## Evening Telegraph

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TUESDAY, JULY 12, 1870.

THE CHI-NIECE AND CHI-KNEES. The disposition to agitate the Chinese question in Congress increases with the growing necessity of politicians to make up records that will help carry them safely through the coming elections. The scholastic Sumner, who advocates the abolition of all forms of caste, speaks of the Orientals kindly as the Ohi-nieco, while the Pacific Senators, in deference to the prejudices of a portion of their constituents, thunder forth denunciations against the Chi-knees. Mr. Cake, of this State, who represents a portion of the coal region in the House of Kepresentatives, also belongs to the Chi-knees party. The gentle miners of Schuylkill county have en amiable habit of forming combinations which are vivified by terrorism and violence, and they are not without apprehensions that the almondeyed Celestials may grapple with the mysteries of anthracite some of these fine days, and thereby stop the business of burning coalbreakers and shooting refractory superintendents. To avert so dreadful a calamity, Mr. Cake proposes to prohibit the "introduction of bondmen from Chins," and he is disposed to be severe upon all emigrants who will not "as speedily as possible adopt the manners, habits, and customs of our people.' So far as the resolutions he recently offered in the House, or similiar propositions, provide for the prohibition of involuntary bondage, they will be cordially endorsed by the great body of the American people. Nothing is plainer than that slavery of every form should be, is, and must be prohibited by the laws of this country. It was said of England years ago that the moment a slave touched English soil he was free, and this is the ruling doctrine of America to-day. If there is anything wrong about the contracts under which the Chinamen are brought to this country, it should be righted, but, whether it is righted or not. we cannot understand how any contract formed in another continent can, in the absouce of positive legislation, legally enslave an immigrant after he lands upon our shores. The Chinese naturally band together here, as small knots of American workmen would band together if they went to China, for mutual convenience, protection, and congenial intercourse, but no bond can be forged other side of the Pacific on the strong enough to hold them in involuntary servitude on our soil; and after they once become familiarized with our language and customs, they will be as ready to seek new affiliations as the Irish or German immigrants. It is said that the Chinese shoemakers of North Adams are already

Mr. Cake could establish. Emigration, above all other things, has built up this country, and now that a new mine of this species of wealth has been opened, why should we refuse to avail ourselves of its offered treasures? The object of the Chinese in coming here is to perform a share of the mighty mass of work which, for the common good of all, should be performed at the earliest possible moment. The Southern States alone could, by the proper application of intelligent labor, be made to sustain more than a hundred millions of people, and at the present moment nine-tenths of their natural resources are dormant and unproductive. The bulk of the western balf of our territory is still in a condition of primitive wildness, and on it, exclusively, millions of Chinese could find, under proper industrial conditions, employment profitable to them and to us. There is not a State, city or town, even in the most thickly settled portions of the Union, where remunerative work is not awaiting skilful and industrious workmen. And it will be time enough after a million of industrial voids in agriculture, manufuctures, and commerce have been filled, to close our ports to any peaceable and orderly body of industrious workmen.

attracting the favorable notice of the Yankee

factory-girls, and we shall not be at all asto-

nished if in due season they learn to make

love as well as money in as orthodox an

American fashion as the conservative heart of

RECKLESS LEGISLATION. JUDGE AGNEW'S opinion in the Schoeppe case, published by us yesterday, is a severe commentary upon the reckless manner in which legislation was conducted at Harrisburg last winter. The partisans of Miss Steinnecke's murderer were so zealous in his behalf that they went to the State capital with a piece of special legislation, and found it only too easy a task to get it through both houses. But the Governor for once proved a stumbling-block, and his veto delayed the consummation of the job until it was too late by twenty four hours to be available. Although Dr. Schoeppe finds the legislative "offspring of feeling" of no use in his own case, Judge Agnew points out how it will revolutionize the whole criminal practice of the State, and deprive law-abiding people of the security which they formerly enjoyed by rendering a speedy and certain punishment of aptorious criminals impossible. The "law's delay" is already proverbial, and now we find it intensified in the interest of that class of ruffians who do not pause at the

might of human blood in the prosecution of

their revenge or the gratification of their

avarice. Judge Agnew states that the effects

rescue Dr. Schoeppe's neck from the halter | do not seem to have excited attention. This has been the case only because the attention of the press and people was not called to its mischievous tendencies until the publication of Judge Agnew's opinion in the first case arising under the law. The subject is likely to receive the ventilation it merits between this time and the meeting of the next Legislature.

THERE is not the slightest doubt that the fires of Sunday morning were the work of incendiaries connected with one or the other of the two companies chiefly implicated in the riots which have brought the whole volunteer Fire Department into discredit. It will not be enough to suspend or disband either of these companies, or even to abolish the volunteer system, if the ruffians who perpetrated the outrage of Sunday are allowed to go unpunished. In some cases crime is committed in secret and under circumstances that render the detection of the criminals almost impossible, but in the present instance the leaders of the incendiaries and rioters must be well known to a large number of persons, and there ought to be no difficulty in bringthem to trial, and having them convicted and sentenced to the penitentiary. There are many very worthy men connected with the Philadelphia and Good Will Companies who owe it to themselves, as much as to the public, to aid in the detection of the scoundrels who have brought discredit upon their organizations and upon the whole Fire Department of Philadelphia. Until the real criminals are detected and brought to justice, all the members of the two companies named will rest under the suspicion of being implicated in starting the fires and instigating the riots of Sunday; and as the scoundrels who really committed the offenses are undoubtedly well known, those of their associates who have hitherto borne good reputations will be considered as at least willing to bear the disgrace of being their accessories, if they do not take some active steps towards procuring a prompt and thorough legal investigation.

In the quarrel of the politicians of New York over the Collectorship, which was temporarily settled yesterday by the confirmation of Murphy, each party claims that the welfare of the Republican organization depends upon its control of the enormous patronage connected with the great Wall street den of corruption. After the Republican candidates on the New York State ticket were defeated at the last election by nearly one hundred thousand majority, the cry was set up that this defeat was caused by something that Mr. Grinnell had done or failed to do as Collector of New York. It is not improbable that these complaints were not without influence in inducing the change recently made by the President, and the country might have indulged the hope that Republicanism would revive on the soil of the Empire State if one of her Senators, Mr. Fenton, had not said in the Senate vesterday that the confirmation of the new appointee, Murphy, would still further weaken the Republican party in New York. If this threat means anything, we suppose we may look for a Democratic majority of about two hundred thousand at the next election, and expect hereafter that nobody will vote the Republican ticket in the Empire State except those who have received a liberal share of the loaves and fishes.

THE NEW YORK COLLECTORSHIP. THE great struggle between Senators Conkling and Fenton over the Collectorship of the port of New York was terminated in the executive session of the Senate last night by the discomfiture of Fenton and the confirmation of the Hon. Thomas Murphy as Collector in place of Moses H. Grinnell by a vote of 48 to 3, the nays being Messrs. Fenton, Harris, and Tipton. Mr. Murphy, over whom this protracted battle has been waged, is an Irishman by birth, and in the very prime of life. He came to the United States when quite young, and acquired a handsome competency in the fur business in York city, but the greater portion of his wealth, it said, he came in possession of through successful speculations in real estate. His reputation for ability and integrity as a business man has always been without a blemish. In politics he was associated with the Whig party until its dissolution, when he joined the Republicans. He never held office, however, until 1866, when he took his seat in the State Senate as a member from New York city, having been elected in 1865 by a plurality vote over two Democratic opponents in a district so strongly Democratic that that party could not resist the inclination to split. During the administration of Andrew Johnson, Mr. Murphy sided with the President in his troubles with Congress, acting with the conservative wing of the Republicans and favoring the election of Governor Hoffman in 1866. At a later period he withdrew from these Democratic associations, and in the Presidential campaign of 1868 earnestly supported General Grant. The enormous Democratic majority at the recent judicial election in New York was supposed to have resulted, in great measure, from the bad management of political affairs in New York city by Collector Grinnell, and it was in consequence of the demands made for his removal by those who were desirous of manipulating the patronage that he at last resigned the important office of Collector of Customs, to accept that of Naval Officer. The nomination of Mr. Murphy to the vacancy, it is supposed, will conciliate all the various factions of the Republican party of the State, except that which follows in the lead of Senator Fenton, and strengthen the hands of the administration. At the next election there will be an elegant opportunity for Mr. Murphy and his friends to show what they can do towards stemming the tide of Democratic success.

A CORPESPONDENT of the Cologne Gazette, who says he has resided in Bohemia for five-and-twenty years, during which time he has thoroughly explored every part of the country, remarks that the German population is giving way before the Ozechs with astonishing rapidity. In Prague you hear less German and more Czech spoken every year: and in the districts of Reichenberg, Leitmeritz, and Saatz, and the Saxon and Silesian frontiers, where formerly the population was exclusively German, a onsiderable portion of it is now Czech. "In villages where in 1850 not a single Czech word was spoken, you will hear the Czech language far oftener than of this sentimental law which was passed to the German." The correspondent attributes these | the time of his death.

results chiefly to the increasing emigration of the Germans from Bohemia either to America or to Vienns, and the German provinces of Austria. Of late, too, many Germans in the country have adopted the Czech language and customs. The same thing may be observed in the Southern Tyrol, where the Italian element is gradually predominating, and the Germans either emigrate or become Italianized.

OBITUARY.

Rear-Admiral John A. Dahlgren. A despatch from Washington announces the death of Rear-Admiral John A. Dahlgren, which took place at the Navy Yard in that city this morning.

The deceased officer was a native of Philadelphia, and he was appointed a midshipman from the State of Pennsylvania on the 1st of February, 1826. He made his first cruise in the frigate Macedonian, attached to the Brazil squadron, in the years 1827-29. He afterwards visited the Mediterranean, in 1830-32, on board the sloop-of-war Ontario. On the 20th of April, 1882, he was made a passed midshipman, and was employed on coast survey duty from 1836 to 1842. His commission as lieutenant dated March 8th, 1837, and in 1844-45 he served on board the frigate Cumberland, in the Mediterranean squadron. From 1844 to 1857 he was employed on ordnance duty, and in conducting numerous important experiments for the improvement of naval cannon and ammunition his talents found their proper field of exercise. It was at this period that he invented the celebrated Dahlgren smooth-bore and rifled guns, and perfected a system of naval ordnance that has demonstrated its efficiency on many important and trying occasions. He received his commission as commander in September, 1855, and in 1858-59 he was in command of the ordnance ship Plymouth. This vessel was armed, according to his views, with a few heavy shell guns, and he went upon a short experimental cruise for the purpose to testing their efficiency afloat. After being detached from the Plymouth, he was again placed upon ordnance duty at the navy yard at Washington, where he conducted a number of important experiments under the direction of the Bureau of Ordnance and Hydrography. The labors of Dahlgren resulted in many changes in our naval ordnance, and there is no doubt that his improvements and inventions greatly improved the efficiency of the navy. The most important of the changes made through his influence was the adoption of the heavy shell guns of the Dahlgren pattern, and also of the bronze howitzers for boats invented by him. These howitzers, of 24-pound and 12pound calibre, were light, easy of transportaand as they were as available on land as well as afloat, being mounted when required for shore service on light field carriages, also invented by Commander Dahlgren, they performed a great deal of very effeclive service during the Rebellion. In the course of his ordnance experiments Commander Dahlgren published the following works, part of them under the direction of the Bureau of Ordnance:-"Report on the 32-pounders of 32 cwt." in 1850; "System of Boat Armament in the U.S. Navy," two edition in 1852 and 1856; "Naval Percussion Locks and Primers" in 1852, and "Shells and thell Guns" in 1856.

On the breaking out of the Rebeillon, most of the officers of the Washington Navy Yard, including the commandant, joined the South. Commander Dahlgren was appointed by President Lincoln to take command of this important post, that more than almost any other in the country required an officer of undoubted loyalty. This appointment was a high proof of the President's confidence and regard for Commander Dahlgren, and he performed important and valuable services in aiding the rapid armament of vessels fitting out for hostile cerations against the Southern ports. His commission as captain was issued on the 16th of July, 1862, and shortly after he was appointed Chief of the Bureau of Ordnance.

Cartain Dahlgren was promoted to rearadmiral on the 7th of February 1863, and the Secretary of the Navy expressly declared that this honor was intended as a recognition of his eminent services as an ordnance officer-services which were more valuable and important to the country than those of many officers who had won fame by their deeds in the face of the enemy. In the next summer he was ordered to take command of the South Atlantic Blockading Squadron, in place of Rear-Admiral Dupont. He assumed the command of the squadron on the 6th of July, 1863, and soon after a combined effort was made on the part of the navy and army, the latter under of General Q. command Gillmore, to obtain possession Morris Island and the Rebel works on the south side of Charleston harbor. Neither in the opcrations against Morris Island, or afterwards, did Admiral Dahlgren give any evidence of posessing the military talents necessary for the work in which he was engaged. He was extremely unpopular with the officers and men of his fleet, while General Gilmore openly charged him with incapacity and total want of military knowledge. In fact, the appointment of Admiral Dahlgren to this command was a serious mistake, and it would have been well for his reputation if he had been recalled and again placed upon the duty for which he was suited in the Ordnance Bureau.

In February, 1864, Admiral Dahlgren led an expedition which ascended the St. John's river, Florida, to aid a military force which intended to occupy that State. The battle of Olustee, in which the Union forces were defeated, was the chief incident of this campaign, and the most important service rendered by the navy was in protecting the city of Jacksonville after the army had fallen back to it from Olustee.

When information of Sherman's army having started upon its march through Georgia was communicated to him, Admiral Dahlgren adopted measures for rendering him all possible assistance as he approached the coast. So soon as Sherman reached Savannah he communicated with the Admiral, and the latter disposed his vessels to aid in reducing the city. After the fall of Savannah the capture of Charleston was only a question of time, and on the morning of the 18th of February, 1865, no one was greatly surprised to learn that the place had been evacuated during the night previous. Admiral Dahlgren immediately moved his vessels up to the city and took possession of it, and he then sent a force to compel the surrender of Georgetown, on Winyaw Bay, to the north of Charleston. This place was also found to be deserted by the Rebels, and its occupation by the Union forces may be said to have concluded the war in South Carolina.

In 1866 Rear-Admiral Dahlgren was ordered to command the South Pacific Squadron, and on his return from that station in 1868 he was again appointed Chief of the Bureau of Ordnance. In the fall of 1800 he was ordered to the Washington Navy Yard, and was in command there at

SPECIAL NOTICES. For additional Special hotices see the Incide Pages 12 FOR STYLE AND BEAUTY, FOR CARREUL WORKMANSHIP, ELEGANCE OF FIT, CLOTHING COMPARABLE TO THE PRESENT

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the WEST JERSEY RAILROAD COMPANY will run a SPECIAL EXCURSION TRAIN to CAPE MAY on FRIDAY, July 15, 1870, last boat leaving MARKET Street wharf, upper side, at 6 A. M.; returning, leaves Cape May at 6 P. M. Excursion fare, \$2. Tickets for sale at the Continental Hotel and Market street wharf. W. J. SEWELL, Superintendent.

OFFICE OF THE PHILADELPHIA CITY PASSENGER RAILWAY COMPANY, No.

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PHILADELPHIA, July 4, 1870.
The Board of Directors have this day declared a dividend of ONE DOLLAR AND FIFTY CENTS per share on the capital stock, clear of all taxes, payable on and after the 14th instant. Transfer books will be closed until the 14th instant.

7610t WILLIAM W. COLKET, Treasurer.

OFFICE OF EAST MAHANOY RAILROAD COMPANY, 225 South FOURTH Street, Phila-A Dividend of THREE PER CENT, has been declared upon the Capital Stock of this company, payable in Cash on and after July 15th.

JOHN WELCH, Treasurer. 7 1 12t THE BANK OF NORTH AMERICA. The Directors have this day declared a Dividend of TEN PER CENT. for the last six months, payable on demand, clear of tax. JOHN H. WATT,

75 tuths4t

BIBERNIAN SOCIETY.—THE MEMBERS are requested to attend the funeral of WILLIAM DIVINE, our late fellow-member, from his residence, No. 1802 LOCUST Street, on WEDNESDAY, 13th instant, at 3 P. M.

WILLIAM MORGAN, Secretary.

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