## THE DAILY EVENING TELEGRAPH-PHILADELPHIA, MONDAY, APRIL 25, 1870.

### SPIRIT OF THE PRESS.

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Editorial Opinions of the Leading Journals upon Current Topics-Compiled Every Day for the Evening Telegraph.

PARDONING CRIMINALS. From the Boston Traveller.

There is no power grantel to the Executive of the nation or of this Commonwealth so liable to abuse as the pardoning power. This is so of necessity, because the Executive seldom, if ever, personally knows the merits of the case, but is almost always obliged to act on the information furnished by others, who usually are the friends of the parties for whom executive elemency is sought. It is not unfrequent that criminals of the most desperate character, by means of wealth fraudulently obtained, or through the aid of accomplices who thus repay the silence that saved them from like punishment, are able to secure strong influences in their favor, when men convicted of a first offense are left unbefriended, with no one to ask that their imprisonment may be shortened. That many members of the bar will engage in this business of securing pardons is not strange in these days, when lawyers too often inquire the amount of the fee they may expect rather than the character of the cause they are to advocate; and it is doubtless true that the prisoner often relies more upon the political or social influence of the counsel than upon the force of his arguments. But it is not upon the professional defenders of rogues that most reliance is placed. Good-natured philanthropists are secured by tales of suffering families; politicians by the promise of votes on election day; and sometimes, we fear, other persons by more disreputable meansand the soft-hearted executive, yielding to importunities rather than acting on his own judgment, signs the sought-for document, and the criminal, before the public is made aware that pardon is sought, is free to commence a fresh career of crime.

The remedies for this are twofold. First, the Executive should remember that before passing sentence the judge is made aware of the nature of the crime and the character of the criminal, and that to set aside a sentence made with a full knowledge of these, is at once a reflection upon the court, and a direct overruling of its action. Bearing this fact in mind, the pardons should be few, and only for reasons that cannot be questioned. And that the community may be secured against undeserved pardons of dangerous men, no pardon should ever be granted until the fact that it is sought should be made so public that all who may be interested, or may know reasons for the sentence being carried out, may have opportunity to appear and object. We hope our excellent and careful Governor may adopt this course in future applications for clemency, that he may not again be so imposed upon as he seems to have been recently. If he does not wish to take the responsibility of publishing the applications for pardons, we hope the Legislature will enact a law which will define the course to be taken with such applications, and that hereafter the names of all such petitioners, and those who endorse their claims, will be made public bofore any action is taken upon them.

#### THE BOMBAY AND ONEIDA. From the London Saturday Review.

forthcoming at the critical moment, without It would seem that nothing could be more gratuitous than a collision between two of our assuming the magazine to have been actually carried away. Yet, accepting the damage as all that he describes it, if we rethe rare steamships that ply in Japanese waters. When we learn that the collision member that the Oneida was a very old ship, took place on a starlight night, and that the and that she was struck neither amidships nor in charge of either vessel made out the lights of the other while they were still from one to three miles apart, it is certain that some one must be seriously in fault. Unfortunately, however, that question, although the court of inquiry at Yokohama inquired into it at great length, has become entirely subsidiary to the graver one involved in the subsequent conduct of the captain of the English steamer, and we shall only notice it incidentally in so far as it bears upon that. The charge of gross inhumanity brought against Captain Eyre, of the Bombay. after having been negatived by the gentlemen who judged him in Japan, has been revived before the tribunal of international opinion, and most unluckily and unreasonably a great deal of national feeling has been imported into its consideration. The finding of the Court of Inquiry has been criticized, its impartiality more than questioned, and, speaking broadly, we can only regard its expression of opinion on the evidence elicited as light for the public to decide by. From the beginning the story has been enveloped in a mystery which even now has been but very partially dispelled. The first accounts that reached us by San Francisco were American, and obviously exaggerated. They were the versions of the rescued men, who, smarting under a natural sense of injury, were interviewed by excited and imaginative reporters. It was difficult to square them with facts or with probabilities: impossible to reconcile them with each other or even with themselves. The Americans proved too much. They agreed in assorting that they had seen no one on the decks of the Bombay. We felt certain that no steamer of the Peninsular and Oriental Company ever was at sea without an officer of the watch and a look-out man, although one and the other might have been culpably negligent. We knew that at least there must have been a man at the wheel. The Americans averred that the collision had spared them only a single life-boat. It was evident that, if it occurred as was described, it was impossible it could have inflicted such wholesale damage on the ship's boats. It was said that the Oneida had found time to fire five of her six guns, and that the reports were actually heard at Yokohama. If so, was it conceivable that those signals of urgent distress should never have reached the ears of the officer of the Bombay, to say nothing of his passengers, who must otherwise have been in a conspiracy to carry him through scatheless? Moreover, we had the telegraphic report of the flading of the court, and as a suspension of certificate for six months seemed a punishment utterly inadequate to the imputed offense, we were inclined to assume the existence of extennating circumstances reducing Captain Eyre's culpability to a mere mistake of judgment. Now we have more detailed accounts of the evidence upon which the Court of Inquiry formed its opinion and pronounced its sentence. We cannot say, as we have read it, that it is by any means so satisfactory as we could have wished. There was much direct conflict of testimony; much, in the respective stories of the captain of the Bombay and the officer in charge of the Oneida for the time, that is absolutely contradictory. The question became, in great measure, one of the relative credibility of witnesses who spoke under the infinence of strong personal interest or feeling, and from diametrically opposite points of view. If the statements of Mr. Yates of the Oneida are to be accepted, those or Captain Eyre of the Bombay must be rejected, for the two swore respectively to facts that are physically irreconcilable. It is true

that in the nature of things this opposition of | a matter of justice, that Captain Eyre's deiense is good up to a certain point, and that nothing yet proves him to be the monster of inhumanity which evidence arose mainly on the point with which we are indirectly concerned-namely, which of the two vessels concerned was to blame for he was represented in the original versions of the accident. But if we see reason to prefer Captain Eyre's testimony on those incidents the catastrophe. That is to say, we do not believe that he went on his course delibeof the story where we have the means of testing its value, it will incline us to give rately condemning the crew of the Oneida to him the benefit of the doubt when he and the chance of a dreadful fate, or that he had Mr. Yates are at variance on still more imany definite conception of the real gravity of portant matters. Captain Eyre's statement the accident. But, on the other hand, we cannot resist the evidence which points to with regard to the circumstances anterior to the collision is borne out on all material points the conclusion that his conduct was marked by his chief officer and by the pilot, both of by most culpable recklessness or apathy. It whom were on the bridge with him, and is conis clear, from the questions he asked of the pilot, that, although the contact of the vesfirmed by the others of his crew who were exsels had amounted to nothing more than "a amined, so far as they spoke to them. Mr. graze," he was by no means so assured as to Yates' story, on the contrary, is contradicted on a leading point by one of the look-out men of the Oneida. Mr. Yates asserted the condition of the other as he would have us believe. His waiting for five minutes that at one time the Oneida opened out all proved, as we observed before, either too much or too little on his behalf. It argued a the three lights of the Bombay; the lookout man, although he kept his eyes on the apstate of uncertainty which ought to have been cleared up by the search that was never proaching vessel from the instant he distinmade. In our opinion, too, his answers to guished her, had never seen her red light the questions asked him as to the duty of a from first to last. Under these circumstances, impartial men will probably hold that the captain in contingencies of this sort tell very court had no option but to incline to the side seriously against him, and sound most unof the accused in weighing the balance of pleasantly in accordance with the line of conevidence; and further, that they were rightly duct which he actually did adopt. We should influenced by a similar consideration in their be inclined to pronounce him fortunate in decision on the more obscure incidents that escaping with a mere six months' suspension followed the unhappy collision. It is clear, of certificate, but at the same time we think caleris paribus, that the men on board the the judgment of the court much more obviship that ran no risk of foundering were ously defensible than the verdict of American likely to be more collected, to be in a better sentiment. And to give anything of an international character to such a question is as position to note what occurred and to rememextravagantly irrational as those British theober it exactly, than those in a position of ries that attributed the plague of London to deadly peril, with a vessel settling down bethe enmity of the French, or the great fire to neath their feet. But it would appear that American opinion has crystallized, as it were, the malice of the Papists. round its original misapprehensions. Satis-A DANGEROUS SERVANT. fied, as it is to be presumed we all are, From the N. Y. Times. that Captain Eyre was gravely to blame, Just as in the Twelve Temptations each the Americans will listen to nothing whatever on his behalf, and marshal all the testicoveted delight, each triumph in love, or war, mony that is volunteered against him with an or avarice, strikes so many years from the life of him who demands it, so it would utter disregard for consistency. Those on board the Oneida who suffered the bitterness seem that by mysterious dispensation each of death and so narrowly escaped its horrors, who felt the shock of the collision and witnessed its instant consequences, assume that the imminence of their danger ought to have come as vividly home to men on board the other vessel as it did to themselves. Now, as

new discovery in science that softens human toil, or augments human achievement or enjoyment, is attended by a corresponding penalty. Steam boilers burst, scattering havoc around; the electric wire that brings us glad tidings from afar sometimes also matter of fact, it is extraordinary how conducts among us fire and destruction; gunslight may be the shock communicated to a powder frequently hoists the engineer as couple of vessels impinging with great viowith his own petard; and the rock oil that lence at certain angles. We have heard of with such amazing rapidity has superseded well-authenticated instances where the bows the product of animals to illumine our dwellof ships had been crushed and stove in for ings, too often levies tribute for its superior light, cheapness, and cleanliness by scattering many feet, while persons aft were scarcely conscious that any accident had happened. It sorrow and desolation around. is intelligible, then, that the Bombay's pas-The number of accidents from kerosene sengers should have remained in utter igno-

has increased of late so fearfully that it becomes the bounden duty of the press to inculcate caution, if not that of legislation to impose restrictions or safeguards. So many are the ways in which these casualties are brought abou , as to make it plain that none, even the most prudent, can reckon themselves absolutely safe, while the responsibility of trusting children or careless servants with the inflammable agent is commonsurately grave. Accidents have been produced by using kerosene to saturate kindling materials to light fires; by concussion, as when an axe is used for splitting wood near the lamp; by the wind, from the lamp being left near open window or other draught of by unnoticed spilling of the fluid an air: on the floor, an unextinguised match having afterwards been thrown on the spot; and by many other mishaps besides the common one of overthrowing or breaking the lamp. It is generally supposed that extreme care on the part of an individual will assure safety, but nobody can be absolutely certain of the extreme care of others. Kerosene lamps often explode, for instance, when no one is near them. The vessel has become too empty and the wick is unclean. In these cases the coal oil, benzine, gasoline, or whatever it may be called, may be quite inexplosable in liquid but when greatly heated form: it threws off vapor which accumulates in the unfilled chamber of the lamp. If the wick is clean this may pass off without damage, but if as usual the wick is foul, there is always danger and often catas trophe. Hence, if a lamp burns clear and bright it is safe. If it burns dull or smokes it should be blown out at once. Hence, too. kerosene lamps should be carefully refilled every day. The trouble will be amply repaid by the additional safety. Explosions, as we have said, are sometimes caused by the wind. Consequently, a kerosene lamp should never be extinguished by blowing down the chimney. The flame, especially with a bad wick, is in danger of possing into the chamber, and if it meets the vapor spoken of an explosion is almost inevitable. The impression is likewise general that accidents are possible only with bad oil. We fear this is a mistake. The fact that you can plunge a lighted taper into a vessel of oil does not prove its safety. It is still liable to the process of vaporization before described, and no test can be reckoned a crucial one that leaves out of view this contingency. Probably ten accidents are due to carelessness where one is due to bad oil. The price of safety with kerosene is probably like that of liberty, to be found only in eternal vigilance. Far better to use whale oil or candles where, careless domestics, children, or people, of whom there are many, of habitually uncertain touch or defective sense of responsibility, are near to multiply risk and invite calamity. The accounts of terrible accidents from this source that reach us daily are positively alarming; and if to these be added the more numerous cases that escape report, because unattended by personal injury, it is clear that the aggregate of mischief wrought by this dangerous servant must be enormous. No precaution is wasted that aims to guard against such disasters, and, as we have already implied, it may be well that legislative enactment should be brought in play to limit, by some expedient means, their swelling number.

factory homes, would be the greatest blessing that could be conferred on Puget Sound."

We call upon Mrs. Susan B. Anthony to hear and heed this voice of one crying from the wilderness. He cries very sensibly, and it would be a very good thing to do what he wants to have done. Surely the organization that is deemed adequate to confer on the wemen of the United States the right of suffrage should be sufficient to give to Washington Territory the amount of civilization that is prayed for. And right well do we know that a bushel basket full of ballots to each of a thousand Yankee girls would not do them the thousandth part of the good that one good husband apiece would. And there those husbands are waiting and languishing. Our correspondent says: -"Through out my county, including the disputed islands, there are about 400 adult men and only 23 adult women! The laboring population floating along the Pacific coast is almost wholly composed of single men, and of such mainly is the population of my county. Now see one locate a piece of delicious land. He builds a cabin, clears and gets in a crop. How much comfort can he enjoy after a hard day's work ? He enters his dark house at night, has to light his own fire and cook his own supper, without a soul to talk to, or to cheer and encourage him. He may be miles from his nearest neighbor. This continues day after day, and week after week. On Sundays he must wash and mend his own clothes. This is what all have to go through who settle on a piece of land, unless they are married. Man can't stand it. The result is that scarcely one in fifty endures his condition for three months. They then either give up and abandon the land, or they go and get an Indian woman. Three-fourths of the men in this county are living with squaws, and fain am I to admit that seventy per cent. of our children are half-breeds. The result is inevitable. The only remedy for it is the importation of good white women from the East. And the husbands they will get are just the manliest, biggest, bravest, handsomest fellows in America." If Miss Anthony shall feel that providing

good girls with husbands is outside of her mission in life, we suggest to the single women who would prefer another condition, and who would rather be married now and let the right of suffrage come when it may, to organize emigration to Washington Territory. The two Pacific railroads and the North Pacific coast steamship owners would generously aid their undertaking.

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Market value, \$1,255,270.00 \$1,231,400 Par. Cost, \$1,215,622 27. Real Estate..... Bills Receivable for Insurances made... 35,000.00 333,700-78 Balances due at Agencies:--Premiums on Marine Policies, Accrued Interest, and other debts due the Com-65,097-95 8,740-20 169,291.14

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forward, but close by the stern, we can still imagine Captain Eyre's fancying there was no great harm done; although we can scarcely accept his statement that, at the time, he thought it nothing more than "a graze." What occurred after the Oneida passed on

rance of the extent of the mischief done to

the Oneida, and it is conceivable, too, that the

captain-who, standing on the bridge, was

in a much better position to judge of it-

should yet have been inclined to underrate it.

The damage to his own vessel was compara-

tively slight, and it might have seemed un-

likely that the ship which was going full speed should be a greater sufferer than the one that had stopped her engines. It is true

that the fatal result goes a long way to bear

out the American master's statement that

the Oneida's starboard quarter was cut away,

although a rush of water through a stove-in

plank would be quite sufficient to account for

there being neither rockets nor blue lights

into the darkness is still much of a mystery. The original American story asserted that Captain Eyre had gone straight ahead with an atter indifference. It is now proved that he did wait for a few minutes, "at most five," and, to a certain extent, that makes the case worse for Captain Eyre. Had he gone on at once, without staying to make inquiries or to offer help if necessary, it would have been strictly consistent with the theory that, in his opinion, the collision was only a graze. In waiting, he showed that in his idea there was possible danger to the other vessel, and if there was a shade of doubt in his mind upon that score, he was bound to remain until he could clear it up. Of course he would answer that he naturally looked out for signals of distress, and, seeing none, continued his course. And here again is another mystery which we confess ourselves quite unable to penetrate by the aid of any lights that have reached us. In the first place, it is in evidence that the Bombay's engines were stopped at the time of the accident, and not set a-going immediately after it. The Oneida was at speed, it is true, but according to her officers and crew her stem was cut clean away, and necessarily she was filling fast. It is most improbable that she should have rapidly increased her distance from the Bombay, and it seems quite impossible that the two vessels could have been so far asunder for five minutes after the collision as was represented at the trial. Supposing the Bombay lay off for five minutes, and then got up her steam and went ahead; assuming, as was stated at the inquiry, that the American began firing her guns ten minutes after the accident, then the Bombay could at the most have been little more than a mile from the Oneida when the Oneida's first gun was fired. Considering that the officers and watch on the English steamer were by this time on the alert, and must have been half prepared for some signal of distress, how does it happen that they heard nothing whatever of the report of the Oneida's guns? The explanation that the "was somewhat smothered bereport cause the vessel was sinking,' sounds to us utterly unsatisfactory. If It might perhaps account for the dollness of a single report, or even for that of a simulta-neous broadside; but it is by no means plausible when we are told that a single gun as reloaded and fired four several times. We may add that, although it is proved that Captain Eyre neglected to give definite orders for a look-out being kept in the presumed direction of the Oneida, yet, in point of fact, many volunteer eyes must have been turned towards that quarter, and it is strange indeed that none of these should have seen any one

of four distinct flashes. We have certainly no national interest in screening Captain Eyre. It would be more convenient to offer him as a sacrifice to the romotion of amicable relations with America, for in America feeling runs high on the subject. In any case it is natural that the Americans should desire a more searching investigation into the circumstances attending a disaster so deplorable, and we do not wonder that the Secretary for the American Navy, if he admits the entire trustworthiness of the principal witness against Capiain Eyre, is dissatified with the finding of the court at Yokohama. We only express our opinion, as | working men, and help them build up satis-

A NEW FIELD FOR WOMEN. From the N. Y. Sun.

A cry of distress from the wilderness of Washington Territory has reached us. It comes from a log-house in the centre of a magnificent wheat farm, which promises to yield its owner fifty-five bushels of wheat to the acre. But this harvest promise does not content the lonely man. He wants the sunbeams of a woman's smiles in his house. He wants the music of a woman's taughter in it. He wants a sympathetic, cheerful, hopeful woman to welcome him when he comes in at night from the field. He is utterly sick of his own cooking. He wants to eat something cooked by a woman. "Sir," he writes, "this is one of the true fields for the philanthropy of the East to work in. For Heaven's sake send out some missionaries to civilize this community, not in the shape of preachers, but of marriageable women. The introduction of a thousand virtuous, good girls, such as abound in Massachusetts and Vermont, who have been raised to work, and who would not consider themselves too fine to marry



NORTH GERMAN LLOYD.-STEAM BETWEEN NEW YORK AND BREAKN, VIA SOUTHAMPTON. THE SCREW STEAMERS OF THE NORTH GREMAN LLOYD FUL OR COULD AND TO THE NORTH THE SCREW STEAMERS OF THE NORTH AND THE SCREW STEAMERS OF THE NORTH FROM SECTION OF THE SCREW STEAMERS OF THE NORTH AND THE SCREW STEAMERS OF THE NORTH AND THE SCREW STEAMERS OF THE NORTH FROM SULTAINTIC THE SCREW STEAMERS OF THE SCREW FROM SOUTHAMPTON. EVERY SATURDAY FROM NEW YORK. EVERY SATURDAY Price of Passage from York to Breman, London, Haure, and Scuthauspich. The Cabin, 8129; Second Cabin, \$72; Steerage, \$30, Gold. *Even Breme to New York.* Into Cabin, 8129; Second Cabin, \$72; Steerage, \$30, Gold. *Then Versum to York to Breme, London, Haure, and Scuthauspich.* The Ashin, 8129; Second Cabin, \$72; Steerage, \$30, Gold. *Then Versum to York to Breme, London, Haure, The Scuthauspich.* Into Cabin, \$129; Second Cabin, \$72; Steerage, \$40, Gold. The Versum to Steer Torough the Foot Office. The Scuthauspicht of Lading are signed. The Scuthauspicht of Lading to those of the Company will by Steere goods are cleared at the Castom House. Dece to Lading to those of the Company will by Steere goods are cleared at the Castom House. Dece to Lading to those of the Company will by Steere goods are cleared at the Castom House. Dece to Lading to those of the Company will by Cabin through the failed to passage apply to Cabin theory of the Castom House. Dece to the to Haver, Southampton, and Bremen or the lowest rates. For freight or passage apply to Cabin to Cabin the Steered N.Y. FOR NEW YORK, via Delaware and Raritan Canal. EXPRESS STRAMBOAT OOMPANY. The Steam Propellers of the Line will commence load ing on the 8th inst., leaving Daily as usual. THROUGH IN TWENTS FOUR HOURS. Goods forwarded by all the lines going out of New York North, East, or West, free of commission. Freights received at low rates WILLIAM P. CLYDE & CO., Agents, No. 19 South DELAWARE Avenue, JAMES HAND, Agent, No. 19 WALL Street, New York. 345 FOR NEW YORK, via Delaware and Raritan Ganal, S W IFTS URE TRANSPORTATION COMPANY. DESPATCH AND SWIFTSURE LINKS Leaving daily at 12 M. and 5 P. M. The Steam Propellers of this company will commend loading on the 8th of March. Threngh in twenty four hours. Goods forwarded to any point free of commissions. Freights taken on accommodating terms. Apply to WILLIAM M. BAIRD & CO., Agents, WILLIAM M. BAIRD & CO., Agents, No. 132 South DELAWARE Avenue DELAWARE AND CHESAPEAKE STEAM TOW BOAT COMPANY.-Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware Oity, and intermediate points. WILLIAM P. CLYDE & CO., Agents. CAPTAIN JOHN LAUGHLIN, Superintendent. Office, No. 12 South Wharves, Philadelphia. 4115 NEW EXPRESS LINE TO NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chespoaks and Delaware Canal, with connections at Alexandria from the most direct route for Lynciburg, Bristol, Knoxville, Nasbville, Dalton, and the Southwest. onthwest. Steamers leave regularly every Saturday at noon from he first wharf above Market street. HYDE & TYLER, Agents at Alexandria. ENGINES, MACHINERY, ETC. PENGINES, MACHINERY, ETC. PENN STEAM ENGINE AND, EORLER WORKS.-MEAFIF & LEVY PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS EOILISIE IN AKERS, BLACKSMITTHS, and FOUNDERS, having for many pars been in successful opschion, and been ex-nuively engaged in building and repairing Marine and River Resines, high and lever pressure, iron Eoliens, Water Tanks, Frequences, etc. etc., respectfully offer their ser-vices to the public as being fully prepared to contract for sense of all sizes, Marine, Hiver, and Stationary third sets of patterns of different sizes, are prepared to executed orders with quick despatch. Every descriptions of patterna-making mode at the shortest notice. High and Low pres-serve Fine Tubular and Oslindor, Eoliers of the best Freu-sylvasia Charcool Iron. Forgings of all sizes and kinds, from and Brass Cassings of all alsocriptions. Rolf Turning Scient Cutuling, and all olibert work conneased with the above tunishes. Above business, and an output of all work done at the Drawings and specifications for all work done at the statutationent free of charge, and work gnaranteed. The subscribers baye ample wharf dock-room for repairs of heats, where they can lie in perfect safety, and are pro-of heats, where they can lie in perfect safety, and are pro-vided with chears, blocks, fails site (so. for raising heavy or tight weights. JACOB O. NRAFIE, JACOB O. NRAFIE, JOHN P. LEVY, BRACH and PALMER Streets. 2 CIRARD TUBE WORKS. JOHN B. MURPHY & BROS., Manufacturers of Wraught Iron Pipe, Etc., PHILADELPHIA, PA. WORKS, TWENTY-THIRD and FILBERT Streets. OFFICE, No. 43 North FIFTH Street. PAPER HANGINGS. LOOK! LOOK !! LOOK !! -- WALL PAPERS chapped in Linco Window Shudes Manufactured. the chapped in the city, at JOHNSTON'S Depot, No. 1634 KPRING GARDKN Street, below Riventh. Branch, No. 307 FEDERAL Street, Camden, New Jarsey. 255