

Evening Telegraph PUBLISHED EVERY AFTERNOON (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.

FRIDAY, AUGUST 5, 1870.

The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1 1/2 o'clock, and the subsequent regular editions at 2 1/2, 3 1/2, and 4 1/2. 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.

THE BATTLES OF WEISSENBURG AND SAARLOUIS.

The Prussians gave the French a full-grown Roland, in the battle of Weissenburg, for their Oliver of Saarbrück. The last-named engagement consisted in a comparatively trifling assault by the left wing of the French army upon an indefensible Prussian town, while the more recent Prussian victory was a bold invasion of French territory by men who apparently went to stay, and who, journeying ten miles east of the Rhine, stormed, captured, and held an important military position, Weissenburg, being a station on the French railway running parallel with the French frontier, and its capture preventing rapid communication between the right and left wings of the French army.

This was an affair of real importance, indicated, not only by the boldness of the advance and the strategic value of the place captured, but by the number and character of the troops engaged. The Prussian force was commanded by the Crown Prince in person, and it consisted of the whole 3d Army Corps of Bavaria, in addition to two regiments of other corps, while the French forces defending the town, though inferior in numbers, embraced an entire division of McMahon's Corps. The victory of the former was complete, the French commanding officer being killed, his encampment and one piece of artillery being captured, and five hundred wounded prisoners falling into the hands of the conquerors. The moral effect of a substantial triumph like this will be a thousand-fold greater in Germany than the fanfare over the Saarbrück affair can possibly prove in France. Its military significance is also important. It proves that the Prussians are not content with mere defensive operations. It makes a diversion on the southern line of operations that will give time and opportunity for massing a tremendous array of German forces in the immediate front of Napoleon. It breaks the French line of communication, and it shows the Emperor that if he risks too much in a desperate dash upon Berlin he may meanwhile leave open a favorable highway for a Prussian advance to Paris.

Meanwhile, however, if a despatch received this morning is entitled to full credit, Napoleon has followed up his Saarbrück affair by a demonstration of much greater importance. It is said that he has captured Saarbrück after a great battle. The significance of this achievement, if the report be correct, lies in the fact that the Emperor has made a successful struggle for the possession of the railway running parallel with the strictly Prussian frontier. We said yesterday that if a very great battle was to be fought soon, the banks of the Saar, on or near which Saarbrück is situated, was the locality most likely to be selected; and this opinion seems to be already confirmed. Further details will be awaited with great interest. They will probably indicate whether the Prussians have been so badly defeated as to be compelled to fall back upon their great natural line of defense, the Rhine, or whether they will be able to make an effective stand at a point nearer their frontier, and to contest, inch by inch, every foot of the soil of their West Rhenish territory.

THE BAD CONDITION OF OUR NAVY. That the navy of the United States is not in such a state of efficiency as it ought to be from the fact that it is our chief means of defense against foreign attacks, is admitted upon all sides. For this condition of affairs no one person is responsible, and it is simply the result of general bad management, and a deficiency in practical knowledge on the part of those who have had the control of our naval affairs of late years. Since the breaking out of the Rebellion, in 1861, up to the present time, there has scarcely been a single person connected with the administration of the navy who has been able to do more than institute the loosest and most uncertain experiments—experiments based upon no certain facts of science, but wild, irregular, and expansive as the imagination of those who suggested them. Gideon Welles was heartily abused during the whole time he was in office, and those who have succeeded him have endeavored to throw the whole blame of the present bad condition of the navy upon his shoulders. Mr. Welles undoubtedly made a great many mistakes and blunders, but he is in reality entitled to more credit than he has ever yet received. It is true that very many of the naval vessels set afloat by him were found to be practically useless for service in foreign waters—the chief service for which they would be required in time of peace—but it should be remembered that these vessels were built in haste, to supply an urgent demand, and they were intended especially to operate in the shallow bays and tortuous rivers of our southern coast. This service they did perform, on the whole, in a satisfactory manner, and they came out of the war prematurely old from the rough usage to which they were necessarily subjected—their timbers strained

and shattered by conflicts with the enemy, by storms, by being frequently run aground, and by all the haps and mishaps of a long and terrible war. Taking all the facts of the case candidly into consideration, it was scarcely to be expected that these vessels would be worth a great deal after they had done the work for which they had been specially constructed. The greatest fault that can be imputed to Mr. Welles is that he permitted such crack-brained theorists as Isherwood to carry on costly experiments at the most critical period of the war and in opposition to the protests of those who thought that the times were not well adapted to the investigation of new theories on the expansion of steam, when the efficiency of the vessels of the navy depended upon their being fitted with machinery of the most approved design and construction. But whether Mr. Welles was to blame or not for the bad condition of the navy at the date of his retirement from office, the fact remains that we are practically defenseless against a sudden attack by a foreign foe.

Since the present administration has been in power the attention of Congress and the country has repeatedly been called to the dilapidated condition of the navy and to the importance of increasing its strength. It is open to very serious doubt, however, whether the Navy Department, as now organized, is more efficient than it was under Grandfather Welles.

The real head of the department is Vice-Admiral Porter, and the first performance of this officer on coming into power was to introduce an element of demoralization into the service by stirring up the old jealousies between the line and staff officers until they resulted in an open conflict. He next distinguished himself by renaming the navy out of "Tooke's Pantheon;" then he set himself to work to reduce the number of the engineers to such a low figure that their influence would not be great enough to make them rivals of the line, and finally he made the remarkable proposition to build iron steamships that in time of peace could be used as mail packets and in time of hostilities be transformed to men-of-war. This last was a most extraordinary idea for an officer of Admiral Porter's rank, experience, and presumed ability to set before the country. During the Rebellion merchant steamers—of which the Vanderbilt was a favorable specimen—did good service as blockaders, as cruisers after suspected vessels on the high seas, and as transports; for any other purposes they were absolutely worthless, and any midshipman ought to be able to tell Admiral Porter that a properly-constructed gunboat would sink one of his iron packets five times her size inside of fifteen minutes, and the idea of such vessels being any defense whatever against the navies of France or England is too absurd to be considered for a moment.

It needs no argument to prove that the efficiency of the navy in the future must largely depend upon machinery and its proper management. In spite of this, however, since Admiral Porter has been in power everything possible has been done to cripple the engineer corps of the navy. Instead of sending out upon our national vessels a full complement of engineers, the plan has been devised of attaching only two to each ship, and of supplying the places of the regular assistants with men enlisted for the cruise as engine-drivers. This is the plan that was tried on the first introduction of steam machinery in the navy, and because it would not work a regular corps of naval engineers was organized. It is simply impossible to enlist competent men for this kind of service, and in every case in which the experiment has been tried the entire work of managing the steam machinery has devolved upon the regular engineers. In this instance the engineer corps, and with it the safety and efficiency of our naval machinery, has been sacrificed to the jealousy of the line officers.

If the Navy Department has not displayed any great amount of ability in the way of improving the navy, it has at least urged upon Congress the importance of making proper appropriations for the increase of our naval force. It is not at all necessary, as Porter suggests, that we should attempt to compete with the great European navies, but it is necessary that we should have a reasonable number of first-class vessels, both for foreign and home service. In case of a foreign war it is to the navy we must look for our principal protection against invasion, and it was simply criminal neglect on the part of the legislative branch of the Government that it refused to give proper consideration to this subject. Two of the greatest of the European powers have suddenly become involved in a gigantic war, and there is at least a probability that a general European conflict may ensue. It is a matter of the first consequence that we should at least have the means of preserving our neutrality, or of affording adequate protection to our commerce and our citizens in Europe, and it is to be hoped that the administration will be able to do something towards improving the navy, or that if the means at its disposal are so totally inadequate that nothing can be done, the President will call an extra session of Congress to consider the matter.

THE MARSEILLAISE. A PARIS journal says that the Empress will issue a decree making the "Marseillaise" henceforth the national air of France. This is one of the most impudent pieces of humbug ever attempted by a despot. For years the great national air of French freedom has been proscribed. The author of the coup d'etat did not dare to permit Frenchmen to listen to its inspiring strains. He trembled at its invocations to resistance against the tyrannies he was daily perpetrating, and he cruelly punished every audacious utterer of its central sentiment, "O liberty, can man resign thee!" Now this persecutor of the "Marseillaise," when he wishes to awaken martial feeling, has it played by all his military bands, in the hope that it will excite false expectations and mistaken

enthusiasm among his mercurial subjects, while he evidently intends to use any victories that may be achieved by their valor as a pretext for the re-establishment of personal government and for the creation of additional restrictions upon the freedom of France. The false trickster who is capable of such despicable trifling with the patriotic feelings of a nation deserves to be not only defeated but despised by all just men.

JOURNALS OF PARIS.—The number of journals published in Paris is said to be 963, of which 99 are religious, viz.:—42 Roman Catholic; 35 Protestant; and 22 Jewish. The rest are described as follows:—48 treat of jurisprudence; 25 are administrative; 85 are political; 45 devoted to political economy; 47 commercial; 58 medical; 40 devoted to the natural sciences, physics, and mathematics; 32 to agriculture and the veterinary art; 10 to horticulture and arboriculture; 20 to military matters; 12 to naval and colonial affairs; 24 to history, geography, heraldry, etc.; 25 to painting, sculpture, music, and the theatre; 25 to architecture; 19 to archeology, numismatics, and industrial art; 29 to railways, civil engineering, and mining; 25 to finance and the bourse; 65 to technology and popular science; 56 are called literary journals, which means popular miscellanies, as no literary journal proper exists in Paris; 53 publications for the special use of ladies and families; 45 devoted to the feeding of horses, and sports of all kinds; 5 organs of Freemasonry; 5 of spiritualism; and 2 are bibliographical journals.

LEADING GENERALS.

General de Failly. General Pierre Louis Achille de Failly, who is now commanding the 5th French Army Corps, which, according to the latest reports, was between the Army of the Moselle under Bazaine and the Army of the Rhine under McMahon, and had his headquarters at Bitché, was born in the year 1808. He received his military education at the school of St. Cyr, and at the time of the revolution in 1848 was a lieutenant-colonel of a regiment of the line. As a brigadier-general he took part in the Crimean war and distinguished himself greatly in the service, especially in the battles of the Alma, of the Mamelon Vert, and of Trachir. After his return from this campaign he was made an aide-de-camp to the Emperor, and in the Italian war he had command of a division of General Niel's army corps. In this war he distinguished himself at the battles of Magenta and Solferino. He was selected in 1867 to quell the Garibaldian movement, and in doing so made the first trial on a large scale of the Chassepot. In his report on the working of the arm he expressed himself as perfectly satisfied with its performance, and noticed especially the wonderful manner in which it did service at Mentana. General Failly was appointed commander-in-chief of the 3d Army Corps in 1869, and now has been transferred to the 5th Corps.

Marshall Randon. Jacques Louis Cesar Alexander Randon is one of the old men of the French service, being over seventy-five years of age. He was born at Grenoble on March 25, 1795. His uncle was General Marchand, of the empire, and it was very natural that the then young Randon should join the army, which he did at a very early age. As was the custom in those days, he received his military education in the ranks. He went to Russia with the grand army, and was made sub-lieutenant after the battle of Moscow. On the return of that disastrous expedition, he took part in the battle of Lutzen, where he was seriously wounded. After the final overthrow of the empire, his well-known Napoleonic sentiments retarded his advancement for a time. During the hundred days when the former commander and Emperor was present in France after leaving Elba, he set his adhesion to Napoleon, and this act kept him in obscurity during the restoration. In 1830 the Government of Louis Philippe made him chef d'escadon, in 1838 appointed him colonel of Chasseurs d'Afrique, and the same year sent him to Algiers with his troops, where he remained ten years, and distinguished himself in defending the French colony of Algeria, and in incessant warfare with the Arabs. While there he became lieutenant-general, and held administrative office in the province of Bona. In 1848, during the short interregnum of the government of Lamartine, he remained in Algeria and became inspector of cavalry. On his return to France in 1851 he was appointed Minister of War. From this post he resigned a few short service, and was then again sent by Louis Napoleon to Algeria as Governor-General of that colony. He held this position at the time of the reorganization of the colony in 1858. In the Italian war he was a major-general, but on the resignation of Vaillant from the War Office in 1859, he was again appointed to the post, and as Minister of War remained in the Imperial Cabinet until the year 1867.

The Crown Prince. A short sketch of the Crown Prince of Prussia, Frederick William, only son of William I and heir to the Prussian throne, has already been published in our columns, but on account of the importance of the personage a more complete sketch will be of interest.

The Crown Prince was born in 1831. At the age of seventeen he was sent to the University of Bonn, and at the conclusion of the university course was recalled to Berlin and entered the army as a private, according to the universal custom in Prussia, to pursue his military studies. After a short service in the ranks he received command of a company, and from this rapidly rose to the grade of general. He was married to the oldest daughter of Queen Victoria in 1856. He took part in the Schleswig-Holstein war as lieutenant-general and commander of the 2d Army Corps. In this war he obtained great popularity with the troops. During the war with Austria he again commanded the 2d Army Corps, and took part in the battle of Sadowa, July 3, 1866. It was the timely arrival of the fresh troops under the Crown Prince, after his cousin Prince Frederick Charles had been engaged all day with the enemy, which decided the fate of the battle. In this campaign his chief of staff was Major-General von Blumenthal, and he had under his orders three army corps, the army itself being composed of about 125,000 men. His march from Miletin to Sadowa and the series of victories on entering Bohemia established his reputation as a commander. He is generally considered inferior to the Prince Royal in military knowledge, but is known as a soldier of courage and ability, anxious for the welfare of his troops and careless of his own trouble, but unsparing of his men or himself in the hour of battle. He is in command of the Northern Army of Prussia.

A young man named Thickhead not long since gave a somewhat considerable amount of money at San Francisco, by pretending that he had heard nothing after that official had been speaking upon the enormity of his offense for nearly half an hour. He finally grew impatient, and ordered the man to be remanded.

FROM WASHINGTON.

Statistics of Commerce and Navigation. Dispatch to the Associated Press. WASHINGTON, Aug. 5.—Monthly Report No. 11, of the Bureau of Statistics, is now in press. It contains the accounts of our foreign trade for the eleven months ended May 31, 1870, as compared with the corresponding period of 1869. The head of the bureau, Mr. Edward Young, furnishes the following synopsis:—

Table with columns: Periods, Imports, Domestic Exports, Foreign Exports. Rows for Month ended May 31, 1870, and corresponding 1869, and 11 months ended May 31, 1870, and corresponding 1869.

It will be seen by the above table, that for the eleven months ended May 31, 1870, the imports exceeded the exports by \$8,225,329, presenting a very favorable contrast with the same period of 1869, when the excess of imports over exports was \$85,555,497.

The value of commodities remaining in warehouse May 31, 1870, was \$54,029,452, against \$54,388,075 in 1869.

The following is the proportion shipped in American and foreign vessels during the eleven months ended May 31, 1870, as compared with the corresponding period of the previous year:—

Table with columns: Imports, Domestic Exports, Foreign Exports. Rows for 11 months ended May 31, 1870, and corresponding 1869.

The principal commodities imported were:—Gold and silver coin and bullion, \$39,010,024; living animals, \$5,854,858; breadstuffs, \$7,792,528; coffee, \$23,079,218; cotton and manufactures of cotton, \$22,421,562; chemicals, drugs, and dyes, \$6,189,498; wax and manufactures of wax, \$15,792,980; fruits, \$7,007,614; furs and skins, \$3,011,454; hides and skins other than furs, \$13,326,291; iron and manufactures of iron, \$20,648,619; leather and leather goods, \$9,059,938; silk and manufactures of silk, \$20,128,580; sugars and molasses, \$40,087,100; tea, \$13,157,962; tin and manufactures of tin, \$8,568,311; wines, spirits, and cordials, \$6,911,897; wool and manufactures of wool, \$8,125,350; wood, sheeps', goats', and camels' hair, and manufactures of, \$39,322,750.

The principal articles of domestic export were:—Agricultural implements, \$921,733; living animals, \$920,556; breadstuffs, \$66,071,139; raw cotton, \$215,498,306; manufactures of cotton, \$3,292,262; gold and silver coin and bullion, \$38,134,699; manufactures of gold and silver, \$32,570,170; iron and manufactures of iron, \$918,986; steel and manufactures of, \$5,723,286; naval stores, \$4,899,528; petroleum oil, \$28,009,939; all other oils, \$1,799,733; provisions, \$20,971,695; tallow, \$3,606,377; tobacco and manufactures of, \$294,096; wool and manufactures of, \$13,574,078.

The principal articles re-exported were:—Gold and silver coin and bullion, \$12,900,634; oils, \$1,311,872; provisions and tallow, \$1,860,384; tea, \$1,190,171.

The following are the values of the principal commodities remaining in warehouse May 31, 1870:—

Table with columns: No. of Vessels, Tonnage, Value. Rows for American vessels, Foreign vessels, and Total.

The vessels engaged in the foreign trade which entered into and cleared from the United States during the eleven months ended May 31, 1870, were as follows:—

Table with columns: No. of Vessels, Tonnage, Value. Rows for American vessels, Foreign vessels, and Total.

POLITICAL. FOR SHERIFF. WILLIAM R. LEEDS, TENTH WARD. (7 11 P)

FOR REGISTER OF WILLS. WILLIAM M. BUNN, SIXTEENTH WARD. Late Private Company F, 74d P. V. (7 11 P)

SPECIAL NOTICES. For additional Special Notices see the Inside Pages.

SUMMER STOCK KEPT FULL AND COMPLETE. JOHN WANAMAKERS, No. 818 and 820 CHESTNUT STREET.

WARDLE G. McALLISTER, Attorney and Counselor at Law, No. 28 BROADWAY, New York.

T. W. B. A. I. L. Y. No. 622 MARKET Street is daily receiving new designs in Diamond Work, the Gold Jewelry and Silver-ware; also, American and Foreign Watches, and has made great reduction in his prices. B. B. Watches and Jewelry repaired by skillful workmen. 7 13 Im

QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL. SABINE, ALLEN & DOLLERS, Agents, FIFTH and WALNUT Streets.

SPECIAL NOTICES.

STEINWAY & SONS' GRAND SQUARE AND UPRIGHT PIANOS. CHARLES BLASIUS, SOLE AGENT FOR THE SALE OF THE WORLD-RENOVED PIANOS, AT THE OLD WARREROOMS, (4 12 1/2) No. 1006 CHESTNUT STREET.

OFFICE OF THE DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA, No. 308 WALNUT Street, Philadelphia, August 5, 1870. The Managers have declared a dividend of FOUR PER CENT, free from taxes, payable at the office on and after the 15th instant.

E. G. GILES, Treasurer. THE INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA. PHILADELPHIA, August 1st, 1870. The Directors have this day declared a Dividend of SIX PER CENT, or Twelve Dollars per Share, clear of United States and State taxes, payable to the Stockholders or their legal representatives on demand.

J. H. HOLLINSHEAD, Secretary. HEADQUARTERS UNION REPUBLICAN CITY EXECUTIVE COMMITTEE, No. 1106 CHESTNUT Street. At a meeting held on WEDNESDAY, July 27, the following among other proceedings, was adopted:—Resolved, That the Convention to nominate a candidate for Representative of the First Representative District be RECONVENED, and a Sub-Committee of three be selected from this City Executive Committee to effect the permanent organization thereof.

In accordance therewith the delegates elected to said Convention will meet at the southwest corner of SIXTH and DICKERSON Streets, on THURSDAY, August 11, at 9 A. M., for the purpose of placing a candidate in nomination. By order Republican City Executive Committee, Attest:— JOHN McCULLOUGH, M. C. HONO, Secretaries. 7 29 fmv 61

HARPER'S HAIR DYE—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect. Changes red, rusty, or gray hair, whiskers, or mustaches instantly to a glossy black or natural brown, without injury to the hair or staining the skin, leaving the hair soft and beautiful. Only 50 cents for a large box. CALLED FOR BY THIRSDAY AND WALNUT. JOHN H. HOLLOWAY & COMPANY, No. 403 ARCH Street; TRENWORTH, No. 614 CHESTNUT Street; YARBROOK, FIFTH and MARKET Streets; BROWN, FIFTH and CHESTNUT Streets; and all Druggists. 5 31 f 40

CLOTHING. BLOCKADED! BLOCKADED! THE BLOCKADE OF THE GERMAN PORTS ON ACCOUNT OF THE WAR BETWEEN FRANCE AND PRUSSIA. WILL NOT INTERFERE WITH THE PRODUCTION AND SALE AT THE GREAT BROWN HALL, by ROCKHILL & WILSON, OF THE TEN THOUSAND \$10 SUITS OF REAL SCOTCH CHEVIOTS. For which the public is rapidly crowding. Now will it interfere with the manufacture and favorable reception on the part of the public of the immense quantities of TRULY SEASONABLE APPAREL. Which is constantly coming forward to take the place of that which rapidly disappears from our counters. Come and learn how to be cool at the GREAT BROWN HALL. COME, BUY SUMMER RAIMENT CHEAP OF ROCKHILL & WILSON. 603 and 605 CHESTNUT STREET. CHARLES STOKES & CO., No. 824 CHESTNUT Street, CLOTHIER. LARGE AND CHOICE STOCK OF GOODS FOR CUSTOMER WORK. ALSO, FINE READY-MADE CLOTHING. DRY GOODS. MILLIKEN'S LINE STORE, No. 828 ARCH STREET AND No. 1128 CHESTNUT Street.

PLAIN LINENS FOR SUITS. FLAX COLORED LINENS, 25 cents. FINE GRAY LINENS. CHOCOLATE LINENS. PRINTED LINEN CAMBRICS. NEW PRINTED LINENS. EMBROIDERED INITIAL HANDKERCHIEFS, at 15¢ each, including every letter of the alphabet. SPECIAL BARGAINS IN LADIES' AND GENTS' HANDKERCHIEFS. 8 21 mwt

MRS. R. DILLON. Ladies and Misses Crapes, Gimp, Hair Panels and Straw Round and Pyramid Hats; Ribbons, Satins, Silks Velvets and Vetroons, Crapes, Feathers, Flowers, Frames, Bush Ribbons, Ornaments, Mourning Millinery Crapes Yells, etc. 14 THE FINE ARTS. NEW VIEWS IN THE PARK. Purviance's Stereoscopic Views in the Park, 25 cents each, \$2 50 per dozen. New Chromo, portrait of Dickens, the last likeness for which he sat, mounted, 9x11 inches, 50 cents each. Mailed to any address. NEW CHROMOS, after Birket Foster. NEW ENGRAVINGS. LOOKING-GLASSES still at reduced prices. JAMES EARLE & SONS, No. 816 CHESTNUT STREET, PHILADELPHIA. COPARTNERSHIPS. DISOLUTION.—THE COPARTNERSHIP heretofore existing between RICHARD CAMPION and WILLIAM LISTER, under the firm name of CAMPION & LISTER, in the manufacture and sale of Worsted Yarns, etc., in the city of Philadelphia, has been dissolved by mutual consent. The business will be continued by RICHARD CAMPION, who will pay all debts and liabilities of the late firm, and receive all receipts for all sums due or owing to the said late firm. R. CAMPION, WILLIAM LISTER. August 2, 1870. 5 29'

JEWELRY ETC.

J. E. CALDWELL & CO., JEWELLERS, No. 902 CHESTNUT Street, Have largely increased their stock of DIAMONDS AND DIAMOND JEWELRY, EMERALDS, SAPPHIRES, PEARLS, OPALS AND CAMEOS. In Mountings of Exquisite Style, carefully prepared by the most Skillful Workmen. They also call particular attention to NEW STYLES OF JEWELRY. IN ROMAN GOLD, GOLD AND ENAMEL, TURQUOISE, BLACK ONYX, BYZANTINE MOSAICS, AND PARISIAN ENAMELS. (5 5 fmv 61) No. 902 CHESTNUT Street. EXCURSIONS. FOR CAPE MAY. On and after THURSDAY, June 30, the steamer ARROWSMITH will leave ARCH STREET WHARF for CAPE MAY on TUESDAYS, THURSDAYS, and SATURDAYS at 9 A. M. Returning, will leave CAPE MAY on MONDAYS, WEDNESDAYS and FRIDAYS at 8 A. M., stopping each way at Chester and New Castle. Fare, \$2.25, including carriage hire. Servants, \$1.50, " " " Children, \$1.25, " " " Horses, carriages, and freight, taken at reasonable rates. The ARROWSMITH is a fine, commodious steamer, and is fitted with every requisite for the safety and comfort of passengers. GEO. H. HUDDALL, C. TAGGART, 6 29 101 mwtfr No. 52 N. DELAWARE Avenue. HOTELS. ATLANTIC HOUSE. Newport, Rhode Island. BOARD REDUCED. This Hotel will be opened MAY 20, at \$3.50 per day for transient boarders. Families may make special arrangements by the week or month. WM. W. HAZARD, PROPRIETOR. COLONNADE HOTEL. FIFTEENTH AND CHESTNUT STS., ENTIRELY NEW AND HANDSOMELY FURNISHED is now ready for permanent or transient guests TO SUMMER TOURISTS. LEHIGH COAL & NAV. CO.'S RAILROADS. PLEASURE TRAVELLERS For the Valleys of WYOMING and LEHIGH, for the CATANISSA RAILROAD, and for the SWITCH-BACK RAILROAD, celebrated for its magnificent views, should take the 9 45 A. M. EXPRESS TRAIN from the NORTH PENNSYLVANIA RAILROAD DEPOT, Corner of BERKS and AMERICAN Sts., Philada. Or by taking the 2 30 P. M. train from the same depot, can go to Mauch Chunk, remain there overnight, pass over the SWITCH-BACK in the morning, and continue their journey that afternoon. Those wishing to visit MAUCH CHUNK and the SWITCH-BACK, can take the 9 45 A. M. train, and return to Philadelphia the same evening. Large and well-kept Hotels at Mauch Chunk, Williamsport, Wilkesbarre, and Scranton. Passengers to Williamsport by the 9 45 train reach there in nearly two hours shorter time than by any other route. Be sure to call for your tickets over the LEHIGH AND SUSQUEHANNA RAILROAD, and see that you get them over that road. Tickets for sale at No. 108 South Third Street, and at North Pennsylvania Railroad Depot. E. K. HYNDMAN, Master of Transportation. JAMES A. DINKLEY, General Ticket Agent. FINANCIAL. DREXEL & CO., No. 34 SOUTH THIRD STREET. American and Foreign BANKERS, ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe. Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge. DREXEL, WINTHROP & CO., DREXEL, HANES & CO., NEW YORK. Paris. (3 ART EXHIBITION. ON FREE EXHIBITION AT CHAS. F. HASELTINE'S GALLERY, No. 1125 CHESTNUT STREET. BRAUN'S FAMOUS PANORAMIC VIEWS OF Berlin, Potsdam, Charlottenburg, Cologne, Heidelberg, Jena, Weimar, Erfurt, Ems, Baden-Baden, Wiesbaden, Brussels, Amsterdam, Waterloo, Liege, Ypres, Rotterdam, Utrecht, etc., etc. A complete set of the Berlin Museums, and interior views of all the rooms in the various royal palaces of Prussia. Particular attention is drawn to the fact that in a few days 100 views on the Rhine and its fortifications, as never before seen, will be exhibited. 11 10 COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck, etc., etc. Paper Manufacturers. Erzer Falls, from 18 1/2 to seventy-six inches, with Paulina, Belting, Sail Twine, etc. JOHN W. BUEHMAN, No. 10 CHURCH Street (City Store).