SPIRIT OF THE PRESS.

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

TOWN OR COUNTRY?

From the N. Y. Times. Sixty miles beyond St. Paul is a farm worked by seven sisters. The parents of these girls were both invalids, and very poor. They went from Ohio to Minnesota barely three years ago for their health. Under the Homestead law the family secured a preemption claim of the usual hundred and sixty acres. Moved by a natural sympathy for a family so unfortunately situated, their neighbors helped them to put up a log house, and they were able to hire men to split rails for fencing and to plow the land. All the rest of the work has been done by the seven girls, and last year they sold nine hundred bushels of potatoes, five hundred bushels of corn, two hundred and fifty bushels of wheat, and some six hundred of miscellaneous vegetables.

They are now comfortably off, and find time

to read books and newspapers. Now, there may be occupations more suita-ble to women than those connected with agriculture, but the interesting facts we have related convey a lesson of no slight importance. If a family of women, several members of which are young and weak, can compass within two years such results as these, beginning with absolutely nothing, it is easy to guess what strong men might do. And yet, in the great cities of our Atlantic coast, there are thousands and thousands of stout, hulking fellows who complain that they can get no work, or, what is nearly as bad, who perform in shops those ornamental duties which women can discharge as well, and from which the practical monopoly of one sex necessarily excludes the other. The rapidity with which a comfortable position can be obtained in Minnesota, and other Western States, can be partly estimated by considering the rate of growth of the States themselves. It is, for example, barely twenty years since Minnesota was organized as a territory. The population in 1850 was less than 6000. In 1865 it was more than 250,000, and the new census will show, it is said, a total of half a million souls. Of course, property rises in value in varying proportion to this, but there can be no doubt that any one who settles on fertile land on the old lines of railway, and who is honest and industrious, will amass a competency in ten or fifteen years. The value of real estate in Minnesota is set down in the official reports, made to the State Legislature last January, at one hundred and twenty millions of dollars; it was worth, if anything, only the Government price twenty years ago; and this is a tolerably fair example of the progressive augmentation of values. To reach this swiftly-growing community costs about thirty-five dollars, so that its accessibility to the poor man bears a moderate relation to the cost of establishing himself on arrival. No country in the world offers such twofold advantages as these, and it is strange that, as this is the case, so large a ratio of our native as well as imported population should obstruct each other in the great towns.

For those who have their way to make in the world, country life on the broad and fruitful prairies of the West is the most promising and happy that can be adopted. Independence is there within easier reach from small beginnings than in any other locality. A young laborer may leave his Eastern home find himself the possessor of a handsome fortune in early middle age. Such things have been, and will continue to be, until an equilibrium of population is arrived at; and this, even at the present rapid rate of progress, will need several generations to attain. The increasing density of our urban populations—the present corresponding discomforts and high prices, and the future decrease in wages that will result from it-will of course create a direct pressure calculated to thrust superfluous thousands toward lands comparatively empty. But it is unfortunate that. without waiting for such a process, numbers do not new perceive their own true interest, and seek for themselves and their children the health, comfort, and independence which are afforded on such easy terms by the smiling prairies of the West.

FRANCE AND THE POPE.

From the N. Y. Sun.

It is notorious that the present Government of France and the more intelligent of the French bishops in the Œcumenical Council are opposed to the adoption of the dogma of the Pope's infallibility. It is equally notorious that, norwithstanding this opposition, the majority of the council are resolved upon promulgating the dogma, and that, though they may be delayed in the accomplishment of their purpose, they cannot probably be defeated. In this state of things the French newspapers are speculating with some solicitude upon the consequences which may result from the anticipated action of the council, and its effect upon the relations of Church

and State in France. From a very early period the French Catholics have been indisposed to yield fully to the claims of supremacy made by the Pope. As far back as 1268, a royal decree forbade the interference of Rome in the affairs of the national Church. After many controversies the whole French clergy, headed by the famous Bossnet, joined in 1682 in declaring their adhesion to four points, which have ever since been regarded as fundamental principles, and have formed the basis of all the laws and treaties relating to the Gallican Church. These points are: that kings and princes in temporal matters are independent of the spiritual power; that the Pope is subject to the decisions of an occumenical council; that the power of the Pope is limited by the prescriptive rights and usages of the Gallican Church; and that, in matters of faith, the decisions of the Pope are not infallible when not confirmed by the consent of the whole Church. The proposed schema of infallibility directly contradicts these doctrines. It declares the Pope to be, in affairs concerning religion, the supreme ruler of all the faithful-laymen as well as priests; that he is not subject to the decrees of councils, nor bound to consult the Church in declaring matters of faith; and that his primacy is not merely honorary, nor limited to a mere supervision, but extends to the discipline and government of the Church in the whole earth. The question is now raised whether, in case of the adoption of the schema, the Government of France will not be absolved from its present obligations to the Pope, and whether as a natural consequence the Gallican Church may not be drawn

declaration of entire independence. These considerations have, no doubt, been duly weighed by the Pope and his advisers, and they must feel assured in their own minds that the Papacy will receive no injury from the measure they are urging. Reporters are not admitted to the sittings of the coun- manager who could engage were such a version until Thursday."

by the opponents of Ultramentanism into a

cil, and the utmost pains are taken to pre-vent what is said in its debates from becoming public. Still, enough has leaked out to make it sure that the minority are determined not to yield without a struggle, and that what they lack in numbers is amply made up by learning and ability. The perils which the adoption of the dogma in question will bring upon the Church in France will be set forth with vigor and clearness, and the majority will not hereafter have the excuse that they were not warned. The same arguments which will be used in reference to Frances will also be applied to the case of Austria; so that the Pope will find himself in danger of a rupture with the two great Catholie powers of Europe at once.

RED CLOUD'S PLAIN TALK IN WASH-INGTON.

From the N. Y. Herald.

The oratory of Logan has evidently left a germ in the bosom of the red man which, at this day, fructifies. The spirit of Red Jacket and the obstinacy of Billy Bowlegs are not extinct. The last of the Ogallalas—as he described himself—chief of the Sioux tribe, Red Cloud, united in his speech in Washington on Tuesday, before the assembled dignitaries of the Indian Department, a good deal of the logic and pathos of Logan with the indomitable pluck of Red Jacket and Bowlegs. When pleading for the rights of his people, Red Cloud asked, "Whose voice was first heard in this land?" and he answers the question-"It was that of the red people, who used the bow." With this intimation of inherited right to the soil he proceeded to put into a nutshell the grievances of his people. He says, in substance, the Great Father may be very kind, but his officials rob and maltreat the Indian; they have left him nothing but an island upon the vast extent of country which his father and his mother told him belonged to him. They—these white marauders -steal the goods sent by the Government all along the road, so that but a handful reaches his starving nation. We fancy that the red chief is not mistaken in this statement; for 'Indian annuity goods," whether composed of blankets, bacon, flour, sugar, or ammunition, are considered common property for the pilferers who infest the frontier, and are not very scrupulously handled after the goods pass beyond the lines of railroad. It might be interesting to know how many larders of Indian agents, sutlers, and contractors are enriched by the material which should reach the lodges of our wards, the red men.

But the Sioux warrior, the last of the Ogallallas, comes plainly to the point as to what his people want when he emphatically pronounces against the maintenance of Fort Fetterman and the continuance of our garrison on the lands. "I want no roads," he says, "through my country. For the railroads you are passing through there I have not received so much as a brass ring for the land they occupy." He will have no soldiers or railroads upon the land, and the removal of both seems to be the ultimatum of peace or war in Red Cloud's region. Now, the meaning of all this is simply what we have stated many times. The Indians are defrauded by Government agents and others to such an extent that they are worked up to a state of exasperation. Promises are freely made to them and are flagitiously broken, so that it becomes a question often whether it is not we, rather than the Indians, who are the aggressors. It may be necessary at times of absolute warfare to use harsh measures with the savages; but it should be considered whether the bad conduct of our own agents has not provoked the difficulty in nine cases out of ten. We beplains beyond the Mississippi, and | lieve that the cause can be traced to this

origin. The fact is that we want a thorough reform in the management of our Indian Department. We must be honest with the savage if we attempt to control him by peaceful means, We must not be driven by the misconduct and avarice of our employes to the hateful necessity of cruelty and extermination. The Secretary of the Interior must have learned something about the questions from the plain, bold words of the chieftain Red Cloud. He must be convinced that palaver has very little effect upon the Indian character. He must have learned, too, that faithlessness on our part in the matter of treaties, and gross swindling of the Indians by our agents and their tools, the contractors, are at the bottom of all this Indian trouble.

DEATH AND THE DRAMA.

From the N. Y. World. Our amusements are getting to be quite as exciting as the gladiatorial shows of the ancient Romans or the bull-fights of the modera Spaniards. Only a few days ago we had a young lady exquisitely bitten by lions in the Bowery, and an athlete ecstati-cally tumbled headlong from his pride of place in Fourteenth street. And now we hear from London of a fearful interlude in the entertainments which nightly attract a motley company of both sexes and of all classes in society to the "Alhambra Concert Hall" in that city. A large trap-door in the centre of the floor of the stage suddenly gave way, and precipitated a number of ballet girls into the vaults beneath. These vaults were filled with all sorts of machinery and of lumber, so that the bapless girls fared like the victims of feudal tyranny in those mediæval castles the oubliettes of which have now become one of the regular shows of the world of travel. The Alt-Schloss of Baden-Baden has such an oubliette. It was closed at top by a trap, and when this trap gave way the wretch standing upon it went heavily down through the cavity below upon a congeries of spikes and knives, and so tore himself quickly in pieces. Eleven of the London dancing-girls thus dealt with are reported to have been badly injured, which is likely enough, and some of these to have been injured fatally, which is far from unlikely. Of course, all this will have no sort of effect either in preventing other dancing-girls from risking their lives in the same manner, or in inducing managers to give closer attention to the condition of their stages and their machinery, or in diverting the popular taste from entertainments flavored thus with the cayenne of constant peril to life and limb. More than a year ago one of the finest and most forcible draughtsmen of our times, Mr. Matthew Morgan, of the London Tomahawk, enriched the pages of that periodical with a powerful cartoon entitled "Death and the Trapeze." It represented in wonderful perspective a theatre crowded with interested and excited spectators-in the orchestra stalls kid-gloved roues with opera-glasses intent upon the stage, in the family circle open-mouthed chil-dren devouring the delight of expectation. High in air, from a poised trapeze, swung a graceful, lithe young femule form, lightly clad and more lightly balanced to her dangerous leap. In the near foreground, clad in the faultless dress-coat, the kid boots, the white choker and gloves of the period, and with arms artistically extended to receive

her, stood Death, a courtly skeleton smiling a

horrible smile. A bitter and burning sermon

was the graphic sketch-but to what purpose?

One is forced to ask one's self whether the

thing possible—the ghastly services of Azrael himself, in person and in function even as Mr. Morgan's pregnant fancy bodied him forth, would not thereby make a "hit" of the most stupendous character, and secure crowded houses for a season of indefinite

TRAVELLERS AND TRAVELLING.

From the N. Y. Tribune. Of all the fine things which the always charming Horatius Flaccus sent down to posterity, there is none finer than the satire which describes his journey from Rome to Brundusium. Very little the poet probably cared for the quarrels of Octavius and Autony, as he travelled in the train of Maccenas, who went to Brundusium to promote a reconciliation. The satire itself is one of the pleasantest of itineraries, full of the sharpest of observations, and the most good-humored parrative of little troubles and difficulties; droll growls at the badness of inns and the annoyances of fellow-travellers; the biting of the gnats and the croakings of the frogs; the rustic humors of the villages; boat travel and travels by post-chaise, through the unfortunate town "not to be named in verse" (Equotuticum), through Rubri, Barium, and Egnatia, until Brundusium at last is reached. The journey was not a very long one and did not occupy many days; yet there are few books of modern travel which are equal in value and interest to this gem of a peem.

The great and long excursions which in these days railways enable us to make, and which at least suggest the annihilation of time and space, render the journey of Horace small by comparison; and yet we should be glad enough if we could get from them something like the result of his insignificant trip. Our travellers, it would seem, carry their eyes in their pockets, and only resume them when the final goal is attained. The main purpose seems to be to go from point A to point B as quickly as possible; and the charm of the feat is not in what it will produce, but in the thrilling fact that it can be done at all. Last week a whole car-load of clergymen started from Chicago for San Francisco. The week before a similar freight of men and women left Boston for the same destination. With a continuous rush, with the scream of the whistle, eating, drinking, sleeping, each party was hurried along. All that charm of travel which proceeds from a sense of personal danger, however slight, will be lost-all the power of endurance which is strengthened by suffering, all that discipline the result of which is a confirmed presence of mind, all those lessons in quick decision which imminent danger gives, will be eluded. This is travel with the moral element left out. It is no more than a day's pleasuring. There is no stuff in it to vitalize a boy's book to be read with awe and wonder by the winter's fireside. How would the best record which could be made of it compare with the tales of travellers from Marco Polo to Dr. Kane? The pilgrims to San Francisco will see "antres vast and deserts idle, rough quarries, rocks and hills whose heads touch heaven;" but the rate of progress will be too swift for much observation, esthetic or scientific, and the locomotive has no poetical bowels of mercy. Nor will the meanderers see any "cannibals that each other eat," nor any "anthropophagi," nor yet any "men whose heads do grow beneath their shoulders." The only possibility of an adventure will be in an accident, and an accident would spoil all. There will be no manners and customs for the travellers to observe, except the manners and customs of each other-and pretty dull work that will be found after the first day. The Western parsons will, of necessity, fall back upon theology, and the Boston ladies upon the Peace Jubilee. Under these circumstances, the kindest wish which we can send after the wayfarers is that they may have a fine, natural, rousing scare from the Indians. Far be it from us to desire that any clergyman should be scalped, although a scalped clergyman would draw enormous houses, should he survive the operation and return. But a group of hostile aborigines upon their tough little ponies, seen in the distance, might occasion an agreeable titillation of moderate apprehension.

speak of these excursions with undue levity, or that we miscalculate their honest value. The Germans have a word the purport of which is, "a dweller in a small town." man (unless he be a hopeless fool) can go from Boston to San Francisco and back again without getting a great many village notions out of his head; and he will begin, however dimly, to comprehend that the world has boundaries somewhat wider than he has heretofore supposed. Mr. Emerson long ago, perhaps a little cynically, called travel-ling "the fool's paradise," and solemnly assured his disciples that they would find nothing abroad which they might not also find at home; and yet Mr. Emerson's practice has been somewhat different from his preaching, since he too in his day has been a considerable traveller, with the result of at least one delightful volume. Perhaps if Mr. Emerson had said that the fool at home must also be a fool abroad, he would more nearly have hit the mark. The advantage of travel does not consist so much in what is seen as in the escape from local grooves, in the collision with different orders of men, and in absence from the belittling influence of a neighborhood too close for self-respect and too prone to waste its social activity in worse than profitless gossip and chit-chat of the tea-tables-although it may be doubted whether this end will be so well promoted when large numbers from the same point, and all associates at home, travel together in a sort of caravan; for there is danger in such case that intelleclectual habits carried away may be brought back again, possibly, like the luggage, a little the worse for the wear of the expedition. But the supreme benefit of the journeying is in its holiday. It is an emancipation of the scholar from the volumes which he may be either misusing or over-using; of the man of merchandise from the slavery of day-book and ledger; of the clergyman from his congregation, and of the lawyer from his client; and it is a temporary liberation of woman from that domestic management which, whether she be rich or poor, may be domineering over her daily life and obstructing all her steps towards a higher culture. Travelling is the adult's vacation; and often the adult may as much need it as the school child.

We hope it will not be thought that we

-The Salem (N. C.) Press has had its wonder and admiration excited at the quickness with which the enterprising people of the North obtain news, and thus explains itself: - "Although Yanceyville is not upon any telegraph route, and though the body of the late Mr. Stephens was not found until the morning after he was missed, a succinct and tolerably accurate ac count of the tragedy was telegraphed all over the North on Monday and appeared in the papers on Tuesday morning. Although we are not much further than a day's ride from Yanceyville, we did not hear even a rumor of the affair until Tuesday noon, and falled to get a correct

THE NAVAL ACADEMY.

THE LIST OF GRADUATES AT THE RECENT COM-MENCEMENT. At the commencement of the United States Naval Academy, held at Annapolis on Tues-day, the following young aspirants for naval renown graduated, the five first-named being

Massachusetta.

the honor men :-

1—George L. Dyer..... 2—Robert G. Peck..... -H. O. Rittenhouse... .New Jersey. -Henry W. Schaeffer Illinois, -John Hukbard Arizona Territory. Charles Briggs..... Rhode Island. Herman F. FickbohmNaval apprentice. Alexander McCrackin Iowa. Wm. G. Mayer..... Ohio. Henry HarrisIllinois. John W. Danenhower .. Illinois. Lewis C. Heilner..... Pennsylvania. Samuel L. Graham... .Pennsylvania. Joel A. Post New York. Joseph B. MurdockMassachusetts. John D. KeelerIndiana. Lazarus L. Reamy. Pennsylvania. George A. Calhoun. .Naval apprentice. Walter S. Holliday. Wisconsin. Charles P. Kunhardt .Pennsylvania, .Pennsylvania. Harry M. Jacoby .. Corwin W. Rees. Ohio. Jacob J. Hunker .. Ohio. Nathan Sargent ... Montana Territory Whitmul P. Ray .. Indiana. Kentucky. Landon P. Jouett .. Greenlief A. Merriam .. . Massachusetts. Haile C. Nye...... William M. Wood. Ohio. Indiana Miers F. Wright. Pennsylvania. Edward M. Hughes ... At large. Charles E. Vreeland .. . Naval apprentice. Clayton S. Richmond .. Jowa. Marcus D. Hyde ... Washington Ter'y. William P. Conway. Kentucky. Boynton Leach..... New York. George W. HolmanCalifornia. Thomas C. Spencer ... Son of officer. John S. Abbott Wisconsin. Charles H. Lyman. Ohio. John B. Collins Louisiana. William Remsen.... New York. Henry R. PeningtonDelaware. Charles F. Emmerich Distr't of Columbia. Timothy G. C. SalterNaval appprentice. John P. J. Augur .. .Son of officer. Pennsylvania. James H. Bull Wm. H. Van de Carr New York. Martial C. Dimock, Naval apprentice. Hugo Osterhaus...... Missouri. Freeman H. Crosby New York. Willie Kilburn..... .. California. Ferdinand H. Gentsch....Ohio. Anson B. MillimanNaval apprentice. John B. Milton Kentucky. Hanson R. Tyler... .Vermont. James H. SawyersKentucky. Joseph H. UtleyIllinois. Francis L. Ludlow..... New York. Albert C. Dillingham .. .Pennsylvania. James M. Gore,

-A number of Paris ladies, under the name of the "Christian Women's Union," have made a covenant that they will limit their expenditures for dress to a fixed moderate sum, and give all their savings from pin-money to the

Colin McDonald.

George W. Mentz.....

Theodoric Porter.....

Francis Winslow

Henry L. Green

Frank Ellery, Jr

Son of officer.

New Jersey.

New York.

.Son of officer.

.Son of officer.

.. Son of officer.

Pope.

The Dresden Gallery has been enriched by Hans the purchase of a valuable picture by Hans Holbein the younger, representing the death of Virginia. The tribune Appius Claudius sits on a throne, and the tragic scene takes place in the midst of a crowd of people before him. The elevation of style and power of expression shown in this picture are said to place it in the front rank of German historical painting of the sixteenth century. It has very recently been discovered in Dusseldorf, but no account of the circumstances has reached us.

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 30, 1870. Blank 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 8 P. M. from May 30 to June 3, for the payment of Dividends, and after that date from ? A. M. to S P. M.

THOMAS T. FIRTH, Treasurer

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 PROTECTION FIRE INSURANCE COMPANY, to be located in the city of Philadelphia," approved the Eith day of April, A. D. 1859, and tre supplement thereto, approved the 26th day of April, A. D. 1859, and tre supplement thereto, approved the 26th day of April, A. D. 1879, will be held at 1 o'clock P. M. on the 15th cay of June, A. D. 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 13 Im NOTICE IS HEREBY GIVEN, IN

accordance with the provisions of the existing act 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 18th day of April, A. D. 1858, and the supplement thereto, approved the 26th day of April, A. D. 1878, will be held at 12 o'clock M. on the 18th day of June, 1879, at No. 1828. 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. 5131m

OFFICE OF THE SCHUYLKILL

NAVIGATION COMPANY, No. 417 WALNUT

Street, Philadelphia, May 26, 1870.

Notice is hereby given that a Special General Meeting of
the Stockholders and Leanfolders of this Company will
be held at, this office on MONDAY, the 20th day of June,
1870, at 11 o'clock A. M. for the purpose of considering a
proposition to lease the works, franchises, and properly of
the Schuylkill Navigation Company to the Philadelphia
and Reading Railroad Company.

By order of the Managers,
60 12t

F. FRALEY, President.

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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 shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter seasons.

For further particulars apply to JOHN F. OHL, PIER 19, NORTH WHARVES. PHILADELPHIA AND SOUTHERN
MAIL STEAMSHIP COMPANY'S REGULEANS, La.
The YAZOO will sail for New Orleans direct LEANS, La.

The YAZOO will sail for New Orleans direct, on Thursday, June is, at S.A. M.

The ACHILLES will sail from New Orleans, via Havana,

on —— June

THROUGH BILLS OF LADING at as low rates as by any other foute given to Mobile, Galveston, Indianols, Lavacca, 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 Savannah on Saturday, June II, at S A. M.
The TONAWANDA will sail from Savannah on Saturday, June II.

The TONAWANDA will sail from Savannah on Saturday, June II.

The ROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisians, Arkassas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Guif Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. O. The PIONEER will sail for Wilmington on Saturday, June 18th. Returning, will leave Wilmington Saturday, June 25th. June 25th.

Counsets 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.

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PHILADELPHIA AND CHARLES-TON STEAMSHIP LINE.

TON STEAMSHIP LINE.

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

ASHLAND, 800 tons, Capt. Crowell.

J. W. EVFRMAN, 602 tons, Capt. Hinckley.

PROMETBEUS, 600 tons, Capt. Gray.

JUNE, 1870.

Prometheus, Friday, June 3.

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.

at-class companies. No freight received nor bills of lading signed after 3 P

M. on day of sailing.
SOUDER & ADAMS, Agents,
No. 2 DOOK Street,
Or to WILLIAM P. OLYDE & CO.
No. 12 S. WHARVES.
WM. A. COURTENAY, Agent in Charleston. 52 tf

FOR LIVERPOOL AND QUEENS
pointed to sail as follows;—
Oity of Brussels, Saturday, June 11, at 1 P. M.
Oity of Antwert, via Halitar, Tuesday, June 14, 1 P. M.
Oity of London, Saturday, June 18, 9 A. M.
Oity of London, Saturday, June 25, 1 P. M.
And each succeeding Saturday and alternate Tuesday
from Pier 45, North River.

RATES OF PASSAGE.

BY THE MAIL STEAMER SAILING EVERY SATURDAY.

BY THE MAIL STRANGE SALLING EVERY SATURDAY,
Payable in Gold. Payable in Currency,
FIRST OABIN. \$100 STEERAGE \$38
TO London. 105 To London. \$0
TO Paris. 115 To Paris. \$2
PASSAGE BY THE TUESDAY STRANGE, VIA HALIFAK,
PIRST CARIN. STEERAGE. PASSAGE BY THE TURBDAT STRANER, VIA HAMPAT.
FIRST CABIN.
Payable in Gold.
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St. John's, N. F.
by Branch Steamer.
Fassengers also forwarded to Havre, Hamburg, Bremen, sic., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
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INCREASED FACILITIES AND REDUCED RATES INCREASED FACILITIES AND REDUCED RATES
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Steamers leave every WEDNESDAY and SATURDAY
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RETURNING, leave RICHMOND MONDAYS and
THURSDAYS, and NORFOLK TURSDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing
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The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.
THROUGH IN TWENTY FOUR HOURS.
Goods forwarded by all the lines going out of New York
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FOR NEW YORK, VIA Danie ware and Esrivan Canal.
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DESPATCH AND SWIFTSURE LINES.
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence cading on the sith of March.
Through in twenty-four hours.
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Freights taken on accommodating terms.
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