

SPRIT OF THE PRESS.

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 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.

We have spoken only of a period during which other causes imparted additional force to the action of the Treasury. There has been no homeflow 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 as 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.

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.

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.

DICKENS AND THE BOSTON BAPTISTS. From the N. Y. World. "About fifty Baptist clergymen" of Boston, the telegraph tells us, "have met to consider certain pulpit eulogies on the late Charles Dickens."

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

obviously fallen, caused this meeting to be convoked for the purpose of officially pro- voking 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.

The general religious objection to Mr. Dickens works, so far as they are merely works of fiction, may be simply stated. All 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.

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 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 Big Veda for not containing condemnations of the practice of smoking or the Divine Comedy for omitting strictures on Papal infallibility.

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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.

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.

The protect, then, is to establish a pontoon service between Dover, in England, and the port of Antwerp, near Boulogne, in France, the pontoons to be made somewhat like our ferry boats, so as to be hauled by means of a cable, and large enough to accommodate at one time twenty-four cars with their locomotive and tender.

This enterprise receives great encouragement from the fact that several of the leading capitalists of Northern France, among whom is Baron Rothschild, President of the Northern French Railway, are urging the imperial government to construct all the needed works at Antwerp.

The only ray of light which illuminates the mark 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. Kulloch, his spiritual and probably his parochial predecessor, has

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.

In fact, the question of women's rights shews 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.

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.

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 panicle, can be grappled with successfully; there is a technical slang known to all newspaper men which enables them to do so.

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SPECIAL NOTICES.

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 STREET 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.

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 UNITED STATES BANKING COMPANY, 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.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD CO., No. 27 SOUTH FOURTH STREET. PHILADELPHIA, June 22, 1870. NOTICE.—In accordance with the lease and contract between the East Pennsylvania Railroad Co. and the Philadelphia and Reading Railroad Co., dated May 18, 1869, the Philadelphia and Reading Railroad Co. will pay to the East Pennsylvania Railroad Co. a dividend of \$150 per share, clear of all taxes, to the stockholders of the East Pennsylvania Railroad Co. as they stand on the books of the East Pennsylvania Railroad Co. on the 1st day of JULY, 1870.

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 PHILADELPHIA AND READING RAILROAD COMPANY, 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.

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 UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA, 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.

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 TREGO'S TEBERRY TOOTHWASH, 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.

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CORDAGE, ETC.

WEAVER & CO., ROPE MANUFACTURERS AND SHIP CHANDLERS, No. 29 North Water Street and No. 28 North Wharves, Philadelphia.

CORDAGE. Manila, Sisal and Tarrad Cordage at Lowest New York Prices and Freight.

LORILLARD'S STEAMSHIP LINE. NEW YORK. SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY.

PHILADELPHIA AND SOUTHERN RAILROAD COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE. THROUGH BILLS OF LADING given at all principal ports in Louisiana, Florida, Mississippi, Arkansas, and Tennessee in connection with the Central, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as any competing lines.

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SHIPPING.

PHILADELPHIA, RICHMOND, NORFOLK, AND WASHINGTON THROUGH BRIGHT AIR LINE TO THE SOUTH AND WEST.

NEW YORK, VIA DELAWARE AND SWIFTURE TRANSPORTATION COMPANY.

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