## SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals Upon Carrent Topics Compiled Every Day for the Evening Telegraph.

FATHER HYACINTHE AND THE POPE.

From the N. Y. Herald. Poor Father Hyacinthe! He is under the ban of the Church. A late telegram informs us that his case is to be made the subject of canonical investigation. His excommunication, it is added, is probable. A late telegram from Paris informs us that the good father, who loves reason more than faith, liberty of opinion more than ecclesiastical unity, is not to be left alone. He is to be defended in the Council by such men as the Bishops of Avignon, Rheims, Chalons, and Bayeux. If such men have promised to defend him, we cannot say poor Hyacinthe any more. He is not likely to be left more to himself than was Luthur at Augsburg and at Worms; and it is safe to conclude that his friends at the Vatican will be more numerous than were the friends of Luther at the Council of Trent. We do not imagine, however, that Hyacinthe is to prove himself another Luther. It is doubtful whether, with all his excellencies, he has in him the stuff out of which great reformers are made. Hyacinthe is only a Frenchman. Luther was a German. The difference means something. We do not expect more from the good father than a sort of neutral tint reform. It will not be very decided. Still he may go far enough, considering the backing he has got, to cut off the Gallican Church from Rome. We dare not say that France cares very much for the connection, or places very much value in what some people call the one Church. The truth is the French people are not very churchy. What they worship is personal liberty. Grant them that and everything else may go where it pleases. If Napoleon were a younger man he might have proved a good and powerful friend to Father Hyacinthe. As it is he may be useful. But the Empress! In her lies the difficulty. She is sure to hold on by the Pope's coat tails. If Father Hyacinthe is at all well backed up the Council will be a tremendous failure, and all our former predictions will be fulfilled. Popery came in with State patronage, which gave it a local habitation, if not a name, under Charlemagne. It will go out when State patronage ceases and when there is no longer a Charlemagne to support it. Nor will any Eugenie, holding on by any coat tails or by

HOW TO MAKE BETTER RAILROADS. From the N. Y. Times.

named, save it.

Whenever a broken rail throws off a train, or the enormous cost of maintaining permanent way is under discussion, there is a general outery against the poor iron of modern production, and a longing for the skill, science, and honesty among manufacturers that used to make rails last twenty years. Nothing can be more touching than the pious regrets of a railway manager, standing among the debris of rails, axles, and machinery worn out in the flower of their youth, at the degeneracy of the metallurgical skill and conscience of the period. In order that the public may understand how far their risks of life and loss of dividends are due primarily to this cause, we invite their attention to the following facts and considerations.

The general rule in this country (to which indeed there are exceptions), in regard to the purchase of railway materials is simply thisbuy the cheapest. First cost is the controlling and often the only question entertained. The nature of the materials and processes to be used in the manufacture of rails, for insome of our roads, especially new roads, never make the slightest allusion to quality, and never specify tests and inspections, but simply go about among the mills, comparing and beating down prices, and accepting the very lowest. More than one of our railmakers are to-day rolling, under protest, rails upon which they decline to put their trade mark-rails made from the very cheapest materials, in the very meanest manner-for all that is required is that they shall stick together till they are laid. And if American makers will not roll them, Welsh makers will. The late report of the State Engineer of New York says: "American railway managers, instead of offering anything like a reasonable price for good iron rails, have made themselves notorious by establishing as standard a brand of rails known all over the world as 'American rails,' which are confessedly bought and sold as the weakest, most impure, least worked, least dura ble and cheapest rails that can be produced.' The State Engineer refers in confirmation of this opinion to the statement of Mr. A. S. Hewitt, United States Commissioner to the Paris Exposition, a statement not yet controverted; and to a statement of Mr. Sandberg, an English engineer of note, in the London Times. A leading American railway President and reformer has publicly said:-"There is a fear on my part that railway companies will themselves tempt steel makers to send a poor article by buying the cheapest -first cost only considered-as they did with the iron masters."

There is also a class of railway managers who pretend, and possibly believe, that they cannot get good iron rails; that the existing processes for cheapening iron in all stages of its manufacture render it impracticable to produce the uniform and excellent material formerly made. Now, while it is true that much poor iron is called for and sold, it is notorious that a better knowledge of chemistry and the modern improvements in machinery enable iron-masters to produce a more excellent and uniform material than ever before, as well as to reduce its cost.

These general facts are well enough known to those who have taken the trouble to inquire. But we are not confined to general facts. There are particular cases that cover the whole issue. The one we shall mention now is, fortunately, of such a character that no private interest can affect the statement or be affected by it. Early in 1868, the Reading Railway Company commenced rolling their own rasks by an improved method, and some of them have already been down long enough, nader the immense coal traffic of that road, to vindicate this policy. For instance, out of 9000 tons of home-made rails which had carried a certain traffic during the last nine months of 1868, only five tons, or one in 1800 tons, had worn out During the same time, and under the same traffic, out of 2000 tons of rails made by the old process at an outside mill of good repute, about 200 tons, or one in ten, had been worn out and removed, and the indications are that the remaining 1800 tons will be unfit for use at the end of this year. At a point in the road near Reading, where shifting from connecting lines is added to the regular tonnage, the life of rails made by the various old processes is from three to four months. Some rails only last six weeks. At this point, the rails made by the new process nave already been down sixteen months, and are still sound, although much worn. The that a lower rate would yield a trouble with ordinary iron rails, as we have larger revenue. It reflects neither credit

railroad manager will pretend to doubt their economy. The trouble is that some railroad managers, and especially the builders of new roads, never consider the question of durability. Nor is there any secret or difficulty in the manufacture of good iron rails. One process, which makers are sometimes forced into by low prices, is to cut up old rails, pile them together and roll them into slabs to form the head of a new rail. The remainder of the pile from which the new rail is rolled is simply old rails cut up and laid together. Not a particle of new iron, which would greatly help the welding, is added, for that costs some six or seven dollars per ton more than old rails; and not half work enough is done on the loose bundle of iron forming the rail pile to compact it. Nothing is more certain than that such rails will go to pieces in the welds after short service. The method adopted by Mr. Coxe, of the Reading Railway Company's mill—and the same or a better one would be gladly adopted by private makers if companies would pay for it-is as follows:-Some 70 per cent. of old rails and 30 percent, of new iron (puddle-bar) are laid in a pile and rolled into slabs an inch thick. Seven thicknesses of these slabs are again piled, reheated, and rolled into a headpiece two inches thick, which forms the top of the rail pile. The remainder of the pile is made up of seven thicknesses of the slabs before mentioned, the whole being heated and rolled into a rail. In this way the body of the rail is twice compacted by heat and pressure, and the head, that receives the direct action of the car wheels, is three times subjected to this condensing operation.

A rail thus made, instead of being a bundle of heterogeneous laminæ stuck together by cinder, and ready to split apart under the hammering of wheels, is a dense, compact, and comparatively homogeneous mass, which offers resistance not only to abnormal splintering, but to normal abrasion and wear, just in proportion to the work put upon it in the rolling mill. It is the perfect homogeneity of steel that enables it to outlast the best iron, even more remarkably than the best iron outlasts the poorest; and the nearer iron rails approach in structure to steel rails, the longer will they last, and the less will they cost in the end.

It is time that this pitiful talk about the the skirts of any garments, by whatever name impossibility of getting good rails was stopped. There is no doubt that some railmakers "scamp" their work-a peculiarity of the period not confined to rail-making-but the worst of them can and will make good rails, if railway manners will give them a chance and institute suitable tests and inspections.

> "WHAT THE ADMINISTRATION HAS DONE IN SIX MONTHS.'

From the N. Y. World. "The eloquent speech delivered last Saturday at Harrisburg by Hon. Columbus Delano, Commissioner of Internal Revenue, contains an able and striking summary of that part of the administration's work which has come under his own official notice. It confirms by facts and figures the declaration so often made in our columns, that it would soon be found that the effective work of the present administration would compare favorably with that of any of its predecessors. While the withings have been letting slip their shafts at what they are pleased to censure as the Government's 'dileness' retrachment and economic an the Government's 'idieness,' retrenchment and eco-nomy have everywhere been going on apace, and none the less effectively because so quietly."—3. F.

No President ever stood so much in need of magnifying glasses to render his merits visible as General Grant; and the stress of politics in the Pennsylvania election has stance, are not mentioned. The buyers for | called out one of his office-holders in a defen- | feebl eness and imbecility. sive, laudatory speech. When nothing better can be said in favor of our roving, smoking. horse-jockeying chief magistrate than is said by Mr. Commissioner Delano in his speech at Harrisburg, his case is weak indeed. If an orator should undertake to give an honest recital of what General Grant has done since the inauguration, what could he say? The new President was immediately confronted with two important foreign questions—the Alabama claims question, and the Cuban question. Respecting the first, he has done nothing; and in respect to the second, nothing with which anybody is pleased. He has not made up his mind, and has thus far proved incapable of making up his mind, on either. He flounders without a policy; being reputed an excellent judge of choice breeds of pups and fast horses, but lacking information and resources to qualify him for forming opinions on international duties and obligations. On questions of domestic politics he gives no better satisfaction. Even the Tribune took him to task on Tuesday, and gave him a sharp lecture on his mismanagement in the Southern States, declaring that it has stood by him as long as it could, "and will keep silence no longer" under the pre-vailing mismanagement. Half the Republican papers of the country have censured and derided the weakness of his appointments, and his profuse bestowal of offices on men who have made him presents. Such being his imbecility and his loss of popularity since he came into his great office, his partisans in Pennsylvania did not misjudge in thinking that if anything could be said in his vindication, it is high time that somebody should be

brought forward to say it. Mr. Delano is perhaps as good a selection as could have been made for this purpose, considering that revenue and expenditure were deemed the only colorable ground of defense, and that an officer of the Revenue Department might have some hope of being believed on his mere authority without a strict scrutiny into his statements. But when his speech is examined, it will be found to be a tissue of the most impudent sophistries ever put forth by a disingenuous partisan in support of an indefensible cause. Delano cries up General Grant (and this is his chief topic of praise) because a greater revenue is collected on whisky this year, with a tax of fifty cents on the dollar, than was collected last year under President Johnson, when the tax was two dollars. This sounds plausible only so long as it is addressed to ignorance. When the tax was two dollars, the profits of illicit distillation were so enormous that no energy or vigilance could have prevented frauds on the revenue. It was because Congress was of this opinion that it reduced the tax to fitty cents before General Grant was elected President. If Congress had been of opinion that any amount of honesty, capacity, or vigor could collect the two dollars, it would have left the tax at that rate, and have given General Grant the opportunity to win golden opinions by collecting it when his predecessor had failed. But nobody believed that so high a tax could be collected. Mr. Rollins, Delano's predecessor as Commissioner of Internal Revenue, a Republican who never lost standing with the party, and was kept in office in spite of President Johnson, recommended the reduction of the tax on the ground that so high tax could never be collected, and

The best iron rails cost perhaps twelve to the reduction of the tax—a reduction in which but if they last twice or the process, General Grant had no agency and for the praise. The unfairness of Mr. Delano in contrasting several months of General Grant's administration with the corresponding mouths of President Johnson's last year, will be apparent when we recall a passage in the last annual report of Commissioner Rollins, who, in accounting for the small revenue from whisky for several months preceding the reduction of the tax, said that it was owing to the fact that the reduction was expected by the distillers, and that they therefore left their whisky in the bonded warehouses to take advantage of the anticipated change in the law. They would have been fools to have taken their whisky out of bond and paid two dollars tax, when they were expecting that Congress would soon exact but a small fraction of that rate. It was inevitable that, during the period of suspense and expectation, the revenue from whisky should almost entirely cease by the bonding of the whole product of the distilleries on which any tax was meant to be paid And Mr. Delano has the impudent effrontery to contrast those months of suspense and stoppage with the corresponding months of

> found only in such pitiful sophistry. Mr. Delano says that the revenue is more faithfully collected under General Grant than it was under President Johnson. We do not doubt it. The reason is that President Johnson was not allowed to select his own officers. The Tenure-of-Office law tied his hands and prevented the removal of Mr. Lincoln's appointees, depriving him of the power to pre vent the rascalities of revenue collectors whom he did not select and could not control or cashier. The first thing General Grant did when he became President was to demand the repeal of the Tenure-of Office law, declaring that he could not otherwise collect the revenue. After a struggle of several weeks between him and Congress, the law was so modified as to give him control of his subordinates; and now he is absurdly praised for excelling Mr. Johnson when Mr. Johnson moved in fetters. If the tax on whisky had remained at two dollars, and General Grant's hands had been tied by the Tenure-of-Office law, the tax would not have been any better collected than it was under his predecessor.

the following year, when the tax had been

settled at fifty cents! General Grant must

be in sore need of eulogy when it can be

Mr. Delano bestows preposterous praise on General Grant because some of the expenses of the Government have been reduced. General Grant has had no more agency in the reductions than the man in the moon. Alaska was paid for last year; but he deserves no commendation because that payment happened to fall last year instead of this. The Freedmen's Bureau was abolished just before he came into office; it is ridiculous to praise him for the stoppage of this source of expense. The same remark will apply to the cessation of military government in seven of the ten revolted States. The extra bounties to soldiers ceased just before his inauguration; in the preceding year they drained the Treasury of nearly twenty-five million dollars. The Pacific Road was just on the point of completion when his administration commenced, stopping an increase of the public debt which had been going on in the last years of his predecessor. To make a merit for General Grant of reductions of expenses in which he had not the slightest agency is absurd and dishonest; but it was only by absurdity and dishonesty that Commissioner Delano was able to say anything that even ignorance could accept as an extenuation of President Grant's

OUR NATIONAL BANK SYSTEM.

From the Chicago Republican. The recent press despatches from New York contained an item which probably attracted little more than a passing glance from the general reader, yet it involves a world of meaning. We allude to the following statement:- "The Tenth National Bank is in trouble. There has been a run on it all this morning. It is reported that it will have to suspend unless other banks assist it." Ten years ago, such a state of things surrounding one of the prominent financial institutions in the money centre of this country would have been regarded as portentous in the extreme, and have become a principal topic for news paper discussion in every direction. Now pecuniary disturbance directly interests and flurries probably no more than the de-positors and a few others. To-day, if any merchant, in any part of the Union, should discover among his funds a \$100 bill on the Tenth National Bank of New York, he will likely enough nonchalantly count it in the sum of his resources, just as he would a bill of the same denomination on any other bank, instead of being thrown into a fever of anxiety, as he would have been one decade ago, and instantly cautioning his employes to be on the lookout for issues of that institution.

What causes the difference in the impelling motives now and then? Why should a person who is the holder of a bill on a failing bank, in the year 1869, feel no apprehension, while the same circumstance happening in the year 1859 would have aroused him into instant caution? It must be because the latter fact would have indicated danger or less through immediate depreciation of the current value of the note in his possession, while now the embarrassment of the bank does not work positive or lasting detriment to the bill or the holder. Here we see conspicuously exemplified the abundant advantages and safety of our present banking system over that formerly in vogue under State auspices. By it the excessive competition induced by the undue multiplication of banks, and by their arts and devices to obtain an undue share of the circulation, is prevented. Limited in number, capital, and issues, and subject to national supervision, these institutions cannot resort to those malign and dangerous practices which were once adopted to elude responsibility and eke out profits by which the currency was alternately distended and contracted, the public deceived, and the banks themselves put in jeopardy. Under the present system a bill-holder cannot be subjected to ultimate loss, even though the bank should fail. In the hands of the Government remain at all times assets fully sufficient to satisfy the claims of those who hold

the bank's issues. It is well to bear such facts and contrasts in mind when Democrats of the Pendletonian stripe raise a hue and cry against the national banks as bond-holding oligarchies, feeding with rapacious insolence upon the hard earn ings of the people, and putting a bit in the mouth of commerce. Whatever imperfections our banking system may be blemished with, nothing is more certain than that it is far in advance of anything which we have ever had before in this country, and that Democrats, while essaying to demolish it, do not propose any substitute that can fulfil its functions or inspire the business community and the people with equal confidence. It is a

explained on another occasion, is that they | nor discredit on General Grant that this opi- | monument of Republican skill and statesmanship that will endure the test of scrutiny as it has already endured the test of practice. Whatever defects it may possess may be eli minated without destroying the system itself, but that in vogue one decade ago could not have been segregated from its evils even by the most skillful political surgery. The cry of the Democrats against the national banks is as senseless as the rest of their slogans.

> SPAIN. From the Albany Journal.

The revolutionary mutterings in Spain become both deep and loud. General Pierrad has been sent in chains to Tarragona. His crime was that the people esteemed him so well, and valued so highly his services in their cause, as to give him a grand public ovation, during which cries were uttered not in the least degree complimentary to the Government. Castelar has been having another interview with his friends, the Republicans. A cable despatch declares that the extraordinary number of twenty thousand persons assembled to meet him. The fiery and uncompromising tribune of the people made an address full of eloquent bitterness—a forensic prophecy like that in which Camille Desmoulins foreshadowed the uprising of Paris, and the bloody dynasty of the Place de la Greve. He told his excited hearers that the undoubted purpose of the Directory and the Cortes is to inflict upon Spain a monarchy. And then, in words of burning zeal, he counseled them to prepare for the worst; to choose death rather than submission to tyranny. This is something more than bold opposition-if the present Government of Spain means anything, it is downright treason. We shall see what the Directory dare to do with this orator of sedition, who is vastly more to be feared than a corps of Carlists under arms. It is given out that Serrano has ordered an oath of allegiance to the new constitution to be administered to all the Catholic bishops, and that those who refuse compliance will be punished for sedition. Many adherents of the Romish Church conscientiously refuse to subscribe the new order, because they believe that in doing so they would encourage heresy and promote error. They may be mistaken; but is not their honestly-entertained opinion entitled to respect, so long as they do not actively interfere in public affairs? And in view of Serrano's threatened policy, what becomes of the promise so ostentatiously made, that the new government would tolerate absolute freedom of religious opinion? Every day the elements of complication multiply about the heads of the Madrid conspirators. The people seem awakening to a conviction that thus far they have only exchanged one form of tyranny for another, more complex and astute. And with the people are ranged all the factions that desire monarchy to assume some other form than that intended by the Directory. The volcanic elements are in motion. Can an eruption be long postponed?

SPECIAL NOTICES.

FOR REPRESENTATIVE

FOURTEENTH DISTRICT

ROBERT KNOX MILLERS 22 121\* OFFICE OF THE LEHIGH VALLEY RAILROAD COMPANY, NO. 368 WALNUT

Street.

PHILADELPHIA, Sept. 18, 1869.

The Stockholders of this Company are hereby notified that they will be extitled to subscribe, at par, for one share of new stock for each eight shares or fraction of eight shares of stock that may be standing in their respective names at the closing of the books on the 30th inst. Subscriptions will be payable in cash, either in full at the time of subscribing or in instalments of twenty-five per cent. each, payable in the months of October, 1869, and January, April, and July, 1870.

Stock paid for in full by November 1, 1869, will be ontitled to participate in all dividends that may be declared after that date. On stock not paid for in full by November 1 next, in terest will be allowed in instalments from date of pay ment.
Subscription books will be opened October 1, and closed CHARLES C. LONGSTRETH,

The Lehigh Valley Railroad Company has declared a quarterly dividend of TWO AND A HALF PER CENT. payable at their office, No. 303 WALNUT Street, on and after Friday, October 15, 1869.

CHARLES C. LONGSTRETH.

OFFICE ST. NICHOLAS COAL COMPANY, No. 205½ WALNUT Street.
Notice is hereby given that certificate No. 303, for ONE
BUNDRED SHARES OF THE CAPITAL STOCK OF
CHE ST. NICHOLAS COAL COMPANY, issued to
Clinton G. Stees, dated July 18, 1866, has been
transferred on the books of the Company, but the certificate tas not been surrendered. All persons are hereby
cautioned against buying the same, as the certificate belongs to the company,
R. JOHNSTON, Secretary,
Philadelphia, Sept. 24, 1868.

BET OFFICE RECEIVER OF TAXES. TO TAXPAYERS.—Notice is hereby given that a penalty of TWO PER CENT, will be added to all city taxes unpaid after October 1.

9.25.5t.

JOHN M. MELLOY, Benefits of Taxes.

OFFICE OF THE FRANKLIN FIRE INSURANCE COMPANY.

An Election for TEN DIRECTORS for the ensuing year will be held, agreehly to charter, at the Office of the Company, on MONDAY, October 4 next, between 11 A. M. and 2 P. M.

9 20 14

J. W. MCALLISTER, Secretary. J. W. McALLISTER, Secretary.

QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL, OAPITAL, £2,000 000. SABINE, ALLEN & DULLES, Agents, FIFTH and WALNUT Streets.

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COUPONS .- THE COUPONS OF THE FIRST MORTGAGE BONDS of the WILMINGTON AND READING BAILBOAD CO.,

maturing October 1, will be paid, free of taxes, ou, and after that date, at the Banking house of WILLIAM PAINTER & CO., No. 38 S. THIRD Street, Philadelphia WILLIAM S. HILLES, Secretary and Treasurer LAW DEPARTMENT, UNIVERSITY OF PENNSYLVANIA.—A term will commence of MONDAY, October 4. Introductory Lecture by Pro-fessor MORRIS at 8 o'clock P. M. 921 13 BO" CHARLES GIBBONS HAS REMOVED

his LAW OFFICE to the North American news paper building, No. 122 S. THIRD Street, second floor front. 9 22 lm DR. F. R. THOMAS, THE LATE OPErator of the Colton Dental Association, is now the only one in Philadelphia who devotes his entire time and practice to extracting teeth, absolutely without pain, by fresh nitrous oxide gas. Office, 1027 WALNUT St. 1 385

JOSE POEY, Medico-Cirujano de la Universidad de la Habana, recibe consultas de 9 a 11 de la manana y de 3% a 6 de la tarde en su eficina calle Nueve (sud) No. 735. Residencia en la calle de Green, No. 1817.

DR. JOSEPH PORY, Graduate of the University of Habana (Cuba), has re-moved his office to No. 735 S. Ninth street. Residence, No. 1817 Green street. Office Hours-8 to 11 A. M. 3% to 6 P. M. WIRE GUARDS.

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of Wire Work, manufactured by M. WALKER & SONS, No. 11 N. SIXTHStreet. SPECIAL NOTICES.

REPUBLICAN MASS MEETINGS .- I'LLS MITTEE have made arrangements for MASS MEETINGS

An follows, viz.—

THURNDAY, September 23

Norristown (Even 1g)—Jov. J. W. Geary, Hon. C. Delano, Hon. John Ailison, Benjamin Haywood, Esq., J. M. Vanderslice, Esq.
North Wales, Montgomery county—Governor John W. Geary, Hon. C. Delano, Hon. John Atlison, Benjamin Haywood, Esq., J. M. Vanderslice, Esq.
Haverford, Deleware county—Hon. A. Wilson, Renjamin, Haverford, Deleware county—Hon. A. Wilson Hencesy, Harrisburg, Gemeral John M. Thayav, U. S. Sanator; Roese Davis, Esq.
White Horse, Christer county—Hon. Thomas J. Bingham, Colonel C. W. F. Vernon
Allentown—Hon. William Williams, Gneral John L. Swift,

Wallace, Chester county—Hen. W. Townsand,
FRIDAY, October 1.
New Helland—Governor John W. Geary, General John
L. Swift,

New Holland—Governor John W. Geary, General John L. Swift,
Allentown—General John M. Thayor, U. S. Seuator;
Reese Davis, F.S.
Altoona—Hon John Allison.
SATURDAY, October 2.
Bertysburg, Dauphin county—Governor John W. Geary,
General John I. Switt.
Germantown, Philadelphin—General John M. Thayer,
U. S. Senator; Reese Davis, Esq.
Beaver Falls—Hon, John Allison,
Unland, Delaware county—Hon, W. Townsend, Colonel
G. W. F. Vornon.
MONDAY, October 4.
Pittsburg—Hon, John Scott, H. Bucher Swope, Esq.
Parker's Landing, Venango county—Governor John W.
Goary, General John L. Swift.
Mauch Chunk—Hon, A. Wilson Henszey, General John M., Thayer.

Mauch Chunk—Hon. A. Wilson Henszey, General John M. Thayer. Northumberland—Captain G. W. Curry, Lancaster—Hon. William D. Kelley. New Alexandria—Hon. William Williams, Colonel A. S. Fuller.
New Garden, Chester county—Hon. W. Townsend.
TUESDAY, October 5.
Beaver—Hon. John Scott, Hon. G. A. Grow, H. Bucher wope, Esq. New Brighton (Evening)—Hon. John Scott, H. Bucher wope, Esci.

Swope, Est,
Oil City, Venango county—Governor J. W. Geary, General John L. Swift.
Bloomsburg—Hon. James Pollock,
Milton—Captain G. W. Curry,
Sharon—Hon. John Allison.
West Newton—Hon. William Williams, Colonal A. S.
Fuller,
WEDNISDAY, October 6

West Newton—Hon. William Williams, Colonel A. S. Fuller.

WEDNESDAY, October 6.

Titusville—Governor J. W. Geary.
New Castle—Hon. John Scott, H. Bucher Swope, Esq.,
Hon. John Allisos.
Catawissa—Captain G. W. Curry, George D. Bridd, Esq.,
Harrison City—Hon. William Williams, General William
Blakely, Colonel A. S. Fuller.
THURSDAY, October 7.
Mercer—Hon. John Sectt. H. Bucher Swope, Esq.,
Kittanning—Hon. G. A. Grow,
Butler—Hon. William Williams, Col. H. C. Alleman.
Newton, Delaware county—Hon. A. Wilson Heurey,
James W. M. Newlin, Esq.
Berwick—Captain G. W. Curry.
Irwin's Station—General John L. Swift, Colonel A. S.
Fuller.

Lewisburg-Hon. James Pollock, General Joshua T. Gettysburg-Major A. R. Calhoun, J. M. Vanderslice.

Esq.
Lock Haven—Hon, J. H. Kla.
FRIDAY, October 8.
Meadville—Gov. J. W. Geary, Hon. John Scott, H.
Bucher Swope, Esq.
Tryong.

Tyrone.
Tyrone.

Billville—Captain G. W. Curry.
Sunbury—Hon. James Pollock.
Bellfonte—Hon. J. H. Ela.
Columbia—Hon. John W. Fornsy.
Chambersburg—Majer A. R. Calhoun, J. M. Vander-

stice, Esq.

Hollidaysburg—Genoral John L. Swift.

SATURDAY, October 9.

Erie—Gov. J. W. Geary, Hon. John Scott.

Corry—Hon. G. A. Grow.

Shamokin—Hon. A. Wilson Henszey, James W. M. Newlin, Esq.
Lebanon—Hon, James Pollock.
Freeburg, Snyder county—Hon. J. H. Ela, A. H. Chase,

eq. Albion, Krie county—H. Bucher Swope, Esq. Jamestown—Hon. John Allison, McAllisterville. Midlin

Mifflin.

Latrobe—Hon. William Williams, Colonel A. S. Fuller.
Upper Darby, Delaware county—Hon. W. Townsond.
Ephrata—Major A. R. Calnson, J. M. Vandershoe, Esq.
Saltsburg—General John L. Swift.

MONDAY, October II.
Danville, Montour county—Gov. J. W. Geary.
Harrisburg—Hon. James Pollock.
Mount Pleasant—Hon. William Williams, Colonel A. S.
culler.

JOHN COVODE, Chairman, GEO. W. BAMERSLY, M. S. QUAY, W. J. P. WHITE, S. F. GWINNER, Secretaries.

WINES. ..............

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