## THE NEW YORK PRESS.

EDITORIAL OPINIONS OF THE LEADING FOURNALS UPON CURRENT TOPICS-COMPILED EVERY DAY FOR THE EVENING TELEGRAPH.

The Republican Rumpus-The Fate of Revolutionary Reactionists. From the Herald,

The singular course of Horace Greeley in rolunteering as a representative Republican to secure the release of Jeff. Davis, the chief of the Southern Rebellion, on straw bail, has been the means of developing a very serious rupture in the Republican ranks; and although the "narrow-minded blockheads" composing the Union League Club of this city have been bullied by Greeley from their purpose of expelling him from their association, the people of the rural districts and throughout the West will find a means of expressing their disapproval of his act in a different way. Indeed, it is not in the power of any league to stop the damaging effect of this stultification of a party calling itself "loyal." It is a bombshell which has exploded in the midst of the Republican camp, and it has torn the organization all to pieces in this State and throughout the country. "The little creatures whom God, for some inserutable purpose, permits to edit a majority of our minor journals," and the "impudent pupples" and "insects" who subscribe for the Tribune are all denouncing it as a crime to the nation and a practical justification of the Rebellion.

But although a great deal of astonishment is expressed at Greeley's conduct, and although the Loyal Leaguers mistakenly think him a weak sentimentalist, misled by a maudlin philosophy," he is, after all, only the instrument by which history is repeating itself. It is the fate of nearly all revolutionary parties to have their internal convulsions, and to throw overboard and destroy, one after another, the men who have built them up. When a great movement has been started, which upsets the existing order of things and originates a new era, there will always be found a party within the party anxious to stop the onward sweep of the machine, in fear that it may run too far; but those who endeavor to apply the brakes are generally thrown to the ground, and left crushed and powerless in the rear. Not to cite more remote history, it was so in the French revolution, when, one after another, the reactionists were swept aside and deetroyed. Mirabeau, one of the master spirits who started the revolutionary tide by his bold resistance to the encroachments of the royal power, endeavored, subsequently, in vain to check its progress, and bitterly uttered on his deathbed the significant prediction, "After my death the factions will tear to shreds the remnants of the monarchy." At a certain stage of the revolution the Girondists made their stand against the ultra revolutionary party, but were borne down by the flerce impetuosity of the Jacobins, and the guillotine ended their attempt to allay the storm they had helped to raise. Robesplerre, after sending the opponents of his terrible rule to the scaffold, became himself a victim. The remnant of the Jacobins strove to lull the revolutionary storm and enjoy their power in peace; but in their turn they were swept away, and France, after a wild whirl of confusion and anarchy, fell into the hands of a military dictator. By the history of the English Revolution the same lesson is taught, and it is found that there, as elsewhere, the men who, having joined their fortunes with the onward movement, endeavored to pause on the road and hold back their more impetuous associates, have only

brought about their own destruction, without

accomplishing their object. The great revolution, the seeds of which were planted thirty years ago in our own soil, and which sprang into active life on the Re-bellion of the South, is not exempt from the general law which appears to have controlled such events from the earliest period of the world's history. When it was found that to defeat the attempt of Southern traitors, headed by Jeff. Davis, to destroy the Government of the United States, it became necessary to develop the full powers of the Constitution-to make war against treason, to sweep away old institutions and to maintain the fuviolability of the nation at the cost of millions of treasure and nearly a million of lives-the whole loval people became revolutionists. It was soon found that the Jacobins of the party-Stevens, Wendell Phillips, Butler, and their followers - like Robespierre and the French Jacobins, were not contented to pause at the accomplishment of the Rebellion; and one by one prominent originators of the revolution have endeavored to stay its onward sweep; but they have all in turn been overthrown and politically guillotined. Thurlow Weed was one of the first reactionists; but he was speedily upset, driven out of his influential State party organ at Albany, and compelled to find a shelter in an obscure corner of this city. Raymond made a feeble effort at resistance and wrote a trashy address for the great Philadelphia lovefeast of Copperheads, Rebels, and "recent and venomous apostates;" but he only succeeded in losing his subscribers, his place in Congress, and his position in his party. Andrew Johnson, a very fierce Jacobin at the start, originated a stop policy, narrowly escaped impeachment, and only waits the termination of his official career to end his political existence. Greeley, who, by his old-time abolitionism contributed as much or more than any other individual to the revolu-

tion, now steps forward as straw bail for the chief of the Rebels, declares that there can be no punishment under the law for the political eccentricity of treason, gives the lie to all the former professions of his party, exceeds by his own act all that the Copperheads have done and are doing to prove that the war was not a success and that the Rebellion has not been subdued—and all for the avowed purpose of stopping the onward movement of his Jacobin dates. And now Greeley must suffer the fate of other reactionists, and he and his paper must go to the dogs; for the revolution commenced thirty years ago is still going on. It will not end with giving liberty and suffrage to the Southern blacks; and as Greeley has endeavored to check it before the proper time, by upsetting all its established theories and violating its most sacred principles, his fate is sealed. We shall not be surprised to see Dana, who was formerly a leading spirit in the Tribune, with all the Conklings, and Morgan, and others who desire to keep the Republican party together, take advantage of Greeley's blunder and drive the Tribune out of the field with their contemplated new organ. They will no doubt take with them the great bulk of the Republican party, which is decidedly opposed to Greeley's ridiculous course, and their paper may be in the future the organ of the revolutionists, as the Tribune has been in the past. There will come a time eventually when the flercest of the Jacobins will, in their turn, come to grief; but that moment has not yet arrived, and as Greeley has foolishiy country), it must be in the new and as yet to longer any dout thrown himself across the track while the be created character of allies." This same the enterprise.

revolutionary engine is under full headway. he cannot escape being torn to please and scattered to the winds, Tribune, old hat, white coat, dirty boots, straw-bail bond, and all.

Steamship Disasters-The Santiago de Cuba and the Wisconsin. From the Times.

The wreck of the Santiago de Cuba, on the Jersey coast, and that of the Wisconsiu, on Lake Ontario, will possibly stimulate, as such occurrences semetimes do, a passing inquiry into the progress we are making in the improvements of life-saving apparatus. There s, usually, a momentary excitement over a calamity of the kind-if the attendant horrors reach anything above the average. Neither of the disasters named, however, present the tragic element in such a light or with such force as to greatly startle the public sensibilities. The Wisconsin caught fire less than three

miles from the shore, at the extreme end of the lake, and ten minutes or less brought her into shallow water. There was no storm at the time; the passenger list was small; two fair-sized boats, promptly launched, might have saved the whole of them and the crew as well. The result, nevertheless, was the loss of a score or more of persons, who, finding no means of escape from the raging fire around them, jumped into the water and were drowned. This itself was a fair foundation for a thrilling narrative; but the more harrowing details are thus far withheld. What we know, aside from the general summing up of the list of victims, is that, as usual, the means and facilities for escape were in inverse preportion to the chances of safety offered by favorable weather. The nearer to a safe landing place, the less pro-vision against accidents is ordinarily deemed necessary; the fewer bands, and these of the least skilful kind; the smaller the number of row-boats, and the meaner the appliances generally. For illustrations of this, we need to go no farther than to the ferryboats plying on half the lines around this island. The Williamsburg boat that caught fire a few months ago was a fair example of what is deemed a proper equipment for craft of the sort, and many of our lake and coasting and river steamers are scarcely any better prepared for the emergency of fire or collision, or an unusual gale. Few mature persons have even yet forgotten the terrible disasters of the Reindeer and the Henry Clay. These were startling enough to live in people's memories for years. Are our guarantees for the safety of passengers on the steamers engaged in the coasting trade, or on our inland waters, any better now than they were then?

That seems to be a question really worth some consideration. Turning from the Wisconsin to the Santiago de Cuba; here we have a large ocean steamer that gets ashore in a foggy night, or rather about daybreak-possibly owing to no fault of the officer in command. There is no storm at the time. The vessel grounds near to the beach, where a landing in small boats might be effected as easily as in any part of New York harbor. If there was undue excitement or alarm among the passengers, it was not due to the stranding of the ship, or to the prospects of the weather, or to the perils of effecting a landing. It was an excitement and alarm, as we gather from the reports published in Friday's Times, due in great part to the conduct of the Captain and his officers—to the loss of all confidence in the management and equipment of the vessel. Some of the stories and rumors respecting the motives of the Captain may be unfounded, but there is no getting over the fact that, under anything like skilful seamanship, or the direction of sober and judicious officers, not a single life need have been lost.

An investigation will show what provision there was in the shape of small boats. But let that provision have been what it may, the fact that the vessel was fairly grounded in calm weather, and in no danger whatever of breaking up, makes it evident that the Santiago de Cuba was in indifferent hands, and as unfit to be laden with passenger freight as if every timber in her had been rotten to the core.

The loss of the Evening Star brought into notice the same sort of management. The manning of that ill-fated craft was disgracefully deficient. There was no proper discipline-mainly because the hands were incapable and too few in number, even if they had been every one a trained seaman or mechanical engineer. The hundreds of miserable beings that went down in the Evening Star were simply sacrificed to the unconscionable greed of her owners. And to this complexion a careful inquest nearly always brings us in these cases, old boilers, defective engines, a rotton hull, a deficiency in the supply of small boats, a scarcity of hands, the employment of irresponsible landlubbers at nominal wages, these are the great dominating evils in many of our coasting and inland steam lines. They are evils which, if we tried to conceal from ourselves, we could not conceal from the outside world. They are evils, moreover, which are not to be eradicated by com missioners sitting in judgment upon life-saving apparatus, but by a thorough overhauling and reform of our whole mercantile marine, and by a system of inspection which shall mean

The Dominion of Canada, From the Tribune.

of Upper and Lower Canada, Nova Scotia, and New Brunswick have been declared united under one Government as the dominion of Canada, and from the Pacific Coast we have information that the whole of British America is to be included in the confederation. The consummation of the confederation scheme of the Canadian politicians is certainly a noteworthy event, although we can hardly agree with one of the most prominent of them, the Hon. D'Arcy McGee, when he says that "since

By royal proclamation the British Provinces

Cabot, hoping against hope, caught his first glimpse of Prima Vista, no more important event in the connection of England with our continent has occurred than that so quietly consummated the other day at London." We suspect that Mr. McGee's historical reading must be rather limited. "The connection of England with our continent" cer-tainly had something to do with the landing of the pilgrims on Plymouth Rock; and yet that event was but the prelude to one of the grandest dramas that the Ages have ever witnessed. "The connection of England with our continent" most assuredly had something to do with the Beston tea riots; and yet that popular outbreak gave birth to the immortal Declaration of Independence, with all its glorious results. The promoters of Confedera-tion are so jubilant at the success of their project, that they regard the New Dominion as already taking rank among the powers of the earth. "We have passed forever," says the gentleman we have already quoted, "out of

the condition of colonies, and if we still desire

to perpetuate the connection (with the mother

individual, who is a member of the Government, in a lengthy address to the Moutreal constituency, which he has just published, sets forth the principles and policy by which the rulers and people of the Dominiou areor ought-to be guided. Among other things he advocated large expenditures in gigantic public works, throwing the burdens thereby created on future generations. He wants a big debt, after the example of great nations. And he proposes the creation, with the least possible delay, of a standing army. For what purpose this army is to be created he only distantly hints; but he says quite enough to show that in making the proposal he has the United States in his mind's eye. He, too, like Earl Russell, is troubled with fears of "ag-gression from unprincipled ambition," and so to provide against the dreaded contingency he would arm the people "with the best weapons, and at the earliest moment." Indeed, it is remarkable how jealousy of the United States, dislike of our institutions, and suspicion of our Government and people, betray themselves throughout the whole of this authoritative exposition of the policy of the Confederation party. The acquisition of Russian America is, of course, construed into a threat against the new nation; the monarchi cal principles upon which the political con-stitution of the Dominion is founded are lauded, as giving it a proud distinction in comparison with the "mere democracy of the United States," and the hope is entertained that for the sake of freedom, justice, and civilization," the Dominion might become populous and prosperous-to which end a general armament is urged! All this, some people may say, is only very foolish talk. That it is foolish is evident enough; but considering the position of the individual using it, the prominent part he took in carrying out the Confederation scheme, and the probability of his continuing to exercise a sensible influence in Canadian politics under the new order of things, the language acquires importance in spite of its intrinsic folly. Mr. McGee and his compatriots, we fear, are bent upon a policy too lofty for the present condition of the country. What we, in our national strength, can accomplish with comparative ease, it would be extremely hazardous for the people of the Dominion to attempt. Let the fate of the unhappy frog in the fable, who aspired to the dimensions of the ox, be a warning to them. And when the leading politicians of Canada begin already to talk about a standing army, let the people of England look to it that their new "allies," under the leadership of the McGees, the Cartiers, and the McDonalds, do not before long involve them in serious trouble with the United States.

Our Interests on the Pacific. From the World.

Three questions naturally presented themselves to the companies who have undertaken the stupendous work of bridging the continent with iron rails, viz .: - Is it feasible ? Can ways and means be found? And finally, will it pay Each of them in turn has been answered affirmatively as it has come up; and now the enterprise is placed on a satisfactory working footing. On the western end, where it was supposed the greatest difficulties would be encountered, the Central Pacific Company, composed of practical Californians, seized upon a projecting spur of the great mountain chain, and last year had successfully carried the track nearly to the summit, and are at this time laying their rails down the eastern slope, ready for the trains to pass over when the tunnel under the top ridge is cut out. The feasibility of the line is so far established as to leave no doubt of its regular operation. By autumn next the whole mountain section of 150 miles (equal in cost and difficulty to 500 miles of ordinary railroad), will be completed By January next more than 200 miles will be in operation eastward of Sacramento. During year following the company expects to Luild more than 300 miles, and by January, 1870, to be met by the roads building from the east, near Salt Lake City. About the time, therefore, the western end is emerging from the mountains into the open plain, eastern link will be encountering its heavy work in the Rocky Mountain crossing

Among the resources with which to build so important a road the Government aid has been and is a conspicuous item. One hundred millions was the estimated cost of a continuous line from the Missouri to the Pacific: and half of that sum the Government agreed to furnish as fast as the road was completed. Russia has spent a hundred millions on her great military railroad between St. Petersburg and the Black Sea; and the Northwestern Railroad, connecting London with Liverpool, cost a hundred and four millions. The Central Pacific Company, therefore, will receive upon the completion of its 750 miles of the main trunk upwards of \$25,000,000, nearly half what is required for the construction. California corporations, State and local, have also come forward to aid the work. Private capital has also been largely attracted to the western end of the line, from its superior advantages of security and exemption from competition of all sorts. For the construction of the first section of 150 miles, by far the most expensive portion of the whole, the com-pany has had the following available resources:-

From the United States Government, 7,000,000 City of San Francisco bonds, donation. City of Sacramento, valuable city pro-300,000 To which may be added net earnings to July next .....

Or a total fund upon the 150 miles now completing of .... There are also two millions of acres of public lands on this portion (ten millions on the whole line) not immediately available, but much of it of great value from its timber. Of this amount about \$18,000,000 will have been spent in the construction, and a liberal equipment. Upon the remaining six hundred miles the Government subsidy is \$32,000 per mile, or more than half sufficient build it. The company is authorized to issue its first mortgage bonds to the same amount per mile, which, together with the income from other sources, puts the problem

of finances in a very satisfactory condition. So far the business of the road, although lying wholly up the mountain side, has been large and profitable. During two years, in which the distance stretched from thirty-one to ninety-four miles, whence the freight could be forwarded with difficulty, the net earnings were so considerable as to leave three-quarters of construction, after payment of all expenses and annual interest obligations. As this read will command exclusively the business from the coast to the interior basin, and can multiply its own natural traffic by developing the region through which it passes, there is no longer any doubt of the financial success of the enterprise.

HOLLOWAY'S PILLS AND OINF-MENT.-Cutaneous Eruptions, as Blotches, willer, course of these remedies, the Ointment gives a clear course of these remedies, the Ointment gives a c of a million of dollars applicable to the work

SPECIAL NOTICES.

UNION LEACUE HOUSE. MAY 15, 1867.

TNION LEAGUE OF PHILADELPHIA, held March 12, 1867, the following Preamble and Resolu tions were adopted:-

Whereas, In a republican form of government it is of the highest importance that the deligates of the people, to whom the sovereign power is entrasted, should be so selected as to truly represent the body colitic, and there being no provision of law whereby the people may be organized for the purpose of such election, and all parties having recognized the neces sity of such organization by the formation of voinn tary associations for this purpose, and

Whereas, There are grave defects existing under the present system of voluntary organization, which it is believed may be corrected by sultable provisions

of law; now, therefore, be to Resolved, By the Beard of Directors of the UNION LEAGUE OF PHILADELPHIA, that the Secretary be and is hereby directed to offer eleven hundred dollars in prizes for essays on the legal organization of the people to select candidates for office, the prizes to be as fellows, vis.:-

The sum of five hundred dollars for that essay which, in the judgment of the Board, shall be first in

the order of merit; Three hundred dollars for the second; Two hundred for the third, and

One hundred for the fourth. The conditions upon which these prizes are offered are as follows, viz.;--

First. All essays competing for these prizes must be addressed to GEORGE H. BOKER, Secretary of the Union League of Philadelphia, and must be received by him before the FIRST DAY OF JANUARY, 1868. and no communication having the author's name at ached, or with any other indication of origin, will be considered.

Second. Accompanying every competing essay, the author must enclose his name and address within a scaled envelope, addressed to the Secretary of the Union League. After the awards have been made, the envelopes accompanying the successful essays shall be opened, and the authors notified of the result. Third, All competing essays shall become the property of the Union League: but no publication of

rejected essays, or the names of their authors, shall be made without consent of the authors in writing.
By order of the Board of Directors. GEORGE H. BOKER,

SECRETARY.

REPUBLICAN STATE CONVENTION. HARSISHURG, April 16, 1867.—The "Republican State Convention" will meet at the "Herdic House," in Williamsport, on WEDNESDAY, the 26th day of June next, at 10 o'clock A. M., to nominate a candidate for Judge of the Supreme Court, and to initiate proper measures for the ensuing State canvass.

As heretolore, the Convention will be composed of Representative and Senatorial Delegates, chosen in the usual way, and equal in number to the whole of the Senators and Representatives in the General Assembly.

By order of the State Central Committee. F. JORDAN, Chairman. J. ROBLEY DUNGLISON, Secretaries.

39 THE OFFICE OF

The Liverpool, New York, and Philadelphia Steamship Company, "Inman Line,"

Has been removed from No. 111 WALNUT Street, to NO. 411 CHESNUT STREET.

532 trp JOHN G. DALE, Agent, OFFICE PENNSYLVANIA RAILBOAD

OFFICE PENNSYLVANIA RAILROAD
COMPANY.

PHILADELPHIA, May 4, 1867.

The Board of Directors have this day declared a semi-annual Dividend of THILE PER CENT, on the Capital Stock of the Company, clear of National and State Taxes, payable in Casa on and after May 30.

They have also declared an ENTRA DIVIDEND of FIVE PER CENT, based upon profits earned prior to January 1, 1867, clear of National and State Taxes, payable in Stock on and after May 30, at its par value of Filty Bellars per share—the shares for Stock Dividend to be dated May 1, 1867.

Scrip Certificates will be issued for fractional parts of Shares; said Scrip will not be entitled to any Interest of Dividend, but will be convertible into Stock when presented in sums of Fifty Dollars.

Powers of attorney for collection of Dividends can be bad on application at the Office of the Company, No. 235 S, THIRD Street.

OFFICE OF THE ILLINOIS CENTER.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY.

The Annual Meeting of the Shareholders of the ILLINOIS CENTRAL RAILROAD COMPANY, for the Election of Directors, and the transaction of other business, will be beid at the office of the Company, in the City of CHIOAGO, on WEDNESDAY, the 28th day of May, 1867, at 3 o'clock P. M.

The Transfer Books of the Company will be closed at the close of business on the 14th inst., and reopened on the 1st day of June next.

5 10 1817

DEPARTMENT OF HIGHWAYS,

DEPARTMENT OF HIGHWAYS, OFFICE NO. 104 SOUTH FIFTH Street,
PHILADELPHIA MAY 25, 1867.
NOTICE TO CONTRACTORS.
Sealed Proposals will be received at the Office of the Chief Commissioner of Highways until 12 o'clock M., on MONDAY, 27th Instant, for the construction of a Sewer on the line of Fourth street, to commence at and intersect the sewer at Fourth and South streets, and to extend southward along the line of Fourth street to a point about forty test south of the said South street, to be built of brick, circular in form, with a clear inside diameter of 2 feet 6 inches, with such injects and man-holes as may be directed by the Chief Engineer and Serveyor.

The moderstanding to be that the contractor shall take bills prepared against the property fronting on said Sewer to the amount of one dollar and twenty-five cents for each lineal foot of front on each side of the street, as so much cash paid; the balance, as himited by Ordinance, to be paid by the city, and the contractor will be required to keep the street and sewer in good order for three years after the sower is finished.

When the street is occupied by a City Passenger Railread track, the sower shall be constructed along side of said track in such manner as not to obstruct or interfere with the safe passage of the cars thereon; and no chaim for remuneration shall be paid the contractor by the company using said track, as specified in act of Assembly approved May 8, 1806.

All Bilders are invited to be present at the time and place of opening the said proposals. Each proposal will be accompanied by a certificate that a fond has been filed in the Law Department as difference between his bid and the next highest bid.

Specifications may be had at the Department of Sin veys, which will be strictly adhered to.

W. W. SMEDLEY,

525.21 Chief Commissioner of Highways.

NOTICE—THE NEW ORLEANS REPUBLICAN solicits the patronage of all loyal
men in the North who have business interess is the
South, Having been selected by the Clerk of the
House of Representatives under the law of Congress
passed March 2, 1867, as the paper for printing all the
Laws and Treaties, and all the Federal advertisements within the State of Louislana, it will be the
best advertising medium in the Southwest, reaching
a larger number of business men than any other
paper. Address MATHEWS & HAMILION, Conveyanceis, No. 707 SANSOM Street, or S. L. BROWN
& CO., New Orleans, Louislana.

129 In

NOTICE.—ST. LOUIS, ALTON, AND
TERRE HAUTE RAILEDAD COMPANY.
—The Annual Meeting of the Bondholders and Stockbolders of this Company will be held at their office,
in the City of ST. LOUIS, on MONDAY, the 3d day
of June next, at 3 o'clock in the atternoon of that day,
for the ELECTION of THIRTEEN DIRECTORS for
the ensuing year, and for the transaction of any other
business which may be brought before them.
The Transact Books of the Company will be closed
on SATURDAY, the 4th day of May next, and will be
opened on TUESDAY, the 5th day of June.—Dated
St. Louis, April 25, 1867.

5 16 1818 By order. H. C. BRYANT, Sec'y.

NATIONAL BANK OF THE REPUB LIC. PHILADELPHIA, May 3, 1807 Applications for the unallotted shares in the increase of the Capital Stock of this Bank are now being received and the stock delivered.

JOSEPH P. MUMFORD, Cashler. THE ANNUAL MEETING OF THE Stockholders of the CLARION RIVER AND SPRING CREEK OIL COMPANY, will be held at No. 34 North FRONT Street, on WEDNESDAY May 29, at 12 o'clock M.

DHY GOODS.

SPLENDID STOCK OF

LINEAS AND HOUSE-FURNISHING

At Reduced Prices.

DRY GOODS,

A NEW IMPORTATION

OF SUPERIOR EXTRA FINE AND HEAVY

Double Damask Table Linens.
Table Cloths, two to saven yards long.
Kapkins and Doyles to match.
Huckaback, Disper, and Damask Towels.
Tawelings of every description.
Bird's eye Linen, Linen Lawns.
Soft Heavy Dispers, all widths.
Heavy pisid and figured rloor Linens.
Hiebardsoo's, Smytn's, and Danbar's Linens.
Sheeting and Pillow Linens. all widths.
Furniture Chinizes and Furniture Dimities.
Linen Materials for Dusters and Travelling Sulia and Furniture and Carriage Coverings.
White Linen Holland, for window shades.
Fine Gause Summer Blankets.
Elegant Marselles Quita, entirely now styles, with centre pieces, embroidered in colors.
Counterpance and blankets, all descriptions.
Gause and Summer Flannels, all widths.
Embroidered and printed Piano and Table Covers,
Elegant printed and plaid Flannels for Sacques.
Also, a large assortment of white and colored Tarle-

Also, a large assertment of white and colored Tarle ans; white and colored Mosquito Netting, with Frames complete: Lace and Musim Curtains, Cornices and Curtain Materials; Window Shades. Also, a department for White Goods. Hosiery, and Staple Embroideries, Domestic Musims and Sheetings. SHEPPARD, VAN HARLINGEN & ARRISON,

5247trp NO. 10 )S CHESNUT STREET.

DRICE & WOOD,

N. W. CORNER EIGHTH AND FILBERT.

HAVE JUST OPENED

Two cases Colored Mohair Alpacas, choice shades. Fine French Percales, 37% cents per yard. Stripe Poplins, 50 cents per yard. A cheap lot of Plaid Goods, 28 cents per yard. BLACK SILKS! BLACK SILKS! Very cheap.

WHITE GOODS: WHITE GOODS:

White Piques, 50, 56, 62%, 75, 80 cents, and \$1 per yard. Handsome Plaid Muslins, very cheap. Soft Finish Cambrics, Jaconets, and Nainsooks. Victoria Lawns and Swiss Muslins, Figured Swiss Muslins, from auction, cheap. Shiered Muslins, 62%, 95 cents, \$1'12%, \$1'25, and \$1 37% per yard.

Best makes Bleached and Unbleached Muslins, at the very lowest market prices.

Bargains in Ladies' and Gents' Hoslery and Gloves. Ladies' and Genta' Linen Cambric Hokfs. A cheap lot of Worked Handkerchiefs, from and

A large assortment of Linen Fans, very cheap, Ladies' and Misses' Hoop Skirts, best quality, [19 22

PRICE & WOOD.

N. W. Corner EIGHTH and FILBERT Sts. JOHN W. THOMAS.

Nos. 405 and 407 North SECOND St.

POINTE DES INDES SHAWLS AND BOTUNDES.

NOW OPEN,

LLAMA POINTES AND ROTUNDES.

PUSHU POINTES AND ROTUNDES.

SHETLAND SHAWLS.

GRENADINE SHAWLS. JAS, R. CAMPBELL & CO.

IMPORTERS, JORBERS AND RETAILERS

DRY GOODS, NO. 727 CHESNUT STREET.

OFFER THE LARGEST STOCK OF

DRESS GOODS

They have ever exhibited, comprising the best and most desirable fabrics for the present season, at greatly reduced prices

No. 1101 CHESNUT Street,

E. M. NEEDLES & CO. Have opened, at their NEW STORE,

N. W. Cor. Eleventh and Chesnut, A SPLENDID ASSORTMENT

WHITE GOODS, LACES, EMBROIDERIES, LACE GOODS, HANDKERCHTEPS, VELLS, ETC. ETC.,

Of Superior Quality, at LOW PRICES.

NO. 1101 CHESNUT Street, INDIA SHAWLS

GEORGE FRYER, No. 916 CHESNUT STREET,

HAVING A LARGE STOCK OF INDIA SHAWLS On hand, will offer them for the next three weeks

at greatly reduced prices, less than ever offered Ladies in want of this article will do well chase now, as great inducements will be offered. CHAMBERS, NO. 810 ARCH STREET Novelties Opening Daily,

Real Cluny Laces,

Black Guipure Laces,

Pointe Applique Laces,

Pointe de Gaze Laces,

Taread Vells from \$2.56,

WHITE GOODS. -Maraeilles for Dressa-Bargains.
-French Musline, 2 yards wide, at 50 cents.
Shirred and Tucked Lace Muslins; India Twilled Long Cloth; Pisid, Stripe, and Plain Nainsooks; soft finish Cambric, 15 yard wide; Cambric Edgings and Insertions, new design vary cheap DRY GOODS.

## IAMES M'MULLAN,

SUCCESSOR TO

J. V. COWELL & SON.

LARGE SUPPLY OF

at the

HAS IN STOCK AND RECEIVING DAILY A

## HOUSE-FURNISHING DRY GOODS.

The facilities he has for supplying his customers with the BEST GOODS at the LOWEST RATE are

He has now a full line of LINEN SHEETINGS, at

reduced prices. Also, PILLOW-CASE LINENS.

TABLE CLOTES AND NAPELNS. TABLE DAMASK by the yard, TOWELS AND TOWELLING by the yard,

MARSEILLES, LANCASTER, HONEYCOMB and ALLENDALE QUILTS. FLANNELS, greatly reduced to price,

SHEETING AND SHIRTING MUSLINS. FURNITURE CHINTZES AND DIMITIES. PIANO AND TABLE COVERS.

TOILANET by the yard. WHITE GOODS SELLING OFF CHEAP. RICHARDSON'S LINENS always a specialty, All goods warranted to be what they are sold for,

S. W. COR, SEVENTH AND CHESNUT.

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AN ATTRACTIVE CORNER! BEAUTIFUL DISPLAY! ELEGANT GOODS!

PRICES LOW: We have pleasure in saying that, we are able to offer an unusually attractive and elegant STOCK OF GOODS, and at PRICES DECIDEDLY CHEAP.

BICH BEAVY BLACK SILKS. MOHAIRS, LUSTRES, POPLINS. SHETLAND SBAWLS FOR 83. PIANO AND MELODEON COVERS. CLOTHS, CASSIMERES, AND DRILLS. BEST HOOP SHIRTS, ALL SIZES. LINEN GOODS, MUSLINS, FLANNELS,

All goods sold at the very lowest possible prices, and warranted as represented.

JOSEPH H. THORNLEY N. E. CORNER EIGHTH AND SPRING GARDEN STREETS.

STOKES & WOOD,

Established in 1868.

NO. 702 ARCH STREET,

OFFER ANOTHER CHOICE ASSORTMENT OF DRESS GOODS, FROM THE LATE AUCTIONS, AT MUCH BEDUCED PRICES.

PLAIN AND PLAID LENOS, 25 CENTS. OTTOMAN POPLINS, AND BARATHEAS, STEELS AND BROWNS, 37% CENTS. CREPE POPLING, BLACK AND WHETE, BLUE AND WHITE, BFAUTIFUL, SPOO. FINE PRENCH LAWNS, NEAT STYLES, 25, 28, AND 21 CENTS.

GRANITE POPLINS, MOHAIRS, AND IELANGES, FOR WALKING AVD TRA VELLING SUITS, THE PINEST SELEC-TION IN THE CITY. SHIRRED AND PLAID MUSLINS, JACO NETS AND CAMBRICS.



Fourth and Arch Sts. LARGE STOCK OF SUMMER QUILTS.

10-4 AND 11-4 LANCASTER QUILTS,
11-4 HONEX COMB QUILTS.
PINE AND BLUE HARSEILLES QUILTS.
FINEST WHITE QUILTS IMPORTED.
HOTELS SUPPLIED WITH QUILTS,
NAPKINS, TOWELS, TABLE LENENS,
SHEETINGS, ETC.
HAVE JUST OFENED ANOTHER CASE
SILVER POPLINS, FOR LADIES' SUPPLE.
DARK LAWS, FRENCH AND ENGLISH.
THIN GOODS, FULL VARIETY.
SUMBER SILKS, REDUCED. P. S.-WHITE SHAWLS, WHOLESALE AND RETAIL. 26 WIMSE

CHEAP DRY GOODS, CARPETS, MATTINGS, OIL CLOTHS, AND WINDOW SHADES,

V. E. ARCHAMBAULT.

N. E. Corner ELEVENTH and MARKET Streets, opened this morning, from auction—
Ingrain Carpets. all wool, at 75c., 87c., 81, \$1.25, \$1.27, and \$1.26. ingrain Carpets, wool filling, 40c., 50c., and 65c. English Tapestry Brussels Carpets, only \$1.75, Entry and Stair Carpets, 35c. to 75c. Rag Carpets, 45c. to 75c. Hemp Carpets, 35c. to 52c. Floor Oil Cloths, 60c. Window Shades, \$1 to \$1. Plain Window Holland, 60c. White Maiting, 37c. to 56c. Red Mastling, 40c. to 50c. Woollen Druggets, \$1 to \$1.90. Stair O Cloths, 25c. Muslins, 10c. to 25c. Rose, 12 19sm

N. E. Corner ELEVENTH and MARKET Streets.

COPARTNERSHIPS.

DISSOLUTION OF COPARTNERSHIP. DISOLUTION OF COPASTNESSHIP.—
The Coparinership neretofore existing between EDMUND LEVERING, R. MILTON BAKER, CLIFFORD LEVERING, and S. CHARLES BORDEN, doing business at New, 1916 and 1918 MARKET Street, is this day dissolved by the withdrawal of R. MILTON BAKER.

The business of the late firm will be settled by the remaining partners. EDMUND LEVERING, S. CHARLES BORDEN, Philadelphia, May 23, 1807.

The undersigned have this day formed a coparingship under the name of E. LEVERING & CO., and
will continue the Figure, Grain, and SEED
BUSINESS, at the old stand, Nos. 1916 and 1918
MARKET Street. EDMUND LEVERING,
CLIFFORD LEVERING,
S. CHARLES BORDEN,
Philadelphia, May 23, 1837 5 23 61\*

COPARTNERSHIP.—E. B. EDWARDS (OF
the late firm of Mitchell & Edwards) has this
day associated with him his son. THOMSON F.
EDWARDS, for the transaction of a General Lumber
Business, under the firm name of E. B. EDWARDS
& CO., DELAWARE Avenue, first wharf below
Noble street,
Philladelphia May 1, 1867. 52 impp

REMOVAL.

E M O V A L. A. & H. LEJAMBRE, Late No. 1012 Cheanut street, have removed their FURNITURE AND UPHCLSTERY WAREROOMS WO NO. 1108 CHESNUTSTREET, 420 and UP STAIRS.

HARDWARE, CUTLERY, ETC. CUTLERY.

TABLE CUTTLERY, BAZORS, BAZOR STROPS, LADIES' SCIESORS
PAPER AND TAILORS SHEARS, ETC. at
L. V. HELMOLID'S
Cheap Store, No. 13: South TENTH Street,
Three doors above Walnut,