THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, JULY 13, 1870

SPIRIT OF THE FRESS.

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

THE TREASURY AND THE GOLD MARKET.

From the N. Y. Times.

Caution is at all times a most desirable quality in a Secretary of the Treasury; at the present moment it is imperatively needed. Theorize as we may in reference to the improvement of our national credit, and our comparative exemption from the immediate effects of a financial shock in Europe, this at least is clear-we cannot too carefully weigh the possible effects of such a shock upon American finance, nor too carefully prepare for contingencies which at any moment may be precipitated upon us. The snake of the gold market is scotched merely, not killed, as the more sanguine have supposed. Whether its capacity for inflicting future mischief shall be great or small depends in no small degree upon the course pursued by the Treasury.

The tendency of the Treasury policy first to force down, and then to keep down, the gold premium, has been derived less from the actual sales of surplus coin than from the known determination of the Secretary to thwart the game of the "bulls" among the speculators by the use of the coin at his command. The "bulls" learned that they were playing not only against the "bears," but against the Government, and prudently withdrew from a contest in which the odds were so decidedly against them. The periodical sales by order of the Treasury may have sometimes served to avert slight fluctuations, the result of legitimate banking necessities; but with the will of the officials at Washington understood, the effect upon the gamblers would probably have been the same, though actual sales had been few and far between. All this implies strength on the part of the Treasury, and strength in this case presupposes a certain accumulation of coin.

We have spoken only of a period during which other causes imparted additional force to the action of the Treasury. There has been no homeward flow of United States bonds: the movement has been quiet, but always in the opposite direction. Enormous amounts of railroad bonds have also been sent to Europe, so serving to adjust temporarily the financial balance, and to keep our gold market in a condition favorable to a decline of the premium.

The events of the last few days should satisfy us that these influences, from which the country has derived much substantial assistance, are exposed to sudden and serious disturbance. Say what we may, Wall street sympathizes with quickened pulsations at the money centres of Europe. With disturbing forces at work there, we cannot hope to preserve absolute unchangeableness here. Matters will exhibit more than ordinary unsettlement if the effect of panic at London, Paris, or Frankfort be to send hither our Government bonds, and to close those markets to the railroad bonds on whose sale there we rely for aid in arranging mercantile differences between the countries. The Treasury will then find itself in conflict with influences less easily controlled than those against which it has hitherto contended. It has thus far sailed in smooth water. Its task will be ininitely more ardnous if the natural trade and finance come to the relief of the speculators. We speak only of what may happen. But the cautious financier will not overlook contingencies so fraught with embarrassment. He will so mould his policy as to be prepared for them. Now, his first essential is a reserve of strength. He must have an accumulation of coin sufficient for much more than every-day purposes. His ability to prevent violent fluctuations in the gold market, and to frustrate the plans to which, at such a time, the speculators will resort, will be, to a large extent, regulated by the amount of coin at his command. The knowledge that it is there, and that in the presence of certain events it will be used to prevent any great vicissitude, will of itself operate beneficially. But no vain display of power will suffice. The Treasury must be positively strong in its own resources, or its hold upon Wall street will indeed be feeble. This aspect of the subject derives more urgent importance from the evident inclination of Congress to sanction a continuance of the policy which would render any large accumulation of coin impossible. Any financial legislation that may now be adopted should have a direct reference to the perils and probabilities of the hour. These seem to us to suggest the desirableness of a policy which shall enable the Government in some measure to protect the community from disasters which may follow the difficulties now arising on the other side of the sea.

obviously fallen, caused this meeting to be [convoked for the purpose of officially pro-mulgating his opinions. That the meeting should have refused to take action in the premises, in this view of it, means that the Reverend Mr. Fulton is left, where he clearly belongs, in a wretched and monomial minor-ity. Such a consummation is as creditable to the good sense of all the meeting save one as it is discreditable to the head and heart of that one.

The general religious objection to Mr. Dickens works, so far as they are merely works of fiction, may be simply stated. Al novels are bad; ergo, some novels are bad, and the writers and readers of Mr. Dickens' novels are under a common ban with the writers and readers of all other novels. Though this feeling will seem to the secular public the offspring of an illiberal prejudice. it certainly does not deserve, any more than any other conscientious conviction, to be considered contemptible. But in a generation in which a French abbe has written, without other professional or literary re-proach, so admirable a novel as "Le Maudit," and a Congregationalist minister has written. without prejudice to his professional although with grievous detriment to his intellectua standing, so wretched a novel as "Norwood," we may fairly set it aside as to the vast majority of men inapplicable.

The special religious objections to Mr. Dickens' works are of a class which the Baptists of Boston certainly deserve credit for declining to "reaffirm." To object to an English novelist, as has been publicly done by the wise Mr. Cuyler, of Brooklyn, and the intelligent Mr. Fulton, of Boston, aforesaid, for not making American temperance tracts of his English novels, is as rational as it would be to denounce the Rig Veda for not containing condemnations of the practice of suttee, or the Divine Comedy for omitting strictures on Papal infallibility. The point that Mr. Dickens has never drawn either an amiable or a respectable minister of religion is of much more moment indeed, but it is a point which a body of ministers of religion could not decently urge. Mr. Goldwin Smith has recently attracted upon himself the inextinguishable laughter of mankind by assuming as a graphic description of himself the fictive character of an Oxonian professor who was also a social parasite. If a body of laymen were to resent the delineations of Stiggins and of Chadband, supposing those delineations to be meant as classifications and not as caricatures, their resentment would be respectable. Some such course the laic readers of England and America have tacitly taken by agreeing to consider the unworthy ministers of the novels as specimens of morbid anatomy. But a body of clergymen which undertakes to resent the portraiture thereby confesses its correctness.

THE ENGLISH CHANNEL TO BE CROSSED BY RAIL. From the N. Y. Herald.

Germs of invention fructify quickly in the warm atmosphere of progress that fills our time. Our rapidity of motion, as we rush on "ahead," evolves mental as well as physical caloric, and a tiny acorn of thought, dropped by the wayside, quickly yields us the branching oak of a hundredfold practical application. When, some twenty or thirty years ago, canal boats were constructed in sections on our New York and Pennsylvania lines, so that the separate compartments could be caught up bodily, swung to their places on railroad platform cars, and whisked away over the Allegheny Mountains, with all the nicelypacked freight that they contained entirely undisturbed, very few of even the most enterprising engineers could have conjectured that this plan would, within the lifetime of a generation, be developed into an oceanic service on the same principle. The difference of application in the matter which we are about to mention is that the latter case reverses the system, since it takes up freight cars and conveys them on steam vessels across the seas. Some time ago we stated the proposition of an English engineer to establish a system of pontoon service across the English Channel to the coast of France. This suggestion has been worked up to a point that has brought it before the British Parliament, where, under the title of "A Bill for International Communication," it has been approved, with certain conditions, by a Parliamentary committee. Those conditions preserve intact all rights of admiralty and such as come under the control of the Department of Public Works. The bill, however, will not have the force of law until after the French Government shall have fully adhered to it, nor work be commenced until the capital shall all have been subscribed, with one-half of the same paid in. It is known already that Napoleon III is greatly pleased with the scheme and will favor it in every way. This much having been premised, we may briefly state the exact terms of the project which, when carried into perfect execution, will complete the chain of direct transit for packed merchandise be-tween the British islands and the Italian ports on the Mediterranean, passing through the Frenck and German centres on the way. The same system then applied at those ports -the railroad gauge of track having been modelled in conformity-might, for that matter, send on the identical car that left Glasgow to India, Australia, and after that to America, and so quite around the world. The protect, then, is to establish a pontoon service between Dover, in England, and the port of Andrecelles, near Boulogue, in France, the pontoons to be made somewhat like our ferry boats, so as to be boarded by trains at either end, and large enough to accommodate at one time twenty-four cars with their locomotive and tender. Each floating platform will measure four hundred and twenty feet in length, and have steam propulsion of sixteen hundred horse-power. The resources of science and the experience of railroading and shipbuilding will be exhausted in rendering the transit as safe and easy as possible. The pontoon boats will, in ordinary weather, glide so smoothly and with such uniformity through the water that the passengers will feel scarcely any sea motion, and the speed attainable is confidently estimated at from twenty to twenty-five miles per hour. The computed cost of the works necessary at either port for the embarkation and landing of the trains and the shelter of passeagers and goods will be about three million five hundred thousand dollars, while the vessels themselves will cost about six hundred thousand dollars. This enterprise receives great encouragement from the fact that several of the leading capitalists of Northern France, among whom Baron Anthony Rothschild, President of the Northern French Railway, are urging the imperial government to construct all the needed works at Andrecelles. Those at Dover are promised by various private parties, and will be put up very rapidly. This weighty enterprise, which is far more of an international than a local character, and which directly interests the governments of the two greatest trading nations of Northern Europe, will render passenger traffic far more easy

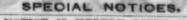
and agreeable than it is at present, while obviously facilitating the transmission of the mails and of freight immensely. At the same time it will become another bond of good understanding and peace.

WOMEN'S RIGHTS IN ENGLAND. From the N. Y. Sun.

A bill giving to married women the right to the control of their own separate property passed the British House of Commons some days ago; but it sticks fast in the House of Lords, which, though willing enough that poor working women should be protected in the enjoyment of their scanty earnings, is not yet quite ready to accord the same privilege to the wealthier classes. To be sure, by the help of documents called marriage settlements, a wife's lands and money may now be kept safe from her husband's clutches; but to allow the same result to be reached without the aid of lawyers, and the payment to them of enormous fees, is to the Lords an innovation not to be endured. So the bill has gone to a special committee, whence if it emerges at all, it will probably be with such changes as will make it a measure of only partial justice.

In fact, the question of women's rights shows better than any other the chaotic condition of public opinion in England on the great reforms of the day, and its general backwardness of development as compared with our own country. While there are per-haps more Englishmen than Americans who are prepared to put women on precisely the same footing, politically and socially, as men, there are yet a vast number who, like the members of the House of Lords, hate to give to them even the untrammelled ownership of property earned or inherited without any intervention of their husbands. Long ago, while Lady Caroline Norton was making Europe ring with the story of her wrongs in being compelled to allow her husband to pocket the fruits of her literary labors, we had passed a law in this State which removed all distinctions as to the rights of property between married and unmarried women. And yet, after the lapse of twenty-two years since we first set them the example, we have the spectacle of the highest dignitaries of the kingdom of Great Britain hesitating to imitate us. Arguments which have been refuted over and over again, by experience as well as theoretically, are brought forward anew as worthy of grave consideration; and it is seriously urged that a measure which with us has produced no evil whatever, will overturn the foundations of British society.

One can hardly help suspecting, in view of the attitude of the Lords on this question, that they are more influenced by motives of a selfish, personal nature, than by a regard for British domestic happiness. It has been so long the fashion for the scions of noble fan ilies to supply the waste or the absence of pecuniery means by marriages with rich ple-beians, that it would no doubt be a severe deprivation to them to have the law so changed as to render their wives instead of themselves the real heads of their establishments. For, however willing a man may be to take money by marriage, he does not like to be reminded of his obligations every day of his life. If, without any settlement, in the arrangement of which the future husband must necessarily be consulted, a wealthy bride could go right on, and, when the honeymoon has waned, fall back on her dividends and her rents the same as if she were still unmarried, it would make it rather awkward for the other and impecunious party to the arrangement. He would have rank and title, but she would have the money, and that is the main thing after all. No wonder that peers with large families of sons to provide for, or with empty coffers of their own that need replenishing, cling with obstinacy to the good old custom, which transfers absolutely to the husband on the wedding day all the wife's personalty, and the usufruct of all her real estate.



NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in ac-cordance with the laws of the Commonwealth, to be entitled 7 HE CHESNUT STREET BANK, to be located at Philadelphia, with a capital of one hua-dred thousand dollars, with the right to increase the same to five hundred thousand dellars.

TO ALL WHOM IT MAY CONCERN. TO ALL WHOM IT MAY CONCERN. The following named persons, if they were on the Bark ARCHIBAID GRACIE, which left San Fran-cisco, California, in 1855, or their next of kin, will find it to their advantage to address or call upon ROBERT S. LEAGUE & COMPANY, No. 185 South SEVENTH Street, Philadelphia. Immediate atten-tion to this is requested, and any one knowing their present whereabouts will oblige by communicating as above. as above.

48.01 (11/1/1/1/1/64	
A. M. Spencer,	James J. Nichols,
Jabez M. Tipton,	Charles Brown,
G. F. Myers,	Absalom Crzers.
Henry Adler,	John Baker.
Lewis Scarce,	William Roberts.
Samuel B. Pingrey,	E. S Wilson,
Martin Hart,	G. W. Hopkins & Son,
William Douglas,	L. B. Dresser,
William Chamberlin,	William Rafferty,
Daniel K. Colby,	J. H. Painter,
Walter Smith,	M. Barnes,
Samuel B. Wilcox.	R. J. Black,
William F. Willis,	R. Blair,
Henry Lovell,	Mark Ferrill,
John Dockendorif,	John Anderson,
David Lozen,	John W. Walden,
J. H. Keller,	William Scrioner,
William Davis,	William Callahan,
William Ferry,	
	Jonn B. Jones,
Charles Nodine,	John H. Anxes,
A. S. Young,	A. H. Whitner.
Sanford Crocks,	6 27 t

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwe 4th, to be entitled THE UNITED STATES BANKING COMPANY, to be located at Philadelphia, with a capital of one million deliars, with the right to increase the same to five million dollars.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD CO., No 227 South Beno" FOURTH Street.

PHILADELPHIA, June 22, 1870. NOTICE.-In accordance with the terms of the lease and contract between the East Pennsylvania Railroad Co. and the Philadelphia and Reading Railroad Uo., dated May 19, 1869, the Philadelphia and Reading Railroad Oo, will pay at their office, No. 227 South FOURTH st., Philadelphia, on and after the 19th day of JULY, 1870, a divi dend of \$150 per share, clear of all taxes, to the stockholders of the East Pennsylvania Railroad Co., as they shall stand registered on the books of the said East Pennsylvania Railroad Co. on the 1st day of July, 1870.

All orders for dividends must be witnessed and S BRADFORD,

Note.-The transfer books of the East Pennsylvania Railroad Co. will be closed on July 1 and reopened on July 11, 1870.

6 221m Treasurer East Pannsylvania Bailroad Go

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE CHESNUT HILL SAVINGS AND LOAN BANKING COMPANY, to be located at Philadelphia, with a capital of one hundred thou-sand dollars, with the right to increase the same to two hundred and fifty thousand dollars.

PHILADELPHIA AND READING RAIL-ROAD COMPANY, Office No. 227 S. FOURTH Street, Philadelphia, June 29, 1870. DIVIDEND NOTICE. The Transfer Rooks of this Company will be closed on the 5th of Life next and reasoned on Weiles

on the 7th of July next and reopened on Wednes-

day, July 20. A Dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in cash on and after the 22d of July next to the holders thereof as they stand registered on the books of the Company at the close of business on the 7th July next. All payable at this office.

All orders for dividends must be witnessed and S. BRADFORD. Treasurer.

NOTICE IS HEREBY GIVEN THAT AN to all inte

ton.

7 11 St

OORDAGE, ETO. WEAVER & CO., ROPE MANUFACTURER AND

SHIP CHANDLERS,

No. 29 North WATER Street and

No. 23 North WHARVES, Philadelphin. ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 42

CORDACE.

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

EDWIN H. FITLER & CO., Factory, TENTH St. and GERMANTOWS Avenue

Stors, No. 28 F. WATER St. and 28 N. DELAWABE Avenue.

SHIPPING. LORILLARD'S STRAMSHIP LINE CARDER.

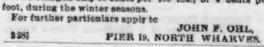
> FOR NEW YORK

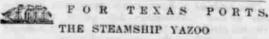
SAILING EVERY TUPSDAY, THURSDAY, AND SATURDAY, are now receiving freight at

5 cents per 100 pounds.

S 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 shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per





WILL SAIL FOR NEW ORLEANS DIRECT,

Cn WEDNESDAY, July 20, at 8 A. M.

Through bills of lading given in connection with Morgan's lines from New Orleans to Mobile, Galves-ton, Indianola, Lavacca, and Brazos, at as low rates as by any other route.

Through bills of lading also given to all points on the Mississippi river, between New Orleans and St. Louis, in connection with the St. Louis and New Orleans Packet Company. For further information apply to

WILLIAM L. JAMES. General Agent

			1.070	Concerns and Creek		
	No.	130	S.	THIRD	Stree	
PII	TI A DEL D	ITT A		TD COT		

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGU-LAR SEMI-MONTHLY LINE TO NEW OR-LEANS LA. The VAZOO will sail for New Orleans direct, on

Wednesday, July 20. The YAZOO will sail from New Orleans, via Havana

The TAZOO will sait from New Orleans, via Havans on Friday July 1. THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, La-vacca, 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 TONAWANDA will sail for Savannan on Satur-day, July 16, at 8 A. M. The WYOMING will sail from Savannah on Satur-

The WYOMING will sail from Savannah on Satur-day, July 16. THROUGH BILLS OF LADING given to all the prin-cipal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Rail-road, 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 Tuesday, July 19, at 6 P. M. Returning, will leave Wilmington Satur day, July 9th. Connects with the Cape Fear River Steamboat Com. pany, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

for Columbia, S. C., and Augusta, Ga., taka Invariably the great

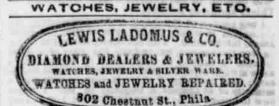
THROFGH FRENCHT ARE AND REDUCED RATES AND WEST. INOREASED FACILITIES AND REDUCED RATES FOR 1870. Steamora leave every WEDNESDAY and SATURDAY at 12 o'elock noon, from FIRST WHARF above MAR-Street. TURNING, leave RICHMOND MONDAYS and RSDAYS, and NORFOLK TURSDAYS and BA RDAYS. Bills of Lading signed after 12 c'clock on milling No Bills of Lading signed after 12 o'clock on sailing days. THROUGH RATES to all points in North and South Carolina, vis Scaboard Air Line Railroad. connecting at Portsmouth, and to Lyvehburg, Va., Tennesson, and the West, vis Virainis and Tennessee Air Line and Richmond and Dauville Railroad. Freich HANDLED BUTONOE, and taken at LOWER RATES THAN ANY OTHER LINE. No tharge for commission, drayage, or any supense of ransier. Pteamships insure at lowest rates. Freich traceived daily. Etate Room accommodations for passengers. Etate Room accommodations for passengers. No. 12 S. WHARVES and Pier 1 N. WHARVES. W. P. PORTER, Agent at Richmond and Oily Point. T. P. ORUWELL & CO., Agents at Norfolk. 6 12 FOR NEW YORK. VIA DELA-FOR NEW YORK, VIA DELA-Ware and Raritan Canal. SWIFTSURE TRANSPORTATION COM-DESPATCH AND SWIFTSURE LINKS, Leaving daily at 12 M. and 5 P. M. The steam propellers of this company will commence ording on the Sth of March. Through in twenty-four hours. Geods forwarded to any point free of commissions. Freights taken on accommodating terms. Apply to WILLIAM M. BAIRD 4 CO., Agents, WILLIAM M. BAIRD & CO., Agenis, No. 122 South DELAWARE Avenue NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapoake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dal-ton, and the Southwest. Steamers leave regularly overy Saturday at noon from the first wharf above Market street. Freight received daily. Freight received daily. No, 14 North and South WHARVES. HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Ag., List Alexandria. 61

SHIPPING.

State-

\$4

PHILADELPHIA, RICHMOND, ND NORFOLK STEAMSHIP LINE FREIGHT AIR LINE TO THE SOUTH



Ladies' and Gents' Watches AMERICAN AND IMPORTED.

Of the most celebrated makers

FINE VEST CHAINS AND LEONTINES

In 14 and 18 karat. DIAMOND and other Jewelry of the latest designs. Engagement and Wedding Rings, in 18 karat and coin. Solid Silver-Ware for Bridal Presents, Table Outler, Plated Ware, etc. II 6 fmw

WILLIAM B. WARNE & CO., Wholesale Dealers in WATCHES AND JEWELRY, S. F. corner SEVENTH and CHESNUT Streets, 3 24] Second door, and late of No. 35 S. THIRD St WILLIAM B. WARNE & CO., Wholesale Dealers in WATCHES AND JEWELRY,

E CLOCK8. P TOWER OLOOKS. MARBLE OLOOKS. BRONZE OLOOKS. COUCOU GLOOKS. VIENNA REGULATORS. AMERICAN LOOKS G. W. RUSSELL, No. 22 NORTH SIXTH STREET. FURNACES. Established in 1835.

cess over all

DICKENS AND THE BOSTON BAPTISTS. From the N. Y. World.

"About fifty Baptist clergymen" of Bos-ton, the telegraph tells us, "have met to consider certain pulpit eulogies on the late Charles Dickens." It is unfortunate that the telegraph does not also tell us what the "certain pulpit eulogies," which it leaves very uncertain pulpit eulogies, may have been. For it is a "far cry" indeed from the sermon in which Dean Stanley in effect adopted the dead novelist's construction of Christianity to the discourse in which a Rev. Mr. Orr kindly refrained from "passing sentence on this foolish creature" upon the ground which, even to this Christian critic himself, must have appeared the inadequate ground that the "foolish creature" would "have to appear before his Judge and Maker;" since it is evident from the rest of his discourses that the pleasing Mr. Orr regarded himself as intrusted with the conduct of a tribunal of at least concurrent jurisdiction with that to the decision of which he assumes so gracefully to defer. Between these poles of theological thought are all the gradations of censure and of praise which the uncounted thousands of pulpiteers who have commented upon the death of Dickens have bestowed upon him and his works. Whether it is the censure or the praise which the Baptist clergy of Boston have been convoked to "consider, and whether their convocation was meant to be for reproof or for encouragement, we are no more able to glean from the account of their meeting than from the record of their action, which is in these terms:-

Resolved, That the position of the Baptist pulpit of Boston and vicinity does not call for any readirma-tion of our principles.

The only ray of light which illuminates the murk of the meeting is found in the fact that the Reverend Mr. Fulton is recorded to have voted alone against this resolution. Coupled with the other fact that this Mr. Fulton, as we dimly remember, took occasion to berate the character and the works of Mr. Dickens, it seems a fair conjecture that the Reverend Mr. Fulton, upon whom the mantle of the Reverend Mr. Kalloch, his spiritual and probably his parochial predecessor, has

PHILADELPHIA'S SPHYNX-READER From the N. Y. Tribune.

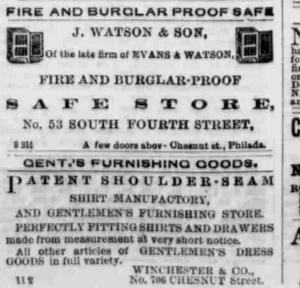
Nature proves a little too much for even the omniscient town-bred reporter. Now a prize-fight, an opera, or a new panier, can be grappled with successfully: there is a technical slang known to all newspaper men which takes the place of knowledge. But what can he do with these obstinately uncultured seas or hills? Usually he gives them the go-by altogether, and falls back on trenchant critiques of the hotel bill of fare or glowing descrip-tions of the "magnificent sea-side cottage where our distinguished fellow-citizen dispenses a refined hospitality," or votes nature a bore and grimly possesses his soul in patience till the end of his summer holiday.

But our neighbors of Philadelphia are able to rise equal to the occasion. They have a poet who chucks Nature under the chin, evidently mistaking her for a chambermaid or saucy shop-girl. There is a peculiar flavor in his descriptions which suggests a Swinburne turned milliner. He represents himself as "embracing and being embraced by the lovely mountains." "Miss Summer has put on her most elaborate dress," he informs us, and gives us a hint that she is au fait to Paris colors in the fact that "the tapering fingers of the willows that dabble in the streams wear their deepest gloves of green." "His Majesty the San" appears to have Don Juanistic propensities and has kissed the trees until they blush all over, conscious that the fruits of his wooing will appear in due season." Not at all dis-turbed by this phenomenon of red trees in June, our poet proceeds complacently to describe the frogs as playing the overture to the vernal opera, and the winged Parepas twittering without money and without price, all for his behoof. Madame Nature evidently knows

"the Groves of Blarney." "An'it's here you'll find the swallows warbling The frogs disporting in the verdant mud-The cows give milk both night and morning, And all to welcome bold Bailen-a fud."

Our poet summons his companions ecstati-

cally to join him. Come ye brain-workers! Come to me nearer heaven! Taste with me the grandure and the breezes! "The sphynx it appears was Nature and not Life, and the is tired of waiting for the man to read world -her riddle." Philadelphia has found him.



of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE JEFFERSON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

TREGO'S TEABERRY TOOTHWASH.

It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients. It Preserves and Whitens the Teeth! Invigorates and Soothes the Gums! Purifies and Perfumes the Breath! Prevents Accumulation of Tartar! Cleanses and Purifies Artificial Teeth! Is a Superior Article for Children! Sold by all druggists and dentists. 3210m Cor. NINTH AND FILBERT Sts., Philadelphia.

BOT NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE HAMILTON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

IG THE UNION FIRE EXTINGUISHER

COMPANY OF PHILADELPHIA Manufacture and sell the Improved, Portable Fire

> Extinguisher. Always Reliable. D. T. GAGE, No. 118 MARKET St., General Agent.

BATCHELOR'S HAIR DYE .- THIS BATCHELOK'S HAIK DIE.-THIS splendid Hair Dyei s the best in the wold. Harm-less, reliable, instantaneous, does not centain lead, nor any vitatic poison to produce paralysis or death. Avoid the vaunted and delusive preparations boasting virtues they do not possess. The genuine W. A. Batchelor's Hair Dye has had thirty years untarnished reputation to up-hold its integrity as the only Perfect Hair Dye-Black or Brown. Sold by all Druggists. Applied at No. 16 BOND Strest, New York 437mwf5

HEADQUARTERS FOR EXTRACTING Theory of the second se QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL, OAPITAL, 22,000,000, SABINE, ALLEN & DULLES, Agents, FIFTH and WALNUT Streets. 10

25 WARDALE G. MCALLISTER, 100 Attorney and Counsellor at Law, No. 303 BROADWAY, New York.



PURE RYE WHISKIES. IN BOND AND TAX PAHD. 6 28 205

WILLIAM ANDERSON & CO., DEALERS

MEDIOAL.

N C CURE, NO PAY: FOX'S ORAMP AND DIARRHGA MIXTURE has proved itself to be the surest and speediest remedy for Gramps, Diarrhoza, Dysentery, Cholera Morbus, are first stages of Asiatic Cholera. No family after having once tried it will be without it. Ask for Fox's Gramp and Diarrhoza Mixture, and take no other. Soldi at YAR NALL & CO'S, FIFTEENTH and MARKET Streets, and No. 602 AROH Street. 520 3m **Corn Exchange Bag Manufactory** JOHN T. BAILEY, N. E. Cor. WATER and MARKET Sts

BOPE AND TWINE, BAGS and BAGGING, for Flour, Sait, Super-Phosphate of Lime, Bone Dust, Etc. Large and amali GUNSY BAGS on stantly on hand. If Also, WOOL SAOKS.

A LEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS, No. 20 NORTH WHARVES No. 27 NORTH WATER STREET, FHILADELPHIA. ALEXANDER G. CATTELL. ELMAN CATTELL.

via Wilmington, at as low 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 General 4-WILLIAM L. JAMES, General Agent. No. 130 South THIRD Street.

615 THE REGULAR STEAMSHIPS ON THE PHI THE REGULAR STEAMSHITS ON THE PHI-LADELPHIA AND CHARLESTON STEAM-SHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Raliroad Company. ALFRED L. TYLER. Vice-President So. C. RR. Co. Patent Golden Eagle Furnaces,

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

J. W. EVERMAN, 692 tons, Captain Hinckley. PROMETHEUS, 600 tons, Captain Gray. JULY, 1570. Prometheus, Friday, July 1. J. W. Everman, Friday, July 15. J. W. Everman, Friday, July 22. Prometheus, Friday, July 29. Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.

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. M. on day of salling. SOUDER & ADAMS, Agents,

No. 3 DOCK Street, Or WILLIAM. P. CLYDE & CO., Mo. 12 S. WHARVES. WILLIAM A. COURTER Agent in Charles.

FOR LIVERPOOL AND QUEENS FOR LIVERPOOL AND QUEENS TOWN.-Imman line of Mail Steamers are appointed to sail as follows:-Oity of Baltimore, via Halifax, Tuesday, July 12, 1 P. M. Oity of Brussels, Saturday, July 16, 8 A. M. Oity of Antwerp, via Halifax, Tuesday, July 25, 1 P. M. City of Antwerp, via Halifax, Tuesday, July 25, 1 P. M. And each successing Saturday and alternate Tuesday from Pier 45, North Eiver. RATES OF PASSAGE. BT THE MAIL STRAMER SALLING EVERY SATURDAY, Payable in Gold. Payable in Gold. To London. To London. To London. Paris. To London. Payable in Gold. Payable in Coll. Payable in Coll. Collondon. Collon

FIRST CABIN. Payable in Gold. Payable in Ourrency.

ONLY DIRECT LINE TO FRANCE. CRIER.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST. The spiendid new vessels on this favorite soute for the Continent will sailf rom Pier No. 50, North river, every Saturday. PRICE OF DASK.

PRICE OF PASSAGE

in gold (including wine), TO BREST OR HAVRE,

FOR NEW YORK, Via Dolaware and Raritan Canal. PERPERSS STRAMBOAT COMPANY. The Steam Propeliers of the line will commence load-it g on the 5th instant, feaving daily as usual. THROUGH IN TWENTY FOUR HOURS. Coods forwarded by all the lines going out of New York North, East, or West, free of commission. Freights received at low rates. WILLIAM P. OLYDE & Co., Agents, No. 119 WALL Street, New York. 345

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY -Bargee Stowed between Philadelphia, Baltimore, Havre de Grace, Delaware Oity, and intermediate pointa WILLIAM P. OLYDE & OO., Agenta Osptain JOHN LAUGHLIN, Superintendent. Office, No. 12 South Wharves, Philadelphia. 411;

4 115 11 75

U 1529 SPRUCE Street, Philadelphia, will reopen on TUASDAY, September 10. Erench is the language of the awily, and is constantly spoken in the institute. 6 15 wfm 6m L. D'HERVILLY, Principal. H. V. LAUBERBACH'S OLASSICAL, SCIENT'SIO, AND COMMER-OLAL ACADEMY, ASSEMBLY BUILDING, No. 108 South TENTH Street. - A Primary, Elementary, and Finishing School. Circulars at Mr. Warburton's, No. 430 Ohesnut street, 520 U Finishing School Chesnut street, PATENTS. TE N T P . OFFICES FOR PROCURING Patents in the United States and Foreign Countries, FORREST BUILDINGS. 119 S. FOURTH St., Philada., AND MARBLE BUILDINGS. SEVENTH Street, above F. (Oppcaite U. S. Patent Office), WASHINGTON, D. O. H. HOWSON, Solicitor of Patenta C. HOWSON, Attorney-at-Law. Communications to be addressed to the Principal Offices

 Philadelphia.
 Idense

 U. S. PATENT OFFICE, WASHINGTON,
 O. S. PATENT OFFICE, WASHINGTON,

 On the petition of HARVEY B. INGHAM, of Camptown, Pa., praying for the extension of a Patent granted to him on the 2sth day of October, 1856, for an improvement in Smut Machines, it is ordered that the testimony in the case be closed on the 27th day of September next, that the time for thing arganeents and the Examiner's report be limited to the 7th day of October next, and that said petition be he ard on the 12th day of October next.

 Any person may oppose this extension.

 SAM UEL S. FISHER.

 7 13 w3t
 Commissioner of Patents.

Philadelphia. 10 mws TATE RIGHTS FOR SALE. - STATE STATE RIGHTS FOR SALE. - STATE Rights of a valuable invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beof, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE BIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J. WUNDY & HOFFMAN. WINES. CHOICE TABLE CLARETS. ALBERT C. ROBERTS,

Dealer in Fine Groceries, Corner ELEVENTH and VINE Streets.

Acknowledged by the leading Architects and Builders to be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in this line of bu

whenever and wherever exhibited or used in the

UNITED STATES.

CHARLES WILLIAMS'

HEAVY REDUCTION IN PRICES. and only first-class work turned out.

Nos. 1132 and 1134 MARKET Street, PHILADELPHIA.

N. B.-SFND FOR BOOK OF FACTS ON HEAT. AND VENTILATION. 6 22 4m

INSTRUCTION.

EDGEHILL, MERCHANTVILLE, N. J., WILL BE opened for SUMMER BOARDERS from July 1 to September 15, 1870.

The House is new and pleasantly located, with plenty of shade. Rooms large and airy, a number of them communicating, and with first-class board.

A few families can be accommodated by applying early.

For particulars call on or address

REV. T. W. CATTELL,

Merchantville, N. J. 71 CHEGARAY INSTITUTE, Nos. 1527 AND