## Grening Telegraph THE canal through the Isthmus of Suez, which is to divide Asia and Africa, connect

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TUESDAY, JULY 20, 1869.

THE NATIONAL FINANCES.

THE prophecies made by Democratic politicians and statisticians during the last Presidential campaign, in regard to the condition of the national finances, have all been falsified by the actual results of the last few months. Secretary Boutwell steadily meets all liabilities, and continues the reduction of the public debt, at a period when, if the malign predictions of Andrew Johnson, Horatio Seymour, and Delmar, the former Democratic statistician of the Treasury Department, had been well founded, there would be a pressing necessity for a resort to large new loans. The national credit has been nobly maintained in spite of the most insidious attacks, and the country has happily escaped the dangers which were not only threatened but aggravated by the last administration. Andrew Johnson is an avowed advocate of repudiation. He recommended a repudiation scheme his last annual message, declared in his recent he speech at Washington that no large national debt ever had been or could be paid, and that the holders of national securities formed an

aristocracy more odious than the old slaveholding oligarchy. When we couple this declaration of principles with his conduct as an executive in retaining in office men known to be connected with flagrant frauds upon the revenue, his affiliation with leaders of the whisky ring, and his abuse of the pardoning power in behalf of notorious counterfeiters and illicit distillers, it is difficult to resist the conviction that he was infinitely more anxious to destroy the public credit than to maintain it. The wish is often father to the thought, and the aspiring politician who proclaims repudiation to be a necessity will not be choice of the means he adopts to prove this proposition. While Johnson was President various interpretations were placed upon his repeated pardons of counterfeiters, but since his subsequent espousal of repudiation, there can be little doubt that his real object was to throw discredit upon the national currency and the national bonds by facilitating fraudulent issues. This is an old trick of the enemies of national credit. During the Revolution the British Government flooded the thirteen colonies with counterfeit issues of continental money, for the express purpose of destroying its value and undermining the credit of Congress. It is now a historical fact that Pitt pursued the same policy during the French revolution, and flooded France with counterfeit assignats, for the purpose of bringing the currency of that era into disrepute. During the late war in this country, the circulation of millions of counterfeit Confederate notes in the South, by Union soldiers, exercised an

important influence in hastening the financial

ruin of the Confederacy, which precipitated

its military overthrow. In the light of subse-

quent events, it is not at all improbable that

Andrew Johnson added to his other crimes

the fearful sin of conspiring against the

credit of the nation which he ruled. If this

theory be accepted, his official acts are fully

harmonized with the opinions he shamelessly

expresses, and his advocacy of repudiation

explains his leniency to the criminals whose

dishonest practices might in time have ren-

dered repudiation a national necessity, or at

least debauched public sentiment.

The gratifying condition of the Treasury is largely due to a complete reversal of the Johnsonian policy. Instead of encouraging counterfeiters, whisky rings, and other depredators upon the Treasury, the most earnest efforts are constantly being made to expose, arrest, and punish these dangerous criminals. The detectives are busily at work, flagrant custom house and internal revenue frauds are constantly being unearthed, and gangs of counterfeiters broken up. Without subjecting honest citizens to additional taxation, the Treasury receipts are largely increased by the precautions taken against evasions of legal taxation. A new spirit has been infused into all the varied ramifications of the Treasury Department, and by the exercise of vigilance and honesty on the one hand, and of economy on the other, the administration is quietly but surely demonstrating that the American people can not only bear the burden of the present debt, but rapidly liquidate it.

Among the desirable results of this reform which is probably not very distant is another reduction of taxation, and in no form would this be more acceptable than in a modification or repeal of the income tax. A British statesman, in commenting upon this method of raising revenue, said that theoretically no plan seemed more equitable, but that in practice no plan was more odious and unjust. The operation of the system in this country confirms this opinion; and the tax is especially obnoxious here on account of the aversion of American citizens to an exposure of their private business affairs, and the ease with which the tax can be evaded by false returns. While the necessity for this form of taxation continues, patriotic citizens will cheerfully submit to it; but if, by efficient management of the Treasury, sufficient sums are realized from other sources to justify its abregation, all parties will gladly hail such him by offering him the refusal of the throne welcome relief.

the waters of the Mediterranean, and open a new route from Europe to India, after having been talked about for centuries, is about to become a thing accomplished. The cutting of this canal, like the laying of the Atlantic cable and the building of the Pacific Railroad, is one of the great engineering triumphs of the nineteenth century. For years the work has been in progress, and grave doubts have been expressed as to whether it could be brought to a successful conclusion, The main difficulty was not in the digging of the canal itself, although that was a magnificent feat of engineering skill and perseverance, but in the construction of suitable harbors at its outlets. It was feared that the obstacles to be overcome at the Mediterranean end especially would be insuperable; but science, diligence, and money have sufficed to overcome them and to bring the problem to a practical solution. Immense stone breakwaters and dykes have been constructed, extending out into the sea, to receive the shock of the waves, and forming within their walls a spacious haven where the largest vessels may safely ride. The Emperor of France and the Viceroy of Egypt have both taken a great interest in this work, and the Suez Canal may be considered as essentially a French scheme to snatch away, if possible, a large portion of the commerce of India and China from England. France, however, will not be the only gainer by the canal, but England

reap the benefit of it. M. Lesseps, the distinguished engineer of the Suez Canal, has announced that the opening ceremonies will take place on the 17th of November next, and he has accordingly issued invitations to the princes and potentates of Europe to honor the occasion with their presence. We may presume, then, that on the date named the canal will be opened for the passage of vessels, but it is a matter of considerable doubt whether it will be able to admit the largest sized ships. Until it can do this, the usefulness of the canal will be materially circumscribed, and there will yet be much labor to be performed before it can be considered as entirely finished.

and all the commercial States of Europe will

When completed, however, as intended, the Suez Canal will be, to some extent at least, a formidable rival to the Pacific Railroad, and this suggests the advantage and necessity for executing the American project of cutting a canal through the Isthmus of Darien. We require a water communication between the Atlantic seaboard of the United States and the Pacific Ocean, by a shorter route than around Cape Horn. A canal at Darien, too, would carry off much of the traffic from that of Suez, as the navigation of the Red Sea is dangerous, and large ships will prefer to take a longer voyage than to run the risks of encountering it. France and England have both looked upon the Isthmus of Darien with jealous eyes, and the opening of the Suez Canal suggests that it is time for the people of the United States to be awaking in earnest to the importance of this other great project.

A MODERN BOURBON,

THE Bourbons of Europe, like the "old Bourbon" (whisky) Democracy of America, have the reputation of never forgetting and never learning anything-a peculiar mental characteristic that has put the Bourbon family and the "old Bourbon" Democracy rather in the background in this age of progress. The saying is that "exceptions prove the rule," and by this precept we are perhaps to judge Prince Henri de Bourbon, who has just addressed a letter to the Minister of State at Madrid, in which he gives his adherence to the new Spanish constitution, and makes a number of extraordinary declarations. The Prince, who has just distinguished himself by marrying an American wife, is apparently animated by the most intense democratic impulses; he "pitches into" some of his relatives, past and present, in the liveliest manner, and intimates plainly that he does not intend to regulate his conduct by their example. All of which indicates that he is a wiser young man than some others who are not Bourbons.

He is of the opinion that the universal tendency is towards a republic, and that a prince deceives himself who in our time devotes his thoughts and efforts to the foundation of a dynasty. He does not admire Cæsar, "the miserable despot of Rome," and thinks that there exists more profit to humanity and more glory for a public man in the illustrious model of Washington. This democratic Bourbon also announces that he is not a candidate for the throne of Spain, although he does not explicitly say that he will not take it if he can get it. Even if he did say so, in the most positive terms, there is reason to believe that he might be induced to change his mind. The democratic Bourbons and the "old Bourbon" Democracy are somewhat alike in this respect, as was sufficiently demonstrated in the case of the coy Horatio Seymour, who, protesting that he never would

accept, accepted. " This young Bourbon's letter is very gratifying as a sign of improvement in the family, if it means anything; but a very little below the surface, it looks like a shrewd bid for the throne of Spain. These gentlemen-the old Bourbons and the "old Bourbon" Democracy -are all sincere patriots when out of office. Louis Napoleon was a good republican until he saw his way clear to make himself Emperor; and his cousin, Prince Napoleon, has brought himself into serious disfavor in imperial circles by the plain and decided manner in which he has announced his democratic convictions. And yet there are many willing to say that Prince Napoleon, if he should manage, by hook or by crook, to get into power, would be willing to go greater lengths than his imperial cousin to retain it. Now, young Henri de Bourbon may be a very clever and honest fellow, he may mean well, but his family record is bad; and the people of Spain, although they may go further and fare worse, would perhaps do as well to take him at his word, and not tempt

THE SCHOOL CONVENTION.

The Meeting of School Teachers at Harrisburg -Questions to be Discussed-The Superintendents of the State Schools.

HARRISBURG, July 20, 1869. The annual State Convention of county, city, and borough Common School Superintendents will be called to order by Professor Wickersham, Superintendent of Public Schools, in the Senate Chamber of the Capitol, or erer afternoon at 2 o'clock.

These conventions have been held for some years at the State capital, on the call of the State Superintendent, to consult as to the best method of a lyaning the educational interests of Pennsylvania, and have been conducive of much good. The superintendents, though not bound by legal statute to attend, and notwithstanding the ugly fact that their travelling expenses and their hotel bills while in attendance must be defrayed by themselves, there being no fund or appropriation from the State for the purpose, have very generally and largely attended these annual meetings. Questions of vital interest to the welfare of our free educational system are brought before them for discussion, and although their resolves and determinations have no binding force, their experience in their various departments, and their advice as representatives, to some extent, of the popular will, have been of incalculable benefit to him who may be said to be the centre of the system, who administers the school law, and calls the attention of the Legislature to such changes in the law as he may deem necessary. Thus, indeed, have nearly all the important progressive reforms in the Common School System of Pennsylvania been originated. These county, city, and borough superintendents, nearly aff paid comfortable salaries, now present quite an array of talent and experience, organized and worked by the late Hon. Charles R. Coburn, former State Superintendent, whose decease has make a vacancy in the Common School Department which is universally felt, and by our present efficent State Superintendent, Professor J. P. Wickersham. The great interest taken in securing good men in the various counties to fill this position, and the spirit with which the contests are carried on, show with what rapid strides the cause of tree education has advanced in the popular mind.

This convention, it is probable, will continue over until Thursday noon, holding morning, afternoon, and evening sessions, until all the questions to come before it are fully discussed and determined upon by vote. The questions and topics to be brought before the present convention are very much the same as those brought before similar conventions during past years; couched, too, in nearly the same language, but they are really standing questions which the experience of years is necessary to properly elucidate. Each meeting presents some new phase in their consideration, worthy of the attention of the public and of the Legislature.

The first question on the programme will be one relating to examinations of schools. Should there be any change in the character of examinations, or in the modes of conducting them? Can we improve our mode of certificating teachers? Can our standard of estimating the qualifications of teachers be made more uniform? The points likely to be involved in this question are whether examinations of children should be public or private, singly or by classes, written or unwritten; how teachers should be graded, and if our present system of gradation is high or low, just or unjust, as compared with other States, and whether there is not too great a disparity between certificates of the same grades in different counties. Mr. Henry W. Fisher, of Bedford, and Mr. Jesse Newlin, of Schuylkill, will open the discussion on this question.

The second question will be in reference to visitations of schools-Can superintendents employ their time better than in visiting schools? How can the most good be done on the occasion of a visit to a school? This is an old question, and will attract to its discussion many who have spoken earnestly upon it years before. It will be introduced by Mr. Henry M. Jones, of Westmoreland, and Mr. David Evans, of Lancaster.

Third question-Institutes. When should our county institutes be held, and how should they be conducted? Can anything be substituted in cities and large towns for the county institutes, as now conducted, which will be more to the professional advantage of the teachers? This is also an old mestion, and will be opened by Messrs. A thett, of Allegheny, and Stephen G. Boyd, of York. Fourth-Reports. What facts is it most essential for superintendents to report? Are the forms for reports now in use the best that we can adopt? Have we any forms that are unnecessary, or are others needed? To be opened by Messrs. H. D. Persons, of Crawford, and Abel Rambo, of Montgo-

Fifth-The General Interest in Education. What can superintendents do to induce the people to elect better school directors, or to induce them to take more interest in education? To be opened by Messrs, W. W. Cottingham, of Easton, and William G. Lehman, of Lebanon.

The following new topics will also be introduced:-1. Superintendents in Relation to County Institutes. To be opened by Messrs. Thomas J. Chapman of Cambria and George W. Snyder of Clearfield 2. Superintendents in Relation to State Normal Schools. To be opened by Messrs. George J. Luckey of Pittsburg and Charles H. Dale of Venango.

3. Defects in Our School Law and Remedies for Them-a most important question, and likely to elicit a most interesting discussion. To be opened ov Messrs. Charles G. Barkley of Columbia and C. . Gundy of Union.

4. Defects in the working agencies provided by our school law, and the remedies for them. To be opened by Messrs. Thomas Teal of Greene and W. M. Lindsey of Warren. 5. The educational work before us for the next three years. To be opened by Messrs. R. K. Buchrle

A number of principals of normal schools and colleges are expected to be present, A resolution will be offered to attend the State Convention of Teachers in a body at Greensburg on

of Allentown and Horace Armstrong of Luzerne.

the 10th proximo. The following is a list of superintendents, all of whom are expected to be present :-

ı	County, Name. this	Ą
ı	AdamsJ. Howard Wert	ā
1	Allegheny A. T. Douthett	3
ı	Allontown R. K. Buehrle.	1
ı	Attoons John Miller	
ı	Armstrong Samuel Murphy	1
I	BeaverGeorge M. Fields	1
١	Government Henry W. Figher	1
1	David B. Brunner	- 6
1	BlatJohn B. Holland	-
I	BradfordAustin A. Keeney	1
1	BucksStephen T. Kirk	1
1	Butler Samuel Glenn	d
1	CambriaThomas J. Chapman	1
1	CameronJoseph B. Johnson	4
1	Cameron Joseph B. Johnson	4
1	CarbonR. F. Hofford	1
1	Centre	3
1	ChesterGeorge L. Maris	3
ı	Chester City A. A. Meader	3
d	Ciarion J. E. Woods	
1	ClearfleidGeorge W. Snyder	3
ı	ClintonA. H. Strayer	
1	Columbia Charles G. Barkley	1
1	Crawford	- 3
1	Comberland Wm. A. Lindsey	4
1	Dauphin D. H. E. LaRoss	1
	Delaware James W. Baker	1
	Easton Borough W. W. Cottingham	ä
	ElkRufus George Walmsley	
	ErieC. C. Taylor	ð
	Erie City H. S. Jones	3
	Fayerte Charles W. Wanee	1
	Forest S. F. Rohrer	
	FranklinSamuel Gelwicks	i
	FultonVacancy	
	Greene, Thomas Teal	4
	HarrisburgDaniei S. Burns	á
	Harrisourg	7
	Huntingdon David F. Tussey	4
	Indiana	1
	JeffersonJames A Lowry	ď
	Juniata	li,
	Lancaster David Evans	1
	Lawrence William N. Aiken	ĕ
	Lebanon William G. Lehman	d
	Lehigh E. J. Young	3
	Luzerne Horace Armstrong	3
١	Lycoming John T. Reed	ij
	McKean William J. Milliken	
	McKean William J. Milliken Meadville W. J. C. Hall	J
	MercerIra Harsh	
	MittinJohn M. Bell	
	promion Eruticae)	
	The second secon	

County.			sstary
Montgomers	Name.	This	Tirm.
Montgomery	Abel Rambo		1200
Montour	William Henry	*****	890
retransmipton	William N Walker		1000
riorioumberiand.	. Nani Shinman		1000
			500
E.B.C. LANCES CO. CO.	John Layton		600
W. RESIDENTIAL REV. C. C. C. C. C.	CONTROL I INCOME		9500
			1000
A Obtoville	Renjamin E. Pattarge	345	1500
SOURS TRAIL AND THE	. JOHRNO NOWITH		2000
SOURDION	- Joseph Ronov		1800
CHYUCISTALL	William Mover		500
AND ARTON AND DESCRIPTION OF THE PARTY OF TH	W. H. Nanner		800
Sollivan	John W. Martin	*****	800
Susquenanna	William C. Tilden		1000
Tioga	Elias Horton, Jr	****	1250
Union	C. V. Gundy	*25.50	800
Venango.	Charles H. Dale	*****	1500
Warren.	W. M. Lindsay	196,749	1000
Washington	William G. Fee	*****	1000
Wayne	D. G. Allen	22424	
Westmoreland	House M. Torres	CCCFC	1000
Williamsport	Henry M. Jones	SERVICE.	800
Wyoming	A. R. Horne	******	700
Vork	Vacancy	*****	500
WHAT THE PARTY OF PARTY	Stephen G. Boyd		1500

In this list of course Philadelphia is not included, having a separate school government. It will be seen that the whole cost this year of 76 superintendents will be \$81,400. Last year it was \$70,020. The increase is owing to changes in salaries, and the adding of two new superintendencies, Altoona and

THE NORTHERN PACIFIC RAILWAY.

The Preliminary Survey - Immense Land Grants - Prospects.

The Chicago Tribune gives the following compre ensive account of the plans of the Northern Pacific Railway Company :-

"It is known to our readers that the president and some of the directors of the Northern Pacific Railway are engaged in making a personal inspection of the route for that road. One party started eastof the route for that road. One party started eastward from Puget's Sound some weeks ago, and Governor Smith, the president of the company, and others, are making their way westward from St. Paul and Lake Superior. If these parties make favorable reports, it is understood that Jay Cooke & Co. will at once take the financial management of the concern, and work will be commenced in earnest. Nearly enough is already known to satisfy capitalists that, if economically and honestly built, the road will be financially successful. The company may as well make up their minds to build the road on its own intrinsic merits and the magnificent land grant made by Congress, or allow its charter to lapse; for a subsidy in bonds, in the present condition of the finances of the country, must not be exion of the finances of the country, must not be ex-

"If the company build the road in good faith, they "If the company build the road in good faith, they will become the largest landed proprietors in the world. Congress has granted them every other section for forty miles on each side of it from the head of Lake Superior to Puget's Sound or the Pacific Ocean; that is, a belt of country west from Lake Superior entirely across the continent forty miles wide. The distance is in round numbers seventeen hundred miles, in all sixty, sight thousand sensors miles terri miles, in all sixty-eight thousand square miles, terri-tory enough to make three States as large as Illinois. Massachusetts and Connecticut. Nor is this land, like nine-tenths of that along the Union and Central Pacific Railways, worthless; the surveys made years ago and the accounts of ell travellers agree that the country along nearly the entire line of this readle ago and the accounts of ell travellers agree that the country along nearly the entire line of this road is capable not only of cultivation, but of sustaining a large and highly prosperous population. The mineral riches of Montana and Idaho can scarcely be over, estimated. It should be remembered, also, that the climatic lines, after passing the head of Lake Superior, bend far away towards the north, so that it is as warm in the Saskatehewan and Assimboin valleys as it is many degrees further to the southward—say in middle and perhaps southeastern Minnesota. It is a fact well established that the snows on the line of this road will probably never form any obstruction of this road will probably never form any obstruction to railway travel. Captain Mullen crossed through the pass named for himself, between the headwaters of the Missouri and the Columbia, six times during the winter of 1864-5, and never found the snow more than fifteen inches deep.

"The entire country between the head of Lake Superior and the north bend of the Missouri embraces probably the largest and finest body of timber lands and the most expensive tract of wheat lands."

and the most extensive tract of wheat lands in the United States. We should not be surprised if the United States. We should not be surprised if the company shall realize money enough from this vast tract of valuable country alone to build their whole road. The valley of the Missouri, above its northerly bend, is not wide, but still much of it, as well as the valleys of its tributaries, is valuable for farming purposes. The valleys on both sides of the mountains are numerous and very productive. Cattle, horses, and sheep require no care, except that of the herdsman, to propagate them in almost endless numbers; for so mild is the climate and so rich are the grasses that they can live all winter without any hay or provender of any kind, beyond what they find in the valleys and upon the sides of the mountains. The stories we have heard as to the number of the flocks and herds of the old mountaineers at the head and herds of the old mountaineers at the head waters of the Missouri and the Columbia appear almost to border on the fabulous

"We have already referred to the mineral riches of Montana and Idaho. Probably no section of the continent is richer or offers a more inviting field for permanent investment. Certainly the Northern Pacific Railway have a most magnificent inheri-tance if they have the energy and the enterprise to build their road, and therefore to go in and possess it. Not many years will elapse before other men, if they can obtain the same grant, will build the road,

if the present company fail to do it.
"The ease and cheapness with which the road can
be built are important elements in its success. Our readers may not be aware that steam communica-tion can be opened entirely across the continent on the line of the Northern Pacific Railway by building only 730 miles of track. The distance from St. Cloud on the Mississippi, the present terminus of the Minnesotta Pacific Railway, to the north bend of the Missouri, is 280 miles. From St. Cloud, at a distance Missouri, is 280 miles. From St. Cloud, at a distance of only 123 miles, Fort Abercrombie, on the Red river of the North, is reached, thus opening up steam communication with Pembina and the vast territo-

communication with Pembina and the vast territories of the old Hudson's Bay Company.

"The commerce of this country by ox-carts has long been a most important item in the prosperity of St. Paul. Small steamers run up the Upper Missouri from its most northerly bend some 600 miles or more, to a point from which it is only 300 miles to the navigable waters of the Lewis Fork of the Company of the the navigable waters of the Lewis Fork of the Co-lumbia. There is already a good wagon road over this part of the lines. The highest summit is very little more than 5000 feet—3000 feet lower than that of the Union Pacific on the Black Hills; and the railroad can cross it, as we have been told by well-informed parties, at a maximum grade of seventy-two feet to the mile. From the point on the Lewis Fork of the Columbia, at or near the mouth of the Pend d'Orieles, the river is navigable west some eighty to a hundred miles, and thence by Mullen's wagon road, already built, furnishing, we are as-sured, a good route for a railway for 150 miles, the Columbia is reached, on which steamers have for several years been running to the Dalles: and th rail and steamer the way is open to the Pacific "This ready communication to the different sec-

tions of the road to be built is a most important ele-ment in estimating the cost of its construction, and, of course, its future success. Knowing these facts,

of course, its future success. Knowing these facts, parties have seriously discussed the project of put ting on an express line from St. Pani to Oregon, as the different sections of land travel, 280, 300, and 150 miles, could be crossed by teams and stages, transmitting whatever freight and passengers might offer. The thing would probably have been done before this had it not been feared the railway combefore the railway combefore this had it not been feared the railway combefore this had it pany might very soon make the project unprofitable.
"In regard to the facilities for building and running the road, it is well understood that they are far better than those which have been overcome in con-structing the Central line. The grades will be very much better, for there will be but two summits—one over the Rocky Mountains proper, the other where the road will cross the highlands between the Lewis and the Upper Columbia. The Central line must haul their cars over some half-dozen or more sumhaul their cars over some half-dozen or more sum-mits with steep grades, and for more than a thou-sand miles it seldom sinks below five thousand feet above the sea. On the contrary, the course of the Northern Road will be mainly up the valley of the Missouri and down that of the Columbia. It will undoubtedly have two termini—one at Portland, Oregon, and the other on Puget's Sound, and in the latter case the shortest route may require the cross-ing of an additional summit in passing from the rather case the shortest than the cross-ing of an additional summit in passing from the Valley of the Columbia; but this will not vary essen-tially any of the facts on which a correct estimate may be based in reference to the facility of operating

the road.

"Besides the large local business this road would be sure to create and command by the development of the rich agricultural districts along its line, and that of the vast mineral resources of Montana and Idaho, it would have a very great advantage over the Central road in better grades and in the immense through business it would attract. It is a thousand miles nearer, perhaps more, from Chicago and the great Atlantic cities to Japan and China by the Puget Sound route than it is by San Francisco. the Puget Sound route than it is by San Francisco. Ships passing between that city and Asia always sail north of the Straits of Fuca, in order to follow the shortest great circle to their destination. Hence the northern line would have the most important advantages in competing for through trade and traffic be tween Eastern Asia and America."

A LL PERSONS ARE CAUTIONED AGAINST A negotiating the following Certificates of Depositioned by Jay Cooke & Co., as payment of them has been stopped, they having been stolen: No. 8511, 8200; No. 8288, 8100; No. 7588, \$100; No. 7741, \$100; No. 7588, \$1251, SPECIAL NOTICES.

FOR THE SUMMER .- TO PREVENT sumburn and all discolorations and irritations of the skin, bites of mosquitoes or other insects, use Wright's Alconated Glycerine Tablet. It is deliciously fragrant, transparent, and has no equal as a toilet scap. For sale by druggists generally. R. & G. A. WRIGHT, No. 634 CHESNUT Street.

U.S. OFFICE OF ARTIFICIAL LIMBS
—An appropriation (\$50,000 having been made by Congress for purchasing
Congress for purchasing
ARTIFICIAL LIMBS FOR OFFICERS
of the United States Army and Navy mutilated in the
service, application may now be made, in person or by
letter, by officers entitled to the benefit of the act, and
who deaire the best Artificial Limbs, to
Dr. B. FRANK PALMER, Surgeon Artist,
No. 1609 CHESNUT Street, Philadelphia,
No. 678 BROADWAY, New York,
No. 81 GREEN Street, Boston.

5 125 Offices for Supplying Army and Navy Officers.

LAWYER, CAMDEN, N. J.
Collections made everywhere in New Jersey. 6 12 to 1

FOR REPRESENTATIVE.

FOURTEENTH DISTRICT.

R. KNOX MILLER.

VANILLA BEANS.-LARGE INVOICE just received, new crep Mexican.
VANZANDI & POLLOCK,
No. 604 ARCH Street

DR. F. R. THOMAS, THE LATE OPE-rator of the Colton Dental Association, is now the only one in Philadelphia who devotes his entire time and practice to extracting teeth, absolutely without pain, by tresh nitrous oxide gas.

CITY TREASURER'S OFFICE, PHILADELPEIA, July 16, 1889.
City Warrants registering to 41,000 paid on presentation.
Interest ceasing from this date.
JOSEPH N PEHRSOL,
City Treasurer.

VERY SUPERIOR OOLONG TEAS (Black) in 5, 10, and 15 pound Handsome Caddies, at

FAIRTHORNE & CO., No. 205 N. NINTH and 1 20stuthim No. 1026 MARKET Street

ELLIS IRON BITTERS. - "HAVING ELLIS' IRON BITTERS.— "HAVING used your Iron Bitters in my practice, I can testify to its superior tonic properties for invigorating the appetite and prometing digestion. I can unhesitatingly recommend it in cases of general debility and dyspepsia, and in conditions of the system requiring the use of a ferruginous tonie. Its agreeable flavor must recommend it to all. Yours, respectfully, Chas. S. GAUNT, M. D., Professor in the Philadelphia University of Medicine and Surgery."

For sale by JOHNSTON, HOLLOWAY & COWDEN, No. 672 ARCH Street, and by Druggists generally

DIVIDENDS, ETC.

OFFICE OF THE THIRTEENTH AND FIFTEENTH STREET PASSENGER RAILWAY COMPANY, No. 1011 S. BROAD STREET.

PHILADELPHIA, July 7, 1889.

The Board of Directors have this day declared a Dividend of ONE DOLLAR PER SHARE out of the net earnings of the six months ending June 30, 1899, clear of all taxes, payable on and after the 12th instant. Transfer Broks will be closed until that time.

7.8 that 6t

D. B. BROWN, Treasurer.

OFFICE OF THE INSURANCE COM-PANY OF NORTH AMERICA, No. 232 WALNUT

PHILADELPHIA, July 12, 1889. The Board of Directors have this day declared a semi-annual Dividend of SIX PER CENT, payable to the stockholders on demand, free of all tax.

MATTHIAS MARIS,

Socretary.

DIVIDEND.—OFFICE OF THE FAME INSURANCE COMPANY, No. 809 CHESNUT STREET. TREET. PHILADELPHIA, July 6, 1869.
The Board of Directors have this day declared a dividend of 3½ PER CENT., payable on demand, clear of all taxes.
W. I. BLANCHARD,

PHILADELPHIA AND READING RAILROAD COMPANY.

PHILADELPHIA, June 30, 1869. DIVIDEND NOTICE.

The Transfer books of this company will be closed on Thursday, July 8, and reopened on FRIDAY, July 23.

A DIVIDEND OF FIVE PER CENT. has been declared on the preferred and common stock, clear of national and State taxes, payable in common stock on and after the 22d of July next, to the holders thereof, as they stand registered on the books of the company at the close of business on the 8th of July next. All payable at this office.

All orders for dividends must be witnessed and S. BRADFORD,

CLOTHING.

ROCKHILL & WILSON

OFFER THE GENTLEMEN

SUMMER SUITS.

SUMMER SUITS, SUMMER SUITS

OF CASSIMERE.

SUMMER SUITS, SUMMER SUITS,

SUMMER SUITS

OF CHEVIOT.

SUMMER SUITS,

SUMMER SUITS,

SUMMER SUITS

OF FINE TWEED.

SUMMER SUITS,

SUMMER SUITS

OF LINEN DUCK.

SUMMER SUITS.

SUMMER SUITS,

SUMMER SUITS.

The most becoming styles of all manner of thin goods, ready-made, in immense quantities, and at lower prices than anywhere else, or made to your measure, if you prefer it.

Perfect fit guaranteed to each gentleman. Come and look at the Summer Suits.

ROCKHILL & WILSON,

NOS. 603 AND 605 CHESNUT STREET,

PHILADELPHIA.

906.

906. ARCH STREET, PHILADELPHIA.

JOHN MAYER informs the public that he has lately imported an immense lot of

'HUMAN HAIR." He is the inventor of the best kind of Hair Work, and challenges the world to surpass it.

N. B .- The public are hereby notified that goods can only be obtained at his establishment, No. 906 ARCH street. He employs no travelli agents. All who use his name are impostors, and be dealt with according to

E. W. CLARK & CO., BANKERS,

No. 35 South THIRD Street,

PHILADELPHIA.

DEALERS IN

Stock, Gold and Note Brokers.

Covernment Securities,

Accounts of Banks, Firms, and Individuals received subject to check at sight, INTEREST ALLOWED ON BALANCES.

**GENERAL ACENTS** 

PENNSYLVANIA

SOUTHERN NEW JERSEY

NATIONAL LIFE INSURANCE CO. OF THE

UNITED STATES OF AMERICA. THE NATIONAL LIFE INSURANCE COMPANY I a corporation chartered by special Act of Congress, ap-

proved July 25, 1868, with a CASH CAPITAL OF \$1,000,000, FULL PAID. Liberal terms offered to Agents and Solicitors, who are

wited to apply at our office

Full particulars to be had on application at our office, located in the second story of our Banking House, where Circulars and Pamphlets, fully describing the advantage: offered by the Company, may be had,

E. W. CLARK & CO., No. 35 South THIRD Street.

DARING ATTEMPT TO ROB HERRING'S PATENT

FRANKLINITE BANKER'S CHEST.

PERRYVILLE STATION, PENNSYLVANIA RR., June 12, 1869.

MESSRS. FARREL, HERRING & Co., No. 629 Chesnut street, Philadelphia.

Gents:-A persistent but unsuccessful effort was made on the night of May 29, 1869, to drill the Banker's chest received from you a few menth ago. From facts that have come to our knowledge, it is evident that the attempt to open it was renewed on Sunday evening following. Finding all efforts to drill it useless, the effort was then made to break the lock. The hammering was heard by parties in the neighborhood for several hours, but supposing it to arise from the railroad men replacing a defective rail, excited no alarm. The tools, with the exception of the drills, were left. It is evident that they were not only prepared, but perfectly familiar with the construction of your Chest.

That they failed is another evidence that your Banker's Chests are what you claim for them, Bur-

J. BALSBACK, Agent. DREXEL & C O.,

NO. 34 SOUTH THIRD STREET, American and Foreign BANKERS. ISSUE DRAFTS AND CIRCULAR LETTERS

CREDIT available on presentation in any part of Europe. ments through us, and we will collect their interest and dividends without charge.

DREXEL, WINTHROP & CO., DREXEL, HARJES & Co., New York. Paris. IB 10 4p GROCERIES, ETC.

AT

FINE

LOW

TEAS

PRICES.

Thompson Black's Son & Co.,

BROAD and CHESNUT Sts.,

4 3 stuth3mrr PHILADELPHIA.

WHITE PRESERVING BRANDY. GENUINE AND PURE.

French White Preserving Brandy,

Imported direct, and for sale by SIMON COLTON & CLARKE.

S.W. CORNER BROAD AND WALNUT,

PHILADELPHIA. MEW SPICED SALMON. FIRST OF THE SEASON.

ALBERT C. ROBERTS, Dealer in Fine Groceries. Corner ELEVENTH and VINE Streets.

PERSONAL.

A PPLICATION HAS BEEN MADE FOR Certificate No. 1346, name of "Ports Asylum," issued May 20, 1857, for \$1700, anuary 1, 1886, Original lost in fire, Rich