

SPIRIT OF THE PRESS.

EDITORIAL OPINIONS OF THE LEADING JOURNALS UPON CURRENT TOPICS—COMPILED EVERY DAY FOR THE EVENING TELEGRAPH.

PRESIDENT GRANT'S NEUTRALITY.

From the N. Y. Times. Some days ago we adverted to the conspicuous promptness and energy with which the administration has acted towards the Cuban filibusters...

Government. It would connive at nothing, sought no excuses for delay, practised no shifts or subterfuges—went straight to its duty, and did it effectually.

The expressions just quoted were seized upon by the World as the text of a virulent partisan attack upon the administration, declaring with the italics we quote them, that "in the matter of arresting and detaining the recruits of Ryan nothing has been done," and asking the following pointed question:—

"Will the Times inform us of a single enterprise or expedition in favor of Céspedes and against Spain which the administration has effectually prevented?"

The answer was given to our readers in our news column yesterday. It appeared, also, before the readers of the World, since the news of the pursuit and capture of the very Cuban expedition on which that journal's distribe was the whole country, and has been, also, as well as across the ocean to Cuba itself, as well as across the ocean to Europe, where, in its light, the London Star may have a chance to revise its late editorial comments on the parallel between the escape of the Alabama and the "escape" of Ryan's expedition.

But, as a matter of fact, this is only the last link, thus far, in a remarkable chain of movements showing (with all due respect to the World) the "promptness and energy with which the administration has acted towards the Cuban filibusters."

We have, for example, in the first place, the retention of the Quaker City, which, as even the World acknowledges, was effected in pursuance of "orders or instructions from Washington relating to the enforcement of our neutrality laws."

We have next "the arrest of the Junta," which, being public and notorious, and the talk of Havana and London, as well as of Washington and New York, even the World did not deny. This paper asked, however, why it was that "the indictment and arrest of the members of the Junta and their prominent military agents was not followed up, and why 'the business went on just as before?'"

Our news columns show that it was followed up, and that "the business" did not "go on just as before." With regard to the case of the Perit, its departure was not known till its arrival was possible. And even the World got the wrong steamer by name, ascribing to the Arago all the unfavorable performances of the Perit.

As to the Catharine Whiting, which was brought to on Saturday night by a howitzer shot from the revenue cutter, while the tugboats laden with filibusters who were to board her, dispersed in confusion—this case seems to have utterly escaped the sweep of the World's telescope, which, examining the horizon on all sides, only discloses that "nothing has been done." The capture of these tugboats, and the probable end of Cuban filibustering from New York, was announced yesterday.

GREELEY'S SO-CALLED POLITICAL ECONOMY.

From the N. Y. World. Mr. Greeley's essays on "Political Economy" have this value at least. They are an admission by one of the leaders of a great political party that the issues upon which it has attained and held power have passed or are passing away.

They are a warning, also, that the issues upon which the country is next to be divided are of a politico-economical sort, such as the distribution of the burdens of our gigantic national debt by tariffs and taxation. Mr. Greeley, in order to maintain the class interests for which he labors, and in order to commit his party to the support of those interests, and to the continuance of the protective tariff which multiplies and aggravates the burdens of our debts, steps to the front with a treatise on political economy suited to that purpose, and contrived, so far as he is capable to contrive it, for his party's present exigency.

Anything in the nature of a contribution to the science of political economy Mr. Greeley's faculties are not such that he could hope to make. He has absolutely no faculty for abstract speculation, and can therefore contribute not so much as the smallest brick to the building of what is essentially an abstract science. Such faculties as he has, moreover, are of the sort to incapacitate him for that patient verifying process which goes even to any useful application of a science. He has no sense of the value of a science, whether of those pertaining to mankind or of those pertaining to the combined operations of the production of wealth, which have appeared in all past civilized nations as much as in those now on the globe; whether of the laws of those phenomena; whether of the efforts made to trace those laws during the last half century by scientific writers, among whom the latest are in the most complete accord and make the closest approximations to their verification.

Thus it is that his essays, instead of being an orderly unfolding of truths which every well-educated person knows to be established, or a discussion of what may yet be held doubtful in the science, are a higgledy-piggledy mess of truisms, half truths, and nonsense, and the nonsense is of the sort which has been longest and most often exploded. Thus he devotes valuable space to the discussion of ideas on paper money which enjoy the support of no thinker of reputation, and which have never been less plainly stated nor more foolishly advocated than in the book which he has yet to learn, for to make application of its laws for the benefit of his fellow-countrymen; but to discourse loosely and at large on this or that branch of his subject as it happens to tumble into his head, and to give to the class-interests

of the few hundred people for whom his pen is enlisted the aspect of community with the interests of the whole people. No light is shed by such a process into any corner of political economy, not even a distorted, disproportioned, confusion—useful, perhaps, to a physician of the insane as teaching him to look sharp that his definition of sanity is lax enough to keep his patients in a minority; but useless for every other purpose except, as we have said, to point a politician's confession that his party's power is to be contested now on new issues.

FRENCH CABLE—MODERN PROGRESS.

From the N. Y. Herald. The French Atlantic cable makes satisfactory progress. In a day or two the Great Eastern will be off the banks of Newfoundland, and sooner than we expect the connection will be complete between St. Pierre and Brest. A miserable, narrow-minded set of monopolists may for a time prevent the landing of this cable on the territory of the United States; but no monopoly, no power in the United States, no power in the world can permanently stand in the way of progress, and progress insists on landing this cable on our shores. It is useless otherwise, and the common sense of the people of the United States will not allow this great enterprise, with which their own future prosperity and greatness are so much identified, to end in failure. We cannot have too many cables. The more the merrier, and the better too. Ten years hence it will not be wonderful if more than a dozen cables bind Europe and America together. Portugal and Spain and Germany will become rivals of England and France in this matter, and as we cannot lose, but gain, by such enterprise, it is our duty to give every encouragement to those who by steam or electricity multiply our connections with the Old World.

This fresh attempt to annihilate distance and time is richly suggestive. It is another of the many indications which every day is furnishing that ours is the central continent, and that the centre of our continent is the United States. Two cables connect us with Great Britain. In a few years these will be found insufficient for the manifold requirements of public and private business. Great Britain has, besides, her almost countless lines of steamships, which keep up almost daily communication between the two continents. France, under the inspiring genius of Napoleon, has become envious of British superiority in this direction. France has, in consequence, established her line of steamboats, which have, been largely successful, and France has now so far put in execution her purpose to have a telegraphic as well as a steamboat connection with the centre of the New World. Germany has her numerous steamboats on the same pathway. These are sure to increase in number, and a German cable is as certain as that Germany, at no distant day, is destined to be the first power in Europe. On different pathways Spain and Portugal have been successful in establishing steam communication with the New World. A cable connection between Lisbon and Rio Janeiro may be regarded as a probability in the early future. Spain, if she were out of her trouble, would be found as eager as any of her neighbors to be in electric communication with her many children on the American Continent, north and south. Simultaneously with this European eagerness to benefit by the New World, and chiefly with the United States, we find the tide of civilization turned, and Asia, which in all past time has sent her hordes westward, is now, in spite of the mighty waters, sending them eastward. By our late war we commanded the attention of the world. Our success in that struggle elicited universal admiration and respect. Our growing prosperity since the close of the war has exercised a talismanic power on all the seaboard populations of Western Europe and Eastern Asia. In popular estimation the great republic of the New World, stretching as it does from sea to sea, and comprising territory which, in mineral and agricultural wealth, defies all comparison, has come to be regarded as the home of the blessed. By the populations of Europe and by the populations of Asia the ocean has been looked upon as a barrier keeping them from happiness and prosperity. The Europeans, with grander appliances, have had less difficulty in overleaping the barrier and transporting themselves to the much desired El Dorado of the West. The Asiatics, with fewer and less perfect means of transit, have triumphed in a more signal manner, and given fresh proof to the world that "where there is a will there is a way." In spite of the barriers of ocean, they come from the east, and they come from the west, they come in large and ever increasing numbers. Their coming betrays no jealousy, and it should not, for there is room enough, and to spare, and no amount of increase to our population can exhaust our apparently inexhaustible fulness. Our lakes and our rivers, our virgin fields and our unopened mines of silver and gold and precious stones still cry "Come." Nature to us has been prodigal of her favors; and the thrift and industry which we import from other lands only help us to know what we are and to look forward with wonder and amazement to what we may become.

There are those who look with alarm to our future. They cannot see how permanent success can be found compatible with a population so mixed as ours is destined to become. All manner of divisions fit before their eyes. Such persons forget that the unity of the republic can never again be a question. The late war settled this question of unity once and forever. If anything was left undone by the late war, that has been done by the Pacific Railroad. Such lines of communication will be multiplied in all directions, North, East, and West. Union on a large scale is a growing characteristic of the time. Union, in fact, is the natural product of steam, electricity, and the newspaper. These grand modern agents make the interests of the one and the interests of the many identical. The influx of the races of Europe and the influx of the races of Asia will but develop our wealth. They can never disturb the unity of the republic or change the character of our civilization. Our Christian civilization will take new and higher ground, but it will never go backward. The Chinaman, the Japanese, the Hindoo must yield to our all-controlling influence. Asia cannot conquer Europe on American soil. In the great future many great and difficult problems await our solution; but every problem will be solved in harmony with our best interests and the best interests of mankind. It is our privilege to think of growing prosperity, of increasing glory; but it is not permitted us to think of failure or defeat.

THE "PATRIOT" ROCHEFORT. From the N. Y. World. The Tribune thinks that, in arresting the "patriot" Rochefort, Napoleon has placed the last tyrannical straw on the political back of the French nation. Of all the victims of Napoleonic despotism, Rochefort is, in the eyes of the Tribune, "the noblest." He is a man of "great heart and great wit." More

CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA. PHILADELPHIA, June 25, 1869. In accordance with a Resolution adopted by the Common Council of the City of Philadelphia, on Thursday, the twenty-fourth day of June, 1869, the annexed bill, entitled

"An Ordinance to Authorize a Loan for the Payment of Ground Rents and Mortgages," is hereby published for public information.

JOHN ECKSTEIN, Clerk of Common Council.

AN ORDINANCE. To Authorize a Loan for the Payment of Ground Rents and Mortgages.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized, to borrow, at not less than par, on the credit of the city, from time to time, seven hundred thousand dollars for the payment of ground rents and mortgages held against the city, for which interest not to exceed the rate of six per cent. per annum shall be paid, half yearly, on the first days of January and July, at the office of the City Treasurer, in the usual form of the certificates of the City Loan, in the amount of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificates thereof, in the usual form of the certificates of city loan, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred or one thousand dollars; and it shall be expressed in said certificates that the loan thereon mentioned and the interest thereon are payable free from taxes.

Section 2. Whenever any loan shall be made by virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates, and from the sum raised by taxation, a sum sufficient to pay the interest on said certificates, and the further sum of three-tenths of one per centum on the par value of such certificates so issued shall be appropriated quarterly out of said income and taxes to a sinking fund, which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION TO PUBLISH A LOAN BILL. Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers of this city, daily for four weeks, the ordinance presented to the Common Council on Thursday, June 24, 1869, entitled "An Ordinance to Authorize a Loan for the Payment of Ground Rents and Mortgages," and the action of the Council thereon, in the usual form of the certificates of city loan, during the term of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made. 6 26 24

GOVERNMENT SALES. GOVERNMENT SALE OF CLOTHING, AND EQUIPAGE AND QUARTERMASTER'S STORES. DEPUTY QUARTERMASTER-GENERAL'S OFFICE. PHILADELPHIA, June 25, 1869. WILL be sold at public auction, at SCHUYLKILL ARSENAL, on WEDNESDAY, July 23, 1869, commencing at 10 o'clock A. M., under the direction of Captain William H. Gil, Military Storekeeper, U. S. A., a large lot of Clothing, Camp and Garrison Equipage and Quartermaster's Stores, consisting in part of:— 24,825 Uniform Jackets, Inf. Res. Corps, new. 47,540 Yards Worsted Cloth, new. 67 1/2 Yards Black Cloth, new. 1,064 1/2 Yards Green Kersey, new. 2,000 Common Tents, new. There will also be sold at the same time a large lot of Damaged Clothing and Equipage and Quartermaster's Stores, consisting in part of:— 2,700 Woolens Blankets. 25,423 Uniform Coats. 567 Sack Coats. 1,138 Forage Caps. 409 Shirts. 886 pairs Stockings. 4,000 pairs Trowsers. 1,100 Grain Sacks. 30 1/2 Haversacks. 21,450 feet Galvanized Pipe. 19,925 feet Gas Pipe, assorted. and a variety of articles, embracing Chevrons, Drawers, Flaps, Knapsacks, Camp Kettles, Boils, Sack Coats, etc. Rent, \$25. per annum. Apply to JACOB KAUFF, No. 77 WESTER STREET, Germantown. Possession at once. 5 11 61

FOR SALE—HANDSOME THREE story Brick Dwelling, with comfortable bath building, No. 604 SIXTH STREET, above Green; modern in finish, in excellent order. Was used and built by the late Henry Derringer, deceased, of the very best materials and workmanship. Immediate possession Agent at house from 12 to 3 o'clock daily. 6 29 61

TO RENT. TO RENT—ROOMS AND BUILDINGS, suitable for manufacturing purposes, on north and south side of Lombard, west of Twenty-fourth street. Call and examine. Apply to THE PATENT OFFICE, No. 435 WALNUT STREET. 6 25 61

GERMANTOWN PROPERTY TO LET.—A large, modern-built house, tenant-house, coach-house, and acre of land, handsome laid out walks and garden, within two minutes' walk of Day's Lane Station. Apply to J. B. HENNING, No. 624 1/2 ST. 6 24 61

TO RENT—AN OFFICE SUITABLE FOR A LAWYER, with or without board, at No. 1121 GILKIN Street. 3 11

DANIEL M. FOX & SON, Conveyancers and Real Estate Agents, OFFICE, NO. 540 NORTH FIFTH STREET, PHILADELPHIA. DANIEL M. FOX, HENRY E. FOX.

C. F. RUMPP, Manufacturer and Importer of FANCY LEATHER GOODS, NOS. 116 AND 118 NORTH FOURTH ST. Writing Cases, Writing Desks, Dressing Cases, Money Bags, Money Belts, Purse Cases, etc. 1 29 6m

WHOLESALE AND RETAIL, NOS. 116 AND 118 NORTH FOURTH ST., PHILADELPHIA. COAL OIL, ETC., ETC. WILLIAM BALDWIN & CO. Manufacturers and Dealers in Coal Oil, Vinegar, Benzine, ALCOHOL, TURPENTINE, LUBRICATING, WHALE LARD, and OTHER OILS. No. 129 ARCH Street and Nos. 1449 and 1442 WAREHOSE Street PHILADELPHIA. 6 1m

PHOTOGRAPHS. WENDEROTH, TAYLOR & BROWN'S OLD ESTABLISHED Photographic Portrait Gallery, Furnished with every convenience and facility for producing the best work. A new private passage from the Ladies' Dressing Room to the Operating Room. All the refinements of Photography, such as:— IVORY TYPES, PHOTOGRAPHY, OFALOTYPES, THE NEW GRAYONS originated with this establishment, WENDEROTH, TAYLOR & BROWN, 5 12 12m No. 244 CHESTNUT Street.

CARSTAIRS & MCCALL, No. 126 WALNUT and 21 GRANITE Streets, Importers of BRANDIES, WINES, OIL, OLIVE OIL, ETC. COMMISSION MERCHANTS. For the sale of PURE OLD RYE, WHISKY and BOURBON WHISKY. 6 29 21

CARSTAIRS' OILY OIL—AN INVOICE of the above for sale by CARSTAIRS & MCCALL, 5 29 21 No. 126 WALNUT and 21 GRANITE Sts.

DRUGS, PAINTS, ETC. ROBERT SHOEMAKER & CO., N. E. Corner FOURTH and RACE Sts. PHILADELPHIA. WHOLESALE DRUGGISTS, Importers and Manufacturers of White Lead and Colored Paints, Putty, Varnishes, Etc. AGENTS FOR THE CELEBRATED FRENCH ZINO PAINTS, Dealers and consumers supplied at lowest prices for cash. 12 41

FINANCIAL.

A RELIABLE HOME INVESTMENT. THE FIRST MORTGAGE BONDS OF THE Wilmington and Reading Railroad, BEARING INTEREST At SEVEN PER CENT. in Currency Payable April and October, free of STATE and UNITED STATES TAXES.

This road runs through a thickly populated and rich agricultural and manufacturing district. For the present, we are offering a limited amount of the above Bonds at 85 Cents and Interest.

The connection of this road with the Pennsylvania and Reading Railroads insures it a large and remunerative trade. We recommend the bonds as the cheapest first class investment in the market.

WM. PAINTER & CO., BANKERS AND DEALERS IN GOVERNMENTS, NO. 36 S. THIRD STREET, PHILADELPHIA.

UNITED STATES COUPONS DUE JULY 1, WANTED. COUPONS OF UNION PACIFIC RAILROAD DUE JULY 1, TAKEN SAME AS GOVERNMENT COUPONS.

DE HAVEN & BRO., BANKERS AND DEALERS IN GOVERNMENTS, NO. 40 SOUTH THIRD STREET, PHILADELPHIA.

B. K. JAMISON & CO., SUCCESSORS TO P. F. KELLY & CO., Bankers and Dealers in Gold, Silver, and Government Bonds, AT CLOSEST MARKET RATES, N.W. Corner THIRD and CHESTNUT Sts. Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. 6 5 11 21

GLENDINNING, DAVIS & CO. NO. 43 SOUTH THIRD STREET, PHILADELPHIA. GLENDINNING, DAVIS & AMORY, NO. 2 NASSAU STREET, NEW YORK. BANKERS AND BROKERS, Direct telegraphic communication with the New York Stock Boards from the Philadelphia Office. 12 31

LEDYARD & BARLOW HAVE REMOVED THEIR LAW AND COLLECTION OFFICE TO No. 19 South THIRD Street, PHILADELPHIA, And will continue to give careful attention to collecting and securing CLAIMS throughout the United States, British Provinces, and Europe. Sight Drafts and Maturity Paper collected at Bankers' Rates. 1 29 6m

REMOVAL. ELLIOTT & DUNN HAVING REMOVED TO THEIR NEW BUILDING No. 109 S. THIRD Street, Are now prepared to transact GENERAL BANKING BUSINESS, and deal in GOVERNMENT and other Securities, GOLD, BILLS, Etc. RECEIVE MONEY ON DEPOSIT, allowing interest. NEGOTIATE LOANS, giving special attention to MRR GANTILE PAPER. Will execute orders for Stocks, Bonds, etc., ON OOM MISSION, at the Stock Exchanges of Philadelphia, New York, Boston, and Baltimore. 4 25

CITY WARRANTS BOUGHT AND SOLD. C. T. YERKES, Jr., & CO., No. 20 South THIRD Street, PHILADELPHIA. SAMUEL WORE, FRANCIS F. MILNE, 5 29 11

WORK & MILNE, BANKERS, STOCK AND EXCHANGE BROKERS, No. 121 & THIRD S., PHILADELPHIA. 5 29 11

FINANCIAL.

BANKING HOUSE OF JAY COOKE & CO., Nos. 112 and 114 South THIRD Street PHILADELPHIA. Dealers in all Government Securities. Old 5-20s Wanted in Exchange for New. A Liberal Difference allowed. Compound Interest Notes Wanted. Interest Allowed on Deposits. COLLECTIONS MADE. STOCKS bought and sold on Commission. Special business accommodations reserved for ladies. We will receive applications for Policies of Life Insurance in the National Life Insurance Company of the United States. Full information given at our office. 1 3m

SMITH, RANDOLPH & CO., BANKERS, Philadelphia and New York. DEALERS IN UNITED STATES BONDS, and MEMBERS OF STOCK AND GOLD EXCHANGE, Receive Accounts of Banks and Bankers on Liberal Terms. ISSUE BILLS OF EXCHANGE ON C. J. HAMBRO & SON, London, B. METZLER, S. SOHN & CO., Frankfurt, JAMES W. TUCKER & CO., Paris, And Other Principal Cities, and Letters of Credit 1 21 Available Throughout Europe.

P. S. PETERSON & CO., Stock and Exchange Brokers No. 39 South THIRD Street, Members of the New York and Philadelphia Stock and Gold Boards. STOCKS, BONDS, Etc., bought and sold on commission only at either city. 1 26

SHIPPING. CHARLESTON, S. C. THE SOUTH AND SOUTHWEST FAST FREIGHT LINE EVERY THURSDAY. The Steamships PROMETHEUS, Captain Gray, and EMPIRE, Captain Snyder, WILL FORM A REGULAR WEEKLY LINE. The steamship PROMETHEUS will sail on THURSDAY, July 2, at 4 P. M. Through bills of lading given in connection with S. C. E. R. to points in the South and Southwest. Insurance at low rates. Freight as low as by any other route. For freight, apply to E. A. SOUDER & CO., DOCK STREET WHARF, ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSCANTIAN STEAMSHIP COMPANY'S MAIL STEAMSHIP BETWEEN NEW YORK AND HAVRE, CALLING AT BRISTOL. The grand new vessels on this favorite route for the Continent will sail from Pier No. 12, North River, as follows:— Duquesne.....Saturday, May 1 LAFAYETTE.....Houseon.....Saturday, May 15 VILLE DE PARIS.....Saturday, May 29

PRICE OF PASSAGE in gold (including wine). First Cabin.....\$140 Second Cabin.....\$85 (Including railway tickets, furnished on board.) First Cabin.....\$140 Second Cabin.....\$85 Medical attendance not to carry storage passengers. American travellers going to or returning from the continent of Europe, by taking the steamers on this line avoid unnecessary risks from transit by English railways, and crossing the channel, besides saving time, trouble, and expense. For passage in Philadelphia, apply to Adams Express Company, to 1 27

PHILADELPHIA, RICHMOND, WASHINGTON AND NORFOLK THROUGH FREIGHT AIR LINE TO NEW YORK, BALTIMORE, AND WASHINGTON. EVERY SATURDAY. At 10 noon, from FIRST WHARF above MARKET STREET. THROUGH RATES to all points in North and South Carolina, via Savannah Air Line Railroad, connecting at Portsmouth and to Lynchburg and Norfolk, and West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad. Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE. The regularity, speed, and convenience of this route commend it to the public as the most desirable medium for carrying every description of freight. No charge for commission, drayage, or any expense of transfer. Steamships insured at the lowest rates. Freight received daily. JOHN F. OHL, No. 128 WHARVES and Pier 11 N. WHARVES, Special Agents at Richmond and City Point, T. P. GROWELL, Agents at Norfolk.

LORILLARD'S STEAMSHIP LINE FOR NEW YORK. Sailing Tuesdays, Thursdays, and Saturdays. REDUCTION OF RATES. Spring rates, commencing March 15. Sailing Tuesdays, Thursdays, and Saturdays. On and after 15th of March freight by this line will be taken at 15 cents per 100 pounds, 4 cents per foot, or 1 cent per gallon, ship's option. Advance charges cashed at office on Pier. Freight received at all times on covered wharf. 2 28

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canals, with connections at Alexandria from the most direct routes to the Southwest. Steamers leave regularly every Saturday at noon from the Pier 6, North River. Freight received daily. WILLIAM P. OLYDE & CO., No. 14 North and South Wharves, ELDRIDGE & CO., Agents at Georgetown, M. 8 1

FOR LIVERPOOL AND QUEENSTOWN, Iona Line of Mail Steamers are appointed to sail as follows:— City of Antwerp, Saturday, July 3, at 12 noon. City of Paris, Saturday, July 10, at 1 P. M. City of New York, via Halifax, Tuesday, July 13, at 1 P. M. And each succeeding Saturday and alternate Tuesday, from Pier 6, North River. RATES OF PASSAGE. Payable in Gold. Payable in Currency. FIRST CLASS.....\$100 To London.....\$75 To Paris.....\$115 To Liverpool.....\$80 To Antwerp.....\$100 To Queenstown.....\$100 To Liverpool.....\$80 To London.....\$75 To Paris.....\$115 To Liverpool.....\$80 To Antwerp.....\$100 To Queenstown.....\$100

NOTICE—FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL, EXPRESS STEAMBOAT COMPANY. Steamers leave daily from Pier 6, North River, below Market Street, Philadelphia, and foot of Wall Street, New York, at 10 o'clock, by all the lines running out of New York, North, East, and West, free of commission. Freight received and forwarded on accumulating terms. WILLIAM P. OLYDE & CO., No. 12 & DELAWARE AVENUE, Philadelphia, 5 29 11

NOTICE—FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL, EXPRESS STEAMBOAT COMPANY. The business of this line will be resumed on and after the 5th of March. For freight, which will be taken on accumulating terms, apply to W. M. BAIRD & CO., No. 132 South Wharves. 5 29 11