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JOB PRINTING

Of every description, neatly and promptly executed, at short notice, and on the most reasonable terms.

FATHER ABRAHAM

"With malice towards none, with charity for all, with firmness in the right, as God gives us to see the right, let us strive on to finish the work we are in; to bind up the nations wounds; to care for him who shall have borne the battle, and for his widow and his orphan, to do all which may achieve and cherish a just and a lasting peace among ourselves and with all nations."—A. L.

VOL. II. LANCASTER, PA., FRIDAY, OCTOBER 8, 1869. NO. 41.

CASH RATES OF ADVERTISING IN FATHER ABRAHAM.

Ten lines of Nonpareil constitute a Square.

TIME.	1 Sq.	2 Sqs.	3 Sqs.	¼ Col.	½ Col.	1 Col.
1 week....	$ 75	$ 1 40	$ 2 10	$ 3 50	$ 6 00	$ 11 50
2 weeks...	1 20	1 80	2 70	4 50	8 00	14 00
3 weeks...	1 50	2 20	3 30	6 00	10 00	18 00
1 month...	1 75	3 00	3 90	7 00	12 00	20 00
2 months..	2 75	4 00	6 00	10 00	20 00	33 00
3 months..	4 00	6 00	9 00	15 00	30 00	55 00
6 months..	7 00	11 00	16 50	25 00	40 00	70 00
1 year.....	12 00	20 00	30 00	40 00	80 00	120 00

Executors' Notice.....$2 50
Administrators' Notice.....2 50
Assignees' Notice.....2 50
Auditors' Notice.....1 50

SPECIAL NOTICES—Ten cents a line for the first insertion, and Seven cents a line for each subsequent insertion.

REAL ESTATE advertisements, Ten cents a line for the first insertion, and Five cents a line for each additional insertion.

[illegible] with neatness and despatch.

Railroads.

PENNSYLVANIA CENTRAL R. R.

On and after Monday, Sept. 6th, 1869, trains will leave the Penn'a Railroad Depot, at Lancaster, as follows:

WESTWARD.		EASTWARD.	
Pittsburg Ex.	12:27 a.m.	Phila. Express	3:20 a. m.
Emigrant Tr.	2.10 "	Fast Line.....	6:35 "
Phila. Exp....	2:34 "	Lanc. Train...	9:05 "
Mail.....	11:15 "	Day Express.	10:51 "
Mail No. 2, via Columbia.....	11:15 "	Columbia Ac. (arrive)	2:45 p. m.
Fast Line.....	2:35 p. m.	Erie Express....	3:30 "
Columbia Ac..	3:10 "	Pacific Ex.....	5:45 "
Harrisb'g Ac.	5:54 "	Harrisb'g Ac..	5:54 "
Lanc. Train...	7:20 "	Cincin. Ex.....	11:46 "
Cincin. Ex....	10:15 "		

READING RAILROAD.

FALL ARRANGEMENT,

MONDAY, SEPT 13, 1869.

Great Trunk Line from the North and North-west for Philadelphia, New York, Reading, Pottsville, Tamaqua, Ashland, Shamokin, Lebanon, Allentown, Easton, Ephrata, Litiz, Lancaster, Columbia, &c.

Trains leave Harrisburg for New York as follows: At 2.10, 5.20, 8.10, 9.40 a. m., 2 and 4.45 p. m., connecting with similar trains on the Pennsylvania Railroad, and arriving at New York at 10.00 a. m., 11.45 a. m., 3.55, 9.25, 10.20 p. m. respectively. Sleeping Cars accompany the 2.10 and 5.20 a. m. trains without change.

Leave Harrisburg for Reading, Pottsville, Tamaqua, Minersville, Ashland, Shamokin, Pine Grove, Allentown and Philadelphia, at 8.10 a. m., 2.00 and 4.10 p. m., stopping at Lebanon and principal Way Stations; the 4.10 p. m. train making connections for Philadelphia, Pottsville and Columbia only. For Pottsville, Schuylkill Haven and Auburn, via Schuylkill and Susquehanna Railroad, leave Harrisburg at 3.40 p. m.

Returning: Leave New York at 9.00 a. m., 12.00 noon, 5.00 and 8.00 p. m., Philadelphia at 8.15 a. m. and 3.30 p. m.; sleeping cars accompany the 9.00 a. m., 5.00 and 8.00 p. m. trains from New York, without change.

Way Passenger Train leaves Philadelphia at 7.30 a. m., connecting with similar train on East Penna. Railroad, returning from Reading at 6.30 p. m., stopping at all stations; leave Pottsville at 5.40, 9.00 a. m., and 2.45 p. m.; Herndon at 9.30 a. m., Shamokin at 5.40 and 10.55 a.m.; Ashland at 7.05a. m., and 12.30 noon, Tamaqua at 8.33 a. m.; and 2.20 p. m., for Philadelphia and New York.

Leave Pottsville, via Schuylkill and Susquehanna Railroad at 8.15 a. m. for Harrisburg, and 11.30 a. m. for Pine Grove and Tremont.

Reading Accommodation Train: Leaves Pottsville at 5.40 a. m., passes Reading at 7.30 a. arriving at Philadelphia at 10.15 a. m., returning leaves Philadelphia at 5:15 p. m.

Pottstown Accommodation Train: Leaves Pottstown at 6.25 a. m.; returning, leaves Philadelphia at 4.30 p. m.

Columbia Railroad Trains leave Reading at 7.15 a. m. and 6.15 p. m. for Ephrata, Litiz, Lancaster, Columbia, &c.

Perkiomen Railroad Trains leave Perkiomen Junction at 9.00 a. m. 6.00 and 8.15 p. m.; returning, leave Schwenkville at 5.55, 8.12 a. m. and 12.35 noon, connecting with similar trains on Reading Railroad.

Colebrookdale Railroad trains leave Pottstown at 9.40 a. m., and 6.50 p. m., returning, leave Boyerstown at 7.25 a. m., and 11.50 noon, connecting with similar trains on Reading R. R.

Chester Valley Railroad trains leave Bridgeport at 8 45 a. m., and 2 20 and 5.35 p. m., returning, leave Downingtown at 6.10 a. m., 1.00 and 5.45 p. m., connecting with trains on Reading Railroad.

On Sundays: Leave New York at 5.00 and 8.00 p. m., Philadelphia at 8.00 a. m. and 3.15 p. m., the (8.00 a. m. train running only to Reading,) leave Pottsville 8.00 a. m.; Harrisburg 5.20 a. m., 4.10 and 4.45 p. m., and Reading at 12.35, midnight, and 7.15 a. m. for Harrisburg, at 7.05 a. m. and 6.17 p. m., for New York and at 9.40 a. m. and 4.25 p. m. for Philadelphia.

Commutation, Mileage, Season, School and Excursion Tickets, to and from all points, at reduced rates.

Baggage checked through; 100 pounds allowed each Passenger.

G. A. NICOLLS,
General Superintendent.

READING, PA., Sept. 13th, 1869, [oct8-tf

READING AND COLUMBIA R. R.

ON AND AFTER

THURSDAY, AUGUST 5th, 1869,

PASSENGER TRAINS WILL RUN ON THIS ROAD, AS FOLLOWS:

LEAVE.		ARRIVE.	
Lancaster,....	8:15 a. m.	Reading	10:30 a. m.
"	3:10 p. m.	"	5:30 p. m
Columbia	8:10 a. m.	"	10:30 a. m.
"	3:00 p. m.	"	5:30 p. m.

RETURNING:

LEAVE.		ARRIVE.	
Reading	7:15 a. m.	Lancaster.....	9:25 a. m.
"	6:15 p. m.	"	8:25 p. m.
"	7:15 a. m.	Columbia	9:35 a. m.
"	6:15 p. m.	"	8:30 p. m.

Trains leaving Lancaster and Columbia as above, make close connection at Reading with Trains North and South; on Philadelphia and Reading Railroad, and West on Lebanon Valley Road. Train leaving Lancaster at 8:15 A. M. and Columbia at 8:10 A. M. connects closely at Reading with Train for New York.

Tickets can be obtained at the Offices of the New Jersey Central Railroad, foot of Liberty street, New York; and Philadelphia and Reading Railroad, 12th and Callowhill streets, Phila.

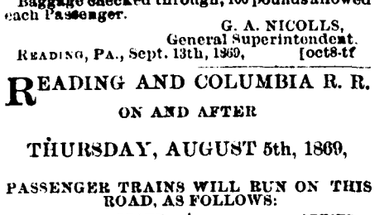
Through tickets to New York and Philadelphia sold at all the Principal Stations, and Baggage Checked Through.

☞Mileage Ticket Books for 500 or 1000 miles, Season and Excursion Tickets, to and from all points, at reduced rates.

Trains are run by Philadelphia and Reading Railroad Time, which is 10 minutes faster than Pennsylvania Railroad Time.

aug13-69-tf] GEO. F. GAGE, Su[illegible]

Medical.



THIS INFALLIBLE REMEDY does not, like the poisonous irritating snuffs and strong caustic solutions with which the people have long been humbugged, simply palliate for a short time, or *drive the disease to the lungs* as there is danger of doing in the use of such nostrums, but it *produces* PERFECT AND PERMANENT CURES OF THE WORST CASES OF CHRONIC CATARRH, as thousands can testify. "COLD IN THE HEAD" is cured with a few applications. CATARRHAL HEADACHE is relieved and cured as if by magic. It removes offensive Breath, Loss or Impairment of the sense of taste, smell or hearing, Watering or Weak Eyes, and Impaired Memory, when caused by the violence of Catarrh, as they all frequently are. I offer in good faith a standing reward of $500 for a case of Catarrh that I cannot cure.

FOR SALE BY MOST DRUGGISTS EVERYWHERE.

PRICE ONLY 50 CENTS.

Ask your Druggist for the REMEDY; but if he has not got it on sale, don't be put off by accepting any miserable worse than worthless substitute, but enclose sixty cents to me, and the Remedy will be sent you post paid. Four packages $2.00, or one dozen for $5.00. Send a two cent stamp for Dr. Sage's pamphlet on Catarrh. Address the Proprietor,

R. V. PIERCE, M. D.,
Buffalo, N. Y.

jy9-3m]

Varnishes, &c.

AUG. REINOEHL. JAC. REINOEHL, JR.

A. & J. REINOEHL,

MANUFACTURERS AND DEALERS IN

COPAL, WHITE, COFFIN, BLACK AND JAPAN

VARNISHES,

LINSEED OIL, TURPENTINE, &c., &c.

NO. 109 NORTH QUEEN STREET,

(In the Keystone Building,)

LANCASTER, PA.

Also, Mahogany Boards, Veneers and Mouldings of different sizes and patterns. All kinds of Turning, such as Bed Posts, Table Legs, Spokes, Hubs, Felloes, &c., &c., &c.

Also, AXLES, SPRINGS, &c. [jan 8-1yr

Dentistry.

LANCASTER, June 25th, 1868.

EDITORS EXPRESS: Dr. Wm. M. Whiteside, the enterprising Dentist, has purchased from me a large stock of teeth and all the fixtures, the instruments formerly belonging to me, and also those used by my father, Dr. Parry, in his practice. In the purchase, the doctor has provided himself with some of the most valuable and expensive instruments used in dental practice, and has beyond doubt one of the best and largest collections of teeth and instruments in the State. Persons visiting the commodious offices of Dr. Whiteside, cannot fail to be fully accommodated. The Doctor loses no opportunity of furnishing himself with every late scientific improvement in his line of business.

H. B. PARRY.

W. M. WHITESIDE,

DENTIST.

OFFICE AND RESIDENCE,

EAST KING STREET,

Next door to the Court House, over Fahnestock's Dry Goods Store,

LANCASTER, PENNA.

Teeth Extracted without pain by the use of (Nitrous Oxide) Gas.

no20-tf]

Banking.

DAVID BAIR. H. W. SHENK.

BAIR & SHENK,

BANKERS,

NORTHEAST ANGLE OF CENTRE SQUARE,

LANCASTER, PENNA.

no20-1y]

MECHANICS' BANK,

NO. 36 NORTH QUEEN STREET.

INQUIRER BUILDING,)

Deals in

UNITED STATES BONDS, STOCKS, GOLD, SILVER, AND COUPONS.

Drafts given on all the principal Cities. Collections made promptly.

Interest paid on Deposits.

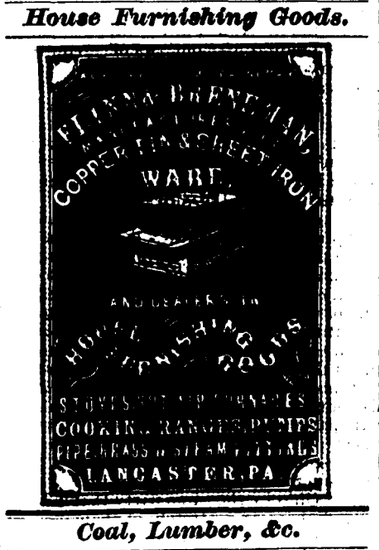
JOHN M. STEHMAN, SAMUEL SLOKOM, JOSEPH CLARKSON.

Bankers as

STEHMAN, CLARKSON & CO.

mh26-6m

House Furnishing Goods.



Coal, Lumber, &c.

EHLER, BRENEMAN & CO.,

WHOLESALE AND RETAIL DEALERS IN

COAL, OF THE BEST QUALITY.

YARD—COR. WATER ST. AND PA. R. R.

OFFICE—NO. 2 EAST ORANGE ST.,

LANCASTER PA. [dec 18-1y

B. B. MARTIN, HERBERT THOMAS, JOHN S. MASON.

5,000,000

FEET OF DRY LUMBER.

MARTIN, THOMAS & CO.,

COLUMBIA, LANCASTER CO., PA., Manufacturers

At LOCK HAVEN, CLINTON COUNTY, PA., AND WHOLESALE

LUMBER DEALERS.

WHITE PINE, HEMLOCK, POPLAR, WALNUT, ASH, FLOORING, SIDING, WEATHER BOARDS, PICKETS, LATH, BOX BOARDS, &c., &c.

mh12-1y]

Hats, Caps, Furs, &c.

SMITH & AMER,

PRACTICAL HATTERS,

No. 25

EAST KING ST., LANCASTER, PA.,

Manufacturers and Dealers in

ALL KINDS OF

HATS AND CAPS.

☞All orders promptly attended to.

aug13-1y] F. SMITH, CHAS. H. AMER.

1868. 1868.

SHULTZ & BROTHER,

HATTERS,

NO. 20 NORTH QUEEN STREET

LANCASTER, PENNA.

Latest style Fall and Winter HATS and CAPS in all qualities and colors.

LADIES' FANCY FURS.

We are now opening the largest and most complete assortment of Ladies' and Children's FANCY FURS ever offered in this market, at very low prices.

ROBES! ROBES!! ROBES!!!

Buffalo Robes, lined and unlined; Hudson Bay Wolf, Prairie Wolf, Fox, Coon, &c.

BLANKETS AND LAP RUGS

Of all qualities, to which we would particularly invite the attention of all persons in want of articles in that line.

GLOVES, GAUNTLETS and MITTS

OTTER,
BEAVER,
NUTRIA,
SEAL,
BUCKSKIN,
FLESHER,
KID, &c., &c

Ladies' Fine Fur Trimmed Gloves, Gauntlets Mitts and Hoods.

PULSE WARMERS and EAR MITTS.

WHOLESALE AND RETAIL.

no20-tf]

Furnishing Goods, &c.

BEST KID GLOVES.

LECHLER & BRO.,

Manufacturers and Dealers in

Fine White Shirts, BOSOMS, COLLARS, CUFFS, Patent Spring OVER GAITERS,

NECK TIES, BOWS, REGALIA,

—AND—

GENTS FURNISHING GOODS.

SHIRTS MADE TO ORDER. Formula of Management and list of prices sent on application. (A PERFECT FIT WARRANTED.)

A fine assortment of

UNDERCLOTHING,
LADIES MERINO VEST,
SUSPENDERS,
HANDKERCHIEFS,
GLOVES, HOSIERY,
SLEEVE BUTTONS,
PERFUMERY,
POMADES,
TOILET ARTICLES,
WALKING CANES,
UMBRELLAS, &c,

NO. 35 EAST KING STREET,
LANCASTER, PA.

FIRST-CLASS GOODS ONLY.

[sep3-1y]

HEADQUARTERS

FOR

UNDERCLOTHING, STOCKINGS, GLOVES, COLLARS, CUFFS, SLEEVE BUTTONS, and Gent's ware generally, at

ERISMAN'S,

No. 41½ NORTH QUEEN ST., Lancaster.

Am yver ons grosser shtock goods—suitable for Krishdogs, Nei-Yohrs un onnery Presents—so wie

Hols-Dicher, Schnup-Dicher, Collars, Hemermel K'nep, g'shtickte Hemmer-fronts, Pocket Bicher, Perfumery, Hehr-Oehl, Cigar Cass, un onnery fancy articles ons

E. J. ERISMAN'S,
41½ North Queen Street, Lancaster.
(Om sign fum gross Shtreafich Hem.) [no20-1y

Book and Job Printing.

RAUCH & COCHRAN,

BOOK AND JOB PRINTERS.

PLAIN AND FANCY PRINTING OF ALL KINDS.

From the largest POSTER to the smallest CARD or CIRCULAR, executed in the best style, and at reasonable prices.

☞Orders from a distance promptly attended to.

OFFICE—NO. 13, SOUTH QUEEN STREET
LANCASTER, PENNA.

HALL'S VEGETABLE SICILIAN HAIR *RENEWER.*

RENEWS THE HAIR TO ITS ORIGINAL COLOR WHEN GRAY.

Renews the nutritive matter which nourishes the hair.

RENEWS THE GROWTH OF THE HAIR WHEN BALD.

Renews the brash, wiry hair to silken softness.

BEAUTIFUL HAIR DRESSING.

One bottle shows its effects.

R. P. HALL & CO.,
Nashua, N. H., Proprietors.

For sale by all druggists. [sep24-1m

Poetry.

YE BOYS IN BLUE WHO FOUGHT WITH GEARY.

BY M. H. COBB.

AIR—"*Marseillaise.*"

Ye Boys in Blue, who fought with Geary,
And brought to bay the nation's foe,
In freedom's cause who ne'er grow weary,
Returning traitors' blow for blow;
Can ye forget the brave who perished
By treason's hurling shot and shell,
Yet bade us cherish as they fell
The rights our martyred fathers cherished?
Forget? Forget? Ah, no!
Theirs is a deathless fame!
The brave shall live, while traitor knaves
Inherit deathless shame.

We follow him who saved the nation
In wild Wauhatchie's midnight fight;
Who sounded victory's invocation
Above the clouds on Lookout's height;
We hear his battle-shout still ringing—
It stirs us like a bugle blast,
When hosts for deadly fray are massed,
And countless death o'erhead are winging!
"Strike home! strike home, ye brave!
For freedom, truth and right!
Close up—close up! our flag shall crown
You cloaded mountain hight!"

We hear no more the battle thunder;
Green is the turf above our dead;
But griefs which rent our hearts asunder
Still rankle where the shaft was sped;
So rally once again for Geary,
Who marched with Sherman to the sea;
Our standard-bearer still is he!
Of him our hearts shall ne'er grow weary;
Hurrah, hurrah, ye brave!
For Geary tried and true!
Close up! close up! and charge once more
The treason-plotting crew!

Miscellaneous.

THE CONDUCTOR'S STORY.

Sitting in a hotel smoking room one night, an old conductor related the following:

It was when the Hudson River Railroad was just built. There was no telegraphing along the line, and everything was quite primitive compared to what it is now. The flag men had got on a sort of strike about those days, too, so that you trusted to luck for safe running. I was running a sort of a way train between New York and Poughkeepsie then. Running an express is much pleasanter than running a way, you may easily imagine.

"Well, I ran the train out of New York one afternoon, and I had for the driver of the engine a man who was famous for the accurate way in which he would come up to his stations. He would stop any named coach almost to a foot where he said he would; but on this occasion he appeared to have very bad luck. He ran past his station and had to back down, and then again he would stop so short that the engine would be in front of the station and the rear coach an eighth of a mile back, and it raining hard too. Then he'd start up again just as the passengers were getting out. So we kept running behind time all the while. There was a sort of lightning express came out of New York about an hour after us, and we were gradually working back into its time.

"We got to Fishkill, and having made an awful bad shot at a depot, I said to the baggage master: Mack has had bad luck at making his stations to day. Wonder what's the matter?"

"The baggage master turned round on me quickly and said,

"If you want to know what I think—I think Mack is drunk!"

"It can't be," says I, "I never saw him touch a drop of liquor or smell of it in any way."

"That's so," said the man, "but I think he's drunk to-day. He was in the car here a little while ago, and picked up the brakeman's lanterns and slung them in a bunch at me. I dodged and they went out of the car door and smashed. Then he chuckled and went back to the engine."

"I didn't like the idea of a drunken engineer, but had to laugh at the fate of the lanterns. If I had known how I was going to groan over their fate soon, I wouldn't have laughed then.

"When we got above Fishkill I tho't I would let those who got on at one of the little stations ride free to the next station, while I rode on the engine and investigated.

"So I got on the Corning, and Mack looked black enough instead of as civil as usual. I joked him about his bad luck in making his stations, and he growled out a curse. I asked him if he knew how nearly he had got into the lightning express time, and his reply showed that the man was evidently drunk and surly. I happened to put my hand down under the cushion of the seat and felt a bottle. Pulling the cork out I smelled whisky, and quietly threw it overboard. But Mack saw me and cursed me for destroying his property.

"What did you throw that bottle away for; it wasn't your rum?" he said, at the end of an awful swear.

"I'll tell you why," said I; "I'm conductor of this train, and you are too drunk to do your business right, and you'd get worse and worse if you had a bottle."

"Then he grinned a savage sort of grin, and quieted down into a silent state, but he looked dangerous about the eyes.

"You're conductor of this train, are you? I'll show you how much you have to do with running it," says he, and began to slow up, and we behind time already, you know. I didn't know what to do—we were getting dangerously near the lightning express time—and while I was debating he suddenly 'blew brakes,' with a fiendish chuckle, and stopped at a station that the train never stopped at before. I looked at my watch and determined to send an express. Just then a thought struck me that made my hair stand up on end. There wasn't a lantern on the train—the drunken beast had smashed them all—there wasn't a soul at the station, which was miles away from the village; the express didn't stop before it reached Poughkeepsie, so that I couldn't leave word to caution it, and just then I heard its whistle a mile or two back. The engineer heard it too, and laughed a diabolical laugh.

"That decided me. I caught up a wrench and struck him back of the ear and he dropped like dead. I dragged his body (I didn't know then whether I was handling a corpse or not,) off the engine, and threw it down by the road side, and jumped on the engine.

"Jimmy," said I, "the express is after us, Mack smashed all the lanterns—and we can't stop here. Our only chance is running away from her—so cram in the wood, and I'll open every thing."

"I knew, by observation, how to open and shut her off, but of course couldn't graduate the speed like a professional. I 'opened everything' you may be sure, and away we jumped. It was a curious chase. To be hunted by a locomotive don't fall to the lot of every one. Our engine was not so powerful a one as the express engine, and our train was quite long, so we crammed in the fuel and depended upon high pressure for our salvation. Of course I never thought for a moment of stopping that side of Poughkeepsie; so we speeded past the stations all lighted and filled with wondering faces.

"Just after passing the second, the gong of the engine struck—some one had pulled the safety rope. The fireman's hand went instinctively to the whistle to blow brakes, but I caught it. It was the most anxious moment of my life. If I did not mind the signal and something was wrong, and an accident should occur, I should always be blamed even if I didn't blame myself. But if I stopped, the express might—probably would—run right into us. The pull didn't sound professional—like a brakeman's. It probably was a jerk at the rope by a passenger who had been carried by his station—so I'd chance it.

"All this went through my mind like lightning, as you may imagine—one thinks quickly on such occasions—and I caught the fireman's arm. He had never heard of such a thing as disobeying the gong, and stared. I was too excited to speak, but pointed to the fire and he put in more fuel quietly.

"Well, to make a long story short, I never blew brakes till the engine was opposite the station. Then I shut off, blew one whistle, and went sliding up the road. Just as we stopped, the express, whose station whistle I had heard just behind me, came up to the depot, and stopped where the trains usually do. If I had minded the signal, or stopped in front of the depot, I'd been smashed.

"You see there was no way to do but to run for it. We hadn't a red light for the rear car; we hadn't a lantern nor couldn't get one to send back to signal; the flagmen were on a strike, and the express didn't stop anywhere till it reached Poughkeepsie, and she got so close on to us when the engineer cut up as he did, that I couldn't stop at a station and send a man back. Before he could have got far enough away it would have been so close that they couldn't have 'broke up' in time, but would have come into us.

"I didn't know whether I'd killed Mack or not, and took the 'owl train' back, and found him all right as regards death, but very sick from the dip I'd give him.

"The company give me this watch when they heard of it."

WORKINGMEN, REMEMBER!

That Asa Packer made twenty millions of dollars by grinding it out the sweat of other men's brows.

That for his oppression of the laboring men in his employ, he was by them violently seized and thrown into the Lehigh river, and would have been drowned at their hands but for the interference of a pitying mutual friend who interposed in behalf of his personal safety.

Remember that only a few weeks ago, he was one of a controlling agency that raised the price of coal upon you, thus laying tribute upon your hard earnings for the further enrichment of his coffers.

Remember that though worth a hundred fortunes, Asa Packer is publicly charged (and the official records of Carbon county sustain the charge,) with not having paid as much personal tax as is paid by many of the poorest mechanics of Lancaster county; and remember furthermore, that the little he did pay was forced from him by the strong arm of the law.

Remember that Asa Packer is an out-and-out Free Trader, and as such is diametrically opposed to the protection of your industry from the competition of the pauper labor of Europe.

Remember that he is a monied aristocrat, and as such cannot truly sympathize with your labor and interests.

Remember that a man who would knowingly defraud his own county out of its legitimate dues, would not hesitate to betray the interests of his own State into the hands of another State.

Remember that John W. Geary was himself a workingman, who has honorably fought his way up from poverty and obscurity into positions of honor and distinction, and that he eminently deserves the support and sympathy of every workingman in the State.

Father Abraham's Chips.

REPUBLICANS, on with your harness and to work. Much is yet to be done. Go straightway and do it.

NASBY, who reviewed the political field lately from Mauch Chunk, thinks Democracy has got mixed.

LABORING MEN remember that you pay fifty-seven cents per ton on all the coal you consume in Asa Packer's pocket.

WHO attempted to starve the boatmen on the Lehigh? Ask Asa Packer why he was thrown into the canal.

WHO can't get rich when he charges every man fifty-seven cents extra on each ton of coal consumed? That's Asa Packer's way!

REMEMBER that Asa Packer makes over $30,000 every month by increasing the toll on coal transported over his railroad.

FIFTY-SEVEN CENTS on every ton of coal is the amount taken from every poor man by the railroad of which Asa Packer is the principal owner.

BUSINESS men and merchants, if you were going to retain counsel in an important case, would you prefer Henry W. Williams or C. L. Pershing, of Cambria?

EIGHT dollars and ninety-six cents is the amount of taxes paid by Asa Packer, who is reported to be worth twenty million. The poor man pays his taxes for him.

THE poor man is indebted to the Republican party for every reduction of taxes and lightening of his burthens. If he wishes such a policy continued he will vote the whole Republican ticket.

CITIZENS of Pennsylvania, if another war were to fall upon the Commonwealth, would you feel safe with John W. Geary or Asa Packer in the chair, in view of their past records?

THE last question is not whether Judge Packer pays his taxes in Mauch Chunk or Philadelphia—*but whether he pays them at all anywhere.* Revenue officials should set to work to sift out this mystery.

JEFF DAVIS is coming to America. Whether he will stump Pennsylvania or not in the interest of his friends Asa Packer and Cyrus L. Pershing, we have as yet been unable to learn.

IF Packer really belongs to Philadelphia, as he, himself, and the *Democrat* now assert, would it not be well to modify the last part, and make it, say: "The Pride of the Merchants' Hotel, Philadelphia?"

IT is a notorious fact that while the Democracy claim to be a *poor-man's* party, its leaders are always rich men. August Belmont in New York, and Asa Packer in Pennsylvania, are two striking examples of this anomaly.

THE Democrats, last year, had the State overrun by orators, from Horatio Seymour down, and were beaten badly. This year they are trying the secret and silent process, possibly on the theory that the greenback is the better argument.

EVERY MAN who desires to give the control of the Supreme Court to the Democracy, and thus again have the State deluged with fraudulent naturalization papers, will vote for Pershing. Those who do not will vote for Williams.

A DEMOCRATIC contemporary, in its obituary of John Bell says: "During the civil war Mr. Bell sympathized with the South, but gave the rebellion no active support." That was exactly the position of Mr. Packer and his Democratic supporters.

JOHN W. GEARY the brave soldier; or Packer, the rebel millionaire, must be our Governor for the next three years. Can loyal men hesitate whom to choose? Vote for the man who fought his country's battles and periled his life for the Union.

JUDGE PACKER was a delegate to the white-feather convention of the Democracy which met at Chicago in 1864 and declared the war a failure. The Boys in Blue of Pennsylvania will convince the Judge, on the second Tuesday of this month, that the war was *not* a failure.

COLORED men voted in North Carolina, Pennsylvania, and other free States, up to Gen. Jackson's administration, about which time the South, beginning to realize the necessity of an abject class and the danger of educating or elevating the negro, set the example of prohibiting all franchises to the latter, and that example was obediently followed in the North.

JAMES N. KERNS, U. S. Assessor, has given his official certificate to the effect that Asa Packer's return for internal revenue taxes is one gold watch and some silver plate, the tax on which amounts to only $8.95. Thus this twenty millionaire, with his vast revenues, returns, under oath, a less income than most of the miners who delve in his old collieries.

REPUBLICANS, wake up! action is the word! Let every man do his duty. Let not the cause languish. You have a Governor and Judge of the Supreme Court to elect. We cannot afford defeat. Then work, and let every man speak and agitate. You cannot expect many speeches, as the time is too short now. Again we say, go to work to get out a full vote.

UPON what qualifications do Cyrus L. Pershing's claims for Supreme Judge rest? Was he ever a judge? Is he an eminent lawyer? Has he had any experience for the responsibilities of a seat upon the Supreme Bench? All these questions must be answered in the negative. How can any lawyer desire the elevation of such a man to the bench? If not, then can he vote for Mr. Pershing?