THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, AUGUST 11, 1870.

Address of the Republican Congressional | Committee,

To the Republicans of the United States. The executive and legislative departments of the national government and two-thirds of the State governments have been committed to your keeping. Such power carries with it grave reponsibilities. The people, as is their right, will hold you to a strict accountability for the exercise of this great trust. Elections are soon to be held for the national House of Representatives. These elections will determine the political complexion of the popular branch of Congress. They will, too, determine the political character of several State governments. And these results will be accepted as the verdict of the people upon the ideas, principles and policies of the Republican party, and upon the measures and character of the national administration. To these responsibilities, and to the gravity of these issues, your thoughtful consideration is invoked.

In the present juncture it behooves the Republican party not to forget its origin, nor its history. Amid the difficulties that beset it, and the responsibilities and labor, which the needs of the country in the new and untried condition of affairs imposes, it should remember that it was born of the nation's necessities, and thus far it has grandly met the exigencies for which it was formed. Having passed triumphantly through three great eras of its history, it is now summoned to enter upon its fourth. Gathering, therefore, inspi-ration from past successes, it should grapple hopefully and with unshrinking confidence with the duties of the present and near future.

Recurring to their origin, Republicans will remember when the land was the theatre of a stern and irrepressible conflict between the demons of slavery and caste and the spirit of liberty and equality, when the slave power held great interests and powerful organizations in its grasp, and ruled the nation with imperial sway; that the founders of the party, instructed by passing events, with convictions deepened and zeal quickened by the teachings of history and of holy writ, and inspired by the deathless words of the patriots, statesmen and heroes of our earlier time, rose to the exigencies of the hour, opposed the haughty ambitions, the maddening passions, the cruel prejudices and the disorganizing theories of the dominating majority, and although long overborne by numbers, still struggled on amid jeers, insults, mobs, blows and assassinations, till under the lead of Abraham Lincoln they achieved success, and grasped the sceptre of political power.

Entering upon its second era, appalling responsibilities at once arose. The slavemasters, in the pride and arrogance of power, instantly plunged the nation into the fire and blood of civil war. But the Republican party rose with the crisis. It raised money in unstinted measure, organized vast armies, created powerful navies, fought bloody battles, crushed the most gigantic rebellion of all recorded history, and saved a nation's life. It was then, amid the clash of arms, that the Republican party saw that slavery was the relentless and unappeasable foe of the country, was the inspiration, the heart and soul of that civil war, and that its death would be the annihilation of the rebellion, the unity of the republic, and the development of free institutions. Against cowardly fears, selfish instincts, and unreasoning passions and prejudices, it pronounced the doom of that hideous and horrid system of human bondage, though it was upheld by the aggregated interests of \$3,000,000,000, hedged about by the accumulated passions and prejudices, prides and ambitions of seven generations, and intrenched within the social, political and ecclesiastical organizations and affiliations of life. By a series of executive and legislative acts it broke the chain, and lifted from the depths of chattelhood up to the summits of manhood 4,500,000 hapless bondmen, and stood before the nations with their riven fetters in one hand and their title deeds to freedom in the other. The war ended, the rebellion subdued, the bondmen emancipated, the Republican party entered upon the third era of its eventful history. Though conquered by arms, the rebels did not accept the just, humane and generous ideas of the victors, nor did they return to their proper allegiance and loyalty to the government; but still, bemoaning the "lost cause," they remained unsubdued in will and unrepentant in spirit and purpose. Though made free, the bondmen were homeless, without property, without employment, subject to the cruel laws against free people of color which had always disgraced southern legislation, and in the midst of a people exasperated by defeat and maddened by their loss of power still longer to hold and oppress. Property was swept away, industry disorganized, society disintegrated, and States were without lawful governments. Upon the Republican party devolved the task of reconstruction. To its intrinsic difficulties were added the intense hostility of the ex-rebels, the lingering prejudices long engendered by the slave system, the timid counsels of conservatism, and the apostacy of the Executive. Great interests and powerful combinations sought to so reconstruct the south as to place the power in the hands of the late slaveholding class, and leave the helpless freedmen in the abject condition of practical seridom. Seldom in history has there been imposed upon any body of men a work of greater magnitude or difficulty. The Republicans might have shrunk from and avoided it. They were sorely tempted to do so. But they resisted the temptation of official power and patronage, the threats of Executive dictation, and all other adverse influences, and, with sublime fidelity and courage, addressed themselves to the herculean task. To aid in reorganizing disordered industries, caring for, protecting and instructing the emancipated bondmen in the new duties of their changed condition, the Republicans established the Freedmen's Bureau, which, by the wise expenditure of a few millions of dollars, did an incalculable work for order, peace and the rehabilitation of southern society. To reconstruct rebellious States on the solid basis of equal rights they gave suffrage to the freedmen in the reconstruction measures. To secure citizenship and civil rights to a wronged and hated race they proposed and adopted the fourteenth amendment and enacted the bill of civil rights. To establish by irreversible guarantees equal political rights and privileges they adopted the fifteenth amendment, and as a crowning act for freedom they provided by law for the enforcement of those amendments thus newly enshrined within the constitution. Thus the Republicans against the sternest opposition, against misrepresentation, against appalling obstacles, have struggled on until the rebel States, reconstructed on the basis of impartial liberty, have been restored, and the sublime doctrines of the Declaration of Independence made assured and practical realities. In the progress of the ages it has been given to few, in any form or by any modes, to achieve a work so vast, so grand, so beneficent, so sure to be recorded by history, and applauded and remembered by coming generations. Having achieved this grand work, having passed through these three eras of its history,

era, was summoned to deal with questions re- | lating to the national debt, the currency, finances and taxation; to reforms in the military, naval and Indian service, and whatever remaining burdens and legacies were left by the war. Concerning these questions there are apparent diversities of interests and real differences of opinion. The solutions of some of them are embarrassed by grave difficulties. They require time, as well as financial skill and practical statesmanship for their adjustment.

Differences of opinion on matters so recondite and complex, in an organization embracing so many men of large intelligence, trained to babits of independent thought, expression, and modes of action, are inevitable. They are indeed to be expected and desired, for from such freedom of discussion truth is elicited and proper modes of action are deduced. The men, therefore, who stood so firmly while in a minority, amid the denunciations, arrogance, and scorn of power; the men who met the stern exigencies of civil war with such heroic courage, who asailed the slave power and extirpated the slave system; the men who grappled so successfully with the perplexing and pregnant issues of reconstruction, lifted helpless freedmen up to citizenship, exalted them to the heights of civil and political rights and privileges, and made the nation free in fact as well as in name, should not shrink from the less momentous and less embarrassing questions now before them.

Patriotism, principle, the continued existence, reputation and renown of the Republican party, and a due sense of self-respect and pride of character demand that Republicans now, as in the past, should have faith in this capacity to carry forward to completion reforms so auspiciously begun. It came into being as an organization of reform and progress, and should be ever ready to accept the living issues of the hour and march abreast with the spirit of the age.

Unaided it has fought the battles of reform with constancy and courage. Nor in the work still before it can it hope for aid from those who still cling to the traditions of the past, pride themselves on their conservatism, and who, during the conflicts of the past twenty years have resisted all reform, and mourned over every effete and hateful abuse as it fell. If there are Republicans who are weary of the ascendency of a party who has achieved such crowning victories, who are tired of the responsibilities of power, and would relinquish it to other hands, they should remember that there are none worthy to accept it. For surely they cannot fail to see that the Democratic party, by its policy during the closing years of its power, and by its blind and unrelenting opposition to reformatory measures while out of power, even now, as if smitten by udicial blindness, refusing to accept the Constitutional amendments as fixed and final, has demonstrated its utter incapacity for such a trust.

Accustomed to success even against fearful odds, and underrating perhaps the intrinsic difficulties of the pending issues, many Republicans looked to General Grant's administration with high raised expectations. Of course, they have been impatient, and not always satisfied with results. But while these expectations have not been fully realized in the action of either the President or of Congress, much has been achieved; enough, at any rate, to satisfy them that the difficult problems will be wrought out and the hoped-for results accomplished.

General Grant came into office pledged to maintain inviolate the public faith, reduce the

penditures, its debts, and its taxation, are so

fearfully large. Not faultless, but high, noble and glorious, is the record of the Republican party. History will note it, and the world will gratefully remember it. In the light of this brief review of its achievements for patriotism, liberty, justice and humanity, should not Republi-cans, one and all, cling to their grand organization, rectify its mistakes, correct its errors, and keep it true to its past traditions and in harmony with the enlightened and progressive spirit of the age? So doing, may they not perpetuate their power until their beneficent principles shall become the accepted policy of he nation? HENRY WILSON, Chairman of the Congressional Republican the nation?

Committee. JAMES H. PLATT, Secretary. RAILROAD LINES.

READING RAILROAD-GREAT TRUNK LINE from Philadelphia to the Interior of Penn-sylvania, the Schuylkill, Susquehanna, Cumbers-land, and Wyoming Valleys, the North, North-west, and the Canadas. SPRING ARRANGEMENT Of Passenger Trains, May 16, 1870. Leaving the Company's Depot at Threenth and Callowhill streets, Philadelphia, at the following hours:-

hours:-MORNING ACCOMMODATION.

MORNING ACCOMMODATION. At. 7:80 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 6:85 P. M.: arrives in Philadelphia at 9:25 P.M. MORNING EXPRESS. At 8:16 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Wi liamsport, Elmira, Rochester, Niagara Falls, Buf falo, Wilkesbarre, Pittston, York, Carlisle, Cham-oeraburg, Hagerstown, etc.

oersburg, Hagerstown, etc. The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, East Pennsylvania Railroad trains for Allentown, etc., and the 8'15 A. M. train connects with the Lebsnen Valley train fer Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamoport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Oentral, Cumber-land Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Cham hardware, Elmarrow atc.

bersburg, Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Read ing and Columbia Railroad trains for Columbia, etc

Ing and Columbia Kalifoad trains for Columbia, etc POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6-25 A. M., stopping at in-termediate stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 4-00 P. M.; arrives in Pottstown at 6-15 P. M. READING AND POTTSVILLE ACCOMMODA TION

Leave Pottsville at 540 A. M. and 420 P. M., and Reading at 7 30 A. M. and 635 P. M., stopping at all way stations; arrive in Philadelphia at 1020 A. M. and 926 P. M. Returning.

Returning, loaves Philadelphia at 5'15 P. M.; ar-rives in Reading at 7'55 P. M., and at Potteville at 9.40 P. M.

9:40 P. M. Morning Express trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2:50 P. M., and Pottsville at 2:50 P. M., arriving at Philadelphia at Supp. M.

7-00 P. M. Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-10 P. M. Connect-ing at Reading with Afternoon Accommodation south at 6-85 P. M., arriving in Philadelphia at 9-26 P. M. Market train, with a passeeger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M.,

connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays ex cepted

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8.4. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:80 A. M., 12:80, and 4:00 P. M. trains from Philadelphia. Returning from Down-ingtown at 6:20 A. M., 12:45, and 5:16 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, re-turning from Schwenksville at 6:45 and 8:05 A. M., 12 45 noon, and 4 15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at

RAILROAD LINES.

1870. -FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places.

to New York and Way Places. FEOM WALBUT ATBRET WHARP. At 6:30 A.M., Accommodation, and 2 P. M., Ex-press, vis Oamden and Amboy, and at 8 A. M., Ex-press Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City. VIA NEW JEESEY SOUTHEEN RAILROAD. At 7 A. M. and 3:30 P. M. for New York, Long Branch, and intermediate places. At 6 P. M., for Amboy and intermediate stations. At 6 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton.

Trenton. At 630, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Bur-lington, Beverly, Delanco, and Riverton. At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Elverside, Riverton, and Paimyre. At 6:30 and 10 A. M., 12 M., 5, 5, 8, and 11:39 P. M. for Fish House. The 11:30 P. M. line leaves from Market Street Ferry (upper side).

Forry (upper side). BROM KENSINGTON DEPOT. At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol

At 7.30 A. M., 2.30, and 5 P. M. for Morrisville

and Tullytown. At 7 30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12:30, 5:15, and 7:80 P. M. for Bustle-

ton, Holmesburg, and Holmesburg Junction. At 7 and 10:45 A. M., 12:30, 2:30, 5 15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and

FROM WEST PHILADELPHIA DEPOT,

FROM WEST FHILADELPHIA DEPOT, Via Connecting Railroad. At 7 and 9:30 A. M., 12'45, 6'45, and 12 P. M., New York Express Lines, and at211'30 P. M., Emigran Line, via Jersey City. At 7 and 9:30 A. M., 12'45, 6'45, and 12 P. M. for Trenton and Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 6'45 and 12 P. M. Lines will run daily. All others Sundays excepted. Sunday Lines leave at 9:30 A. M., 6'46 P. M., and 12 night.

12 night BELVIDERE DELAWARE RAILROAD LINES.

BELVIDERE DELAWARE RAILROAD LINES, PROM MENSINGTON DEPOT. At 7'80 A. M. for Niagara Falls, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Moatrose, Wilkesbarre, Schooley's Mountain, etc. At 7 30 A. M. and 3'30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3'30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and Intermediate stations.

Stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RALL-ROADS.

The 7 A. M. and 3:30 P. M. Lines leave from Wal-

nut street wharf. At 7 and 9 A. M., 1, 2 15, 3 30, 5, and 6 30 P. M. and on Thursday and Saturday nights at 11.30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 7 A. M., 2.15 and 6.30 P. M. for Lumberton and

At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 and 10 A. M., 1 and 8.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-

At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Im-laystewn, Sharon, and Hightstown. August 1, 1876. WM. H. GATZMER, Agent.

PHILABELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.— TIME TABLE. COMMENCING MONDAY, JUNE 6, 1870. Trains will leave Depot, corner of 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 at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

road. Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle. Express Train at 4.P. M. (Sundays excepted), for

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER S P. M., SUNDAY, JULY 10, 1870. The trains of the Pennsylvania Central Railroad leave the Depet, 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 minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Depot. Sleeping-car 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 depet. Orders loft at No. 901 Chesnut street, or No. 118 Market street, will receive attention

will receive attention. TRAINE LEAVE DEPOT. Mail Train Paoll Accommodation, 10 A. M. & 1250 and 7:10 P. M. Fast Line Eric Express Harrisburg Accommodation Parkesburg Train Cincinnati Express Krie Mail and Pittsburg Express Eric Mail exves daily, except Sunday, running

except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M. at No. 116

Market street. Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 940 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-rives at Paoli at 740 P. M. Sunday Train No. 1 leaves Paoli at 650 A. M.; arrives at Philadelphia at 810 A. M. Sunday Train No. 2 leaves Paoli at 450 P. M.; arrives at Philadelphia at 610 P. M.

Philadelphia at 6-10 P. M. TRAINE ARRIVE AT DEPOT. Cincinnati Express Philadelphia Express 6-30 A. M. 6-30 A. M. Paoli Accommodat'n, TA A. M. & 3'30 & 6'40 P. Lancaster Train 11.55 A.

Eric Express Lock Haven and Elmira Express Pacific Express Harrisburg Accommodation 940 P. M. 940 P. M. 940 P. M.

owner, unless taken by special contract. A. J. CASSATT, 4 29 General Superintendent, Altoona, Pa.

N ORTH PENNSYLVANIA RAILROAD-N THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. SUMMER ARRANGEMENT. Tokas effect May 16, 1870

Takes effect May 16, 1870. Sixteen Daily Trains leave Passenger Depot,

corner of Berks and American streets (Sundays excepted), as follows:-7.40 A. M. (Accommodation) for Fort Washing-

ton. At 7.86 A.M. (Express), for Bethlehem, Easton, Al-At 756 A.M. (Express), for Bethienem, Easton, Af-lentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahanoy Olty, Hazloton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-land, Chicago, San Francisco, and all points in the Graet West.

Iand, Chicago, San Francisco, and all points in the Great West.
8.25 A. M. (Accommodation) for Doylestown.
9.45 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Esser Keilreads. Railreads.

PHILADELPHIA AND ERIE RAILROAD. SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as Ralireads.
h A. M. (Accommodation) for Fort Washington
1'16, 3 80, and 5'20 P. M., for Abington.
1'45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, "Sikesbarre, Pittston, and Hazleton. 2:39 P. M. (Accommodation) for Doylestown. At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk. 4:16 P. M. (Mail) for Doylestown. 5:00 P. M. (Mail) for Doylestown. 6:20 P. M. (Accommodation) for Lansdale. 8:00 and 11:20 P. M. (Accommodation) for Fort Washington. barre, Pittston, and Hazleton. MAIL TRAIN leaves Philadelphia - 10'20 P. M. "Williamsport - 8 00 A. M. arrives at Brie - 7'40 P. M. ERIE EXPRESS leaves Philadelphia 10'60 A. M. "Williamsport - 8'15 P. M. "arrives at Erie - 7'25 A. M. ELMIRA MAIL leaves Philadelphia - 7'56 A. M. "Ulliamsport 6'00 P. M. arrives at Lock Haven 7'20 P. M. BALD EAGLE MAIL leaves Williams. Washington. The Flith and Sixth streets, Second and Third streets, and Union Lines City Cars run to the BALD EAGLE MAIL leaves Williams-

M. S. FOURTH STREET. THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street; rear entrance No. 1107 Sansom street.

AUO FION SALES.

Sale No. 1110 Chestnut Street. Superior WALNUT PARLOR, LIBRARY, CHAM-BER AND DINING-ROOM FURNITURE; Velvet, Brussels, and Ingrain Carpets; Bookcases, Office and Library Tables, Spring and Hair Mattresses, Fine Oil Paintings, Chromos and Engravings, Sewing Machines, Clothes Hampers, Bronze Clocks, Vases, China, Kitchen Farniture, &c. On Friday Morning. At 9 o'clock, at No. 1140 Chesnut street, will be soid, a large assortment of fine new and second-hand Furniture, comprising Handsomely carved parlor suits, in maroon and green slik plush, reps and hair-cloth, with tables to match; chamber suits of various kinds, with wardrobes to match. Also, bookcases, lounges, easy-chairs, mattresses, pictures, plated-ware, cutlery, ohns, glassware, &c. SECONDHAND FURNITURE AND CARPETS.— Also, secondhand furniture from families deciming bookcases. Also, secondhand furniture from families declining

SEWING MACHINES,-Also, 2 very fine sewing

DINING ROOM AND CHAMBER CHAIRS .so, 8 dozen oak and walnut dining-room and chamber chairs. 12 C COMPLETE FRONT FOR LARGE STORE.

At 10 o'clock will be sold the windows, doors, gratings, etc., tor a large store front; cost \$600.

Also, large signs, etc. MAHOGANY CASE PIANOS.

At 1 o'clock will be sold two mahogany-case planos.

BY BARRITT & CO., AUCTIONEERS. CASH AUCTION HOUSE, No. 230 MARKET Street, corner of Bank street, Cash advanced on consignments without extra charge. 11 245

FIRST FALL TRADE SALE." 1000 CASES BOOTS, SHOES, BROGANS, ETC., of Eastern and City manufacture, by catalogue, on

CONCERT HALL AUCTION ROOMS, No. 1919

Personal attention given to sales of household fur-

niture at dwellings. Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thurs-

For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale

BUNTING, DURBOROW & CO., AUCTIONEERS, BANK Street. Successors to John B. Myers & Co.

OPENING FALL SALE OF CARPETINGS, OIL

CLOTHS, ETC. On Friday Morning, August 12, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, henzp, cot-tage, and rag carpetings, etc. 847t

SALE OF 2000 CASES BOOTS, SHOES, BROGANS, TRAVELLING BAGS, LACETS, ETC., On Tuesday Morning. Aug. 16, at 10 o'clock, on four months' credit. 8 10 5t

MARTIN BROTHERS, AUCTIONEERS.-

TN LOUISVILLE, KY

GEOBGE W. ANDERSON. H. C. STUCKY. THOMAS ANDERSON & CO.

AUCTIONEERS AND COMMISSION MERCHANTS, LOUISVILLE, KY. Business strictly Commission. All suction sales exclu-

Business strictly Commission. All succion sales expri-sively for cash. Consignments solicited for auction or private sales. Regular auction sales of boots, shoes, and hats every Thursday. Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [319 Gap

RAILROAD LINES.

follows from Pennsylvania Railroad Depot, West

" arrives at Lock

Haven - - 2.45 P. M.

General Superintendent.

Oil Creek and Allegheny River Railroad. WM. A. BALDWIN,

stations. 6:55 P. M. for West Chester stops at all stations. 11:30 P. M. for West Chester stops at all stations. FOR PHILADELPHIA. FOR PHILADELPHIA.

5-25 A. M. from West Chester stops at all stations. 6 30 A. M. from West Chester stops at all stations. 740 A. M. from West Chester stops at all stations be-

tween W. C. and Media (except Greenwood), con necting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C.

Port Deposit, and all stations on the P. & B. C.
R. R.
8:16 A. M. from B. C. Junction stops at all stations.
10:00 A. M. from West Chester stops at all stations.
1:05 P. M. from B. C. Junction stops at all stations.
1:55 P. M. from West Chester stops at all stations.
6:56 P. M. from West Chester stops at all stations.
6:56 P. M. from West Chester stops at all stations.
6:56 P. M. from West Chester stops at all stations.
6:56 P. M. from West Chester stops at all stations.
connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. H. R.
6:56 P. M. from B. C. Junction with P. & B. O. R. R.
9:00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stop-

mences running on and after state ist, tere are ping at all stations. ON SUNDAYS, 8.05 A. M. for West Chester stops at all stations, Con-necting at B. C. Junction with P. & B. C. R. R. 2.50 P. M. for West Chester stops at all stations. 4.50 A. M. from West Chester stops at all stations. 7.50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. E. R. W. C. WHERLER, Sup³.

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costs less chan any other be-cause it will paint twice as

much surface, bround pure only by the manufacturers Dols by ace paint dealers, office, 12 2 N. Ha St.

NOTTON SAIL DUCK AND CANVAS, OF ALL

COTTON SAIL DUCK AND CARVAS, OF And Dumbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufac-turers' Drier Feits, from thirty to seventy-six inches, with Paulins, Belting, Sail Twibe, etc. JOHN W. FVERMAN, No. 10 CHURCH Street (Guy Stores).

O S E P H P E N N E Y, AUCTIONEER, No. 1307 CHESNUT STREET. [6 23 tf

No. 704 Chesnut st., rear entrance from Minor.

CHESNUT Street. T. A. MCCLELLAND, AUCTIONEER.

two months' credit. two months' credit. On Thursday Morning, Aug. 18, commencing at 10 o'clock, comprising every variety of ladies', misses', children's, men's, boys', and youths' wear, suitable for first-class city and country trade. 4 8 11 6t

national debt, diminish taxation, appreciate the currency, reform abuses in the civil and military service, and maintain order in the States lately in rebellion. By the combined action of the President, the heads of departments, Congress and the General of the army, many abuses have been corrected and many reforms inaugurated. President Grant's Indian policy is bringing forth evidences of its justice, its humanity and its wisdom. The firm, just and generous policy of the admninistration toward the States lately in rebellion, has brought much of order and security, and crimes have largely diminished. In the interests of economy the services of thousands of employes, both civil and military, have been dispensed with. The currency has been appreciated in value by tens and scores of millions of dollars, and the national credit has been largely strengthened.

Without any increase in the articles subject to taxation, or in the rate of taxation, the revenues of the fiscal year ending 30th of June, 1870, were nearly \$409,000,000 against less than \$871,000,000 for the year ending 80th of June, 1869, showing a gain of nearly \$38,-000,000. On the other hand, the expenses of the fiscal year 1870 were less than those of 1869 by more than \$29,000,000, thus showing an increased revenue, and saving in expenditures of more than \$67,000,000 in the first fiscal year of General Grant's administration. In the last sixteen months of Mr. Johnson's administration, the receipts from customs and internal revenue were less than \$372,000,000. During the first sixteen months of General Grant's administration, they were more than \$469,000,000, showing an increase of nearly \$97,000,000.

Republicans will remember that during the last two years of Mr. Johnson's administration he removed Republicans appointed by Mr. Lincoln and others who adhered to the principles of the Republican party, and appointed Democrats where he could do so. The character of these appointments and the demoralizing influence which his opinions and conduct had upon them were seen in the loss of scores of millions of dollars of revenue in these years. The large gain in the collection is mainly due to the determined and avowed purpose of General Grant to secure an honest administration of the revenue laws, and the appointment of Republicans to office earnestly devoted to his economical policy.

During the recent session of Congress taxes have been reduced more than \$75,000,000. The taxes have been removed from transportation by canals and railways, from sales by dealers and manufacturers. The income tax has been reduced to two and a half per cent. on all incomes above \$2000; and it is to expire at the end of two years. The tax on tea has been reduced from twenty-five to fifteen cents per pound; on coffee from five to three cents; and the tax on sugar and molasses has been reduced in the aggregate \$12,000,000 per annum. By this reduction of taxation the industries of the people and the necessaries of life have been relieved of burdens amountto millions. The funding bill is ing an important financial measure which contemplates the saving of interest upon the public debt by the exchange of out-standing six per cent. bonds for those of a lower rate of interest, to the amount of twenty-six millions and a half a year. While a reduction in taxes transfers the burden of the debt from one year to another, from one generation to another, a reduction in the rate of interest is an actual saving to the country, not only for the present generation, but for all time. And yet these important and benefi-cent financial measures, intended to lighten the public burdens, receive little countenance and support from the Democratic party, whose the Republican party, entering on its fourth | responsibilities for the war, its losses, its ex-

Collegeville and Schwenksville. COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7:80 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST. Leave New York at 900 A. M. and 500 P. M., passing Reading at 145 and 10.05 P. M., and con-necting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 536 A. M. and 8'60 A. M., passing Reading at 7:23 A. M. and 10'40 A. M., arriving at New York 12'05 noon and 3'50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change. A Mail train for New York leaves Harrisburg at 8'10 A. M. and 2'50 P. M. Mail train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6'80 and 11'50 A. M., and 1'40 and 4'50 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 8'56 A. M. for Pinegrove and Harrisburg, and at 12'05 noon for Pinegrove, Returning Express train leaves Harrisburg on

and Harrisburg, and at 12.66 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3.40 P. M., from Brookside at 3.45 P. M., and from Tremont at 6.25 A. M. and 5.05 P. M. TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West

to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and 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 Pottsville and Intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains at reduced res.

Accommodation Trains, at reduced rates. The following tlokets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families

MILEAGE TICKETS .- Good for 2000 miles, be tween all points, at \$47.00 each, for families and

and

tween all points, at serve back, for issuints and firms. SEASON TICKETS.—For one, two, three, six, points, at reduced rates. OLERGYMEN residing on the line of the road will be furnished with cards entiting 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 and Willow streets.

freight depot, Broad 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 leave Philadelphia daily at 4.35 A. M., 12.30 moon, 5 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and

points beyond. BAGGAGE.-Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-CAMDEN AND ATLANTIC RAILROAD.

SHORTEST ROUTE TO THE SEA SHORE.

THROUGH IN 1% HOURS			
FIVE TRAINS DAILY TO ATLANTI	CCT	FY.	2.5
On and after SATURDAY, July 2, 1870,	train	S V	71
leave VINE STREET FERRY as follows	-11	101	
Special Excursion (when engaged)	. 6 15	A.	M
Mail		A.	M
Freight (with passenger car)	.9.45	A. 1	M
Express (through in 13/ hours)		P.	M
Atlantic Accommodation	.4.15	P. 1	M
Returning leave Atiantic-	1.000		20
Canalal Property	8.05	D	7.5

	SUCCINE EXCULATION AND AND AND AND AND AND AND AND AND AN	- A. A.	****
	Mail	P.	M.
	Freight (with passenger car)	A.	M.
	Express (through in 1% hours)	A.	M.
	Atlantic Accommodation		
	An extra Express Train (through in 1% hours		
	leave Vine Street Ferry every Saturday, at 2 P.		
ł	Botoming loave Atlantic Ciry Monday, at a 4	1	hr.
I	Returning, leave Atlantic City, Monday, 940 LOCAL TRAINS LEAVE-	and i	-
Ŀ	LAUAL TRAINS LEAVE-		

or Haddonneld, 10-15 A. M., 2 P. M. and 6 P For Atco and intermediate stations, 10-15 A. and 6 P. M. Returning, leave-Haddonfield at 715 A. M., 1 P. M., and 3 P. M. Atco, at 622 A. M. and 1215, noon.

Express Train at 4.P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linweod, Olaymont, Wilmington, New-port, Stanton, Nowark, Eikton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11:30 P. M. (Dally), for Balti-more and Washington, stopping at Chester, Lin-wood, Olaymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 11'45 A. M. train.

take the 11.45 A. M. train. WILMINGTON TRAINS.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11.90 A. M., 2.30, 5.00, ant 7.00 P. M. The 5.00 P. M. train connects with Dela-ware Railroad for Harrington and intermediate

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Fhiladelphia. The 7:15 P. M.

train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 645 A. M. and 400 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 430 P. M. trains for Baltimore Cenral Railroad.

ral Railroad. From Baltimore to Philadelphia.—Leave Balti-more 7.26 A. M., Way Mali; 9.09 A. M., Express; 2.86 P. M., Express; 7.25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. 2-85 I

Leaves Baltimore at 7-25 P. M., stopping at Mag-nolla, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-

wood, and Chester. On Sundays, leave Philadelphia for West Grove and intermediate stations at 5 00 A. M.; returning,

and intermediate stations at 8 00 A. M.; returning, left West Grove at 8 55 P. M. Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Unien Transfer Company. H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH. An ACCOMMODATION TRAIF in the morning

AN EXPRESS TRAIN

in the Afternooon from each end of the route, THE EXPRESS TRAIN will be furnished with

SPLENDID PALACE CARS.

NO CHANGE OF CARS NO CHANGE OF CARS BETWEEN PHILADELPHIA AND SANDY HOOK. ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:--LEAVE NEW YORK,

from Pier No. 28 NORTH River, foot of Murray street, at 645 A. M. Accommodation and 4 80 P. M. Ex.

press.

press. LEAVE PHILADELPHIA, from foot of WALNUT Street, at 7:00 A. M. Accom-monation and 3:30 P. M. Express. The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy Hook

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will

Ton avenue-For PORT DEPOSIT at 7 A. M. and 4'80 P. M. For OXFORD, at 7 A. M., 4'30 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. at 7 A. M., 10 A. M., 2'30 P. M., 4'30 P. M., and

TP. M. Train leaving Philadelphia at T A. M. connects at Port Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 430 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9 25 A. M., connect at Chadd's Ford Junc-tion with WILMINGTON & READING R. E. 43

Depot. TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10.85 A. M.; 2.15, 5.05, and 8.25 P. M.

20 P. M. Doylestown at 8:25 A. M., 4:40 and 7:05 P. M. Lansdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 and

46 P. M.

Abington at 2'35, 4'55, and 6 45 P. M.

ON SUNDAYS. Philadelphia for Bethiehem at 9 30 A. M. Philadelphia for Doylestown at 2 00 P. M. Philadelphia for Fort Washington at 8 30 A. M. and 7:00 P. M.

nd 700 P. M. Doylestown for Philadelphia at 630 A. M. Bethlehem for Philadelphia at 400 P. M.

Fort Washington for Fhiladelphia at 900 P. M. and 810 P. M. Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE.

TIME TABLE. On and after MONDAY, July 18, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 9:05, 10, 11, 12 A. M., 1, 2, 2%, 3%, 8%, 4, 4%, 5:06, 5%, 6, 6%, 7, 8, 9, 10:05, 11, 12 F. M. WEST CHESTER AND PHILADELPHIA RAIL ROAD COMPANY. On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-Icave from the Depot, THIRTY-FIRST and CHES-NUT, as follows:FROM PHILADELPHIA.
6-45 A.M., for B. C. Junction, stops at all stations.
7-15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Rennett, Port Deposit, and stations on the P. and B. C. R. R.
9-40 A. M. for West Chester stops at all stations.
10 A. M. for B. C. Junction stops at all stations.
2-50 P. M. for West Chester stops at all stations.
4-15 P. M. for West Chester stops at all stations.
4-15 P. M. for West Chester stops at all stations.
4-15 P. M. for West Chester stops at all stations.
4-15 P. M. for West Chester stops at all stations.
4-16 P. M. for West Chester stops at all stations.
5-30 P. M. for K. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

12 F. M. Leave Germantown 6, 665, 7%, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 3%, 4, 4%, 6, 5%, 6, 6%, 7, 8, 9, 10, 11 P.M. The 8-20 down train, and 2%, 3%, and 5% up trains, will not stop on the Germantown Branch. ON SUNDAYS.

Leave Philadelphia at 9% A. M., 2, 4:05, 7, and 10% P. M. Leave Germantown at 81/4 A. M., 1, 3, 6, and 9%

P. M.

P. M. CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 13 A. M., 2%, 8%, 5%, 7, 9, and 11 P. M. Leave Chessut Hill 7.10, 8, 940, and 1140 A. M.,

1'40, 3 40, 6 40, 6 40, 8 40, and 10 40 P. M. ON SUNDAYS. Leave Philadelphia at 94 A. M., 2 and P. M. Leave Chesnut Hill at 7 50 A. M., 12 40, 5 40, and

9.25 P. M.

Passengers taking the 6.55, 9 A. M., and 6% P. M. rains from Germantown will make close connections with the trains for New York at Intersection

tions with the trains for New York at Intersection Station.
FOR UONSHOHOUKEN AND NORRISTOWN. Leave Philadelphia 5, 7%, 9, and 11 65 A. M., 1%, 8, 4%, 6, 5%, 6%, 8°05, 10, and 11% P. M. Leave Norristewn 5%, 6°25, 7, 7%, 8°60, and 11 A. M., 1%, 8, 4%, 6%, 8, and 9% P. M. UN SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 9 P. M. FOR MANAYUNK.
Leave Philadelphia 0, 7%, 9, and 11°05 A. M., 1%, 3, 4%, 5, 6%, 6%, 806, 10, and 11% F. M. Leave Manayunk 6, 6°55, 7%, 810, 9°20, and 11%
A. M., 2, 8%, 5, 6%, 8%, and 10 P. M. Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk 6, 6°55, 7%, 810, 9°20, and 11%
A. M., 2, 8%, 6, 6%, 8%, and 10 P. M. Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk 7% A. M., 1%, 6% and 9% P. M. Leave Manayunk 7% A. M., 1%, 6% and 9% P. M. Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.

Leave Philadelphia 5 P. M. Leave Plymonth 6% A. M. The 7% A. M. train from Norristown will not stop at Mogee's Potts Landing, Domino, or Schur's Lanc. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken. Passengers taking the 7, 9'66 A. M. and 6% P. M. trains from Ninth and Green streets will make close connections with the trains for New York at In-tersection Station. The 9% A. M. and 5 P. M. trains from New York connect with the 1 and 5 P. M. trains from Ger-mantown to Ninth and Green streets. 6 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9-25 A. M. and 4-25 P. M., on

HENRY WOOD,

General Superint

PORT DEPOSIT at 9'25 A. M. and 9'20 F. M., on arrival of trains from Baltimore. OXFORD at 6'06 A. M., 10'35 A. M., and 5'30 P. M. CHADD'S FORD at 7'26 A. M., 19'00 M., 1'60 P. M., 4'45 P. M., and 6'49 P. M. Passengers are allowed to take wearing apparel Passengers are allowed to take wearing apparel as baggage, and the company will not be re-sponsible for an amount exceeding one hundred dollars unless a special contract is made for the same. HENRY WOOD,