# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, SATURDAY, JULY 17, 1869.

## SPIRIT OF THE PRESS.

#### Editorial Opinions of the Leading Journals Upon Current Topics - Compiled Every Day for the Evening Telegraph.

#### THE PENNSYLVANIA DEMOCRACY. From the N. Y. World.

The whole spirit and proceedings of the Democratic State Convention in Pennsylvania betoken conscious strength. When a party feels weak or doubtful, it courts alliances and seeks ontside support; but a party which is strong, and knows itself to be strong, disdains to make concessions to the views or prejudicas of any other section of the community. In Virginia the Democracy wisely threw their weight with one of the factions into which the Republicans of that State were divided, and turned the scale triumphantly against the radicals. The Democracy of Tennessee are pursuing a similar policy; and if they succeed in the election, they will return Andrew Johnson to the United States Senate to be a thorn in the side and a scourge upon the back of the Republican party in that body. If they achieve this result, they will vindicate the wisdom of the coalition. The Democracy of Ohio have nominated General Rosectans as their candidate for Governor; and if they overcome the 40,000 majority by which Grant carried the State last fall they will have no reason to regret running a man who has not been uniformly identified with the Democratic party. The Democracy of Pennsylvania have imitated none of these examples. Feeling themselves to be strong, they have taken no special pains to make proselvies from the opposition, either in their candidates or their platform. They are, of course, the best judges of the strength of the party in their own State; and if they obliterate the majority of 28,000 by which Grant carried Pennsylvania last fall, the result will justify their confidence.

The Democracy of Pennsylvania have many circumstances in their favor. In the first place, General Grant has lost, especially in that State, the popularity and prestige by which he was borne to the Presidency. He affronted and disgusted the Republican leaders at the very outset of his administration. They have neither forgotten the insult nor forgiven it. They predicted that the consequence would be to give the State to the Democrats, and they are willing that their sagacity should be vindicated by the fulfilment of their prediction. They wish the President to be rebuked and punished; they want him to be taught that it is not safe for him to disregard their wishes and spurn their advice. Pennsylvania did more for his election than any other State in the Union, and he has made no recognition of the service. Pennsylvania was entitled to one of the most important seats in the Cabinet. Nothing was given her but the Navy Department, and instead of bestowing that upon a vigorons and efficient party leader like Mr. Grow, General Grant gave it to a man of no sort of weight or account in the party, the imbecile Borie, whom the active party leaders declared they did not even know by sight. He was a butt and a laughing stock until public derision compelled him to resign. On Borie's resignation, his place was not given to another citizen of Pennsylvania, although General Grant had previously acknowledged the title of that State to a seat in the Cabinet, but to Robeson, of New Jersey, a State that voted against him in the Presidential election. The Republicans of Pennsylvania resent this injustice. They do not consent to be snubbed and defied in this supercilious manner. They will feel a secret satisfaction in seeing the State go Democratic ths fall; and the rebuke of the President will be all the more signal if

up and voting upon it you acknowledge that it has been properly submitted by Congressan inexpedient acknowledgment, if it can be avoided. The present necessity for action in Pennsylvania results from the fact that the amendment his been ratified by the Lagislature, and that the ratification will stand unless repealed. But when it is repealed and the muchief of the late ratification undone, why pay the proposal the respect of a needless and ruitless popular vote ?

The Democracy of Pennsylvania have unnecessarily conceded that the fifteenth amendment is fairly before the States for their ratification or rejection, and that threefourths of the whole number can make it a part of the Constitution. This may perhaps be true; but why should the Democratic party confess and declare it ? It at least admits of question, and the friends of State rights hould reserve the benefit of the doubt. Let them repeal legislative ratifications wherever they can; but avoid all gratuitous acknowledgments. If it be true, as the Pennsylvania platform concedes, that the proposition comes clothed with such authority that the States must act upon it, and that their unrepealed ratifications are binding, then, as soon as three-fourths of the States have ratified it, the fifteenth amendment is a part of the Constitution, and the question of negro suffrage is closed. The Pennsylvania Democracy have virtually bound themselves to take this view of the question, if, before they meet in convention again, the fifteenth amendment shall have been ratified by three-fourths of the States. This part of their platform might have been more skilfully constructed.

According to the Pennsylvania view, this question will, at any rate, have been taken out of politics before the next Presidential election. Within the ensuing year, the amendment will either succeed or fail: if it succeeds, the question is settled; if it fails, the regulation of the suffrage remains with the States, and ceases to be any longer a question of national politics. There is therefore no danger that the present diver-sity of views will impair the future unity of the Democratic party as a national organization.

#### MR. BOUTWELL ON VIRGINIA. From the N. Y. Tribune.

That the Secretary of the Treasury has, in Cabinet council and otherwise, taken ground decidedly against the Walker party in Virginia and kindred movements in Mississippi and Texas, we hear in so many ways that we cannot doubt its accuracy. His precise views are of course not made public, but we presume those set forth in our Thursday's Washington despatch were substantially a part of them. We propose to reconsider the whole subject in the light thereby afforded.

Premising that Mr. Boutwell's disposal of his official patronage is not an object of concern with us, and that this article has no relation thereto, we begin by recapitulating the more important facts.

I. The "conservative" or ex-Rebel party in Virginia had a very respectable State ticket long since nominated, with General Withers at its head, and was in a fair way to fight a magnificent battle and catch a superb thrashing, as it did two years ago; when

II. The radical Republican party held State Convention at Petersburg, got into a squabble, nominated a fair ticket, headed by General Wells, and adjourned.

III. The dissatisfied minority bolted and nominated another personally respectable ticket, headed by Gilbert C. Walker, of Norfolk-a Northern man by birth, and a Douglas War Democrat, who had already declared for universal amnesty with impartial suffrage. The residue of the ticket was unquestionabl

it a part of the Constitution. By taking it | of Seymour and Blair. We can probably act | other than detrimental. But time will tell. so as to make it an anti-administration party, but why should we? How shall we uphold a principle? Where in the wide world shall we gain a vote by setting our faces against the Walker men, and excluding from the Lagislature all who cannot take the iron-clad oath? We need Virginia's vote for the fifteenth amendment-can we afford to repel it? We think not.

The 'views attributed to Gov. Boutwell seem to make more account of the unity and coherence of the Republican party than of the triumph of its cardinal principle, which is making the altar of more account than the god. We are struggling for the civil and po-litical equality of all citizens before law; we are offered the votes of Virginia, Mississippi, and Texas to establish that equatity and fix it forever in the Federal Constitution; and we are asked to care that our new allies pronounce our Shibboleth exactly as we do-nay, that they have always done so, and from the best of motives. This will never answer. We cannot afford to postpone the consummation of our great work in order to have it done by men who prove a birthright membership in our party. It is our duty to hasten, by all honest, lawful means, the reconstruction of the Union on the basis of All Rights for All. "Let us have peace!"

#### AN AMERICAN CABLE-CAN WE NOT HAVE IT?

From the N. Y. Times.

Now that we have an English Adantic cable and a French Atlantic cable-now that it has been shown that ocean cables can be laid without much risk and worked with great profit-is it not time that our capitalists should take steps, in behalf of the mercantile and political interests of the country, for the laying of an American Atlantic cable?

We have not the slightest doubt that money could easily be raised in this city for such an enterprise. For such a profitable and secure investment, capitalists would eagerly compete: and, if a company were organized by the right kind of men and established with the right kind of managers, we might expect to see the whole matter carried through most advantageously.

The present cables are under the control of the two foreign Governments which are most inimical to American interests; and circumstances are apt to arise at any time in which they may be used to our serious detriment. The ends of both cables on this side of the Atlantic are on soil that is foreign to us; and they may at any time, through their entire ocean length, be put wholly under the control of our adversaries.

We ought not, in this matter and in this vay, to render ourselves liable to become the victim of France or England.

We ought to have a cable of our own-this end of it on our own territory, under our own control, and the other end of it on the territory of some European power (say Germany) with which we are never likely to have collision or difficulty. We have in many respects more important relations with Germany than with any other country of Europe. England sends us more goods than Germany; but Germany sends us more population than all other countries put together. We get more news from France than from Germany; but we get more valuable contributions to our strength from Germany in a week than we get from France in a century. We have a very large intercourse with Germany, and both our intercourse and our commerce will increase im-

mensely in the future. The length of the cable to any point in Germany would be considerably greater than to the points in France and England with which we are connected. But in no way would this circumstance prove a drawback of any

The progress of the age is towards republicanism in Great Britain, France, and Spain, and we trust that no steps backward will ever be taken. The people, by their representative assemblies, will yet rule as completely in Europe as here. The opposition is master of the situation in France. A timely submission on the part of the Emperor has proved his good sense and strengthened the system of popular representative government throughout Europe.

#### RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.-TIME TA-BLE.-Commuscing MIONDAY, May 10, 1869.-Trains will leave Depot corner Broad street and Washington avenue as follows -Way Mail Train at 8 30 A. M (sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Winning-ton for Urisfield and intermediate stations Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at wilming-

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilming-ton, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 4:00 P. M. (Sundays excepted), for Ealtimore and Washington, stopping at Ches-ter, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elston, North East, Charlettown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Charle's, and Stemmer's Run.

and Stemmer's Run. Night Express at 11:20 P. M. (dally), for Balti-

more and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. Passeneors for Fortress Monroe and Norfolk will take the 12 00 M. train.

### WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington Leave Philadelphia at 11 00 A. M., 2 30, 5 00, and 7 00 P. M. The 5 00 P. M. Train connects with Delaware Railroad for Harrington and interme-

 Delaware shifted for Harmington and interme-diate Stations.
 Leave Wilmington 6 32 and 8:10 A. M., 1 30, 4 16, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadolohia. The 7 P. M. Train from Wilmington runs daily; all other Ac-computation. From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Maii; 9.36 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7 25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havve-do-Grace, Perryville, Charlestown, North-East, Elston, Newark, Stanton, Newport, Wilmington, Glay-mont, Linwood, and Chester.

 PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.
 Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.
 Leave Philadelphia for Port Deposit (Sundays excepted) at 700 Å. M., and 4 35 P. M. Leave Philadelphia for Chadd's Ford at 7:50 P. M.
 The 7:00 Å M. Train will stop at all stations between Philadelphia and LamoSin.
 A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1:50 P. M. running to Oxford.
 Leave Port Deposit for Philadelphia (Sundays) excepted) at 540 Å. M., 925 Å. M., and 2:30 P. M. A Sunday Train will leave Philadelphia at 8.99 A. M. for West Grove and Intermediate stations. Keturning, will leave West Grove at 4.39 P. M. Trains feaving Wilmington at 6.30 A. M. and 4.15 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Cen-tral Reduced

tral Raffroad. Through tickets to all points West, South and Southwest may be procured at Ticket Otto

Southwest may be produced at Treat Onlies, No. S28 Chesenut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons pur-chasing tickets at this office can have baggage checked at their residence by the Union Transfer Commercial Company.

H. F. KENNEY, Superintendent.

1869. -FOR NEW YORK. THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY FLACES. FROM WALNUT STREET WHARP At 0.30 A. M., via Camden and Amboy Account, \$2.25

At 630 A. M., via Camden and Amboy Accom, \$225 At 8 A. M., via Cam and Jersey Oity Ex. Mail 3 00 At 2 P. M., via Camden and Amboy Express. 3 00 At 6 P. M., for Amboy and intermediate scattons. At 630 and 8 A. M. at d 2 P. M., for Freehold. At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. H. R. At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for Trerton.

#### RAILROAD LINES. DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME. SUMMER TIME. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket street cars, the last car connecting with each train leaving Front and Market streets thirty pinutes before its departure. The Chesnut and Walnut streets cars run within one square of the Denot

Depot. Sleeping-enr Tickets can be had on application at the Ticket office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left

at No. 901 Chesnut street, or No. 116 Market street, will receive attention. TRAINS LEAVE DEPOT, VIZ .:--

Mail Train 8.00 A. M. Mall Train Paoli Accommodatin, 10:30 A. M., 1:10 and 7:00 P. M. Fast Line Frie Express H1:50 A. M. Harrisburg Accommodation 2:30 P. M. aneaster Accommodation . . 4.00 P Lancaster Accommodation 400 P. M. Farkesburg Train 5:30 P. M. Cincinnati Express 6:00 P. M. Erie Mall and Pittsburg Express 10:30 P. M. Fhiladelphia Express 12 night. Erie Mall leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sun-day night passengers will leave Philadelphia at 12 o'clock.

Fkiladelphia Express leaves daily, All other

trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-

ared and baggage delivered, by 5 P. M., at No. 116 Market street.

#### TRAINS ARRIVE AT DEPOT, VIZ. :-

Cincinnati Express. 3-10 A. M. Philadelphia Express 6-50 A. M. Paoli Accommodat'n, 8-20 A. M., 3-49 and 6-20 P. M. Fast Line 935 A. M. Fast Line 935 A. M. Parkesburg Train 910 A. M. Lancaster Train 910 A. M. Lancaster Train 910 A. M. Lancaster Train 1230 P. M. Eric Express 420 P. M. Boy Express 640 P. M. Varrisburg Train 640 P. M.

Southern Express 4-20 P. M. Southern Express 6-40 P. M. Harrisburg Accommodation 9-40 P. M. For furfiler infermation, apply to JOHN F. VANLEER, Ju., Ticket Agent, No. 941 CHESNUT Street. FRANCIS FUNK, Ticket Agent, No. 16 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

cwner, unless taken by special contract. EDWARD H. WILLIAMS, 4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. TIME TABLE. On avd after MONDAY, May 3, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9:05, 10, 11, 12 A. M., 1, 2, 3/4, 5/4, 4, 4:35, 5'08, 5'/4, 6, 6/20, 7, 5, 9, 10, 11, 12 P. M.

Leave Germantown at 6, 7, 714, 8, 8 20, 9, 10, 11, 12 A. M., I. 2. 3, 4, 424, 5, 515, 6, 854, 7, 755, 582, 9, 10, 11 P. M. The S 20 down train and 2% and 554 up trains will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 915 A. M., 2, 4 05, 7, and

0 P. 3 Leave Germantown at 8.15 A. M., 1, 3, 6, and 9%

P. M. CHESNUT HILL RAILROAD.

Leave Chesnut Hill at 7.10, 8, 940, 1140 A. M., 2, 3%, Leave Chesnut Hill at 7.10, 8, 940, 1140 A. M.,

140, 540, 540, 640, 840, 840, and 1040 P. M. ON SUNDAYS. Leave Philadelphia at 915 A. M., 2 and 7 P. M. I. ave Chesnut Hill at 750 A. M., 1240, 540, and 925 P. M. FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 75, 9, and 11:05 A. M., 136, 8, 436, 5, 556, 654, 8:05, 10:05, and 1156 P. M. Leave Norristown at 5:40, 656, 7, 736, 9, and 11 A. M. 136, 5:456, 654, 8, and 956 P. M. The 734 A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's Iane.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken ON SUNDAYS

Leave Philadelphia at 9 A. M., 2%, 4, and 714

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Re

RAILROAD LINES.

「山口の県おかさば高空見野、ダマド」

READING RAILROAN, GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS.

SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:-

MORNING ACCOMMODATION.

At 7:30 A. M. for Reading, and all intermediate sta-tions, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS. At 845 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williama-port, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Caritalo, Chamberabarg, Hagerstown, etc. The 7:30 A. M. train connects at READINA with

The 7:30 A. M. train connects at READIN.4 with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisbarg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Look Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambers-burg, Pinegrove, etc. surg, Pinegrove, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 3'39 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION. Leaves Potistown at 6:25 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Potistown at 6:40 P. M.

READING ACCOMMODATION.

READING ACCOMMODATION. Leaves Heading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 5:15 P. M.; ar-rives in Reading at 8 P. M., and connects with the market train for Poltsville.

market train for Pottsville, Trains for Philadelphin leave Harrisburg at S10 A. M., and Potisville at 9 A. M., arriving in Philadel-phia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M. Harrisburg Accommodation leaves Reading at 745 A. M., and Harrisburg at 440 P. M. Connect-ing at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 945 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:45, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelshin and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M. CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M.

### PERKIOMEN RAILRO AD.

Passengers for Skippack take 7:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 5:15 A. M. and 1:00 P. M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Skippack. NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST. Leaves New York at 9 A. M. and 5 and 8 P. M., pass-ing Reading at 105 A. M. and 150 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Eimira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3:00 and 5:50 A. M. and 10:50 P. M. passing Read-ing at 5:44 and 7:31 A. M. and 12:50 P. M., and arriving at New York at 11 A. M. and 12:30 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change

change. A Mail train for New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:15 P. M.

the Democrats carry it without making the shadow of a concession to the Republicans either in their platform or their ticket.

In the next place, it is to be considered that this is a mere State election, and, like all State elections in the year next following a Presidential election, it will call out but a comparatively light vote. Of the indifferent voters who went to the polls last fall, a great majority were Republicans. The Democratic party will be largely benefited in the coming election by the stay-at-home citizens, whose number will be increased by the sullen apathy of the Republican leaders, who harbor a spite against General Grant.

The Democrats of Pennsylvania have carefully surveyed the field; they have weighed their advantages and their chances; and they are convinced that they can easily carry the State without making any concessions to their adversaries. They have nominated a consistent, vigorous Democrat as their candidate for Governor, and have adopted a platform which, on one leading point, sets forth the wishes rather than the expectations of the Democratic party. If the party could prevent universal negro suffrage, it would do so with great unanimity; and so long as there is any hope of defeating it the Democracy of Pennsylvania cannot be complained of for reiterating their protest.

The practical measure to which they point in their platform is a repeal of the ratification of the proposed fifteenth amendment, given by the Republican Legislature of Pennsylvania at its last session. If Pennsylvania elects a Democratic Legislature, such a repeal will be made; and it will be valid if it takes place before the amendment is ratisfied by threefourths of the States. The resolution on the subject is in the following words:---

"Second. That the attempted ratification of the proposed fifteenth amendment to the Federal Constitu tion by the radical members of the last Legislature and their refusal to submit the same to a vote of the people, was a deliberate breach of their official daty. and an outrage upon every citizen of the State; and the resolution making such ratification should be promptly repealed, and the amendment committed to the people at the polls for acceptance or rejection.'

This is right in substance; but there is something a little superfluous in its recommendations. There is surely no need of submitting the proposed fifteenth amendment to the vote of the people of the State, after the avowed himself a friend of Gen. Grant's adratification is rescinded by the new Legislature. The question is fully presented to the people in this platform; if they elect a Democratic Legislature upon that platform, they will thereby sufficiently express their opposition to the amendment. It would be an idle superfluity, after the repeal is rescinded, to as well as Universal Suffrage. And the Conhave them vote on it again. The resolution which we have quoted concedes a great deal to the friends of the amendment-more than is necessary, and more perhaps than is quite judicious. To say that the late ratification ought? to be repealed is to confess that, if unrepealed, it is legally valid, and binds the State. But when the Pennsylvania Democracy, not satisfied with a simple repeal, demand that the question of ratification people, they pay the proposed amendment a most unnecessary compliment. If there had been no action on the subject, and the Democratic party were in power in the State, the proper course to be pursued would be to treat the proposal with contempt, and take no legislative notice of it at all. Not to vote on it would have precisely the same effect as to vote it down, as there must be positive ratifi-

Republican.

IV. It was obvious from the outset that, in an old-fashioned party fight, the Walker ticket must go to the wall and the Wells ticket probably carry the day.

V. The Conservative party, on a full view of the situation, resolved to do what any party must do occasionally if it is to live-suppress its fools, or send them to the rear. The men of to-day consulted and refused to play out a game already lost. They agitated till they got together a new convention, whereby their State ticket was drawn out of the way, and the entire Conservative strength concentrated on the Walker or bolting Republican ticket, with an understanding that they would vote for the new Constitution, but against the proscriptive clauses which Gen. Grant L 1, at their request, submitted to a separate ve

VI. This movement prevailed, as it fated to do from the first. There were ...t least twenty thousand Republican votes pledged to Walker, and the conservative vote added to this made a sure thing of the result. The Walker ticket has at least twenty thousand majority; the proscriptive clauses are voted down by at least thirty thousand; and the Constitution, thus amended, is adopted by from one hundred and fifty to two hundred thousand majority.

VII. There is no pretense, on the one hand, that the conservatives thus acted through any change of heart; yet it is clear from a thousand indications that they acted in perfect good faith. They said to the blacks everywhere, "Do not proscribe us; we shall not proscribe you;" and they won over thousands of their number. It is easy now to say that the ignorant blacks were coerced or misled by deceptive ballots, but they are not so ignorant nor so dependent now as they were

two years ago, when no dodge or coercion sufficed to get one thousand of them to vote with the conservatives. Then, a negro who voted with the conservatives was mobbed by his own race; now, they so voted by thousands with perfect impunity. Then, the blacks felt that their political existence was at stake; now, they do not.

VIII. Mr. Walker canvassed the State on the broad platform of Universal Amnesty ministration, in favor of the XVth Amendment, and opposed to all disfranchisements or proscriptions of white or black. By that sign he conquered. And now he holds the same ground, and has proclaimed himself since election in favor of Universal Education servative journals unite in resenting all attempts of Northern Democratic journals to represent the Walker triumph as a Democratic victory.

-Such are the circumstances under which Governor Walker presents himself at Washington. He wants no offices for his friends or his party. What he does ask is that the new Legislature of Virginia shall be subjected to no test-oaths that have not been exacted of shall afterwards be submitted to a vote of the | the Legislatures of other reconstructed States, but that the members shall assemble, take the oath to support the Federal Constitution, organize, and ratify the fifteenth amendment, and that the members elect to Congress shall thereupon be admitted to seats and the restoration of Virginia perfected.

The Walker party is not a Democratic nor an anti-administration party, though a large portion of its members were once Rebels, and cations by three-fourths of the States to make | were presumptively favorable to the election | any sudden change of government could prove

consequence.

If we have no experience in the making and laying of ocean cables, and no ship capable of the work, we need not be too proud to do as the French have done in regard to the cable just completed. They got their cable made in England, and they procured the services of the great English ship to lay it down.

The Great Eastern is indispensable to the business of cable-laying, and the experience which the English have had in the manufacture of cable has enabled them to make a good article. But if anybody object to purchasing a cable there, then let us make one We shall be delighted to see it done, here. and we have no doubt that American manufacturers can be found who would turn out a first-class article.

Let us by all means have an American ocean cable before the close of next year. Let one end of it be on American territory, and the other end on German territory.

# NAPOLEON AND FRANCE.

From the N. Y. Herald. The critical situation in France still con-M. Rouher, the most eloquent of tinues. modern French statesmen and the ablest defender of imperialism, has been forced by the action of the opposition to retire from the Ministry. The Emperor yields as gracefully as he can under the circumstances. He knows that personal irresponsible government is henceforth at an end. Hitherto Napoleon has governed France, but France has made up its mind to govern Napoleon. Another coul d'etat would be useless and even fatal, and need not be apprehended. The Marquis de la Valette, Minister of Foreign Affairs, has been appointed Ambassador to the Court of St. James, and other Cabinet changes have been announced, but the Ministry is yet incomplete The scene that took place when the prorogation of the Corps Legislatif was announced shows the spirit that animates the opposition. Up rose M. Jules Favre, and, amid a perfec storm of cheers from the left, protested against the suspension of the sittings of the Assembly, as being in contradiction to the Emperor's message. M. Schneider, the President of the Cnamber, having with difficulty succeeded in restoring order, of course expressed his astonishment at the protest just made on the eve of a great liberal act, pronouncing it not only contrary to the regulations of the House, but to the sentiment of the country, and, amid murmurs from the opposition, he declared the session prorogued. If M. Schneider believes that the conduct of the opposition is condemned by the country, how will he explain the unwilling assent made by the Imperial Government to their demands? backed by the country, is it for a moment likely that the Government would have yielded? Now arises another and more important question, How will all this end? Were France under a less sagacious ruler than Napoleon III has so often proved himself to be, we should look for a re-enactment of the revolution of 1848, when Louis Philippe found his way incog. to London. But Napoleon is a man of a different stamp. His creed is expediency. "Flecti, sed non frangi" is his motto. He bows his head to the tempest, to rise again in the first lull of the storm. He has governed France for the last seventeen years with so much prudence and advantage to the prosperity of the country that we do not see how

At 0.30, 8, and 10 A. M., 12 M., 2, 3.30, 4.30, 5, 7, and 11.30 P. M. for Bordentown, Florence, Burlington,

Beverly, and Delaneo. At 0:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Paimyra, and Fish House, and 2 P. M. for Riverton, The 11:30 P. M. line leaves Market Street Ferry (upper ide) (upper side).

FROM KENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, Sew York Express Line. Fare, \$3. At 730 and 11 A. M., 2.30, 3.30, and 5 P. M. for

Trenton and Bristol, and at 10 15 A. M. and 6 P. M. r Bristol. At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-

At 530 and 10 15 A. M., 250 and 27. A. for Morriss At 530 and 10 15 A. M., and 230, 5, and 6 P. M. for Schenek's and Eddington. At 730 and 10 15 A. M., 230, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wis-sin ming, Bridesburg, and Frankford, and at 8 P. M. for Holmespurg and Intermediate stations.

M. for Holmesourg and Intermediate stations. FROM WEST FHILADELPHIA DEPOT, Via Connecting Railway. At 9:00 A. M., 1:20, 4, 0:45, and 12 P. M. New York

Express Lines, via Jersey City. Fare, \$3-25. At 11:30 P. M., Emigrapt Line. Fare, \$2, At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Tren-

ton. At 0°30 A. M., 4, 6°45, and 12 P. M. for Bristel. At 12 P. M. (Night), for Morrisville, Tulytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9°30 A. M., 6°45 and 12 P. M. Lines will run the transford.

daily. All others, Sundays excepted BELVIDERE DELAWARE RAILROAD LINES.

At 7530 A. M. for Magara Falls, Buffalo, Dun-

At 7.30 A. M. for Magare Fails, Bindt', Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7.30 A. M. and 3.30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertythe, Elemington, etc. The 3.30 P. M. inc. bertville, Flemington, etc. The 3:50 P. M. Line connects direct with the train leaving Eiston for Manch Chunk, Allentown, Bethlehem, etc. At 11 A. M. and 5 P. M. for Lambertville and in-

terme late stations. DEN AND BURLINGTON COUNTY AND BERTON AND HIGHTSTOWN RAIL.

ROADS. ROADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2'16, 3'30, 6, and 6'30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithvil'e, Ewansville, Vincentown, Birmingham, and Pemberton. At 10 A. M. Gul and the Wilchtstream (Color. At 10 A. M., for Lewistown. Wrightstown, Cooks-

town, New Egypt, and Hornerstown. At 7 A. M., 1 and 330 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and

Hightstown. 110 WILLIAM H. GATZMER, Agent. WEST CHESTER AND PHILADELPHIA RAILROAD.-SUMMER ARRANGEMENT.-On and after MONDAY, April 12, 1869, Trains will

Leave Philadelphia from New Depot, THIRTY FIRST and CHESNUT Streets, 7:25 A. M., 9:30 A M., 2:30 P. M., 4:16 P. M., 4:36 P. M., 7:15 and 11:3 P. M.

Leave West Chester from Depot, on East Ma

ket street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 10:10 A. M., 1:55 P. M., 4:60 P. M., and 6:46 P.M. Leave Philadelphia for B. C. Junction and inter-mediate points at 12:50 P. M. and 5:45 P. M. Leave B. C. Junction for Philadelphia at 5:30 A. M. and 1:45 P. M. Trains leaving West Chester at 7:40 A. M. will

and 145 P. M. Trains leaving West Chester at 740 A. M. will stop at B. C. Junction, Lenni, Gien Riddle, and Media; leaving Philadelphia at 435 P. M. will stop at B. C. Junction and Media only. Passen-gers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 726 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 435 P. M., and car will be attached to Local train at Media. The Depot in Philadelphia is reached directly by the Chesnut and Wainut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train apon its arrival.

Leave Philadelphia for West Chester at 8.00 A.

M. and 2.30 P. M. Leave Philadelphia for B. C. Junction at 7-15

Leave West Chester for Philadelphia at 7:45 A. Leave B. C. Junction for Philadelphia at 500 Leave B. C. Junction for Philadelphia at 500 A. M. WILLIAM C. WHEELER,

6 105 General Superintendent.

F. M.
Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7½, 9, and 11:05 A. M.,
1½, 3, 4½, 5, 5½, 6½, 8:05, 10:05, and 11½ P. M.
1 eave Manayunk at 6:10, 7, 7½, 8:10, 9½, and 11½
A. M., 2, 8½, 5, 6½, 8:30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop
only at School Iane and Manayunk.
ON SUNDAYS.
Leave Philadelphia at 9, A. M., 1½, 6, and 9½
P. M.
W. S. WILSON, General Superintendent. W. S. WILSON, General Superintendent,

Depot, NINTH and GREEN Streets. FOR CAPE MAY, VIA WEST JERSEY RAIL-

ROAD. COMMENCING THURSDAY, JULY 1, 1869. Leave Philadelphia, foot of Market street, as fol-

lows:9'00 A. M., Cape May Express, due 12'26;
3 15 P. M., Cape May Passenger, due 7'15;
4'00 P. M., Fast Express (commencing on Saturday, July 3); due 6'55 P. M.
Sanday Mail Train leaves at 7'16 A. M., due 10 45; Cape May Freight leaves Camden daily at 9 20

RETURNING, TRAINS LEAVE CAPE MAY, 6 50 A. M., Morning Mail, due 10 00 A. M. 9 60 A. M., Fast Express (commencing on Mon-

b 60 A. M., Fast Express (commencing on Mon-day, July b), due 12'07.
 b 60 P. M., Passenger, due 8'22 P. M.
 Sunday Mail Train leaves Cape May at 5'10 P. M.
 Cape May Freight Train leaves daily at 6'40 A. M.
 TIOKETS.
 Anrual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Transverse at Landen. 20 June

be had only of the Treasurer, at Camden. 20 Com-pon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 323 Chesnut street, foot of Market street, also at Cam-den and Cape May. For Millville, Vincland, Bridgeton, Salem, and

intermediate stations, leave Philadelphia at 8:00 A. M., mail, and 3:39 P. M., passenger. An accommodation train for Woodbury, Mantua,

Barnaboro, and Glassboro leaves Philadelphis daily at 6 co P. M. Returning, leaves Glassboro at 6.8 0A. M.

Conmutation books of 100 checks each, at reduced rates, between Philadelphia and all sta tions.

PREIGHT TRAINS LEAVE CAMDEN For Cape May, Miliville, Vineland, etc., etc.,

For Bridgeton, Salem, and way stations, 12:00

noon. Freight received at first covered wharf below Wa'nut street. Freight delivery, No. 228 S. Delaware avenue. 71 W.M. J. SEWELL, Sup't W. J. R. R.

CHORTEST ROUTE TO THE SEA SHORE.

CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT. THROUGH TO ATLANTIC CITY IN 1% HOURS. TAKES EFFECT JULY 1, 1569.

Through trains leave Vine Street Ferry as fol-

1.0	IOWS:
d	Special Excursion
	Mail
	Freight (with passenger car)
Ā	Express, through in 1% hours
	Atlantic Accommedation
m	LEAVE ATLANTIC CITY.
	Atlantic Accommodation 6.08 A.
Y.	Fxpress, through in 1% hours
Δ.	Freight (with parsenger car)
A. 30	Mail
	Special Excursion
r. 10	An extra Express train (through in 134 hot
10	will leave Vine Street Ferry every Saturday at

P. M.; returning, leave Atlantic City on Monday at p.40 A. M. Local trains leave Vine street:-

Ateo Accomi	nodati	ion	A. 1	M.
Haddonfield	do.		P. 3	М.,
Hammonton	do.		A, 1	М.,

U 1	Recurning, 10440		
	Ateo	. 12 15	noon.
	Haddonfield		

Hammonton SUNDAY MAIL TRAIN . 5 10 A. M 

Oakman's Local Express, No. 30 S. Fourth street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic Additional ticket offices have been located in the

reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street. 6 29 D. H. MUNDY, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE THE ADAMS EAT MESS Count of A parcels, Pack-ages, Merchandise, Eank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and citics in the United States. F. COLEMAN,

BSCOTT'S ART GALLERY, No. 1020 ORESNUT K EENAN, SON & CO., AUCTIONEERS, NO

M. M. M. M.

M

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 for one day only, are sold at Reading and intermediate sta-tions 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. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading.

COMMUTATION TICKETS. At 25 per cent. discount, between any points destred, for families and firms

MILEAGE TICKETS. Good for 2000 miles, between all points, at \$52.59

each, for families and tirms. SEASON TICKETS. For three, six, nine, or tweive months, for holders

only, to all points, at reduced rates. CLERGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad

points from the Company's new freque dapor, block and Willow streets, 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. FREIGHT TRAINS

FREIGHT TRAINS Leave Philadelphia daily at 435 A. M., 1245 noon, 5 and 745 P. M. for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond, BAGGAGE.

Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 725 S. Fourth street, or at the Depot, Thirteenth and Callowh II streets.

PHILADELPHIA AND ERIE RAILROAD,-SUMMER TIME TABLE-THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, THE GREAT OIL REGION OF PENNSYL

Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 26, 1869, the trains on the Philadelphia and Eric Railroad will run as follows:-

WESTWARD, MAIL TRAIN leaves Philadelphia.

Mail and Express connect with Oil Creek and Allegheny River Railroad. Baggage cbecked through. ALFRED L. TYLER,

AUO FION SALES.

THOMAS BIECH & SON, AUCTIONEER

AND COMMISSION MERCHANTS, No. 1110 OHRENUT Street : ruar entrance No. 1107 Samoon St.

MARTIN BROTHERS, AUCTIONEERS.

1 (Lately Salesmen for M. Thomas & Sons.) No. 5219 OHESNET Street, rear outrance from Miner

C. D. MCCLEES '& CO., AUCTNONEERS, No. 506 MARKET Street.

BUNTING, DURBOROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co.

IPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street.

THOMAS & SONS, NOS. 139 AND 141

M. S. FOURTH STREET.

General Superintendent