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READING RAILROAD - Winter Arrangement, Monday Nov 21 1870.

Great Trunk Line from the North and West west for Philadelphia, New York, Reading, Pottsville, Tamaqua, Ashland, Shamokin, Lebanon, Allentown, Easton, Trebleton, Harrisburg for New York, Pa. as follows:

Leaving Philadelphia at 7:30 a. m., and arriving at New York at 10:10 a. m. Sleeping cars accompany the 7:30 a. m. train without charge.

Returning Leave New York at 9:00 a. m., 12:00 noon, and 6:00 p. m. Philadelphia at 8:15 a. m. and 3:30 p. m. Sleeping cars accompany the 6:00 p. m. train from New York without charge.

Leaving Harrisburg for Reading, Pottsville, Tamaqua, Ashland, Shamokin, Allentown, Philadelphia at 8:15 a. m., 2:30 p. m., and 4:05 p. m. principal way stations: the 4:05 p. m. train connecting for Philadelphia, Pottsville and Columbia only.

Leaving Pottsville at 9:00 a. m., and returning at 11:30 a. m., Ashland at 7:00 a. m., and 12:50 p. m., Tamaqua at 7:51 a. m., and 1:35 p. m., Philadelphia at 8:35 a. m., and 2:40 p. m., Harrisburg at 7:30 a. m., and 3:10 p. m.

Forsttown Accommodation Train Leaves Pottsville at 7:00 a. m., returning leaves Philadelphia at 4:00 p. m.

Columbia Railroad Trains leave Reading at 7:20 a. m., and 6:15 p. m. for Pottsville, Lehigh, Lancaster, Columbia, &c.

Perkinston Railroad Trains leave Perkinston Junction at 7:45, 9:00 a. m., 3:00, 5:30 p. m. returning leaves Schuylkill at 7:00 a. m., and 12:10 p. m., Allentown at 7:00 a. m., and 12:10 p. m., and 4:30 p. m., connecting with similar trains on Reading Railroad.

Chester Valley Railroad Trains leave Bridgeport at 8:30 a. m., and 3:05 and 5:02 p. m., returning, leave Downingtown at 6:55 a. m., 12:15 noon, and 5:15 p. m., connecting with similar trains on Reading Railroad.

On Sundays: Leave New York at 9:00 p. m., Philadelphia at 8:00 a. m., and 3:15 p. m., and 8:00 a. m. train running only to Reading; leave Pottsville 8:00 a. m., Harrisburg 3:10 a. m. and 4:05 p. m., leave Allentown at 8:45 p. m. and 4:15 p. m. leave Reading at 7:15 a. m., and 10:05 p. m. for Harrisburg; at 5:05 a. m. for New York, and 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. NICOLIS, General Superintendent, Reading, Nov. 21, 1870. CABINET ORGAN AND MELODEON MANUFACTORY, Ware Room and Store on Pine Street, Factory on Snyder Street, Selingsgrove, Pa.

THE NATION.

Second Annual Message of President Grant.

Peace & Prosperity!

WASHINGTON, Dec. 5, 1870.

To the Senate and House of Representatives.

A year of peace and general prosperity to this nation has passed since the last assembling of Congress. We have, through kind Providence, been blessed with abundant crops, and have been spared from complications and war with foreign nations.

In our midst comparative harmony has been restored. It is to be regretted, however, that a free exercise of the elective franchise has, by violence and intimidation, been denied to citizens of exceptional cases in several of the States lately in rebellion, and the verdict of the people has thereby been reversed.

The States of Virginia, Mississippi, and Texas have been restored to representation in the National Councils. Georgia, the only State now without representation, may confidently be expected to take her place there also at the beginning of the new year, and then let us hope, will be completed the work of reconstruction.

Another, and long pending claim of like nature, that of the whale-ship Canada, has been disposed of by friendly arbitration during the present year. It was referred by the joint consent of Brazil and the United States to the decision of Sir Edward Thornton, Her Britannic Majesty's minister at Washington, who kindly undertook the laborious task of examining the voluminous mass of correspondence and testimony submitted by the two governments, and awarded to the United States the sum of \$109,740.00 in gold.

The long-deferred peace conference between Spain and the allied South American republics has been inaugurated in Washington under the auspices of the United States. Pursuant to the recommendation contained in the resolution of the House of Representatives of the 17th of December, 1866, the executive Department of the Government offered its friendly offices for the promotion of peace and harmony between Spain and the allied republics.

Ultimately, however, a conference was arranged, and was opened in this city on the 20th of October last, at which I authorized the Secretary of State to preside, it was attended by the ministers of Spain, Peru, Chili, and Ecuador. In consequence of the absence of a representative from Bolivia, the conference adjourned until the attendance of a plenipotentiary from that republic could be secured.

During the last session of Congress a treaty for the annexation of the Republic of San Domingo to the United States failed to receive the requisite two-thirds vote of the Senate. I was, throughout convinced that the best interests of this country, commercially and materially, demanded its ratification.

It is understood that the condition of the insurrection in Cuba has materially changed since the close of the last session of Congress. In an early stage of the contest the authorities of Spain inaugurated a system of arbitrary arrests, of close confinement, of military trial and execution of persons suspected of complicity with the insurgents, and of summary embargo of their properties and sequestration of their revenues by extensive warrants

of the United States and Spain. Representations of injuries resulting to several persons claiming to be citizens of the United States, by reason of such violations, were made to the Spanish government. From April, 1869, to June last, the Spanish minister at Washington had been clothed with a limited power to aid in redressing such wrongs. That power was found to be withdrawn, in view, as it was said of the favorable situation in which the Island of Cuba then was; which, however did not lead to a revocation or suspension of the extraordinary and arbitrary functions exercised by the executive power in Cuba, and we were obliged to make our complaints at Madrid. In the negotiations thus opened and still pending there the United States, only claimed that in the future the rights secured to their citizens by treaty should be respected in Cuba, and as to the past, a joint tribunal should be established in the United States, with full jurisdiction over all such claims. Before such an impartial tribunal each claimant would be required to prove his case. On the other hand, Spain would be at liberty to traverse every material fact, and thus complete equity would be done.

A case which at one time threatened seriously to affect the relation between the United States and Spain has already been disposed of in this way.

The claim of the owners of the Colonel Loyd Aspinwall, for the illegal seizure and detention of that vessel, was referred to an arbitration, and has since been paid by the Imperial government.

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of their violation of the technical rights of Great Britain. The Imperial government is understood to have delegated the who or a share of its jurisdiction or control of these in-shore fishing grounds to the colonial authority known as the Dominion of Canada, and this semi-independent but irresponsible agent has exercised its delegated power in an unchristian way.

The statutes of the Dominion of Canada assume a still broader and more untenable jurisdiction over the vessels of the United States. They authorize officers or persons to bring vessels leaving within three marine miles of any of the coasts, bays, creeks or harbors of Canada, into port, to search the cargo, to examine the master or other towing the cargo and voyage, and to inflict upon him a heavy pecuniary penalty.

It has been claimed by her Majesty's officers that the fishing vessels of the United States have no right to enter the open ports of the British possessions in North America except for the purpose of shelter and repairing damages, or purchasing food and obtaining water; that they have no right to enter at the British custom-houses or to trade there except in the purchase of food and water, and that they must depart within twenty-four hours after notice to leave.

During the conference which preceded the negotiation of the convention of 1818 the British commissioners proposed to expressly exclude the fishermen of the United States from the privilege of carrying on trade with any of her Britannic Majesty's subjects residing within the limits assigned for their use, and also that it should not be lawful for the vessels of the United States engaged in said fishery to have on board any goods, wares, or merchandise whatever, except such as may be necessary for the prosecution of their voyage, and from said fishing grounds. And any vessel of the United States which shall contravene this regulation may be seized, condemned, and confiscated with her cargo.

This proposition, which is identical with the construction now put upon the language of the convention, was emphatically rejected by the American commissioners, and thereupon was abandoned by the British plenipotentiaries, and article I, as it now stands in the convention, was substituted. It is, however, to be said, that this claim is founded on provincial or colonial status, and not upon the convention this Government cannot but regard them as unfriendly, and in contravention of the spirit if not of the letter of the treaty for the faithful execution of which the Imperial government is alone responsible.

Anticipating that an attempt may possibly be made by the Canadian authorities in the coming season to repeat their unchristian acts towards our fishermen, I recommend you to counter upon the Executive the power to suspend by proclamation the operation of the laws authorizing the transit of goods, wares, and merchandise in bond across the territory of the United States to Canada; and further, should such an extreme measure become necessary to suspend the operation of any laws whereby the vessels of the Dominion of Canada are permitted to enter the waters of the United States. A like unfriendly disposition has been manifested on the part of the Canadian in the maintenance of a claim of right to exclude the citizens of the United States from the navigation of the St. Lawrence. This river constitutes a natural outlet to the ocean for eight States, with an aggregate population of 17,000,000 inhabitants, and with an aggregate tonnage of 661,307 tons in the waters which discharge into it. The foreign commerce of our ports on these waters is open to British competition, and the major part of it is done in British bottoms. If the American seaman be excluded from this natural avenue to the ocean, the monopoly of the direct commerce of the lake ports with the Atlantic would be in foreign hands, and their vessels on trans-Atlantic voyages would have an access to our lake ports which would be denied to American vessels on similar voyages.