THE EVENING TELEGRAPH.

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FIRST EDITION

THE TONNAGE TAX.

The Opinion of the Supreme Court in the Tonnage Tax Cases—The Law Sustained by the Court—Judge Read Dissents.

The following are the main points in the decision made by Judge Agnew, during the May term of the Supreme Court, affirming the Tonnage Tax law:—

The question before us arises under the act of the Legislature of Pennsylvania, approved August 25, 1864, entitled "An act to provide additional revenue for the use of the Commonwealth," P. L. 1864, p. 988. It is solely a revenue law, has no other purpose, and is in substance this:—That the financial officers of all railroad, steamboat, canal, slack-water navigation and transportation companies (excepting turnpike, plank road, and bridge companies), upon whose works freights are transported by themselves or others, for freight or tolls, shall make quarterly returns to the Auditor-General, stating fully and particularly the number of tons of freight carried over or upon their works, and shall pay to the State Treasurer, for the use of the Commonwealth, a tax on each 2000 pounds of freight so carried at rates designated in the act, and founded on a classification of the freights, so as to distinguish between the heavy and bulky and the lighter kinds, and thus to graduate the tax equitably in order to meet the greater expense of transportation. The act also confines the tax upon freight carried over continuous lines by several companies to a single one, to be designated by the Auditor-General, so as not to charge the tax twice on freights carried over the same line of improvements.

The corporations, defendants in the foregoing cases, dispute the validity of this tax, alleging that it is a regulation of commerce, or an impost act beyond the power of the State.

In speaking of "that immense mass of legislation which embraces everything within the territory of a State not surrendered to the General Government, all of which can be most advantageously exercised by the States themselves," Chief Justice Marshall says:—"Inspection laws, quarantine laws, health laws of every description, as well as laws for regulating the internal commerce of a State, and those which respect turnpike roads, ferries, etc., are competent parts of this mass." Gibbons vs. Ogden. Among the most important State rights, and one directly connected with the question before us, is that of eminent domain. This undoubted power has been exercised in the improvement of navigable streams, and in building and establishing ferries over them, and in the construction of roads, turnpikes, canals, and railroads; and has been repeatedly recognized in authoritative decisions.

Under this invaluable power the States have built up a network of railways and canals and have improved natural channels through which the commerce of the whole Union is coursing, like the life-blood throughout the whole natural system. And who can doubt that the State has a right to compensation for this expenditure of means and the benefit she has conferred on all who use her works? They were built by herself, or under her franchises, and the right to exact tolls, charges, and fares for their use is a necessary consequence of her power to construct them.

Taxation is an independent power of the State, both fundamental and vital; and unlimited, except by the express prohibitions of the Federal Constitution, or by implication when it infringes directly on the exercise of Federal power. The works over which this tonnage is transported owe their existence to the State. That which is transported is carried by the permission of the State, contained in the charters granted by the sovereign power. The business done upon them was the object and is the result of the exercise of that sovereignty. It bears no touch of the Federal power. It is forbidden by no prohibition of State power. It owes its existence to no purpose and no law of Congress, and was not created to carry out any of the powers of the Union. It being an undoubted creation of the State, and a subject of State sovereignty, it is therefore clearly within the State power of taxation. Hence it is immaterial how the subject of taxation is measured, by weight or by enumeration.

The act we are now considering is in no sense a regulation of commerce or an attempt to tax interstate commerce. It is the lawful exercise of State power over creations and uses brought into existence by her own authority; a proper tax upon the use of the franchises granted by her for the benefit of all alike who employ them, and in consideration of valuable privileges and facilities furnished to them by her authority and permission. The subject is wholly internal, and the imposition equal in its operation and equitable in its distribution; while to exempt freight passing out or coming into the State from its operations would be unjust discrimination against our own citizens and in favor of the citizens of other States. The case is not rested on the debatable ground of State power to regulate interstate commerce in the absence of Congressional legislation on the same subject, but on the admitted right of a State to execute its power of eminent domain in the construction of works for the transportation of freight and passengers, and to legislate and tax their use by those who choose to employ them, as undoubted subjects of her domestic affairs and of that internal commerce which she can rightfully control so long as she does not fraudulently exercise her power to the injury of the citizens of other States.

For these reasons the judgments in all the cases are reversed, and writs of *venire facias de novo* awarded in each case.

Read, J., dissented.

THE COOLIE TRADE.

A Memorial to the President Urging him to Enforce the Laws Against it.

The following memorial has been circulated in New York city, and will be sent to the President. It asks him to enforce the law of 1862 against the Coolie trade:—

"To the President of the United States of America:—The undersigned, citizens of the United States, resident at New York, do respectfully represent:—That the Congress of the United States, on the 19th of February, 1862, passed an act prohibiting citizens and foreigners in this country engaging in the 'Coolie trade,' under penalties and punishments as set forth in said act, and clothing the President of the United States with special powers for the suppression of this traffic in human flesh and blood.

"In violation of this act, citizens of the United States, and foreigners in the country, are fitting out and using vessels registered in the United States in transporting from China and other places the subjects of China, known as "Coolies," bound by indenture to labor and service after arrival in this country for a time or term of years, their passage being paid by the procurers.

"That sailing and steamships are arriving at San Francisco constantly with Chinese subjects, men and women known as 'Coolies,' in violation of the law. We therefore respectfully pray the President that he immediately direct the officers of the Government at San Francisco, and elsewhere through the country, to enforce the laws; to seize all such vessels so engaged, and to cause the owners, agents, and officers, and all persons engaged in such traffic, to be brought before the proper courts of the country for trial for violation of the aforesaid act.

"And we would also pray the President to issue a proclamation calling the attention of the people to the aforesaid act, and forbidding all citizens and foreigners in the United States engaging in this traffic.

"And your petitioners will ever pray, etc.

"New York, July 27, 1869."

STATE POLITICS.

Warnings from the Western Papers—Purge the Republican Party or Sink It.

The Washington, Pa., *Reporter*, in an article on "The Unexpended Balance," says:—

To-day we have ample reason to believe the Pennsylvania "ring" in politics, about which we have heard so much, is using this very money to further their corrupt machinations. At this time the influences are at work to keep the Treasury open for plunder another year, and the toil-won money of the people is being used to effect their own robbery.

The Lawrence County *Journal* says:—

Now that the people of this State have become aware of the fact that for several years past large balances of the State funds have been left in the hands of the Treasurer after the annual appropriations have been paid, which balance has been used for purposes of corruption, it is important that they should so express themselves that laws will be passed by the next Legislature efficiently protecting the funds of the Commonwealth. The first thing that should be attended to is the salary of the Treasurer. Make this a fair compensation for the duties and responsibilities of the position.

Referring to the danger to the Republican party in this State from corrupting influences, the Washington *Reporter* says:—

No party, however glorious its history may have been in the past, can long survive when corruption begins to fester in its midst; when selfishness and a thirst for spoils gain ascendancy in the minds of its leaders. When the labor and conquest of the many is made only to subserve the purposes and advantages of the few, disaffection and discord will soon result. It will not do to conceal the fact that this fate has in a measure befallen the Republican party. It will be the part of true wisdom to open our eyes to the fact and undertake its remedy. It is the height of madness to attempt to throw dust in the eyes of the people for the purpose of blinding them to what was passing. They see plainly enough that they are being betrayed and plundered by many of the men whom they formerly trusted and followed with unquestioning confidence. We implore the masses of the Republican party, who are honest, earnest, and sincere, not to be wiled to ruin, simply because the men who are taking them there have heretofore been their trusted leaders. Let them pause and reflect upon their situation. One of two things must unquestionably be done, either the party must be purged of corruption or it will sink like a limestone.

The Pittsburg *Commercial* has the following:

In the Tioga and Potter legislative district, the Republicans have nominated for re-election to the House of Representatives, Messrs. B. B. Strang, of Tioga, and J. B. Niles, of Potter. As to Mr. Niles, we have very little knowledge; but Mr. Strang last winter made a reputation for himself as being one of the most prominent and influential members in promoting extravagant and profligate legislation. He was a "ring" man to all intents and purposes, and to the extent of his ability. He should not have been nominated, and now that he is nominated, every Republican voter in this strong Republican district, who has at heart the cause of legislative reform and retrenchment, should cast a vote against him. The interests of the party will be promoted to a greater extent by his defeat than by his election. This is the time to begin the work of weeding out unfaithful representatives, and Mr. B. B. Strang is a first-class man of the order to commence with. Tioga is a strong Republican district, but it is not strong enough to afford to keep a Strang in the Legislature.

AT LAST! AT LAST!

Indictment of Several New York Central Railroad Officials for Manslaughter.

The Rochester *Union* has the following:—

"It was announced a few days since that several of the Central Railroad officials had been indicted. At a late session of the Court of Oyer and Terminer, held in Rome, the Grand Jury found an indictment charging Assistant Superintendent Z. C. Priest, Vice-President Torrance, Track Superintendent Newell, and Attorney Fairchild, of the New York Central Railroad Company, with manslaughter. The indictment charges these officials with being responsible for the accident that happened on the 28th of last August, between Utica and Whitesboro, by which several men were severely injured, and one, Michael Robinson, killed. The particulars of this accident may be briefly restated as follows:—A working train was returning to Utica from Verona, when an alarm was given that the directors' special train was coming. The working train had been stopped to load ties, but the engineer started immediately, thinking there was time to get up sufficient headway to avoid or deaden a collision. As soon as it was discovered that an accident was inevitable, he jumped from the train, and several were badly injured, while Michael Robinson was instantly killed. The general opinion that resulted from the Coroner's inquest was that if notice of the approach or the directors' train had been telegraphed, as was done on the upward trip, and as the printed regulations of the company require, the accident would not have happened.

"A coroner's jury was empanelled, and a verdict rendered:—'That Michael Robinson came to his death by a collision between an extra special train containing the Vice-President and other officers of the New York Central Railroad and a working train on said road, on the afternoon of Friday, August 28, 1868, and that said officers were and are highly culpable in neglecting to telegraph or notify in regard to their return, as was done on their upward trip; and also that the foreman of the working train violated a regulation of the road, but no printed rule or instruction.'

"The Utica *Herald* says:—'The case was laid before the Grand Jury on the strength of the above verdict. The warrant for the arrest of the officials mentioned is in the hands of Sheriff Weaver, or has been served by him. The gentlemen indicted are expected to give bail to appear at the next session of the Court.'"

Railroad Items.

—Nameless county, Nebraska, has voted to give $250,000 to the St. Louis Trunk and the Brownsville, Fort Kearney, and Pacific Railroads. Both roads will be built through the county next year. The latter is an extension of the Quincy and Brownsville Railroad. The work is progressing on both lines.

—The Ohio State Board for the equalization of the assessments made last spring of the property of railroad companies in that State, has concluded its labors. The total valuation is $49,911,887. The Pittsburg, Fort Wayne, and Chicago valuation is set down at $6,502,832; Cleveland and Pittsburg, $3,014,124; Pittsburg, Cincinnati, and St. Louis, $2,240,174.

—The St. Paul *Pioneer* of the 21st says:—"The Lake Superior and Mississippi Railroad Company will, on Friday of this week, open their road for passenger travel to Rush City, a distance of fifty-four miles from St. Paul, and thereafter trains will run regularly to that point. Passengers to Superior will then be able to make the trip through to the lake in two days. This point (Rush City) reached, work on the road by no means stops. Five miles beyond that point is graded, and a large force of men are at work on the line between Rush City and Chengwatana, which is eleven miles from Rush City, and early in August the cars will be running regularly to that station. The iron on the five miles already graded will be laid next week, and then the construction train will run up to within six miles of Chengwatana. The company has over 800 men at work on the line between Rush City and Moose Lake, and recent letters from the engineer in charge of the Du Luth end of the route state that over 1200 men are at work, and everything is progressing rapidly and favorably."

BISMARK.

His Quarrel and Reconciliation With the Crown Prince of Prussia.

A correspondent of the New York *Tribune* writes as follows from Berlin:

It is a peculiarity of Count Bismark's character that, with the greatest boldness and perhaps recklessness in pursuit of an object, he combines the moderation of a true statesman. Born and bred a conservative, the chief minister of a king with no liberal tendencies, at the head of a conservative ministry and a conservative administration, in a country greatly under the influence of a conservative army, and having his main support in the Chambers among the opponents of liberalism, he has ever dared, when he considered it consistent with sound policy, to advocate concessions to liberalism, and occasionally to adopt liberal principles, regardless of the opposition of his political companions, or the attempt of his enemies to entrange him from the King. He has compared his own position to that of Sir Robert Peel and the Duke of Wellington at the time of the repeal of the Corn laws and the emancipation of the Catholics in England; believing, as he has said, that a conservative administration, in times of great political agitation, acts as a check upon inconsiderate radicalism, and assists in bringing about sound political reform without a revolution and inevitable reaction. He believes that Prussian conservatism would never have assented to the liberal reforms that have taken place under this administration if it had not been for the weight of his influence, and it is a remarkable fact that his claim to this honor is supported by Prussian liberals with great unanimity. I have been told by leaders of parties of progressive principles that they do not desire his fall, for the Government would be thrown into the hands of their ultra opponents; what they do desire is that he will purge the Ministry of its many enemies of reform. In this the liberals have had one great ally. The Crown Prince of Prussia has always regarded Count Bismark with disfavor; the Crown Princess entertains for him the greatest dislike, and perhaps hatred, if she is capable of such a sentiment, and she exercises a great influence over her royal consort. In 1866 the Crown Prince and Count Bismark were reconciled with each other, and they rode back together from Koniggratz, apparently good friends. But one of the grounds of that reconciliation was the promise given by Count Bismark to use his influence with the king in procuring a change in the Ministry, all the Ministers holding their offices independent of the Minister President. He has repeatedly expressed himself as willing to adopt a liberal programme, but said it was impracticable on account of the hostility of the King to such measures, but appears to have considered his promise as fulfilled in mere representations of the necessity of a change without supporting them with all his powers, and from this a new estrangement with the Crown Prince has gradually taken place.

SPRAGUE VS. CRAIG.

The End Not Yet—The Last Turn in the $100,000 Breach of Promise Case.

The Chicago *Tribune* says:—

The irrepressible conflict between the "2 harts and soles" of Elisha C. Sprague and Amanda Craig is not at an end. Nor is there a present likelihood that it will be at an end till Amanda's brown locks are as grey as those of her ancient admirer. A statement has recently been circulated in the newspapers to the effect that Mr. Sprague had acquiesced in the judgment of the court at Wheaton, and would immediately come down with the $40,000, being the reduced value of the affection he had withdrawn from the sentimental teacher of youth at Cincinnati. But this is not true. Mr. Sprague has apparently just awakened to the fact that this is the grand event of his life, and he prefers litigation, however expensive, to the endowment of an abandoned sweetheart. So that Miss Amanda, instead of revelling in the enjoyment of $40,000, is still left pining and unconsoled, like the forlorn maiden in the moated grange, who said:—

> "The night is dreary,
> He someth not down, she said."

The unfortunate Sprague has been subjected to all kinds of unpleasant criticism since his first appearance before the public. Like a dog with a tin-kettle tied to his tail, he has been pelted with paragraphs all over the land. Editorials, gay, grave, lively, and severe, have been hurled at his devoted head. He has been made the standing joke of comedians; he has been called an old dog, an old donkey, an old satyr, a miserable old wretch, a dirty dog, and any other dog, all of which is indirectly attributable to the fact that he is an eccentric old gentlemen, whose education has been neglected, and who spells the second name in the Trinity with a small g. For two years he has been systematically bled by attorneys, whose only object or anxiety in regard to his affairs was to make him bleed lively. And at last the gay old Lothario has roused himself like a giant refreshed with slumber, and prepares to fight it out with Amanda till he worries her into the yellow leaf. The indiscriminate abuse heaped upon him by some journals seems to have braced him up to the fight, and it is to be feared that the disappointed fair one will at least gain some experience of the law's delay before the days of her long trial are over.

That the statement of Sprague's acquiescence in the decree of the court is erroneous will be seen from the following notice in the Ottawa *Statesman* of July 20:—

"State of Illinois, Supreme Court.—Within and for the third grand session of said State.

"Elisha C. Sprague vs. Amanda J. Craig—Error to Du Page.—Whereas the said Elisha C. Sprague has sued out a writ of error from said Supreme Court to reverse a judgment obtained by said Amanda J. Craig against Elisha C. Sprague in the said Circuit Court of Du Page county, which said writ of error is now pending in said Supreme Court; and whereas a writ of scire facias has been duly issued herein, returnable on the first day of the next term of said Supreme Court, to be held at Ottawa, in said State, on the second Tuesday of September next, according to law; and whereas, also, it appears by affidavit, on file in the Clerk's office of said Supreme Court, that the said Amanda J. Craig is a non-resident of the State of Illinois, and without the reach of the process of said Supreme Court. Now, therefore, you, the said Amanda J. Craig, the said defendant in error, whose non-residence appears as aforesaid, are hereby notified to be and appear before the Justices of said Supreme Court, at the next term of said Court, to be held at Ottawa, in said State, on the second Tuesday in September next, to hear the record and proceedings brought into said Supreme Court on return of said writ of error and the errors assigned if you shall see fit, and further to do and receive what said Court shall order in this behalf.

"W. M. TAYLOR,
"Clerk of the Supreme Court.

"Dated the 12th day of July, A. D. 1869."

The case will come before the Supreme Court at the next September term.

"Old Sprague" seems to have survived the laughter of the world, and in these days he appears wonderfully brisk and rejuvenated. Indeed, since the days of the Wheaton trial so spruce and airy does he walk abroad, that one might well be skeptical as to whether the motives of the fair Amanda were entirely mercenary after all. Where are the traces of his "arisplace," his issues, his running sores which made him so sad when he sat upon his pile of joice in the three story and invoked the blessing of Heaven? He has shaken them off as the lion shakes the dewdrops from his mane. He looks forward to a still longer courtship with his Amanda, and feels confident that he will yet sustain the charges he made against her.

—C. G. Hammond, Esq., formerly superintendent of the Chicago, Burlington, and Quincy Railroad, is now General Superintendent of the Union Pacific Railroad from Omaha City to Promontory Point. The road is 1085 miles in length.

—A large bridal party from Naples are said to be enjoying the lower St. Lawrence and the Saguenay river resorts. The party numbers twenty-eight persons.

SECOND EDITION

LATEST BY TELEGRAPH.

Doings of the Harvard Crew in England—Frightful Railroad Disaster in Tennessee—Prospects of the National Debt.

FROM WASHINGTON.

Reduction of the Debt.

Special Despatch to The Evening Telegraph.

WASHINGTON, July 28.—It is expected now that the debt statement for August will show a reduction of about nine millions in the month of July, making a total of forty-three millions since March 4. It is anticipated by Secretary Boutwell that he will be able to reduce the debt the first year of his administration fifty millions of dollars. There are seven months left, but the receipts of those months are not expected to sum up very much beyond the expenses of the Government.

The Troubles of the Cuban Junta.

The reported settlement of the differences between Senor Lemus and the Cuban Junta at New York is based upon an offer from Lemus to transfer the duties of his office of chief representative of the revolutionists to Senor Marcias, so far as they pertain to the organization and fitting out of expeditions, buying arms, etc. Senor Lemus will, however, continue to act as the diplomatic agent of the Cespedes government. This compromise, it is understood, is acceptable to both parties.

The Summer Cruise of the "Middies."

The United States ship Dale, one of the vessels attached to the Naval Academy, is ordered to leave her mooring to-day with the fourth class of midshipmen on board, for the purpose of cruising and practising in the Chesapeake bay. After cruising some two or three weeks she will touch at Newport, R. I., to take in provisions. She will remain there for ten days and then return to the Chesapeake, where she will continue traversing the bay until the arrival of the practice squadron, now on their usual summer cruise.

The Revenue Marine.

The officers composing the board of examiners of the revenue marine service have gone to New York on business relative to the building of the new vessels of that branch of the public service, and will probably be absent a week or ten days.

Work in the Printing Bureau

at the Treasury Department has been resumed, and a number of male and female employes reinstated therein.

Want More Pay.

Another movement is about being inaugurated among the officers of the regular army to secure an increase of pay from Congress at its next session.

Attorney-General Hoar

will leave this city about the first of next week for a visit to his home in Massachusetts, and will be absent about one month, during which time Assistant Attorney-General Field will discharge the duties of the office.

FROM NEW YORK.

The Government Purchase of Bonds.

Special Despatch to The Evening Telegraph.

NEW YORK, July 28.—Secretary Boutwell this morning purchased $3,000,000 worth of United States bonds on Government account, Messrs. Jay Cooke & Co. being the parties from whom the entire amount, excepting $200,000, were bought.

The New York Stock Market.

NEW YORK, July 28.—Stocks unsettled. Money steady at 7 per cent. Gold, 136⅜; 5-20s, 1862, coupon, 123⅜; do. 1864, do., 122½; do. 1865, do., 122½; do. do. new, 120¾; do. 1867, 120¾; do. 1868, 120¾; 10-40s, 111¾; Virginia 6s, new, 61¾; Missouri 6s, 87¾; Canton Co., 61; Cumberland preferred, 32½; New York Central, 212½; Erie, 29¾; Reading, 99⅝; Hudson River, 196½; Michigan Central, 131; Michigan Southern, 105⅜; Illinois Central, 141; Cleveland and Pittsburg, 107½; Chicago and Rock Island, 113⅞; Pittsburg and Fort Wayne, 153; Western Union Telegraph, 37.

FROM THE SOUTH.

Frightful Railroad Accident.

Special Despatch to The Evening Telegraph.

MEMPHIS, Tenn., July 28.—This morning a train on the Memphis and Ohio Railroad met with a fearful accident about twenty-five miles from Clarksville. The train fell through the trestle bridge at Bud's creek, killing the engineer and fireman, and seriously wounding twenty-five or thirty passengers. The train was entirely burnt up.

Freaks of an Insane Man.

Despatch to The Evening Telegraph.

BOSTON, July 28.—A. O. Allen, a well-known lawyer of this city, was sent to the insane asylum this morning, having manifested symptoms of insanity. At Duxbury, yesterday, on the way from the beach to Kingston, in charge of officers, he had an encounter with one of them, inflicting four wounds, none of them dangerous.

McPherson Going Abroad.

Special Despatch to The Evening Telegraph.

BALTIMORE, July 28.—The steamer Leipsic, of the Bremen line, sails to-day. Among her passengers is the Hon. Edward McPherson, Clerk of the House of Representatives, with a full complement of others, and a large freight.

Obituary.

Special Despatch to The Evening Telegraph.

BEVERLY, N. J., July 28.—Mrs. King, the wife of the Chief of the Bureau of Engineering, United States Navy, died here yesterday. Mr. King was telegraphed for, and arrived from Washington after she had expired.

FROM EUROPE.

The Harvard and Oxford Boat Race.

By Atlantic Cable.

LONDON, July 28.—The Harvard crew rowed twice on the river Thames in their American boat, and created a favorable impression. The style of rowing was good, although the pace was considered rather slow. The Oxford crew called upon the Harvards during the day and fixed the race for August 23, or on one of the following days. The members of the Harvard crew will practise daily until the race comes off.

This Morning's Quotations.

LONDON, July 28—A. M.—Consols, 93¼ for money, and 93¼ for account; U. S. 5-20s, 82¾. Erie, 19; Illinois Central, 94.

LIVERPOOL, July 28—A. M.—Cotton is a shade firmer; middling uplands, 12⅝d.; middling Orleans, 12¾d. The sales will probably reach 12,000 bales. Red Wheat, 9s. 1d.

HAVRE, July 28.—Cotton closed last night at 151f. on the spot and afloat.

LONDON, July 28—A. M.—Sugar quiet and steady to arrive. Petroleum firm.

FROM EASTON.

The Commencement of Lafayette College—The Programme and Degrees.

Special Despatch to The Evening Telegraph.

EASTON, Pa., July 28.—The commencement exercises commence at 9 o'clock this morning, at the First Presbyterian Church. At 2 P. M. the Alumni dinner will be in the lecture-room of the German Reformed Church, given by the ladies. The reunions of the various classes will be at 4 P. M. In the evening, the levee and visitors' reception will take place at the residence of Professor Traill Green, LL. D., Dean of the Pardee Scientific Department.

The programme of the exercises is as follows, music by the Germania Orchestra being interspersed between the addresses:—

PRAYER.

Honorary Oration—Latin Salutatory; George E. Jones, Jannettsburg.

Oration—"The True Ambition;" Thomas D. Logan, Pittsburg.

Oration—"Prophets of Freedom;" Robert E. James, Sunbury.

Oration—"Tota Natura in Minimis;" Woodruff McKnight, Pittsburg.

Oration—"The Fine Arts Against the Spirit of the Age;" Frank W. Stewart, Easton.

Oration—"Humanity Sweeps Onward;" Andrew C. Talton, Chanceford.

Oration—"The Wars of Nature;" Robert A. Sebring, Jersey Shore.

Oration—"Original Thinking;" James C. Russell, Bedford.

Oration—"Undeveloped Genius;" H. D. McKnight, Pittsburg.

Oration—"Modern Civilization the Child of Antiquity;" Silas W. De Witt, Harmony, N. J.

Oration—"False Civilization;" James Hume Smith, Lower Chanceford.

PRIZES CONFERRED.

The Fowler Prize, for proficiency in the English Language and Comparative Philology, awarded to G. E. Jones, Franklin county.

The Mathematical Prize to J. J. Hardy, of St. Clair, Schuylkill county.

Master's Orations—"Has Litteras," by J. Whitfield Wood, editor of the Easton *Free Press*.

"Hidden Source of Progress," by Rev. Leighton W. Eckard, Missionary to China.

DEGREES CONFERRED.

Honorary Oration—"The Weather," with the Valedictory Addresses, Walter Q. Scott, Washington, D. C.

The honorary degree of Doctor of Philosophy has been conferred upon Professor Charles H. Hitchcock, State Geologist of New Hampshire. The honorary degree of Master of Arts upon Rev. Francis R. S. Hunsicker, Cawersville, Pa. Rev. Edward R. Blyden, Professor of Ancient Language, Monrovia College, Liberia. A. O. Newpher, Lancaster County Normal School. No Doctorates of Divinity were conferred.

THE JUNTA.

Its Alleged Difficulties Officially Contradicted.

The New York papers of this morning publish the following card:—

JUNTA CENTRAL REPUBLICANA DE CUBA Y PUERTO RICO, No. 71 Broadway, New York, July 27, 1869.—To the American Press:—The Central Republican Junta of Cuba and Porto Rico begs to state that all the reports published in the New York newspapers about dissensions among its members, change in its Presidency, and the appointment of Mr. J. M. Macias, are utterly false. The office of the Junta continues at No. 71 Broadway, as heretofore.

J. S. BASSORA, Secretary.

The Disbanded Volunteers.

The New York *Tribune* of this morning says:—The greater number of the disappointed filibusters are still wandering over the city without employment, and are, for the most part, in a very dilapidated condition. They swear vengeance against the Junta, and express a determination to get the pay which they allege is due them. The unfortunate issue of the late "expedition" is ascribed by many to want of concerted action on the part of their leaders. The officers are endeavoring to pacify the men, and induce them to settle down quietly for the present. The German Company of the 1st N. Y. C. C. L., about fifty in number, met at the Atlantic Gardens on Monday, where they were addressed in German by their commander, Colonel Von Rapp. He advised them to disperse, and seek employment for the present, but not to give up the idea of yet serving in the cause of Cuba. The men appeared to acquiesce, and dispersed with low-muttered grumblings. The rich Cubans appear to be soured by the late failures, and are unwilling to relax their purse-strings.

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH,
Wednesday, July 28, 1869.

There is a moderate degree of activity in the Loan market to-day, and most branches of business are wellre presented both at the banks and on the street. Preparations are being made on an extended scale for the coming fall trade, which accounts, in a measure, for the present active call for loans, whilst the movement of grain and wool continues to absorb much Eastern capital. The applications at the banks are mostly for call loans and for speculative borrowers, and these transactions have the preference, as it leaves the banks with good control of their funds for any emergency which may suddenly arise.

The rates continue unchanged, 6@7 per cent. on call, with Government securities, and 8@10 per cent. for discounts on first-class mercantile paper.

The transactions in gold to-day are very light, but the market continues strong, opening at 136¼, and advancing to 136⅜ before noon. United States securities are very dull, but prices are strong at yesterday's closing quotations.

There was considerable activity in the stock market to-day, and prices of most the speculative shares were better. State and city loans were unchanged.

Reading Railroad was the chief object of attraction and advanced 1¾, selling up to 50¾, closing, however, at 49⅝; Pennsylvania Railroad was steady at 56¾; and Camden and Amboy Railroad at 120⅛. 36 was bid for North Pennsylvania Railroad; 42 for Little Schuylkill Railroad; 56⅞ for Lehigh Valley Railroad; 53 for Minehill Railroad; 37½ for Catawissa Railroad preferred; and 30¾ for Philadelphia and Erie Railroad.

Coal and Bank shares were neglected.

Passenger Railway stocks were quiet. 46 was bid for Second and Third; 18¾ for Thirteenth and Fifteenth; 58½ for Chesnut and Walnut; 29½ for Germantown; and 12 for Hestonville.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$600 City 6s, New	100⅞	8 sh Bk N Am	233
$400 C & A 6s, '83	87½	200 sh Read Rls.s60	49
$2500 Leh R loan.ls. d bill	87½	100 do......s5.	49⅝
$5000 Leh Con Ln.ls	80	300 do......ls.	49⅝
$4000 Ph & E 7s..ls. Saturday	85	200 do....ls.s5.	49⅝
100 sh Leh N St..c.	37½	4 do.........	49½
100 do.........	37½	100 do.........	49⅝
200 do.........	37½	25 do.........	49½
300 do...ls.b30.	37⅝	300 do...ls.s60.	49
100 do......b5.	37½	100 do......s5.	49⅝
300 do......ls.	37⅝	100 do......2d.	49⅝
100 do......o10.	37⅜	100 do......s5.	49⅝
100 do......b5.	37⅜	45 do......ls.	49⅝
200 do.....s30.	37½	100 do.........	49·44
200 do......ls.	37½	200 do......ls.	49⅝
200 do.....s30.	37⅛	100 do....b30.	49⅝
50 do.........	37¼	100 do.........	49·81
100 do.....b60.	37⅝	100 do.........	49½
100 do.....s30.	37½	100 do......c.	49⅝
100 do......b5.	37½	100 do.........	49⅝
5 sh Cam & Am R. c&p	120⅛	100 do.........	49⅝
335 sh Penna R..ls.	56⅞	100 do......c	49·56
15 do.........	56⅞	200 do......ls	49½
100 sh Sch Nav Pf..	20¾	600 do......ls.	49·44
15 sh Sch Nav St..	10	100 do.....b5.	49·44
28 sh Leh Val R.ls.	56⅜	200 do......ls.	49·44
1000 sh McClintock O b5wn..	⅜	300 do......ls.	49½
		200 do......ls.	49⅝
		100 do.....s5.	49·56
		100 do......c.	49⅝
		100 do.....s5.	49·56

—NARR & LADNER, Bankers, report this morning's Gold quotations as follows:—

10·00 A. M.	136⅜	11·20 A. M.	136⅜
10·35 "	136¼	11·35 "	136⅜
10·36 "	136⅜	11·55 "	136⅜
10·38 "	136¼	12·01 P. M.	136⅜

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 121⅞@122⅛; do. 1862, 123⅞@124; do. 1864, 122⅛@122⅜; do. 1865, 122½@122⅝; do. 1865, new, 120¾@121; do. 1867, new, 120⅝@120⅞; do. 1868, 120⅞@121; do. 5s, 10-40s, 111⅞@112; U. S. 30 Year 6 per cent. Cy., 108⅝@108⅞; Due Comp. Int. Notes, 19¼; Gold, 136⅜@136⅜; Silver, 130@132.

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 122@122¼; 5-20s of 1862, 124@124¼; do., 1864, 122⅛@122½; do., Nov., 1865, 112½@122½; do., July, 1865, 120⅞@@121⅛; do., 1867, 121@121¼; do., 1868, 120⅝@120⅞; 10-40s, 111⅞@122½; Pacifics, 108⅝@108¾. Gold, 136⅜.

PENNSYLVANIA CANAL COMPANY.—The following are the receipts for the week ending July 24,

1869	$27,043·17
Previous in 1869	245,068·75
Total in 1869	$272,111·92
To same period in 1868	235,156·43
Increase in 1869	$36,955·49

NEW YORK MONEY MARKET.

The following extracts show the state of the New York money market yesterday:—

From the Herald.

"The remarkable proposal of a foreign banking firm to lend the Government $300,000,000 led to a stronger feeling in the market for Government bonds, and the opening prices, which were strongly aided by the recent advance in gold, were the highest ever made. The 62's sold at 124@124½, while the 67's touched 121¼. Later in the day, with the yielding in the gold premium and upon the circulation of reports that Secretary Boutwell would confine his purchases after this month to those for the sinking fund, there was a decline, but the market rallied upon the denial of these reports and upon the firmer closing of gold. The foreign market does not encourage speculation, the price in London going off to 82¼, but recovering to 82⅜. The following were the closing prices at 5 o'clock this evening:—United States 6s, 1881, registered, 121⅞@122; do. do., coupon, 121⅞@122; do. 5-20s, registered, 122@122¼; do. do., coupon, 1862, 123⅞@124; do. do., coupon, 1864, 122⅛@122½; do. do., coupon, 1865, 122¼@122½; do. do., coupon, new, 1865, 121@121⅛; do. do., coupon, 1867, 121@121⅛; do. do., coupon, 1868, 120⅞@121⅛; do. 10-40s, registered, 111⅞@112; do. do., coupon, 111⅞@112; currency bonds, 108⅜@108⅝.

"A portion of the new issue of greenbacks will be ready about the 1st of September. The one dollar notes will have a vignette of Washington and a representation of the discovery of America by Columbus on the face instead of the vignette of Chief Justice Chase, as on those now in use. The two dollar notes will have a vignette of Jefferson and a view of the Capitol instead of the vignette of Franklin on the present ones. The plates for those notes have already been engraved at the Treasury Department. The backs of the 'ones' will be printed by the National Bank Note Company, and those of the 'twos' by the American Company, of this city. The designs for the new fives, tens, twenties, and other denominations have not yet been determined upon.

"The money market was steadily supplied at five to seven per cent., until just before the close of banking hours, when there was considerable activity in the demand among tardy borrowers, and seven per cent. was freely paid all around. Commercial paper was quoted eight to twelve per cent.

"Foreign exchange was weaker, and the prime bankers more uniform in their quotation of sixty-day sterling to 110@110¼. The following was the range of quotations:—Sterling, 60 days' commercial, 109½@109¾; good to prime bankers', 109⅞@110⅛; short sight, 110⅜@110⅝; Paris, 60 days', 5·18¾@5·13¾; short sight, 5·12½@5·11¼; Antwerp, 5·18¾@5·13¾; Switzerland, 5·18¾@5·13¾; Hamburg, 35⅞@36; Amsterdam, 40⅛@40¾; Frankfort, 40⅛@40⅜; Bremen, 78⅜@79⅛; Prussian thalers, 70⅝@71¼.

"Gold was irregular and excited. Sales at the opening were reported as high as 137⅛. From this figure there was a steady decline to 136⅛, upon the weaker tone of foreign exchange and the discovery that the Holsatia had only $210,000 for Europe, and that the engagements for to-morrow were light. The decline in bonds abroad to 92⅛ produced a reaction to 137⅛, but the market closed weak at 137.

"Cash gold was heavier, and the rate for carrying ranged from 5 to 7 per cent. After Clearing House 6 per cent. was paid for carrying."

Stock Quotations by Telegraph—2 P. M.

Glendinning, Davis & Co. report through their New York house the following:—

N. Y. Central R.	210⅛	Pacific M. S.	84
Ph. and Rea. R.	99	Mil. and St. Paul R. c	76⅛
Mich. S. and N. I. R.	105⅜	Mil. and St. Paul R. p.	86⅛
Cle. and Pitt. R.	107½	Adams Express	60
Chi. and N. W. com.	79¾	Wells, Fargo	22½
Chi. and N. W. pref.	93⅛	Tennessee 6s, new	56⅛
Chi. and R. I. R.	114	Gold	136⅜
Pitts. F. W. & Chi. R.	153¼	Market irregular.	

Philadelphia Trade Report.

WEDNESDAY, July 28.—The demand for Flour from the home consumers has somewhat improved, but there is a total absence of any inquiry for shipment. Sales of superfine at $5@5·50; extras at $5·50@5·75; Iowa, Wisconsin, and Minnesota extra family at $6@7·50; 500 barrels Pennsylvania do. do. at $6·25@6·75; 100 barrels Indiana do. do. at $7; 100 barrels Aleshire "A" do. do. and 100 barrels new wheat do. do. on secret terms; and 300 barrels Ohio do. do. at $7@7·75. Rye Flour—sales at $6·12½@6·25 ⅌ bbl.

The Wheat market is decidedly stronger, and the demand has somewhat improved. Sales of 1000 bushels old Pennsylvania and Western red at $1·50@1·57; 2000 bushels new do. at $1·52@1·60, and 600 bushels California at $1·75. Rye may be quoted at $1·35 ⅌ bushel for Western. Corn is less active, but we continue yesterday's quotations. Sales of yellow at $1·16@1·17, and Western mixed at $1·14@1·15. Oats are unchanged. Sales of Western at 76@77c., and 2000 bushels new Delaware at 59@60c.

Nothing doing in Barley or Malt.

Bark is held at $43 ⅌ ton for No. 1 Quercitron.

Whisky ranges from $1·07@1·10 ⅌ gallon, tax paid.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

[BY TELEGRAPH.]

NEW YORK, July 28.—Arrived, steamship China, from Liverpool.

(By Atlantic Cable.)

GLASGOW, July 28.—Arrived, steamship Dacien, from New York.

PORT OF PHILADELPHIA..........JULY 28.

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.........76 | 11 A. M.........85 | 2 P. M.........88

CLEARED THIS MORNING.

Steamer Ann Eliza, Richards, New York, W. P. Clyde & Co.
Brig Sullivan, Perry, Boston, J. E. Bazley & Co.
Brig J. Buermann, Kennard, Hallowell, do.
Brig Isola, Cables, Winterport, do.
Brig Raven, Leighton, Salem, Audenried, Norton & Co.
Schr John Cadwalader, Steelman, Salem, do.
Schr E. L. Porter, Sparks, Amesburypoint, do.
Schr Damon, Johnson, Boston, do.
Schr W. F. Phelps, Rutter, Salem, do.
Schr Elite, Woolford, Petersburg, do.
Schr T. W. Ware, Smith, Petersburg, do.
Schr Monterey, Anson, Portsmouth, Va., do.
Tug Hudson, Nicholson, Baltimore, W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamer W. C. Pierrepont, Shropshire, 24 hours from New York, with mdse. to Wm. M. Baird & Co.

Steamer Tacony, Nichols, 24 hours from New York, with mdse. to W. M. Baird & Co.

Steamer Mayflower, Fultz, 24 hours from New York, with mdse. to W. P. Clyde & Co.

Steamer H. L. Gaw, Iler, 13 hours from Baltimore, with mdse. to A. Groves, Jr.

Brig Torrent, Gould, 7 days from Sagua, with sugar to S. & W. Welsh.

Schr Open Sea, Coombs, from Bangor, Me., with lumber to Maull & Bro.

Schr Abbie Dunn, Fountain, 8 days from Matanzas, with molasses to Jordan & Co.

Schr Rising Sun, Moore, 4 days from James river, with lumber to Collins & Co.

Schr Morena Monson, Daton, from New York.

Schr Clara Sawyer, Nickerson, from Portland.

Schr J. G. Babcock, Smith, from Salem.

Schr Essex, Nickerson, from Portland.

Tug Thomas Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.

Tug Fairy Queen, Perkins, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

Correspondence of the Philadelphia Exchange.

LEWES, Del., July 26.—Brig Posie, from Philadelphia for St. John, N. B., went to sea to-day.

Schrs H. A. Hoyt, from New York for Georgetown, D. C.; Armenia, from Philadelphia for do.; and H. W. Godfrey, from do. for do., are at the Breakwater.

LABAN L. LYONS.

MEMORANDA.

Schr Hattie Baker, Crowell, for Philadelphia, cleared at Boston 26th inst.

Schrs Onrust, Heath, and Sarah Clark, Griffin, hence, at Newport P. M. 25th inst.

Schrs James Barrett, Howes, and T. T. Tasker, Allen, hence, at Boston 26th inst.

Schr M. R. Sampson, hence, at Alexandria 26th inst.

Schr E. S. Conant, Gerrish, from Calais; M. G. Collins, Endicott, from Salem; and J. B. Austin, Davis, from Boston, all for Philadelphia, sailed from Holmes' Hole 26th instant.

Schr R. H. Atwood, Higgins, from Gardiner for Philadelphia, passed Holmes' Hole 26th inst.

Schr Express, from Calais for New Haven, at Holmes' Hole 24th inst., was run into on the 22d, on Nantucket Shoal, by schr J. B. Van Dusen, of Philadelphia, and had mainsail badly split, stove boat, carried away davits, etc.

Schr J. P. Wyman, Urann, for Philadelphia, cleared at Jacksonville 19th inst.

Schr M. A. Harmon, Parker, hence, at Portsmouth, N. H., 24th inst.

Schr Samuel Gilman, Kelley, hence, at Portland 25th instant.

Schr Pathway, McElwee, for Philadelphia, sailed from Newburyport 24th inst.

Schrs Jacob Kienzle, Steelman; Eugene, Howes; J. C. Thompson, Vanzant; Mary Haley, Haley; and L. S. Levering, Corson, hence, at Boston 25th inst.