### SPIRIT OF THE PRESS.

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

THE DIFFERENCE.

From the N. Y. Sun. The declining fortunes of France offer a fresh illustration of the ever-shifting fate of nations. France, like England, has been for many centuries at the head of civilization. and, like Greece and Rome of old, they seemed to be destined to rule the universe for all time to come. But, again like the great empires of antiquity, both France and England seem to have run their race, and to have taken a secondary place among the nations of the earth.

America, Russia, and Germany are the new great powers which begin to overshadow the fame and the prestige of France and Great Britain. Italy, too, with her capital transferred to Rome, will make good her claim to a prominent place in the new galaxy of ruling nations. No doubt Fastern Europe must be profoundly affected, if not convulsed, by these momentous changes. Like Greece and Rome, France will forever live in the memory of the world for her re nown in letters, art, science, and political and military history; but henceforth she will find it hard to compete with the preponderance of Germany and the United States. While the masses of Germany have been filled with education and culture, those of France have been left to vegetate in ignorance and superstition; and nations are des tined to rise or to fall, not according to their nominal political institutions, but in harmony with the degree of moral and mental culture among the masses of the people.

Both in France and in England the masses are in almost as miserable and benighted a condition as they were in the days of the Stuarts and the Capets. Indeed, whatever may have been the degree of factitious splendor which has hovered round the military imperialism of Bonapartized France, or whatever may be the seeming power of the ruling landed and monetary oligarchy of England, both these nations are decidedly inferior to Germany, for the reason that the people of the latter country are in a much higher degree civilized, and to that extent more capable of self-government.

To us the lesson comes home in this, that all the pretensions of our sporting, fashionable, sheddy, corrupt, and criminal classes are symptoms of national decadence; and that our only claim to a high place among civilized nations rests upon the enlightenment of the masses of the American people, upon the independence and moral principle of our working classes, and upon the steady progress of education and moral and intellectual culture. All else here, as in France, is a snare—a delusion—fitting the people to be-come slaves and tools of such scoundrels as Louis Napoleon, and unfitting them both for self-government and for the protection of their country in the hour of danger. Superficial observers may ascribe the achievements over that of Napoleon; but the Prussian's craft rests upon the selid structure of a a benighted peasantry, demoralized middle classes, and rotten aristocracy of money and fashion, rested upon sand, and is swept away at the first mutterings of the storm.

GERMAN UNITY AND AMERICAN SYM-PATHY.

From the N. Y. World.

It is a little difficult to see precisely on what grounds Americans are invited to bestow their "sympathies" specially on the Germans in the present European war. The German race has so many and such solid claims on the respect and even on the affection of mankind, it has done so much to enlighten, to adorn, and to smooth human life, that he could hardly be a friend of his kind or an intelligent believer in the principles of civilization who should wish harm to come to Germany, and desire to see either her territories parcelled out among strangers or her arms trailed in the dust. But between cordial hopes for the preservation of the national life of Germany and ardent longings for the triumph of the German standards over France

there is a weighty difference. That the common people of Germany should believe a German victory over France to be essential to the maintenance of German independence is natural enough. France under Louis XIV and France under Napoleon I impressed this belief in blood and fire upon the German popular heart. The sins of the fathers here also are visited upon the children. The ravages of Louvois, and what proud Queen Bess would have called the "foul scorn" ungenerously lavished by the victor of Jena upon the lovely Louisa of Prussia, have left their traces deep on the hearts of the German people. But the more enlightened classes of Germany know, what is perfectly evident to the enlightened classes of all other countries, that there has never been the slightest real danger of any attempt at repeating these exploits on the part of the actual Government of France. The loudest organs of Count Bismarck in the present war do not pretend that Germany went to war to prevent Napoleon III from annexing Baden or the Palatinate by force to France. They profess that the wrong suffered by Germany from France was an insult offered by a French Ambassador to the Prussian King. A well-considered correspondence from Berlin, just published in a leading radical journal of Massachusetts, formally denies that any such insult was ever offered by Count Benedetti to King William, and charges the whole story as a malignant and deliberate fabrication to the Prussian Premier. But if it were true, how contemptible a pretext would such a matter offer in the middle

over the glorious slaughter of thousands of his fellow-creatures in such a struggle, might be expected. Not so the statesman, the patriot, the philanthropist, or the Christian. Nor is it much more satisfactory to be told that we must go with Germany in all her hot emotions in this crisis of her fate because her unity is at stake, and her unity is the hope of Continental progress. It is simply not true that German unity could not have been esta-

blished without such a war as this, nor is it

of the nineteenth century for so awful an

nnsealing of the vials of wrath as now makes

desolate the fair plains of Lorraine and the

hilly woodlands of Champagne! It is cer-

tainly asking too much of Americans to re-

quest that they shall interest themselves

deeply in behalf of a people which is ready

to sacrifice itself, its neighbors, and the

interests of humanity on such an issue. If

ever there was a case for settlement by arbi-

tration, this case thus stated would be one.

That the average radical politician, as ready

to flatter the Teuton as the negro, and the

coolie as either, where any hope of votes

exists, should be ready to toss up his hat

yet demonstrated by any means that this war will finally accomplish German unity. German unity, so far as it has become even approximatively a fact in our times, has been fostered and developed, not by war, but by peace—not by noisy alliances for bat-tle, but by the unobserved influences of the Zollverein. The "force of events" and the progress of liberal ideas in Germany during the past ten years were working steadily and rapidly enough towards the ideal unity of Germany, when this great storm was conjured up over the land by the astute and unscrupulous master of the destinies of Prussia. Unity thus reached, of course, would have meant liberty. But if this fact may have excused Count Bismarck, who hates liberty, for suddenly arresting the peaceful to substitute for it the warlike process of unification, that is no reason, surely, why Americans should applaud Count Bis-marck's policy. As to its ultimate success, it is surely rather premature to make that a cause for the casting up of caps and the crying aloud of hosannas. For without dwelling on the chances of war, which are always disconcerting the ablest combinations, there are many other things which may seriously affect this result. Now that the South German States have proved loyal to their engagements with Prussia and the North, they may easily make that very loyalty an argument against the necessity of any new engagements to bind them more closely with their allies. As the existing treaties have enabled Germany to act in the field as one empire, why should new treaties be required? Such considerations as these, making it by no means plain that the present war is sure to bring about the best form of German unity in the best way, may well cause reflecting foreigners to hesitate at enlisting their feelings very warmly in its support. But, setting these considerations apart, how can Americans be expected to sympathize with that ideal of German unity which is of all its ideals the most loudly hailed just now, and which consists in the gathering together about one throne of all who speak the German tongue? Nothing can be more absurd, as Dr. Arnold has so admirably shown, than the notion that language alone is a sufficient bond of nationality. Language, taken in connection with religion, with social institutions, with commercial interests, is indeed an enduring basis of nationality. but without these it is quite as likely to breed a bitter hostility as a kindlier sympathy between different communities of men. If all who speak German are to be compelled into political union with Germany, Switzerland and Austria, Esthonia, Courland, and Livonia, must be dealt with as Alsace is now threatened to be dealt with. To announce such a principle of national policy and such a national hope is to proclaim a new century of

European wars.

THE FAILURE OF DESPOTISM. From the N. Y. Tribune. There has been the greatest possible activity in raising troops throughout the dif-ferent Departments of France during the last few weeks. The orders issued by the Military Directory at Paris require the local authorities to forward all arms-bearing meu to the capital with the utmost celerity. We of Germany to the superior craft of Bismarck have had accounts of bodies of these hastilyraised levies moving from the southern and central parts of France to enter the ranks of highly civilized and truly religious nation, the active army; and large numbers of them while that of Napoleon, depending only upon | were sent from Paris to MacMahon at Chalons, before the evacuation of that place. But, after all, it is remarkable how slowly and unwillingly the people of France respond to the urgent calls of the Government to come forward in defense of the country against the invading German armies.

The population of France is forty millions, and the French have always been accounted the most martial people in Europe. So far as we can judge, there have not been more than 350,000 troops engaged in the active operations under Bazaine and Mac-Mahon, and the forces defending Paris, with the troops stationed at other points, are estimated as numbering less than 200,000 men. This is certainly a poor display for a military country like France. Why has there not within the last thirty days been a great patriotic enlistment of at least a million Frenchmen for the defense of their imperilled country? Why are not such scenes witnessed in France as we became familiar with in this country during our own great war a few years ago? We had no reputation as a military people. We had the most clumsy and inefficient machinery for raising troops. We had a large party in the North which sympathized with the Rebellion. Yet how rapidly President Lincoln's first requisition for troops was filled up! How quickly, during subsequent periods of the war, when our military system was better organized, we raised hundreds of thousands of men in the Eastern and Western States, and forwarded them to the points of danger, where they were at once

> in one country from that which was displayed The Government of France, as it has existed for nearly twenty years under the despotism of Louis Napoleon, has been wholly dependent upon the military power for its existence. But it was a great army, and not a martial people, that the Emperor required or desired. He has done all in his power to repress the ideas and practices which at this time would have given France a dozen patriotic armies for its defense. Under the Empire the growth of an intelligent patriotism has been impossible, and the general use or possession of firearms has been forbidden. The Emperor of France has been at war with the intelligence and the conscience of France ever since he mounted the throne. He has not only destroyed the liberties of the country, but has debauched its politics and crushed its public spirit. It was not patriotism, but a slavish homage to his person and dynasty, that he demanded. Instead of giving the people those governmental institutions which would have secured their devotion, he has given them a debased Cæsarism which was detested by all liberal-minded Frenchmen. We now see the results of his system in the lowest condition of public spirit that ever was shown by a great nation in the supreme moment of its existence.

incorporated with the armies already in the

field! The crisis in this country was scarcely

less terrible than the present crisis in France;

and yet how different the spectacle presented

The results of his prohibition of the use of arms are also painfully visible. The levies which have been hastily raised are utterly incapable of handling the guns which have been given to them. It is just as well that they have only old muskets, for they can learn to use these more quickly than the chassepots. But what value are either shot-guns or chassepots in the hands of people who know nothing whatever of them, and who certainly canuo now make them of any avail against the triumphant armies of Germany? During the war of the Rebellion, our American citizens quickly became soldiers because the great mass of them had been accustomed to the use of arms as militia-men or in one way or another. But

allowed to possess or use arms; and now France is paying the penalty of having an Emperor whose strength was dependent on the country's weakness, When public spirit and political vitality are crushed, it is not in a day that they can be revived; nor is it possible for a people unaccustomed to arms to learn their use when an enemy is at their throat. The despotism of Napoleon the Third has been a failure, because it has ruined France.

VICTORIA AS AN OBSTRUCTIVE.

From the N. Y. Times. The European war seems likely to prove a severe trial of British court etiquette in regard to public business. According to that etiquette, the sovereign is not only the head of the State politically, but is the centre around which all the machinery of Government revolves. Hence the personal sanction, by signature, of the Queen must be given to all public acts, or they must be ratified by her presence. Does a new Cabinet require to be sworn in, the gentlemen on whom that distinction is to be conferred must proceed to the royal residence for the purpose. Are diplomatic despatches to pass between her Minister of Foreign Affairs and another Government, she must of necessity be personally consulted. In short, the theory of the Constitution being that, wherever the sovereign happens to be, there is the executive centre of the ration, no important State action can have legal force without consultation with her, and her sanction. And yet this process is, after all, in very many cases a mere formality. She signs innumerable documents, the contents of which she does not even care to know. The actions of the Ministry are shaped with reference to public necessity, and their conception of the duty of the hour. They are her "advisers," which means that they inform her of the manner in which they propose to meet particular exigencies. Their responsibility is practically to Parliament-not to the sovereign. But they are the Queen's Ministers, and what they do in regard to national or international affairs is by a kind of legal fiction done by her.

It might be supposed, then, that the court would remain sometimes at London, so as to occasionally facilitate official labors, arduous at the best. The Queen, however, has not resided in London for several years. The Minister who waits upon her on business must go to Windsor-double the distance that Versailles is from Paris-or to Osborne, or the Isle of Wight, or Balmoral, in the wilds of Scotland, and twenty miles from railroad communication. The labor and delay of this going to and fro are of course regarded as a grievance, even at times when no very momentous events are taking place. But now that a tremendous war is raging between two great nations, and the diplomatic relations of Europe are watched with intense anxiety, the Queen has retired to Balmoral with as little hesitation as if she were in a merely private station, or a mere cypher in public affairs. No wonder the British public are asking disagreeable ques-tions, and contrasting the tedious ceremonial to which their servants are subjected with the facilities to which they are entitled and which they are accorded elsewhere.

DECLINE OF POLITICAL LIFE IN THE UNITED STATES.

From the Missouri (St. Louis) Republican .. In alluding to the many symptoms which indicate a weakening of political life in the United States, we have in view some manifest tendencies which do not allow of any misunderstanding. By centralizing the powers of the various States and of the people themselves into what is usually called a strong government, a large element in political life was lost. Of the two great currents in American politics, one was stopped entirely, and a vast amount of debatable matter was taken out of the domain of public discussion. So long as almost all the power emanated directly from the people, the form in which it was to be moulded was the great topic of public discussion. The larger the portion became which was wrested from the people and treated as an integrant, indisputable attribute of the Federal Government. the more insignificant became the programmes of partisans. Suppose we were to make half a dozen additional amendments to the present Constitution, whereby doubtful or growing questions concerning, for instance, the competency of the Supreme Court, or, in general, the relation of the judiciary to the two other branches of the Government would be permamently settled, the political life of the people would be greatly reduced in quality as well as in quantity of debatable matter. With a complete and an infallible constitution a republic becomes a despotism, just as a monarchy, wherein everything is on principle taken out of the hands of the people and left to the arbitration of a power which cannot err, because there is no tribunal above it. Every day establishes a new example of the

diminishing importance of partisan issues. During the epoch of the great American statesmen, and of a vigorous political life in the country, neither the folly of creating a national temperance party nor that of originating a national labor party was possible, Evidently these have not much vitality now, but even as late as fifteen years ago they would not have dared to show themselves on the public arena. The one being based upon the appreciation of individual desires, virtues or weaknesses, which are entirely outside of the action of the State, would have looked for a solution of the difficulties to the school room, to the propagation of sound moral ideas, and in the establishment of popular amusements of a more elevated character. The others, believing themselves to be the privileged expounders of certain principles of national economy, would have been taught at once by the other classes of the people, that they were also entitled to hold certain theories of their own, and the forum of science would have been the natural tribunal for the decision between the various dogmas. Neither a book like Mr. Kellogg's nor whims like Wendell Phillips', in those times could have been used as the basis for a national party. Only when one of the constituent powers of the Government had usurped every prerogative of the nation in regard to the great currents of public activity, did classes dare to raise their peculiar pretenses to the standard of national questions. Then, too, whims and fanciful theories were launched upon the nation with the hope of making them gain by universal discussion what they never pessessed in universal significance.

It is not our purpose for the present to show the weakening of political life even in the professions of faith of the two great parties which have during the last ten years struggled against each other, nor do we intend to discuss the question whether or not it is a symptom of intrinsic and self-conscious life of our political parties, that in the dis-cussion created by the war between France and Germany almost every Democratic paper took sides with France, whilst almost every Badical paper favored the cause of Germany the throne of the Emperor would have been | but this we do assert, without fear of con-

endangered if the people of France had been | tradiction from thoughtful readers, that the negro question consumed more white brains than most of the fanatics on either side had to spare. The amount of stutesmanship and political energy which remained after the negro ceased to give trouble to our statesmen, would not be sufficient to give body to any of Henry Clay's or Daniel Webster's speeches.

> OFFICE OF THE SCHUYLKILL NAVIGA-TION COMPANY, NO. 417 WALNUT STREET.

SPECIAL NOTICES.

PHILADELPHIA, August 29, 1870. NOTICE:—Holders of Certificates of this Com-pany's Loans of 1872, 1882, and Boat and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive in commutation therefor the new Certifi-cates as guaranteed by the Philadelphia and Reading

Railroad Company,
Receipts will be given for old Certificates, and the
new ones will be delivered as soon as they can be
signed by the officers of the two companies.

F. FIGALEY,
Freeldent,

NOTICE.

THE PENNSYLVANIA FIRE INSURANCE COM-

The Annual Meeting of the Stockholders of the Pennsylvania Fire Insurance Company will be held at their office on MONDAY, the 5th day of Septem-ber next, at 10 o'clock A. M., when an election will be held for nine Directors, to serve for the ensuing 8 25 9t WILLIAM G. CROWELL, Secretary.

BEST WEST JERSEY RAILROAD COMPANY. THEASURER'S OFFICE, (
CAMDEN, N. J., Aug. 31, 1370)

NOTICE IS HEREBY GIVEN to the Holders of
Bonds of the WEST JERSEY RAILROAD COMPANY of the loan of \$400,000, due 1883, that compons
failing due on the first day of September, 1870, will be paid in gold on and after that date at the Com-pany's Office, in CAMDEN, or at Gaw, Bacon & Co., No. 315 WALNUT Street, Philadelphia. 8 21 3t GEORGE J. ROBBINS, Treasurer.

PHILADELPHIA, Aug. 29, 1870.

At a meeting of the Managers of the Lehigh Equipment Trust of Philadelphia, held on the 26th inst., a Semi-Annual Dividend of FIVE PERCENT., clear of taxes, was declared, payable on and after the 1st of September, 1870, at the office of the Fide-lity Insurance, Trust and Safe Deposit Company, Trustees, Nos. 349 and 331 Chesnut street. 8 303t C. L. BORIE, Secretary.

DIVIDEND NOTICE.-PHILADELPHIA August 29, 1870.—At a meeting of the Mana gers of the Railroad Car Trust of Philadelphia, held on the 26th instant, a semi-annual dividend of FIVE PER CENT., clear of taxes, was declared, payable on and after the 1st September, 1870, at the office of the Fidelity Insurance, Trust, and Safe Deposit Company, Trustees, No. 329 and 330 CHESNUT Street. [8 30 3t] C. L. BORIE, Secretary.

NOTICE TO TAX-PAYERS OFFICE RECEIVER OF TAXES. A penalty of One Per Cent, will be added to all city taxes remaining unpaid after September 1st; Two Per Cent. after October 1st, and Three Per Cent. after December 1st, 1870. RICHARD PELTZ,

Receiver of Taxes. PHILADELPHIA, Aug. 29th, 1870. HARPER'S HAIR DYE.—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect. Changes red, rusty, or grey hair, whiskers, or moustache instantly to a glossy black or natural brown, without injuring the hair or black or natural brown, without injuring the hair or staining the skin, leaving the hair soft and beauti-ful. Only 50 cents for a large box. CALLENDER, THIRD and WALNUT; JOHNSON, HOLLOWAY & COWDEN, No. 602 ARCH Street; TRENWITH, No. 614 CHESNUT Street; YARNELL, FIFTEENTH and MARKET Streets; BROWN, FIFTH and CHESNUT Streets, and all Druggists. 5 31 tf 4p

NOTICE IS HEREBY GIVEN THAT APplication will be made to the Treasurer of the City of Philadelphia for the issue of a new certificate of City Loan in the place of one which has been lost or mislaid, viz., No. 15,169 (Bounty Loan, No. 3) for Five Hundred Dollars, in the name of Susanna Orr, Executrix. JAMES W. PAUL, Attorney of Susanna

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NOTICE IS HERBBY 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 THE BRIDESBUR & BANK, to be located at Philadelphia, with a capital of one hundred thou-sand dollars, with the right to increase the same to five hundred thousand dollars.

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D. T. GAGE, 5 30 tf No. 118 MARKET St., General Agent. NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth o Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE BULL'S HEAD BANK, to be located at Philadelphia, with a capital of one hundred thou-sand dollars, with the right to increase the same to five hundred thousand dollars.

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Extra rates on small packages iron, metals, etc. No receipt or bill of lading signed for less taan fifty cents.
NOTICE —On and after September 15 rates by this

Company will be 10 cents per 100 pounds or 4 cents per foot, ship's option; and regular shippers by this line will only be charged the above rate all winter. Winter rates commencing December 18. For further particulars apply to JOHN F. OHL, 28 \$ PIER 19 NORTH WHARVES. THE REGULAR STEAMSHIPS 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 Railroad Company.

ALFRED L. TYLER, Vice-President So. C. RR. Co. PHILADELPHIA AND CHARLESTON
STEAMSHIP LINE.
This line is now composed of the following firstclass Steamships, sailing from PIER 17, below
Spruce street, on FRIDAY of each week at 3
A. M.:—
ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
SALVOR, 600 tons, Captain Ashcroft.
SEPTEMBER, 1870.
J. W. Everman, Friday, Sept. 2

SEPTEMBER, 1870.

J. W. Everman, Friday, Sept. 2.
Salvor, Friday, Sept. 2.
J. W. Everman, Friday, Sept. 16.
Salvor, Friday, Sept. 23.
J. W. Everman, Friday, Sept. 30.
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 on

SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM. P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charles. PHILADELPHIA AND SOUTHERN
MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW OR.

LAR SEMI-MONTHLY LINE TO NEW OR.
LEANS, La.
The ACHILLES will sail for New Orleans direct, on
Tuesday September 8, at 8 A. M.
The YAZOO will sail from New Orleans, via Havana,
on —— September —
THROUGH BILLS OF LADING at as low rates as by
any other route given to Mobile, Galveston, Indianola, Lavacca, 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. The WYOMING will sail for Savannah on Saturday, September 3, at 8 A. M.
The TONAWANDA will sail from Savannah on Satur-

day, September 3.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansus, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, 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 Wednesday,
August 31, at 6 A. M. Returning, will leave Wilmington
Wednesday, September 7.
Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina
Railroads, and the Wilmington and Manchester Railroad
to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken
via Wilmington, at aslow 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 Agent. WILLIAM L. JAMES, General Agent. No. 130 South THIRD Street

PHILADELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE,
THROUGH FREIGHT AIR LINE TO THE SOUTH
AND WEST.
INCREASED FACILITIES AND REDUCED RATES Steamers leave every WEDNESDAY and SATURDAY at 120 clock noon, from FIRST WHARF above MAR. KET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TURSDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South
Oarolina, via Seaboard Air Line Railroad, connecting at
Portsmouth, and to Lynchburg, Va., Tennessee, and the
West, via Virginia and Tennessee Air Line and Richmond
and Danville Railroad.
Freight HANDLED BUTONOE, and taken at LOWER
RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of
rausies.

ransfer.
Steamships insure at lowest rates.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
State Room accommodations for passengers.
WILLIAM P. OLYDE & OO.,
No. 12 S. WHARVES and Pier I N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. OROWELL & OO., Agents at Norfolk.

NEW EXPRESS LINE TO ALEXAN dria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest. Steamers leave regularly every Saturday at noon rom the first wharf above Market street. Freight received daily.
WILLIAM P. CLYDE & CO.

No. 14 North and South WHARVES.

HYDE & TYLER, Agents at Georgetown; M.
ELDRIDGE & CO., Agents at Alexandria. F O R N B W Y O R via Delaware and Raritan Canal. EXPRESS STRAMBOAT COMPANY.

The Steam Propellers of the line will commence to adding on the 8th instant, leaving daily as usual. THROUGH IN TWENTY-FOUR HOURS. Goods forwarded by all the lines going out of Ne York, North, East, or West, free of commission. Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents, No. 12 S. DELAWARE Avenue.

JAMES HAND, Agent, No. 119 WALL Street, New York. 3 45

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION
COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in twenty four hours.

Through in twenty-four hours. Goods forwarded to any point free of commissions. Freights taken on accommodating terms.

Apply to WILLIAM M. BAIRD & CO., Agents, No. 132 South DELAWARE Avenue. DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.— Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and in-

termediate points.
WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves Philadelphia. 4116

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SHIP CHANDLERS, No. 29 North WATER Street and No. 28 North WHARVES, Philadelphia.

ROPE AT LOWEST BOSTON AND NEW YORK PRICES. CORDAGE.

Manilla, Sisal and Tarred Cordage At Lowest New York Prices and Freights. EDWIN H. FITLER & CO.

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