a desire to benefit the Stock-holders in a recent emergency. For some time part, as some of you have known. I have felt oppressed with a sense of the yearly in-creasing difficulties and responsibilities of my posi-tion, and anxi, us for relief from long continued and init termitted application to the duties connected with it; but the humediate cause of my placing my resignation, as I did last week at the command of the chairman of the Executive Committee, was a de-sire to open the way for some grateman of sitan-guished financial ability and resources to step in and extrinate the Company from the peculiary embar-ransment which had arisen from the unexpected in large of our negotiations for the sale of our new toan in England. ugland.

In Eugland. In taking leave of you, I desire to express my high rippet for each member of the Board, and my grateful appreciation of the confidence you have been pleased to repose in mas. Elected to the Presi-dency by the subsolicited voic of the Board, in Janu-ary, 1863, to fill the 'vacancy occasioned by the death of my nucle, I have held the office for a period of nearly hye ways, which by reason of what has of nearly five years, which, by reason of what has been accomplished during that time, wis constitute no losignificant or unimportant e, och in the history I the company. The disastrous flood of June, 1862, had destroyed the

The dismairous flood of June, 1862, had desiroyed the oppersection of our navigation, singuered the lower section, and mointed it from the Old Lonigh and su-quelanna Raffroad, leaving the company in a cond-tion which invited the efforts of oppering filteresis to prevent us from re-saiablishing ourselves in a strong and holepend of position in the valley of the Louign, by cutting us off from direct communication wit can other source of trade than our own mines, and leav-ing us under the yearing increasing disadvantage of having no whiter outlet, for curselves or our cus-tones.

Insying no whiter outlet, for curselves or our customers.
These antagents ic efforts were mad, but without success; and the Lehigh Coal and Navigation Company, through the extension of the Lehigh and Susgustanta Raitroad from White Haven to a connection with the railroads scross New Jersey, aid.e. by other tun of that measures taken by this H and, hestend of eccu, ying to day a position of it feriority and dependence. This schlevel one of such great the transments. If must, if properly garded it is difficulty that not which and the screeping of the transments. If the inportant work to which is difficulty that rival interact of Manager body schemest of the company's chief having and its transment of Manager body schemest of the company's chief having the to a scheme to a constant work to be made, it schemest in the company's chief having the to the board of Manager body schemest in the company's chief having the to the board of Manager body schemest in the schemest in the property success the suppose, been plonging inconsider raise in the scheme suppose, been plonging inconsider raise in the scheme and the schemest of the prosperity on an ethaged scheme.

an enlarged scale.
The construction of the Lehigh and Susquehaun , Rairoad cown like valuey of the Lehigh is not all, however, that has been accomplished by the P during the period referred to. The comparison of the Nastleoke Rairoad, I cated to draw the trade of the Nastleoke Rairoad, I cated to draw the trade of the Wilkssbarre could be a count of the Delaware Division Canal, at a rent which theory important contracts for future busit ess with the Delaware and Rairoad Company, and varied contacts for future busit ess with the Delaware and Rairoad Company, and the controlling interest in the Wilkesbarre Coat and Iron Company are all important measures, some of which cannot fail, and all of which may be busit to a dargely to the faure property of the every increasing coal trade of this State.
Which is a subject of great regret that the issue of new stock which became necessary in september for the Company, and interesting divised base of the Company, and interesting with the the Delaware increasing coal trade of the state.

at opinion. We also have to regret that, in our anxiety to com-

ete this year the extension of the Lehig 1 and Sus-chainm Kalfrand, we were ed to reny too conta-ority on the sale of our new loan in London, and th gothate temporary louis here to a large amount which the expectation of some paying them off with the money to be received from kng and; but in this n atter, also, the executive officers of the company acted under the direction of the Board, and must as-cribe the emtartassments which ensued to circum-stances beyond their control. In closing 1 beg to make my acknowledgments to the several Managers for the disinterested zeal they the several Managers for the disinterested zeal they shave always shown in their sudeavors to promote the interests of the Conpany, and for the harmony and uniform courtesy which have always prevailed at their weekly meetings. I can say for myself that I am conscious of having faithfully endeavored to do ny duty. For ten years I have scarcely been abseut as many days from my work, and then only by reason of sickness or family bereavement. That the Company may soon enter mon that career of renewed prosperity which we all believe to be in store for it in the future, so that our stockhoiders may reap in the shape of guod dividends the benefit of the large expenditares we have felt cailed on to nake according to our best judgment of their inte-rists, is the warm wish of your friend and obedient serva.5. Puladelphia Nov 20 1867 11 20 205 ists, is the warm wish of your "JAMEs S. COX.
 Philadelphia, Nov. 20, 1867.
 When, on motion, it was
 Recoved. That in accepting the realguation of Jas.
 S. Cox. Esq., of his office as President of this Company, the board of Managers desire hereby to express their encode of the interests of the company, and of his chiever personal regard and their sense of his hiever devotion to the interests of the company, and of his calcus discharge of the duiles of his office.
 Recoved. That Mr. Cox's letter of resignation be entered on the minutes, and that the Secretary cause the same to be published with these resonal long, and his near the circular form to the stockholders. THE sent in circular form to the stockholders, F. MITCHELL, Scoretary, arrow **CRAND UNION FAIR** OF THE **Baptist Churches of Philadelphia**, IN AID OF THE MEMORIAL BAPTINT CHAPEL, Now being crected under the anspices of the CHURCH EXTENSION COMMISSION, will open MONDAY EVENING, December 9, next, at CONCERT H ALL and will continue for one week. An excellent selection of FANCY AND U-EFUL ARTICLES will be on as'e at reasonable prices at the tables of the different Churches, ALL CHANCES VOTING, SCHAMES, EIC., WILL BE STRIC L) PROHIBITED DURING THE FAIR, and these ob. ectionable features being disallowed, the patronage and support of the denomination is earnestly soil:ited and expected. Tickets can be procured at the Bapist Publication Rooms, No. 350 arch street and from the Superingen-dents and Teachers of the various Baptist Sanday Schools. 113,26 UNION LEAGUE HOUSE, 100 BROAD STREES. PEIGADELPHIA, Nov. 80, 1807. THE ANNUAL MEETING OF THE ENION LEAGUE OF PHILADEL! HIA Will be held at the League House, ON MONDAY EVENING, December 9. AT 7 O'CLOCK. At this meeting there will be an election for Officers and Directors to serve for the ensuing year. GEORGE II. BOKER, SECRETARY. 11 30 71 THE MODEL HOME-A PLEA FOR Marriage and Domestic Joys. A NEW LECTURE, 314 REV. A. A. WILLITS, In the Church corner of ELEVENTH and WOOD Streets, on MONDAY EVENING, Dec. 2, at 7 20 n'clock. In aid of the Young People's Mission Sabbath School. Tickets, 50 cents latithe door. 11 31 21\* OFFICE TREMONT COAL COMPANY. PP-The Laterest Component of the ANGE. The Laterest Component of the Seven Per Cent. Motigage Bonds of this Commany will be paid at their other on and alter Dec 2, 1867. 1130 24 GEORGE H. COLKET, Treasurer. HOLIDAY PRESENTS, r greatly reduced prices. H. SIXON, 1 50 127 10 12 14 17 19 21 No. 21 S. EIGHTH St.

## SPECIAL NOTICES. BUSINESS EDUCATION.

THE OUAKER CITY BUSINESS COLLEGE, FIFTH AND CHESNUT STREETS.

This institution. incorporated by the Legislature, and postessing all the powers and privileges of clas-doal colleges, offers to YOUNG MEN

The very highest advantages for a thorough prostori education for business. The course of instruction is upon a basis that cannot fail to give astistaction, and bundreds of graduates are now holding prominent positions in this city who can testify to its superior value and pre-emipeedly practical character. BOOK-REEPING,

COMMERCIAL CALCULATIONS, PENMANNELP, COMMERCIAL DAW, CORRESPONDENCE.

BUNINESS FORMS, ETC.

Circulars on application. 14 PHILADELPHIA, NOV. 29, 1857.-AT A STATED MEETING OF THE HIBERNIA FIRE ENGINE COMPANY, No. 1, beld at their Hall, on this (Priday) evening, the fol-lowing was unnumbously adopted:-

held at their Hall, on this (Friday) evening, the fol-lowing was unanimously adopted: — Whereas, There is at present a varancy existing for the position of Chief Engineer of the Pire Depart-ment, cai sed by the decease of David M. Lyis, Esq.; therefore be it Resolved, That this Company, having full confi-dence in the ability and integrity of COLONEL HENRY A. COOK, do hereby nominate him for the position of Chief Engineer of the Pailadiphia Fire Department, and would most respectfully solidit the cooperation of our fellow members of the Fire De-partment to secore his election for the unexpired term of David M. Lyis, From the minutes. JOSEPH BARTON, President,

JOHN MEAD, JR., Assistant Secretary.

# RICH LACE CURTAINS

AT AUCTION PRICES! at the The subscribers have just received, from the late AUGTION SALES IN NEW YORK, TABLE HUNDRED PAIRS OF FRENCH LACE CURTAINS, From the lowest to the highest quality, some of the RICHEST MADE. ALEO, CRIPPEN & MADDOCK. NOTTINGHAM LACE CURTAINS. EARL OIDERED MUNLI'S CURTAINS, JACQUARD AND MUNLIN DRAPERIES, VESTEBULE CUMTAINS, IN GREAT VARIELY. SHEPPARD, VAN HARLINGEN & ARRISON, NO. 1008 CHESNUT STREET. CHEAP LINEN GOODS. SHEPPARD, VAN MARLINGEN & ARBISON NO. 1008 CHESNUT STREET. Are now receiving from the recent AUCTION SALES. SOME VERY CHEAP LOTS OF Barnsley Sheetings, Towels, Huo"abacks, NEW and Other Linen Goods, To which they invite the attention of buyers, AS

BEING NEARER TO OLD PRICES than anything they have been able to offer.

## Blankets at Reduced Prices.

The subscribers are now prepared to offer the latgest

MUTUAL LIPE INSURANCE COMPANY, NEW YURK.

FLINY FREEMAN, Press. LOBING ANDREWS. JUBN A. HARDENBERGH, Vics-Presidents. HENRY C. FREEMAN, Secretary,

CANH ASSETS .81,089,000

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ORGANIZED JUNE, 1864.

ALL POLICIES NON-FORFEITABLE, PRE-MIUMS PAYABLE IN CASH. LOSSES PAID IN CASH. IT RECEIVES NO NOTES; AND GIVE NONE.

By the provisions of its Charter, the entire surplus belongs to Policy Holders, and must be paid to them in Dividends, or reserved for their greater security. Dividends are made on the contribution plan, and paid annually, commencing two years from the date of the Polloy, It has already made two Dividends, amounting to

#### \$102,000-00,

An' amount never before equalled during the first three years of any company, FREE PERMISSION GIVEN TO TRAVEL

IN THE UNITED STATES AND EUROPE AT ALL SEASONS OF THE YEAR. NO POLICY FFE REQUIRED. FEMALE RISKS TAKEN AT THE USUAL PRINTED. RATES, NO EXTRA PREMIUM BEING DEMANDED.

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Department of State of Pennsylvania. CHARLES E. ELMES, late of Phila National Bank. W. J. GRIFFITTS JR. 10 23 ws244p Fire, Marine and Accident Insurance effected in the most reliable C impanies of this city, and in those of New York, New England and Ballimore

(Successors to W. L. Maddock & Co.), No. 115 South THIRD Street,

HAVE JUST RECEIVED

CHOICE ALMARIE CRAPES

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New Bethlehem Buckwheat.

#### NEW

## WHITE MESS MACKEREL. 1012 aw2m1 PATAPSCO FAMILY FLOUR always on hand. FOREIGN FRUIT. Large Dehesa Layer Raisins. London Layers.

Minscatel. Sultana, and Soedless Raisins.

great interest to Philadelphia, for it enables her to compete for a business which otherwise must pass unchallenged to New York and Boston by the more northerly and easterly lines.

The run from Pittsburg through Western Pennsylvania and Ohio was a pleasant one. The air was peculiarly soft and baimy, so that we sat with open windows, while the mellow haze of the Indian summer atmosphere gave a subdued and quiet aspect to the ever-changing landscape. This section of the country was suffering greatly from drouth, the fields looking brown and bare, and the roads deeply encumbered with dust. I was gratified, bowever, to observe that the fall wheat was looking finely in most places, though the breadth sown does not seem to be large.

Fine villages of from five to eight and ten thousand inhabitants are growing up all along this road, such as Alliance, Mansfield, Massillon, Fort Wayne, Crestline, etc. All of them have, more or less, a manufacturing basis. The making of agricultural implements seems to be a specialty. All through the West the use of new and improved machinery in conducting farming operations has increased wonderfully during the past few years. As a consequence, an immense demand has grown up for reapers, mowers, threshers, separator , horse hay-forks, and the like, which has stimulated this branch of manufactures into activity in many even of the smaller towns. McCormick, of this city, has made a millionare's fortune out of his reapers, and others have made a great deal of money in the business. The farming operations of the West could not be carfled on at all, on their present scale, without the aid of improved machinery. And yet the demand has not been satisfied. The prairies will never yield their full product until the steam plough shall be brought to such perfection as to insure its general use. This great State of Illinois does not cultivate, as yel, onetifth of the area of her arable land-and yet the aggregateofher agricultural productions exceeds those of any other State in the republic.

We took supper at Alliance, a smart, growing village at the intersection of the Pittsburg and Chicago and Cleveland and Pittsburg Railroads. The fare was good, the charge reasonaable, and a sufficient time was given for eating the meal. I observe of late years, in travelling, a growing improvement in railroad eating houses. The meals are better, more abundant, and better cooked than they used to be. Yet they might be better. You get no good coffee. The decoction sold under that name is a vite imutation of the genuine article, and is made, I suppose, from some of the "essences" or "preparations" which the high prices of real coffee during the past few years have brought into

Our railroad sleeping cars are a strange mixture of good and evil. As select and comfort, able cars during the day they are admirable, and quite worth the extra fare paid for them; but as alcoping cars I must denounce them as simply abominable, and that for one cause-the lack of ventilation. As the most of them are constructed, there is not sufficient means of ventilation, and the facilities that are afforded are almost universally discarded by the ignorant persons in charge of the cars. The consequence is that forty or fifty persons are confined all night in a tight box, to breathe and breathe the corrupted air, exhausted of its

Saturday trains on connecting roads for points beyond had left, much to the dis appointment of some of our passengers, who had hoped to spend the Sabbath with their families, but were obliged to stay over in Chicago.

## **RELIGIOUS NOTICES.**

REV. EDWARD EGGLESTON, OF Disto" BMP Chicago, by special invitation of the SYLVANIA STATE SABBATH SCHOOL CIATION, will deliver a free Lecture to the School Superintendents and Teachers of Phinacel-phia. In the SPRING GARDEN PRESSYTERIAN C. URCH. ELEVENTH Street, below Green MONDAY, December 2, nt 7½ P. M. Subject-"What we Netd,"

ST. TIMOTHY'S CHURCH, ROX borough, Philadelphia.-Service every Sunday at 10% A. M. and 7% P. M. Seats provided freely for all who wish to attend. On Advent Sunday (December 1) there will Sermon and Holy Communium in the moraling under a

On Advent Sunday (December 1) there will Sermon and Holy Communion in the moralur, and an Ad gress and Religious Poem in the evening.

THE FOURTH OF THE SERIES OF sermons to Medical Students, by the Bishops and Clergy of the Protestant Episcopal Church, will be delivered by the Right Rev. Bishop OLARKSON, D. D., atST, STEPHEN'S CHURCH, TENTH Street, below Markel, on Sunday Evening next at 7% o'clock. The seats in the middle aisle will be reserved for students.

CRURCH will for the present worsulp in HORTICULTURAL HALL, BROAD Street, between Locust and Spruce Preaching To-morrow at 10 , A, M and 75 P. M., by the Pastor, Rev. E. R. BEADLE,

BEY, G. A. PELTZ WHAL PREACH To-morrow Morning and Evening at the TABERNACLE BAPTIST CHURCH, CHESNUT Street, west of Eighteenth. Services at 10% A. M. and 7% P. M.

CHUM, H. BROAD and FITZWATER SEATS -Sabbath service by the Pastor elact, the Rev. B. L. AGNEW, at 10% A M and 7% P.M.

MEMOBIAL BAPTIST CHURCH. Ales" A THLETIC HALL, THIRTEENTH Street, at Jefferson. Preaching To-morrow by the Pastor, 1 P. S. HENSON, D D., at 10% A. M. and 7% P. M.

CALVARY PRESBYTERIAN CHURCH, LOCUST Street, above Fifteenth-[502] CHURCH, LOCUST Street, above Fitteenth,-Preaching To-morrow at 10% A. M. and 7% P. M. by Rev. A. DICKSON, of New York.

LUTHEBBAUM CHAPEL WE TWELFTH and OXFORD Sta.-Rev. NOAM M. PRICE, Paster. Services at 10%. At 7%-Sub lict, 'Infidel's God' Is it Not Inferior?" Pews Iree.

NERMON TO YOUNG MEN.-REV. J. F. MCCLELLAND will proach a sermon to Young Men in TRINITY M. E. CHURCH. EIGHTH Street, above Race, at 75; o'clock P. M. on 'sabbath nuxt, December 1. Rev. GEURGE C. WELLS, of Addany, N. Y., will preach at 10% A. M.

THE REV. DR. CROWELL WILL by preach a Mussionary Sermon to children in the Church on BRCAD street, above Chesnus, to morrow, at Mr. Parents and children are especially

"BE SHALL COME DOWN LIKE Riverton ESS rain upon the mown grass "-A sermon on this subject to-morrow (Sunday) evening at 75 octock, by Rev. DR MASCH, in the CLINTON STRET CHURCH, TENTH Street, below Spruce. \*

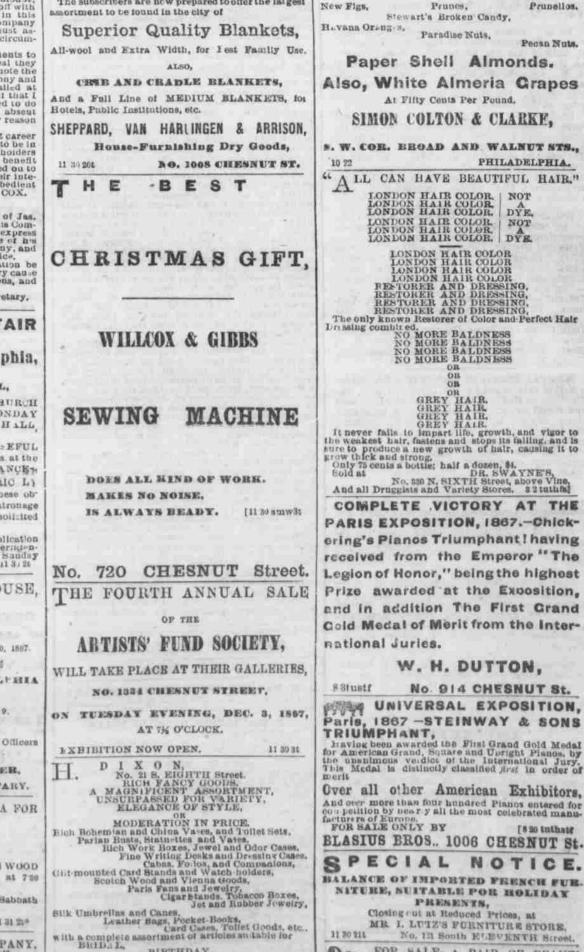
UNITABIAN CHURCH, GERMAN-town, - Rev. DR. FURNESS will preach to-merrow morning, at 10% o'clock, and Rev. JOSEPH MAY in the evening, at 7% o'clock.

REV. F. L. ROBBINS WILL OFFI-clate in the OXFORD CHURCH, BROAD and OX FORD Streets. To-morrow Morning and Evening.

REV. GEORGE C. WELLS, OF Albany, N. Y., will preach in WHARTON STREET M. E. CHWRCH, on Sunday evening, at o'clock.

GERMANTOWN SECOND PRES-BYTERIAN CHURCH, TULPEHOCKEN and GREEN Strotts. - Preacting To-morrow at 10% A. M. and 7% P. M., by the Pastor elect, Rev. Mr. IJAMS.

WRITTEN AND VERBAL DESCRIP-tions of Character, with advice on Boniness, Health, Education, etc., given daily by Health, Education, etc., given daily by Siswemisp at No. 722 CHESNUT facet.



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