Evening Telegraph

(SUNDAYS EXCEPTED). AT THE EVENING TELEGRAPH BUILDING, No. 108 S. THIRD STREET,

PHILADELPHIA, The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

THURSDAY, JULY 28, 1870.

40 The earliest regular edition of THE EVENING TELEGRAPH goes to press at 11 o'clock, and the subsequent regular editions at 25. 35. and 45. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

PRUSSIAN SENTIMENTS TO WARDS FRANCE.

ONE very marked feature of the contest between the two great European powers that have just inaugurated a gigantic war is that the Germans on both sides of the Atlantic, so far from expressing any hostile feelings towards the French people, have almost uniformly alluded to them with expressions of friendship and cordiality. This is observable in the official declarations of the Prussian Government, in the patriotic utterances of her private citizens, and in the speeches and resolutions of sympathy by which the Germans in the United States have shown their affection for the Fatherland. The war is considered in the light of a struggle with Napoteon and his theories of modern Cresarism, and not with the French nation, which for twenty years past has been trodden under foot by him. The idea has been expressed by more than one advocate of the Prussian cause that a decisive victory by Prussia will place her in the attitude of the deliverer rather than of the conqueror of France; and although it may well be doubted, in view of the failure of all the efforts hitherto made by the French towards self-government, whether the despotism of Napoleon will not be supplemented by something as bad or worse, yet the consolidation of the German States into a great and powerful nation in the centre of Europe will cripple the power for mischief of future French rulers, and more effectually preserve the balance of power than has ever been done yet. One of the prime causes of the terrific struggles that have convulsed Europe in modern times has been the disintegration of Germany, by means of which such cunning schemers as Napoleon III have been enabled to carry out their own designs by maintaining an antagonism between States like Prussia and Austria, that ought to have been united at all times against the aggressive policy of France. The overthrow of Prussia at this time will not secure peace, it will not cause the disbandment of the huge standing armies that every European nation is obliged to maintain, and it will only make another war inevitable in the future. If the Bonaparte dynasty, however, is overthrown. military power the

France is crippled, an era of peace may be expected with reasonable assurance. Beyond the consolidation of the German-speaking people into one nationality. Prussia has nothing to gain by the absorption of territory. and that such a consolidation would be for the benefit of humanity few persons who will impartially consider the case will be disposed to doubt. Independently of the ostensible causes of the present war, every moral and political advantage is on the side of Prussia. and albeit Bismarck is as unscrupulous as Napoleon, he represents a very different set of ideas, and he is backed up by an educated and freedom-loving people, who are capable -as the French apparently are not-of making real advances towards to the ideal of republican liberty, without vibrating alternately between anarchy and despotism.

THE FRENCH FLEET.

THE only clear and undoubted advantage which France possesses over Prussia is in her superior naval force. Years of effort and many millions of money have been devoted te the improvement of this branch of the French service, and now we are told that an immense squadron is about to set sail from Cherbourg to blockade the Prussian coast. and to land troops in Denmark preparatory to an invasion of the Prussian territory. So much importance is attached to this movement that a rumor has been started that the Emperor intends to join the naval expedition, in the confident hope that the forces connected therewith will be able to enter Berlin by the middle of August; and although this story is considered too absurd for belief, it affords a striking indication of the brilliant nature of the hopes that are based on French naval supremscy. The chances of a short, sharp, and decisive campaign on the frontiers have been destroyed by the prompt defensive measures of the Prussians, and by the unexpected signs of German unanimity. Napoleon can make no advance beyond the Rhine except at fearful cost. The afforts to sow the seeds of dissension among the natural owners and defenders of the right bank of that historic river have signally failed; and the Frenchmen know full well that if they attempt an inroad they will be welcomed with bloody hands to hospitable graves. This condition of affairs on the frontier increases the importance, to the French cause, of a speedy naval demonstration, for if it cannot be made, Napoleon will cut a sorry figure in maintaining a merely defensive attitude in a war of his own creation. His immediate hopes are therefore largely based on the presumed triumphs of his fleet. It remains to be seen how effectively the Prussians can resist it. Their navy, though comparatively small, comprises some of the most powerful ships shoat, and they

will no doubt defend the important points on their coast by all the means known to modern warfare. The desperate resistance Charleston made against the attacks of the Union navy, and the heroic exertions necessary to capture New Orleans and Mobile, indicate the difficulties inseparable from a successful French demonstration upon the Prussian coast, Meanwhile, if the feeling aroused in England by the publication of the secret treaty proposed by Napoleon in 1866 prompts Great Britain to side with Prussia in the present quarrel, the English navy will speedily compel the French vessels to abandon aggressive operations. It is also possible, if not probable, that the Russian navy may help to defend the Prussian coast. In the present state of European politics Napoleon has no reason to expect aid from any foreign quarter, while Prussia has the sympathy and may gain the active assistance of powerful allies. Great Britain has never had a better chance than that which is now offered to regain her lost influence in Continental polities at comparatively little risk or loss to herself. If she holds in check the French fleet, Prussian armies will be fully competent to defend the western frontiers of Germany, and to send the French invaders howling back to Paris to breed there new revolutions and to demand the dethronement of a blundering Emperor who robs France of liberty without gratifying her insatiate passion for military glory, and who perpetually disturbs the peace of Europe without conferring substantial benefits upon any European power.

VICTORY AND DEFEAT.

WHILE Europe and America are awaiting with eager interest the opening of the great struggle between the armies of Prussia and France, other contests are taking place which, if they leave no gory reminiscences of victories lost and won, are at least saddened by the sighs of the disappointed "gay gamboliers," who too confidently wagered their all on the side that does not win. We have this morning to chronicle a victory and a defeat-Philadelphia is exultant over the fact that the Athletics yesterday in Cincinnati beat the Red Stockings on their own ground by eleven to seven runs, while the whole United States is in mourning over the fact that the British yacht Cambria came in yesterday about an hour ahead of the Yankee craft Dauntless.

The victory of the Athletics was, to say the least of it, no more than was expected, and no more than we had a right to expect. It was their turn to win, and a defeat would have rendered a third game with the Red Stockings unnecessary, and the public would pay just so many thousand dollars less towards the support of "our national game" than they will be compelled to now. Half the interest of a match between the Athletics and Red Stockings would be wanting if one of the clubs were to be uniformly victorious, and the players would not earn their salaries if they did not occasionally vary the luck. and leave the outside public in a state of doubt as to which club it would be judicious to bet upon. The victory of the Athletics, therefore, is a matter for congratulation and rejoicing not only on the part of Philadelphians, but on the part of all the friends of the noble game of base ball.

The saddening thoughts that the defeat of the Dauntless inspire are tempered by the admirable manner in which she demonstrated her superiority to the Cambria. The Cambria came in one hour ahead of her rival, but then the Dauntless stopped for two hours to pick up a couple of men who were knocked overboard, a circumstance that it needs no argument to prove morally gives her the vistory. Taking this delay into account, the Dauntless beat the Cambria by just one hour. The laws of the sporting world decide that having by a mere accident arrived first at the winning point the British yacht is entitled to flaunt the flag of victory, but equity, which is superior to law, will unhesitatingly declare that the prize rightfully belongs to the American vessel. It is thus we lay the healing balm to our wounded spirits and snatch a victory even from the jaws of defeat. Whether the Britishers will allow our claim or not is quite another matter, but if they refuse to admit the superiority of the Dauntless we can console ourselves with the reflection that it is not the first time we have suffered from British injustice, and that the humanity of Mr. Bennett, in stopping to pick up his two men, is more creditable to him than a nominal victory would have been.

THE THEORY on which General Prim defended the selection of Prince Leopold as a candidate for the Spanish throne was that he was the only available Catholic prince who was not a Bourbon, and that Napoleon was opposed alike to the establishment of a republic in Spain and to the election of the Duke de Montpensier. If the Spanish explanations are truthful, the Prussian Government had nothing whatever to do with the negotiations that resulted in Leopold's consent to become a candidate, and the war is therefore based on totally false assumptions. From all quarters evidence calculated to convict Napoleon as a wanton disturber of the peace of Europe is accumulating, and the moral effect of this evidence cannot fail to tell fearfully against him in a prolonged military struggle.

SPECIAL NOTICES. BTEINWAY & SONS

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DIVIDEND NOTICE.

The Directors have declared a semi-annual dividend of FIVE (5) PER CENT. upon the capital stock of the Company, clear of Taxes, from the profits of the six months ending June 30, 1870, payable on and after AUGTST 1, proximo, when the transfer-books will be reopened. transfer-books will be reopened.
21 10t J. PARKER NORRIS, Treasurer.

PHILADELPHIA AND READING RAIL-ROAD COMPANY. Office, No. 227 S. FOURTH

PHILADELPHIA, July 15, 1870. The obligations of this Company given for premium on Gold in settlement for Bonds or Coupons due April 1, 1870, or those given for the settlement of matured Coupons issued by the East Pennsylvania Railroad Company, will be paid on presentation at any time on and after the 20th of August next.

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PROPOSALS.

DEPARTMENT OF PUBLIC HIGHWAYS.
OFFICE, No. 104 S. FIFTH STREET, PHILADELPHIA, July 28, 1870.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS will be received at the Office of the Chief Commissioner of Highways until 11 o'clock A. M. on MONDAY, August 1, for the construction of the following three-foot

sewers, viz.: on the line of
WALLACE Street, from FIFTEENTH to
SIXTEENTH Street; on
NORTH Street, from FIFTEENTH to SIX-

TEENTH Street; on EIGHTEENTH Street, from SPRING GAR-DEN to about 100 feet south of the south line of GREEN Street: on OXFORD Street, from MASCHER to AMERI-

CAN Street; on RANDOLPH Street, from GIRARD Avenue to THOMPSON Street; on MORRIS Street, from SEVENTH to EIGHTH

Street: on
SANSOM Street, from THIRTY-EIGHTH to
THIRTY-SEVENTH, thence on THIRTYSEVENTH Street south to WALNUT Street.
BEACH Street, from GREEN to COATES Street; on LAWRENCE Street, from THOMPSON to

JEFFERSON Street; on
SIXTH Street, from THOMPSON to SUMMIT,
north of JEFFERSON Street; on
THIRD Street, from CULVERT Street to
SUMMIT, north of George street, and on
TWENTY-SECOND Street, from VINE to
WOOD Street; on
CLAY Street, from the sewer in TWELFTH

Street, westward to the angle in said CLAY

FIFTH Street and YORK Avenue, from GREEN to BUTTONWOOD Street; on SEVENTH Street from WILLOW to GREEN Street, with such manholes as may be directed by the Chief Engineer and Surveyor. The under standing to be that the sewers herein advertised are to be completed on or before the 31st day of October, 1870. And the contractor shall take bills prepared against the property fronting on said sewer to the amount of one dollar and fifty cents for each lineal foot of front on each side of the street as so much cash paid; the balance, as limited by ordinance, to be paid by the city; and the contractor will be required to keep the street and sewer in good order for three years after the sewer is finished.

When the street is occupied by a city passenger railroad track, the sewer shall be constructed alongside of said track in such manner as not to obstruct or interfere with the safe passage of the cars thereon; and no claim for remuneration shall be paid the contractor by the company using said track, as specified in Act of Assembly

approved May 8, 1866.
Each proposal will be accompanied by a certificate that a bond has been filed in the Law Department, as directed by ordinance of May

25, 1860.

If the lowest bidder shall not execute a contract within five days after the work is awarded, he will be deemed as declining, and will be held liable on his bond for the differ-ence between his bid and the next lowest bidder. Specifications may be had at the Department of Surveys, which will be strictly adhered to. The Department of Highways reserves the right to reject all bids not deemed

satisfactory.

All bidders may be present at the time and place of opening the said proposals. No allowance will be made for rock excavation, except by special contract.

MAHLON H. DICKINSON, 27 28 3ts Chief Commissioner of Highways.

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