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THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, DECEMBER 27, 1867.

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FRIDAY, DECEMBER 27, 1867.

The True Policy of the Republican Pariy.

Is a Republic like ours, each day brings some new development, so that any political party which attempts to anchor to certain policies will fall behind the times, and merit and receive defeat. The truth of this statement is too wellexemplified by the history of the Union, but is to be applied now with fourfold force, as the present age is emphatically one of advancement. The Republican party was founded as the party of progress. It has so far not only kept pace with the rapid development of new ideas, but has frequently gone ahead of its contemporaries, and sustained defeat on that account. At present the fature merits the most careful consideration; and the intellect of the wise and prudent of our statesmen should be devoted to the discussion of what kind of policy it is best in the coming year to pursue. There are two elasses of extremists in our ranks who threaten on either hand to engulf us. If we avoid the Charybdis of one we are liable to be wrecked on the Scylla of the other. In one of these are unswerving fanatics. We do not use the words in any derogatory sense, but because they exactly express our meaning. This class are ready to sacrifice everything to their honest convictions. They are eminently sincere and truthful, but lack one great quality-discretion. They would have us press the issue of negro suffrage in the Northern States, and incorporate in our Chicago platform a plank emphatically in favor of universal suffrage, North and South. "We would rather be beaten on this track than succeed on any other," say they. And we respect them for their frankness. But it seems to us but a poor judgment which would warrant any such policy. Why sacrifice great good by immediate precipitation? Is it not more consistent with duty to temporize and save the structure we have reared. rather than risk all by endeavoring to gain an end which, although all of us desire it, is not necessarily immediate in its success? The other class who endanger our success is the one which is composed of all the male old women of the party-the timorous, easily frightened, and nerveless portion who are ever ready to make a goblin out of a cow, and make an infernal machine out of a magic lantern. This class would have us retrace our steps. They would "throw the negro overboard," as they express it. "Why," they ask, "should we lose our power for the sake some fifty miles in length, and extending from of the nigger ?" And, terrified at the result of the late elections, they would undo what has been done, sacrifice principle to policy, and seek in flight safety from overthrow. For such as these our feelings are mingled pity and contempt. Between the two opposing factions stands the great bone and sinew of the Republican party, the vast mass of our thinking and intelligent citizens, who never allow their enthusiasm to overcome their reason, or their terror to put to flight their principles. On these rests the great hope of the continued triumph of our party. They will act wisely, but not cowardly; they will act according to principle, but not madly. For such as these we speak. We see no good cause for any fur. ther agitation at present of the question of negro suffrage. By this we do not mean that we should give up our declared opinions, or that we should retrace one of the steps we have taken. But the combination of events shows us that we can gain nothing and may lose much by persistency at present. In the South the progress of reconstruction is happily being carried ont. The wheels of government are beginning to move. The prospects of their being fully in motion in the course of the next twelve months are excellent. The question in the late rebellious section is adjusting itself. We would not have a single act repealed or a statute modified, but we would not on the other hand add any more to the system. The declaration made by the House, with singular unanimity on the part of the Republicans, that Reconstruction shall not go backwards, is a hopeful sign that we need not fear any such reaction. If left alone justice will be done throughout all the Southern States. In the North the lesson of last fall is too clearly written for us to mistake it. It says to us that we are not prepared for the question up here. The vast majority of the people are opposed to it at present. We do not think that it could receive a majority of less than 50,000 against it if the question was put in our State. If we were to attempt to force it now it would receive such a defeat as would prevent its renewal for years, and at the same time drag down our party and expose the cause in the South to the injurious influence of the Democratic administration. We could not by pressing the issue gain anything, and as clearly as the sun shines, we can see how we would lose much. It is therefore certainly a dictate of reason, sound policy and enlightened patriotism for us to leave the future in abeyance during the coming year. The Convention which will meet at Chicago should merely insert a paragraph congratulating the country on the progress of Reconstruction, and expressing a belief that it is sufficiently advanced already to warrant us in leaving it to protect itself without further vis :- The Border Tar from Kansas City south

legialative interference. Then devoting itself to the solution of the great financial questions of the day, seek to discover some Pactolean spring into which we can dip our paper money and draw it forth gold. Settle the taxes and the tariff on a just and equitable basis, and leave Reconstruction to take care of itself. The child is now grown sufficient to stand and walk alone. To continue to aid it will be to make it distrust its own powers, and to dwarf

its power and usefulness. This, then, is the true policy of the Republican party, which will lead it on to victory in 1868.

A RUMOB has been prevalent for some time past that Edward Shippen, Esq., will retire from the Presidency of the Board of School Controllers at the close of the present year. Although it has obtained general currency through the agency of the press, it is without foundation, as far as we can ascertain. And we trust that, on the organization of the new Board next week, there will not be found a dissenting voice when Mr. Shippen is placed in nomination for that position. He has performed the arduous duties of this important office with entire satisfaction to the public, being eminently fitted for it by education, experience, and thorough devotedness to the best interests of our public echor1 system. While the new Board is a great improvement upon the old one, whose term of office expires with the current year, and c n' taips a number of gentlemen in whose hands the affairs of our schools would, perhaps, not be permitted to suffer from lack of zeal or wisdom, there is still no other name upon the list of its membership which presents as many indisputable claims to the position as does Mr. Shippen, His re election to the position will be a fitting commendation of his past course and a certain augury of good management in the future.

EDITORIAL CORRESPONDENCE.

Some Reflections Upon the Towns of the Missouri Valley-Railroads Finished and in Progress-Omaha, Atchison, St. Joseph, Lesvenworth, and Kansas City -A Word of Caution in Closing.

KANSAS CITY, Mo., Dec. 23, 1867. As I have before remarked in these letters, I find more life and activity, more growth and development, in this Missouri river region than in any other part of the country that I have visited. This fact is due, no doubt, in a good degree, to the extensive public works which have been in progress in this section during the last two years. Both lines of the Pacific Railroad start from the Missouri river-the Union Pacific Eastern Division, running up the valley of the Kansas river from its mouth, and the Union Pacific running up the valley of the Platte, starting from Omaba. The former of these roads has reached a distance of some 350 miles, and is already nearly completed to the western boundary of Kansas. The latter has reached the base of the mountains at Cheyenne, some five hundred miles west from Omaha. There is still another western line in Kansas, running directly west from Atchison, and completed for a distance of one hundred miles. The Galveston line, running due south from Lawrence, is expected to be in running order for the first thirty miles, or from Lawrence to Ottaws, by the first of January. The "Border Tier" road, running from Kansas City south through the border countles of Kansas, and intended to unite with the line from Lawrence just spoken of, is graded and ready for the iron for the first twenty-five miles, or as far as Olathe. The Cameron Railroad, a road Kansas City northeasterly to Cameron, on the Hannibal and St. Joseph Railroad, has just been completed, and was opened for passengers and freight a few days since, giving, in connection with the Hannibal road, and the Chicago and Quincy road, a new line to Chicago, through from this point in twenty-three hours. A line of road has been built during the last two years from Kansas City to Leavenworth, along the western bank of the Missouri river. A line called the Missouri Valley Rallroad is now in process of rapid construction along the north branch of the Missouri river, being a western branch or extension of the North Missouri Railroad, and calculated to give a second independent line from Kansas City to St. Louis, An extension of the "Platte Country" Bailroad northward from St. Joseph on the east side of the Missouri river, and intended to reach the terminus of the Union Pacific Railroad; at Omaha, is also in process of construction. We have here at least a thousand miles of railroad, which have been built noiselessly during the last two years, and several hundred miles more in process of construction-all of which concentrate in the Missouri valley, batween Omaha and Kansas City. The result could not be other than to stimulate all this section of coustry into a very rapid growth. Omaha, St. Joseph, Atenison, Leavenworth, and Kansas City, all situated upon the Missouri River, have become important commercial points, numbering their population by thousands, and all eagerly competing for the prize of supremacy in the future. It is a favorite theory of these people, that once in every three hundred miles from east to west in this country there springs up a great city, They point to Buffalo, Pittsburg, Cincinnati, Chicago, and St. Louis, in coufirmation of their theory. The great question is, where in the Missouri valley the next great town is to be? I shall certainly not attempt to decide this controverted point. It is quite possible that there will be no one overshadowing city in this region, but that the population and business will continue to be divided among the several points-much as at present. Leavenworth is now the largest of these towns, while the Kansas City people claim to have become so much of a railroad centre, by the building the Cameron Railroad bridge across the issouri river, that they will outstrip all the others in the future. The town is certainly growing very rapidly at present, and is doing a large trade. Its population and business have more than doubled during the last two years. and many costly and durable buildings are being erected. The railroad bridge is great enterprise. It is to be 1400 feet ng, with seven spans one of which is 360 feet. 10 40 feet above low water-mark, constructed mainly of iron, and intended to accommodate both railroad and ordinary travel. It is now built, and is to be finished during the coming season. A large force is at work upon it, and aeveral of the piers are already up. It will cost over a million of dollars. The following railroads are already completed and in operation, having one of their termini in Kansas City, viz :- The Missouri Pacific, from St. Louis to Kausas City; the Cameron Railroad, from Cameron to Kausas City; the Leavenworth and Kansas City Railroad; and the Union Pacific Railway, Eastern Division, from Kansas City westwardly toward the Pacific.

towards Galveston, the West Branch of the North Missouri from St. Louis to Kanaus C tyand the Platte Country road from Omaha to Kansas City. This is an unusual concentration of important roads, and can hardly fail to make Kansas City a place of a good deal of importance. Whether she will be able to outstrip all her competitors is a question which can better be answered ten years hence than now.

In closing this series of letters, I may be permitted to drop a word of caution. The writer who describes the West as it actually presents itself in appearance to the intelligent traveller, is apt to give, after all, a one-sided view. The elements of success reveal themselves more vividly than those of failure. The more prosperous phases of life are those that strike the observer. Because this country has in it all the elements of future growth and greatness, is no reason why those who are well situated at the East should pull up their stakes and come hither. The professional callings are crowded in all these Western cities. There are more lawyers and doctors, as a general rule, than can find profitable employment. There is also an overplus of traders, The middlemen are too numerous. The cities are ahead of the country. What this portion of the West needs, most of all, is an influx of producers, Kansas and Western Missourl offer great inducements to that class of farmers who can command a capital of a few thousand dollars Land is cheap, and its products are dear. Farm, ing on an extensive scale pays splendidly. Men without capital can secure themselves homes by going into the more remote districts, where lands may be obtained from the Government under the provisions of the Homestead act; but they must expect for some years to put up with the privations of a new country. But even Mils class of settlers should have a few hundred dollars in ready money for the purchase of teams, wagons, ploughs, and stock, and for the support of their families until the first crop can be raised. In the older sections of the country improved farms can be rented or taken on shares. Along the lines of the railroads lands can be purchased of the railroad companies at low prices and on long credits. Considering the location of these lands, they are in many instances, in my opinion, cheaper and more desirable than the more remote lands which may be obtained under the Homestead law. Oid persons and even those of advanced middle life, who are well situated at the East, had better stay there. For the young, who have their fortunes to make, and who can afford to walt and grow up with the country, this part of the West offors great inducements.

THE STOLEN BANK CHECKS.

Circumstances Attending their Return to the New York Superintendent of Police.

From the N. Y. Com. Adv. of last evening. We a few days ago printed in the *Commercial* an account of the bold robbery of a Clearing-House messenger, by two men. The robbers, it was soon ascertained, had made less than they thought by the magnificent enterprise, as the messenger's budget contained very little in funds available to rogues. A new phase of the affair has just been made public by Superintend-Kennedy, who received a very carlous Christmas present, under the following circumstances:-

On Curistmas Day he was sealed in his office at the Central Fonce Department, in conversation with Mr. South Ely and other gendemen, when a lad brought in a package or roll done up in a newspaper, about twenty-eight inches long and four or five in diameter, and handed in to the superintendent, to whom it was addressed on a slip of paper attached. Mr. Kennedy nsked, "What is this ?" The boy answered, "A gentleman at the Anson Heuse directed me to hand it to yoo," "Who is the geatlemaa ?" "I don't know, sir." The parcel was then lad on the table by the Superintendent, and he proceeded with the business which had been inter rupted by the entrance of the lad-the business being the consideration of an imputation that one of his officers was implicated in the klinappipg of a man, named Gill, from Troy. At the conclusion of the business, at the expiration of halt an hour or so, Mr. Kennedy thought he would examine his Christmas present, as he, of course, thought it was. He opened it carefully, as one would who did not know what it contained, and in whole mind there might possibly be vague reminiscences of infer-nal machines-not that the Superintendent is given to besitating, even over the opening of an in ernal nachine-but he did it carefu iv. His amazement and that of Mr. Ely may better be imagined than described, when he discovered that the parcel con albed three millions six hundred thousand dollars in checks and gratts-the identical checks stolen from the messenger of the Bank of the State of New York, on the 13 h instant. He at once notified the back officers at their residences, the banks being closed. The bills alone were not returned. bank The proceeds of the robbery, as realized by the roopers, will be seen by the following statement:-Total amount stolen . \$3,683,521.61 Currency retained by the thieves



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CHRISTMAS AFFRAYS.

Stabbing Affairs in Baltimore and Pittsburg.

The Pittsburg Commercial, of inst evening, has the following :--

"Yesterday afternoon a most upnatural affray occurred in the Sixth Ward (late Mauchester) Allegheny, during which John Oliver, a man well advanced in years, stabled his son with a fork. It appears that the relations between the fatner and other members of the family have for some time past been anything but amicable, and on several occasions Oliver has been arrested at the instance of the family. Yesterday, while the family were scated at the table, a dispute arose between Oliver and his son, during which Oliver seized a tork and struck several blows at his soop, two of which took effect. One wound was on the right breast, the prongs of the fork pene trating the lung. The other wound was in the fleshy part of the right shoulder. The injuries, fortunately, are not of a serious nature, sithough paintul. Oliver was arrested last night by Officer Swain, and is now in the Allegheny lock-up awaiting a hearing."

The Baltimore Post of last evening has the following:-

"Matthew Kernan, whose arrest is elsewhere mentioned, after being released from the sta tion House yesterday, encountered several boys on the York road, and without any provocation whatever, began a murderous assault upon them with a knite. Hugh Daly, residing at No. 9 Willow street, and Thomas Duffy, No. 94 Constitution street, were daugerously cut by the fiend before they could escape from htm. Duffy s so bacly injured that his life is despaired of Kernan was arrested and locked up in the Central Station House until this afternoon, when a hearing in the matter will be had. James Smith and John Shaffer became involved in a bght yesterday afternoon in the eastern section of the city, and during the altercation Smith stabbed his antagonist in the heart with a dirg, fortunately inflicted only a slight wound. Smith was released on security for court.'

DISSOLUTION .- THE FIRM OF LAFFERTY & TRACEY, No. 214 S. DELAWARE Avenue.

is hereby dissolved by mutual consent. The affairs of the business will be satisfied by the subscriber, who will be at the Office every day from 10 A. M. unill & P. M.

F. P.S. LAFFERTY. Philadelphia, December 27, 1997.

COMMONWEALTH NATIONAL BANK, B PHILADELEPHIA DOC 14, 1867. The Annual Election for Directors with be need at the BANKING LOUSE on TUESDAY, the 14th day of January, 1888, between the hours of 10 o'clock A, M. and 2 o'clock P, M. 12 18 mwhJ14 Cashler, No. 910 CHE

THE CONSOLIDATION NATIONAL BANK,

BANK, PHILADVLPHIA, December 11 1867, The Annual Metting of the Stockholders of this Bank will be held at the Banking Honse on TUES-DA Y, Jaronry H. 1863, at 12 o'check M. and an Elec-tion for Directors upon the same day, between the hours of 11 o'clock A. M and 2 o'clock P. M. 12 16 mwint JOSEPH N. PEIRSOL, Cashler. FOR THE IN HOLDERS OF GOV who may wish to conver

FIRST MOR

PHILADELPHIA AND READING RAILBOAD COMPANY, Office No. 227 6, FOURTH Street, PHILADELPHIA, Dec. 16 1887, Notice is hereby given to the stockholders of this Company that the Annual Meeting and an election for President, six Managers, Treasurer, and Becre-tary will take place on the second MONDAY, 18th of Jan tory next, at 12 M. 12 18 jiz WILLIAM F. WEBB, Secretary. **Union** Pacifi now be exchanged at the Company in this city,

OFFICE CENTRAL PACIFIC BAIL-ROAD COMPANY, No. 54 WILLIAM Street

New York. The Coupons of the First Mortgage Bonds of the Central Pacific Railroad Company, due Jan. 1, 1888, will be paid in full, in gold coin, on and after that date, at the Banking House of FIRK & HATCH. dale, al the Banking House of FISK & HATCH, Bankers and Financial Agents of the C. P. R. H. Co. C. P. HUNTINGDON, Vice President, Above Coupons bought by BOW EN & FOX, Special Agents No. 18 MERCHANTS' EXCHANGE. [121714]

OFFICE OF THE MANUFACTURERS' INSURANCE COMPANY, No. 481 WAG NUT Street.

NUT Street. PHILADELPHIA, Dec. 15, 1867, The Annual Meeting of the stockholdem of the Manufacturers' Insurance Company, and election of ten Directors for the evaluary service between the nours of 4 and 6 o'clock 2. M. 15 16 184 M. B. KEILY, Scoretary. 191616t M. B. RELDT, SECONDAL COMPANY, No. 309 WALNUT Street. NOTICE. - The Annual Election for seven Direc-tors, to serve for the cassilog year, will be head at the office of the Company, on WEDNESDAY 8th of Jan-uary next, between the hours of 12 and 1 P. M. ED. PEACE. 1227 fmiw3t^g President. REDUCTION IN PRICE OF STECK & DEONS, Etc., to suit the times. II 12 1m BATCHELOR'S HAIR DYE .- THIS BATCHELOR'S HAIR DYE. -T(IIS splendid Hair Dye is the best in the world, The only true and perfect Dye-Harmiess, Reliable, in-stantaneous. No disappointment. No ridtonious lints, Natural Elack or Brown. Remedies the ill effects of Rad Dyes. Invigorates the hair, leaving it soft and brautini. The genuine is signed WILLIAM A. BATCHELOR. All others are more imitations, and should be avoided. Sold by all Druggists and Per-formers. Factory, No. 81 BARCLAY Street, New York. 450

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A. S. ROBINSON,	Farl P. Mason, Pres't Prov. and Wor. RR., Wor. Geo. Rit ley, of Geo. Ripley & Co., Lowell, Hon. Edwin D. Morgan, U. S. Senator, N. Y.
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Union Pacific Railroad Co.,	STATIONERY,
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