## SPIRIT OF THE PRESS.

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

CORRUPTION IN NEW YORK.

From the London Spectator.

There must be something rotten not only in the organization of the government of New York, but in the public opinion upon which that organization depends. It begins to be evident that not only are many of the judges and representatives of the State corrupt, but that the people who elect them either approve corruption or are entirely indifferent to it, regard the taking of bribes for decrees to facilitate plunder as ordinary manifestations of self-interest, to be as much expected, in a world like this, as any other form of selfishness or hardness of heart. Our readers will perhaps remember our account of the great "operation" by which a "ring" of speculators in New York hoped to make themselves for a time absolute masters of the gold market, and therefore of the whole commercial capital of the country. On the break-up of that wonderful swindle, it was believed that the Erie ring, with whom it originated, would break up too; but it was found that, either through early sales at huge profit, or through wholesale repudiation of contract, or through a trick which we have not space just now to explain -immense purchases made by brokers who consented to be sacrificed for a consideration -the ring had come out unhart, its chiefs being still masters of the Erie Railway, still millionaries, still owners of the opera-house nd its appurtenant seductions, and still more active members of the political cliques. So complete, however, had been the exposure of that fraud, so terrible were the denunciations heaped on its agents by the press, that the luckless foreign stockholders in the Erie Railway, who pay for all this luxury and shame, thought their hour had arrived, and despatched an intelligent agent to New York to try and recover control of their still valuable property. Mr. Burt arrived in New York furnished with means,-votes, money, legal opinions, and evidence, -which in any other country in the world would have enabled him at once to reorganize the railway,-with means so great, in fact, that the members of the Ring, one of whom at least must be a man with a genius for administration, bestirred themselves in earnest. According to the statements of the American political papers, of the Times' correspondent, himself an American, and of the Nation, a paper quite outside the regular New York press, Messrs. Jay Gould, Fisk, and their confederates admitted two members of the dominant party in the city to their board, and thus safe from municipal authority, including city judges, proceeded to buy up the State. At all events the Legislature considered, and in most cases passed, a series of acts intended in American judgment to deprive the plundered shareholders in "Erie" of any redress from law. They had already passed an act making the ring immovable for five years, and enabling the directors to refuse registration to foreign shares; and they now passed a law to prohibit any lawyer ever consulted by the ring from taking a brief from its opponents; a law-it appears incredible, but we quote the words from the Nation-confining the power of bringing suits against the Erie directors to the Attorney-General of the State, who is ctically their own nominee, and finally a law making the Supreme Court of the State, presided over by the "Erie Judge," the only State Court which can give an effective order against them. The District Court, a Federal institution, has, it is true, a concurrent jurisdiction; but the ring, backed as they are by the city, by the majority in the Legislature, and, in part, by the Governor, believe that they can raise a cry of State rights which will compel the Supreme Court of the Union either to delay decision for years, a power it has frequently availed itself of to avoid political complications, or to risk a collision between the State and the Central Government on behalf of British stockholders, never a class likely to obtain any great popular sym-

Whether this part of the project will succeed we cannot guess, though we do not share the hopes confidently expressed by the best Americans, believing that the Government will shrink from the course to which the Erie ring is clearly prepared to drive them-a forcible interference with "State Rights," on the ground that the New York Legislature, in passing laws clearly intended to invalidate contracts, has violated a prime article of the Constitution; but that is not our immediate affair. Our point is not to consider the chance English investors may have of recovering their money, but to inquire into the cause of the condonation which crimes like these receive in New York State. It is becoming quite clear that the people do condone them. Nothing can be more savage than the exposure which has been made of Erie practices. A large and powerful section of the press has exhausted the language in its efforts to denounce the confederacy, has, if that were possible, colored the truth in order to bring it home to the popular mind. The charges of corruption against judges, members, and officials have been distinct, repeated, and unrefuted. Grave appeals, fiery appeals, humorous appeals to the consciences of the people have been made in scores by papers which, like the Tribune, really reach the Western farmers and are trusted by them, which have at least the influence the English press possesses over the electorate. The whole Republican party has a direct party interest in terminating the iniquity. The rich already see that they are in danger, the poor complain of the excessive taxation inflicted by the very men who are bound up with the Erie ring. If ever an appeal to the honor or the character of a State had a fair chance, it is one like this, in which party feeling, publicity, the hope of personal relief from taxation, are all united on the side of right; and yet the people will not and do not move. A hint to their representatives would suffice, a demand for inquiry, a threat to make a clean sweep; but nothing is attempted, or menaced, or so much as talked of. The best Americans admit themselves hopeless of change, except through the action of the Central Government, which they believe is beyond purchase. Is it possible, even for those who, like ourselves, believe that republics may be as honest as monarchies or empires, to doubt that the electorate is in this State demoralized-that it has censed to desire honesty in its representatives, has ceased to hold anything sacred, except the right of man to do as he pleases, without restraint from the collective sense of the entire com-

pathy, and just at this moment especially out

of favor.

We can see no way out of the conclusion, no solid ground of hope whatever. Grant that the American press has, by the use of violent language on all occasions, compelled

are visible things. Decrees cannot be forged. Taxation reaches everywhere. The electors all read, they hear what is going on, they see what they have to pay, they feel the fall in all shares, the distrust of American bonds, the confusion in all business operations like that which accompanied the Gold-Room swindle, when no man in the State could tell what he was worth for an hour together, and still they are indifferent. It may be said that such a condition of affairs must cure itself; but that has been said at any time this ten years, and it has only become worse and worse. What is to cure a whole people who, with their eyes open, tolerate corruption in their own servants at their own cost; who, with a Puritan training, bear unjust judges; who, to take the most favorable of conceivable views, believing in their judges, believing in their members, believing all the charges false, eagerly support journalists capable of such monstrous lying? Their self-interest will not cure them, for their self-interest is already on the side of honesty. They are not repudiating to avoid taxation, but suffering taxation that plunderers may flourish. Their patriotism will not cure them, for their patriotism never was more signally manifested than during the war, and yet they are allowing the word "American" attached to any security to depreciate it 30 or 40 per cent. Their leaders are not in fault, for they elect them. Their press is not in fault, for it tries to rouse them. They have no excuse of an ignorance which may be removed, or a delusion which may be dispelled, or a prejudice which may disappear. They know the facts, and knowing tolerate them; and their tolerance is for all moral purposes complicity in a form of vice which no State recorded in history has ever tolerated without experiencing its inevitable retribution-anarchy ending in one way or another in government from without,

PROTECTION IN A PASSION. From the N. Y. World. The protectionists of Philadelphia are in a bad way since the Schenck abortion, and, what is worse, they are losing their tempers. They scold like very "drabs"-meaning no poor pun on neutral-tinted garments. The latest effusion of bilious Billingsgate that we have seen is from Forney's Press of a day or two ago, where a writer with the suspicious initials of H. C. B. pours out his full venom on Mr. Bryant, because in his discourse on Verplanck he stated the historical truth that his deceased friend, being a man of educa-tion and enlightened intelligence, was in a modified form a free-trader. H. C. B. writes thus of the author of "Thanatopsis" and the translator of the "Iliad:"—"Mr. William Cullen Bryant, of the New York Evening Post, is a very respectable old gentleman and a very good poet, but, as might reasonably be supposed, a very poor political economist or social philosopher." This, being interpreted, means that Mr. Bryant not only has not become by a regular course of study a convert to extreme protection, but probably never read one word of those huge volumes of ill-digested facts and unintelligible doctrines that are supposed to be studied in Philadelphia. We have not the most remote idea who H. C. B. is, but we take him to be some waspish, elderly, rather dyspeptic old-line Whig, turned radical, with a furnace out of blast or a coal mine where there is a strikefor such are the leading protectionists of our sister city. Judge Kelley by constant elo-cution relieves himself of much pentup fury, and is by far the tempered of the party. All else are in a state of ill-concealed chronic combustion; and especially so is H. C. B. He tells us the revenue legislation for 1833, for which Mr. Verplanck was to a certain extent responsible, cost Mr. Clay his election in 1844! Now it seems to us, looking back coolly on this matter, that inasmuch as the tariff of 1842-a protective measure—was in full force in 1844, it is rather illogical to search for causes of Whig discomfiture in the free-trade or semifree-trade policy of eleven years before! Mr. Clay's defeat was due to his course on the Texas question and to the corrupt coalition of abolitionists and Democrats-of which Sumner was the first fruits-in the Northern and Eastern States. It would not do for an auti-slavery agitator of this our day—a radical Republi-can, an admirer of Lincoln, and a believer in the fifteenth amendment-all of which H. C. B. no doubt is-to attribute what he considers the great calamity of Mr. Clay's discomfiture to its true cause. The gentle evening of the honored life of "that very respectable old gentleman," Mr. Bryant, will not, we imagine, be agitated by these effu-

JOHNSON'S LAST LEGACY.

sions of tariff malice.

From the N. Y. Tribune. The official existence of the Special Commissioner of the Revenue terminates, by limitation of the law that made him, on the 30th of June, 1870. When his collaborator, deputy, and double-gauger, Delmar, late Director of the Bureau of Statistics, departed, he was snuffed out, without enough of him left to smoke; but even in Mr. Wells' ashes something of his wonted fire is left to smoulder under the puffing and blowing-up that it is getting. The puffing is being done by the Cobden Club of London. The Atlantic Telegraph of the 27th ult. informs us that his English backers are printing his last report on the industry, trade, commerce, currency, Congress, and general "cussedness" of the United states, "for universal circulation." The blowing up is done by the Committee on Manufactures of our own House of Representatives, in their report of the 19th of May. An ambiguous situation this for our national financier, statistician, political economist, and Controller-General of the American system of trade and tax legislation. The construction at least, if not the situation, is doubtful, like that of the ambidextrous steward mentioned in the Gospel, who prudently made for himself friends of the mammon of unrighteousness, in anticipation of his discharge from office. His lord, it seems, commended him, and our Steward of the Revenue, after having also rendered his last account of his stewardship, is strongly indorsed by the party that is entirely satisfied with it. The policy of so administering the debts and resources of one's employer as to secure an independence of his trust, and a snug retreat upon its withdrawal, is obvious; but that, perhaps for want of a clear understanding of the exemplar in the parable, is about all we see to admire in the imitation. We remember the indignation with which we heard the story of one of our West Pointers who went into secession in 1861, leaving the bombshells in the arsenal under his charge filled with sawdust. Mr. Wells has done better than that for the enemy. He has carried the bomb-shells collected for our armory, and at our expense, in prime order over to the Cobden Club in England and its auxiliaries in the United States, and they are firing them into our works with all the explosive force there is

its readers to distrust it when it is speaking | Mr. Wells, during the first half of his offi- Republican majority, to which the Recon-

the truth, still it has never been accused of | cial term, travelled all over the Union and | struction Committee had given adequate exwilful attacks upon American character. Acts | Europe, had interviews with everybody, examined everything, summoned experts, ciphered incessantly, discussed all sorts of subjects, digested an infinity of statistics, employed a host of adepts, published volumes of pamphlets, counselled Congress and the country, made himself an authority, turned his office into a tract society, and in the end turned up a revenue reformer and a renegade; and now he leaves the service with a budget of statistics on his back, and an array of reasons for kicking at our confidence which leaves us nothing to wonder at or doubt about, when we reflect upon the trials he has been exposed to, except the weight of the motives which have determined him to go over bodily to the enemy.

We cannot help remembering now with what an innocent hopefulness we accepted the appointment of a Revenue Commissioner, and how patiently we had long borne our ignorance of the industries, the resources, and the commercial movements of the country, and how full of confidence we felt when Congress at last made provision for obtaining official information of our home affairs, with their relations to our foreign commerce, which up to that time was the only thing that we knew of the business on which our welfare depends, and the last report of the commission is the issue!

It was printed last December and pub-

lished far and wide under the official frank, and republished and distributed by the Free Trade League throughout the United States; and again it is sent freshly upon its travels through Europe by the allied anti-American propagandists of Great Britain. This history is of itself enough to put the public of this country on its guard. But thousands of persons interested in almost every department of our home industries early appealed to Congress for an authoritative exposition of its perversions of facts, its culpable omissions, and its mischievous recommendations of legislative policy. The Committee on Manufactures of the House of Representatives have attended to this duty, and done it with a fulness and effectiveness that challenge our admiration. In the judgment of any qualified and candid reader of their report, we venture to believe, never was man more completely demolished, and never was indictment containing so many counts charging official malversation so fully proved. The committee, indeed, have not exhausted their subject. They necessarily passed over with no notice, or slight allusions, many of the most formidable and assailable offenses of the document, but they have avoided exhaustion of the reader of their report; and of the multitude of topics on which they have joined issue with the Commissioner, not one have they left inconclusive against him. They have taken him and terribly exposed him on such, and such variety of. topics as these: - The farmers' question, as it involves prices under the existing tariff and state of the currency. On this point they convict him of exaggeration and partial presentment, and a settled presentment, and a settled pur-pose to cultivate discontent with the manufacturing capitalists and laborers of the country; with the additional charge of arraying the laborer against the farmer in his report of 1868, and now in 1869 provoking the farmer against their laboring consumers by similar misstatements, heedless alike of self-contradiction and of honest fullness of facts in both instances. On wool and woollens they meet him with the unimpeached facts and figures which the Tribune has so frequently given in refutation of the Commissioner's Report. On our cotton man ufactures the Commissioner has written with the malignity of a partizan, and adduced statistics, and indulged in estimates, with all the prejudice of an enemy. The half-dozen pages of the Committee devoted to him on this one subject have more demolishing force than anything but his official authority could possibly warrant. On prices, production-cost, and quantities of gunny bags, salt, coal, lumber, the protective force of freight, the character of our steel trade, and of a number of other commodities and special subjects of vast importance, which the Commissioner manipulates in the interest of foreign imports, and in antagonism to domestic production, a searching and conclusive investigation overwhelms every position taken by him; and all this so clearly and plainly that the general reader is made competent to judge, and experts are only surprised that such a mixture of cunning and incompetency could be condensed into any man in the position and having the four years' training of the Com-

WHEN WILL RECONSTRUCTION BE COMPLETED?

From the N. Y. Times.

The continued exclusion of Georgia is an injustice to the people of that State, and a stigma upon Republican statesmanship. For the only open question relates to the terms of the legislation upon which the restoration of the State shall be effected; and the delay in defining these terms is the result of a strange infirmity of purpose on the part of the majority in Congress.

The reopening of the subject had its justification in the perverse conduct of the Georgia Democracy. Their bad faith, their repeated manifestations of hostility to the fundamental features of reconstruction, and their evident determination to acquire control of the State by any means, and at all hazards, were circumstances which rendered necessary the interposition of Federal au-

thority. Congress was compelled to choose between an ignominious surrender of its own policy, and the vindication of that policy by enforcing its conditions, and exacting guarantees for their observance. On this ground we upheld the legislation adopted at the outset of the session. But having dietated terms, Congress was bound to follow compliance with them with the prompt admission of the State. The precise manner of admission had been settled in the cases of Virginia and Texas; the only peculiarities in the case of Georgia arising out of a quarrel which has no national significance, and which only paltry personal animosities have kept alive in

The bill reported by the Reconstruction Committee met all reasonable requirements, but the House engrafted upon it the Bingham amendment, which was directed against an alleged purpose to prolong the official existence of the State Executives, and unduly to extend the duration of the State Legislature. The amendment had its origin in those personal squabbles which Congress should in no menner have recognized, and has proved the chief source of difficulty and delay. The Senate, with proverbial loquacity, talked the whole subject over and over again, with all the bitterness which marked the earliest debates on reconstruction-finally substituting a measure known as the Pomeroy Militar bill. The result both in the House and Senate, was effected by a combination of the Democrats with a minority of Republicans. Thus in both instances the preference of the

pression, was overruled.

But the end, apparently, was still as far off as ever. Once more the subject reverted to the Reconstruction Committee. There it rests-not, we believe, because of the inaction or indecision of that body, but because of the obstacles to action in the House itself. Some excuse for delay may have existed pending the Senatorial investigation into certain proceedings of Governor Bullock, against whem, however, nothing has been shown that should sway the decision of a question with which by his official position he is connected. There is no evidence that he seeks an unfair advantage, or that his aims are otherwise than in harmony with those of the great body of the Georgia Republicans. He has neither asked nor desired an extension of his own term of office.

The only assigned pretext for delay having been removed, it is not unreasonable to hope that the committee's bill will be reported and acted upon favorably at an early day. It meets the requirements of the State, and will insure its readmission on a basis which should be satisfactory. The earliest possible attainment of that result is desirable in the interest of the State, and as securing the final removal from the Congressional arena of a controversy which has too long vexed and embarrassed the Republican party.

THE FENIANS IN ENGLAND. From the N. Y. World.

By way of commentary, we suppose, the story that Mr. Gladstone's Irish Land bill is esteemed satisfactory by Ireland, we have news of the discovery in England of an extensive Fenian conspiracy, having for its object the destruction of arsenals and deckyards in divers parts of Great

Conspiracies, at the best, are uncleanly means to a noble end; but there are circumstances in which conspiracy seems to be the only way left open for a subject people's protest against its subjection. This was the case with the Italians during the dark period of Austrian domination which intervened between the peace of 1815 and the revolutionary upheavals of 1848. It was by his indomitable persistency as a Carbonaro during this dark period that Mazzini really served his country and earned the great influence which he has since so sedulously dissipated and thrown away.

It may be doubted whether the Irish people are really reduced at the present time to such a condition as justifies them in resorting to like measures. But one thing is certain, that Fenianism in England is laboring for Ireland much more fairly and much more bravely, as well as much more practically, than Fenianism in Canada. Fenians conspiring in English dockyards and arsenals expose their lives more gallantly than Feni-ans crossing a frontier which keeps a safe retreat always open and near behind them. Fenian blows struck at England's fleets and armies are levelled at the real machinery by which Ireland is kept in subjection to the imperial authority; while Fenian invasions of provinces divided from Britain by leagues of ocean and divorced of all share in the control of Irish affairs could do England but little damage even if successful.

OUR MISSION TO TURKEY. From the N. Y. World.

With his usual good sense and fine regard to the public service, President Grant has selected the moment when an American Minister in Constantinople might possibly be useful to the cause of humanity to show his contempt for the office by giving it away, as he might a match-box or a pair of sleevebuttons, to the son-in-law of the Pennsylvania Senator with whom he goes troutfishing in the Alleghenies.

We already have a minister in Constantinople-Mr. Morris, of Pennsylvania, an educated and accomplished man, and a Republican, originally appointed by President Lincoln, whose residence of nine years in the Ottomen capital has given him opportunities for acquiring a certain degree of that personal influence which is the only real means of usefulness in the countries of the East. Mr. Morris is respected and liked by the leading personages of the Sublime Porte. He has been in Turkey long enough to know what things can be and what things cannot be achieved by an American diplomatist near the person of the Sultan. Although Turkey is in newise responsible for any excesses which may have been committed by fanatical rayahs in Roumania upon the Jews of that country, and although it is quite certain that whatever authority the Porte retains in her half-emancipated provinces will have been exerted long ere this for the protection of its Hebrew subjects, it is very probable that good might be done by such calm and well-considered representations as might be made to the Government of Stamboul by a wellknown and respected American envoy. Instead of instructing Mr. Morris to make such representations, President Grant avails himself of the first vague rumors of trouble on the Danube to remove this capable envoy, and to slip into his place an untried man, of whom nothing is known but that he is a rural lawyer from Pennsylvania, and that he has married the daughter of Mr. Simon

THE SEVENTH REGIMENT SET RIGHT IN BROTHERLY LOVE. From the N. Y. Herald.

The gentlemen of Philadelphia, represented by some of the leading merchants, bankers, literati, military men, professors, and editors of the Quaker City, have done thomselves justice, and ignored the paltry parsimony and discourtesy of a clique of the ocal authorities there by inviting our noble "Seventh" to tarry with them for twenty-four hours on their trip to Cape May in the second week of July.

Shaftesbury once wrote that "the taste for beauty and the relish for what is decent, just, and amiable perfects the character of the gentleman and the philosopher; and the study of such a taste or relish will ever be the great employment and concern of him who covets as well to be wise and good as agreeable and ' Put that in your pipes and whiff it gently, oh! curmudgeous who voted against the public reception of our New York boys in gray, with the banner of red, white, and When you see their forms and faces and hear the manly cadence of their step as they march through Chesnut street to the "music of the Union," performed by the finest band in the world, you will feel that Sam Weller's "double million magnifier" miscroscope would not adequately measure the littleness of your recent record. But to the good men and true who have redeemed the title of "Brotherly Love" by their graceful and well-timed compliment, New York sends festive, hearty greeting. "Were't the last drop in the well," etc., etc.

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SPECIAL NOTICES.

PENNSYLVANIA RAILROAD COM-PANY, TREASURER'S DEPARTMENT. PHILADELPHIA, Pa., May 3, 1870, NOTICE TO STOCKHOLDERS.

The Board of Directors have this day declared a semi-annual Dividend of FIVE PER CENT, on the Capital stock of the Company, clear of National and State Taxes, payable in cash on and after May 20, 1870. Biank Powers of Attorney for collecting Dividends can

be had at the Office of the Company, No. 238 South Third The Office will be opened at 8 A. M. and closed at 3 P. M. from May 30 to June 3, for the payment of Dividends, and after that date from 9 A. M. to 3 P. M. THOMAS T. FIRTH,

BOY" NOTICE .- A SPECIAL MEETING OF the Stockholders of the PHILADELPHIA, GER. MANTOWN, AND NORRISTOWN RAILROAD COM-PANY will be held in Room No. 24, PHILADELPHIA EXCHANGE on THURSDAY, the 2th day of June next, at 12 o'clock M., for the consideration of an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the Philadelphia, Germantown, and Norristown Railroad Company to increase its Capital Stock," approved the 29th day of March, 1870, By order of the Board of Managers. A. E. DOUGHERTY, Secretary,

NOTICE IS HEREBY GIVEN, IN accordance with the provisions of the existing acts of Assembly, that a meeting of the commissioners usined in an act entitled An Act to Incorporate the PRO IEC.

TION FIRE INSURANCE COMPANY, to be located in the city of Philadelphia," approved the 18th day of April, A. D. 1839, and the supplement thereto, approved the 28th day of April, A. D. 1830, will be hold at 1 o'clock P. M. on the 15th cay of June, A. D. 1830, at No. 183 S. SEVENTH Street, Philadelphia, when the books for subscription to the capital stock will be opened and the other action taken requisite to complete the organization.

5 13 Im

NOTICE IS HEREBY GIVEN, IN accordance with the provisions of the existing acts of Assembly, that a meeting of the commissioners named in an act entitled! "An Act to incorporate the MOYA-MENSING FIRE INSURANCE COMPANY, to be located in the city of Philadelphia," approved the 13th day of April, A. D. 1859, and the supplement thereto, approved the 25th day of April, A. D. 1879, will be held at 12 o'clock M. on the 15th day of June, 1870, at No. 132 S. SEVENTH Street, Philadelphia, when the books for subscription to the capital stock will be opened and the other action taken requisite to complete the organization. 5 lillim

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LEGAL NOTICES.

LSTATE OF ALEXANDER BENSON,
Letters of Administration having been granted to
the subscribers upon the estate of ALEXANDER
BENSON, deceased, all persons having claims or demands against the estated of said decedent will make
known the same to us without delay

GUSTAVUS S BENSON,
EDWIN NORTH,
Administrators, No. 6 S. THIRD Street,
Or to their Attorney, GRORGE JUNKIN, Esq.
Southeast corner SIXTH and WALNUT Streets.
Philadelphya, May 18, 1870.

5 23 mgts

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No. 28 North WHARVES, Philadelphia.

SHIP CHANDLERS.

ROPE AT LOWEST BOSTON AND NEW YORK

CORDACE.

Manilla, Sisal and Tarred Cordage At Lowest New York Prices and Freights.

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SHIPPING.

LORILLARD'S STEAMSHIP LINE

FOR

NEW YORK

are now receiving freight at

5 cents per 100 pounds. 2 cents per foot, or 1-2 cent per gallon, ship option.

INSURANCE % OF 1 PER CENT. Extra rates on small packages iron, metals, etc. No receipt or bill of lading signed for less than 50 cents.

The Line would call attention of merchants generally to the fact that hereafter the regular abippers by this line will be charged only 10 cents per 100 fbs., or 4 cents per foot, during the winter seasons. For further particulars apply to

PIER 19, NORTH WHARVES. PHILADELPHIA AND SOUTHERN
MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.
The YAZOO will sail for New Orleans direct, on
Thursday, June 16, at 8 A. M.
The ACHILLES will sail from New Orleans, via Havana,

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indiancia, La-vaces, and Brazos and to all points on the Mississippi river between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.
The WYOMING will sail for Savannsh on Saturday, June 11, at S A. M.
The TONAWANDA will sail from Savannah on Saturday, June 11 day, June 11.
The ROLL BILLS CF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisians, Arkausas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Raiload, and Florida steamers, at as low rates as by compet

SEMI-MONTHLY LINE TO WILMINGTON, N. C. The PIONEER will sail for Wilmington on Saturday, June 18th. Returning, will leave Wilmington Saturday, June 28th.

Councels with the Cape Fear River Steamboat Com. June 25th.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at aslow rates as by any other route.

Insurance effected when requested by shippers, Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, Gonzal A.

WILLIAM L. JAMES, General Agent. No. 130 South THIRD Street.

PHILADELPHIA AND CHARLES-TON STEAMSHIP LINE.

6 15

TON STEAMSHIP LINE.

This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street on FRIDAY of each week at 8 A. M.;—

ASHLAND, 80c tons, Capt. Crowell.

J. W. EVERMAN, 60c tons, Capt. Hinckley.

PROMETHEUS, 60c tons, Capt. Gray,

JUNE, 1879.

Prometheus, Friday, June 2.

J. W. Everman, Friday, June 10.

Prometheus, Friday, June 17.

J. W. Everman, Friday, June 24.

Through bills of lading given to Columbia, 8. C., the interior of Georgia, and all points South and Southwest.

Freights forwarded with promptness and despatch.

Rates as low as by any other route.

Insurance one half per cent., effected at the office in first-class companies.

No freight received nor bills of lading signed after 3 P.

Insurance one half per cent., effected at the office in first-class companies.

No freight received nor bills of lading signed after 3 P. M. on day of sailing.

SOUDER & ADAMS, Agents, No. 2 DOUK Street, Or to WILLIAM P. OLYDE & CO. WILLIAM P. OLYDE & CO. WILLIAM P. OLYDE & CO. WM. A. COURTENAY, Agent in Charleston. 52 tf

PASSAGE BY THE TUESDAY STEAMER, VIA HALIVAL
FIRST CABIN.
Payable in Gold.
Liverpool.
Halifax 90 Habitax 15
St. John's, N. F., 45
by Branch Steamer. 45 Bt. John's, N. F., 95
by Branch Steamer. 45 by Branch Steamer. 92
by Branch Steamer. 93
by Branch Steamer. 94
by Branch Steamer. 95
by

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. INCREASED FACILITIES AND REDUCED RATES FOR 1870.

FOR 1879.

Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURNDAYS, and NORFOLK TURSDAYS and SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days. days.
THROUGH RATES to all points in North and South
Carolina, via Seaboard Air Line Railroad, connecting at
Portsmouth, and to Lynchburg, Va., Tennessee, and the
West, via Vir, inta and Tennessee Air Line and Richmond

West, via Vir, inia and Tennessee Air Line and Richmond and Danville Raiiroad.
Freight HANDLED BUTONOE, and taken at LOWER RATE'S THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
Late Room accommodations for passengers.
Late Room accommodations for passengers.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHAR VFS and Pier 1 N. WHAR VES.
W. P. PORTER, Agent at Eichmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk.

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FOR NEW YORK,
via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
Le Steam Propellers of the line will commence loading on the 8th instact, leaving daily as usual.
THEOUGH IN TWENTY 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. 12 South DELAWARE Avenue.

JAMES HAND, Agent.
No. 119 WALL Street, New York.

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FOR NEW YORK, VIA DELAware and Raritan Canal.
SWIFTSURE TRANSPORTATION COMDESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steem propellers of this company will commence cading on the 8th of March.
Through in twenty low hours. FOR NEW YORK, VIA DELA-

Through in twenty-four hours.
Goods forwarded to any point ires of commissions.
Freights taken on accommodating terms.
Apply to William & Railed & O.

WILLIAM M. BAIRD & CO., Agents, No. 132 South DELAWARE Avenue. DELAWARE AND CHESAPEAKE

DELAWARE AND CHESAPEAR E
STEAM TOWBOAT COMPANY.—Barges
towed between Philadelphia, Baltimore,
Havre-de-Grace, Delaware City, and intermediate points.
WILCIAM P. CLYDE & CO., Agents.
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Office, No. 12 South Wharves, Philadelphia.

NEW EXPRESS LINE TO Alexandria, Georgatown, and Washington, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Daltor, and the Sonshwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

No. 14 North and South WHARVES.

HYDE & TYLER, Agents at Georgatown; M. ELDRIDGE & CO., Ag., Es at Alexandria.

COTTON SAIL DUCK AND CANVAS.

Of all numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Pauling, Bailing, Sail Twine, etc.

JOHN W. EVERMAN.

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