THE DAILY EVENING TELEGRAPH-PHILADELPHIA, MONDAY, JANUARY 9, 1871.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics-Compiled Every

Day for the Evening Telegraph.

A POWER GROWN UP IN THE STATE GREATER THAN THE STATE IT-SELF.

From the N. Y. Herald.

2

Such was the expression of Governor Palmer, of Illinois, in his message to the Legislature on the 4th of this month. The Governor was referring to the control of the railroad corporations of the State, and in that connection made the above remark, saying, however, that to say the State has not power, acting through the appropriate legislative department as determined by the constitution. to control the management of railroad corporations, is to assort there has grown up a power greater than the Slate itself. He believes the State has the power to regulate the rates imposed by railroads as common carriers, so as to prevent extortion, oppression, or unjust discrimination against or in favor of localities or individuals, or to investigate their management and prevent the employment of vast sums of money under their control for purposes of corruption. No doubt the separate States have this power zation. The latest reports show that they over railroads within their limits, and we believe the Federal Government has

similar power over the great lines that run through the different States under the clause of the Constitution that gives it power to regulate commerce among the several States. These railroad lines are as much the arteries of commerce among the States as the great lakes, the rivers or the sea coast. But what is the use of talking about State Governments controlling the management of railroads? The railroad magnates can buy up almost any of the State Legislatures or Governments. The railroads are really a power greater than the State itself. It is a matter of doubt even whether they cannot control Congress or the Government at Washington as well. The time is coming, and not far off, when the Federal Government will be called upon imperatively by the people to protect them from the exactions and tyranny of the railroad corporations and to control these powerful institutions. Governor Palmer has sounded the note that will awaken attention and opposition to a dangerous and overbearing monopoly.

SPANISH INFLUENCE AT WASHINGTON. From the N. Y. Sun.

The two letters of Secretary Cox which were put in evidence in the late trial of the case of the steamer Florida, seized for an alleged violation of the neutrality laws, are remarkable as showing the glaring contradiction between the professions of the administration and its actions towards the Cuban patriots. Mr. Cox says explicitly to General Darr, the owner of the Florida, that the Government cannot legally and will not stop the shipment from this port, as merchandise, of articles contraband of war, and that it is only against the fitting out of naval or military expeditions that the neutrality laws opethese gentlemen will have built and organrate. This is undoubtedly the true doctrine, ized the only Homeopathic Asylum for the and it has constantly been acted upon in this Insane known to exist in the world. port by Spain itself, and by the agents of France. It matters not what the nature of merchandise may be-whether it be provisions, or guns, or gunpowder, or clothing, or any other articles useful for military purposes-so long as it is nothing but merchandise, neutrals may lawfully ship it to any belligerent they please, taking, of course, their own risk of its safe delivery to the purchasers. But this being so, how does it happen that every time the Cubans here attempt to send arms and ammunition to their friends in Cuba our Government officiously steps in and seizes their vessel? Here is the Florida, detained in this port for months merely because she was loaded with articles calculated to be of service to the Cuban army. She was not even going to Cuba, but to Vera Cruz, a port in Mexico; and her detention was utterly unjustifiable. There is not a particle of evidence that she was to carry men, or to undertake any naval operations against Spain. The only possible explanation of this exhibition of superserviceable zeal is to be found in the fact that Mr. Sidney Webster-a member of the law firm of Webster & Craig, which has been hired to do the dirty work in this country of Spanish despotism-is the son-in-law of the Secretary of State, and abuses his relationship to manipulate the machinery of the Government to his own benefit. Then there is the bribe-taker Bancroft Davis also in the State Department, who has been in the scheme with Webster to procure the purchase by the United States of Cuba from Spain, that they may share in the fat commissions which are to be made by the transaction. These are the reasons why Cuba is so unjustly treated by the administration, and why her agents and friends are persecuted with such unremitting malignity.

which had possession therein during the | to suspicion, like that of every other public early days of his official life as President; | man,

that he soon discovered his mistake, and con-The main point to be decided is whether. templated the appointment instead of Mr. under present circumstances, men who are in John Jay, now Minister in Vienna; and that the pay of Tammany are fit to take a lealing it was this last proposition which aroused the and responsible part in directing the couusels of the Republican party. There was a time, no doubt, when the question was of less imforces of Mr. Sumner to secure Motley, not because he especially vindicated the fitness of the latter, but preferred him to Mr. Jay. portance than it is now. But Tammany, as Then, too, in regard to the Summer speech we know it to day, has forfeited all claim to be treated as a political organization, in the upon the Johnson-Clarendon treaty in the ordinary interpretation of those words. Senate, the public was told at the time "that Grant boasted he had read the publication It is simply a vehicle for obliterating truly popular government, and enlarging the fortunes of half a dozen three times, and agreed therewith entirely. Is this so? There are many other points of men. It is identified with fraudulent govthis unfortunate controversy which, if it is to be exposed at all, the public will be desirous ernment, a corrupt judiciary, and a dishonest application of the public money. No one can doubt these facts. They have been adto know all about, but which we have not time to particularize at this moment. Of one mitted freely in Democratic journals, and item, however, everybody will wish to be intime aggravates the evils rather than cures. formed; which is, at what period and on what them. With Tammany, therefore, no true point did the differences between Grant and Republican can possibly have anything in Motley, on the one hand, and Grant and common. If a Republican enters its service, Sumper, on the other hand, begin; and why was Motley removed at the time he was, it is because he has been unable to withstand the corrupt influences which an unlimited use of money has placed at the service of Sweeny and his friends. The harder a man works for Tammany, the further does he place himself outside his own party. Few of our public or State charities are

more neglected than the asylums for the LOW WAGES FOLLOW A LOW TARIFF. insane. They are inadequate in number and From the Baltimore American.

> Continually we meet sectional prejudice from our growing sister States of the West, supported by an occasional throb of disapprobation from the reconstructed section that, being agriculturalists and producers of the precious metals, to support a protective

tariff is direct opposition to their immediate interests. How vain to speak of sectional interests when everything advantageous to one portion of this glorious Union in so extended a sense is necessarily so of the whole !

What makes the great inducement to political leaders of the outs to saize on this sabject for agitation to further their ends is, that it involves questions and principles of which none but the initiated few are at all cognizant. Those governing the balance of came, if they are doubly unfortunate in being pauper patients. What happens to trade, supply and demand, capital and labor, as well as the mediums of exchange and legaltenders. Naturally the plausible side of any question that we do not thoroughly understand is the one we accept when ingeniously presented to us.

If foreign manufactures are admitted duty free, the low rates of labor in European marts enable the foreign producers to furnish unfortunates are abandoned to dis without them at much lower prices than any of our manufacturers can possibly compete with. Of course, the result would be paralyzing of all great and wealthy State, from ten to one hundred and fifty incurables are thus left to manufacturing interests at home. perish miserably within the shadow of

The millions now congregated at the great centres in such a case would be compelled to disperse through the rural districts in search of subsistence; and the great markets for grain, beef, etc., would be destroyed. Of course we are told that the foreign market will be open-so it is to-day, so it would be with even higher duties. England, Germany, and France will never be so magnanimous towards this country as to purchase from us articles they do not require, and if they want breadstuffs to-day they will buy them; and thus enable us to preserve the equilibrium of trade.

If we were purchasing from them thousands where to day we buy only hundreds, the balance of trade must necessarily be against us, and that balance is to be continually made up by specie exports. The failure of remunerative employment for capital reduces all demand for labor, and as the law of supply and demand is self-acting, the price of all labor must necessarily Then, with a contracted currency, the fall. result of a specie basis-to which we are immediately forced by our heavy dealings with foreign markets and a continuous drainage of specie, caused by the excessive balance of trade against us-we are left without capital, without a currency, without employment for our mapy stalwart forms, and without bread for the many hungry mouths. Ultimately, commercially and nationally bankrupt, without friends; we had almost said without foes. But, alas! the buzzards always seek the carcase. The natural opposition of tyranny to freedom would, of necessity, bring down upon us, like birds of prey, all the ruling powers of Europe. Then, America, the beacon light to which the oppressed of the world have ever looked with hope for the future, would be reduced to a third-rate power.

GIRARD ESTATE.

GIRARD EST ATE -IN COMPLIANCE WITH Girard, the President of the Board of Directors of City Trusts and the Superintendent of the Girard Estate have prepared the following :--GIRARD COLLEGE.

GHEARD COLLECTS. 209 pupils born within old city limits. 825 pupils born in other parts of Pennsylvania. 59 applicants awaiting admission. 560 will be kept steadily in the college. Application can be made in person to- No. 19 South FIFTH Street, between 9 and 2 o'clock on the first MONDAY of each month for the admission of the first MONDAY of each month for the admission of poor white fatherless boys, between 6 and 10 cars old born in Pennsylvania. To increase the rears old born in Pennsylvania. To increase the facility in applying for the admission of boys oorn in this State, but living at a distance from the city, HENRY W. AREY, Secretary, will, when written to, furnish a form of application in writing. Boys born in the present city of Philadelphia, outside of the old city limits, say between Vine and South streets, have no preference in admission over those born in the more distant counties of the State. Children must be bound to the city, and are taught, clothed, and maintained at the expense of the trust, and then indentared to trades and other suitable oscupations until they become twenty-one years of age. WILLIAM WELSH, President.

CONDENSED STATEMENT OF THE AFFAIRS OF THE ESTATE.

Loan. Cuy of Philadelphia Five per cent, Loan. \$4,000.00 7,800.00 205,600.00 10,000.00 4,400.00 2,100.00 Company Union Canal Company of Pennsylvania Six per cent. Loan. Schuyikill Navigation Company Loan, 1870, Six per cent. Schuyikill Navigation Company Loan, 1882, Six per cent. City of Philadephia Six*per cent. Loan, free of tax, temporary investment. Loan to city of Philadelphia, on city loan certificate. No. 6%. for four months... Company 1.000*00 242,195-84 2,350.00 79,500.00 certificate, No. 6%, for four months ... 36,509.00 Stocks and Loans, comprising the Residuary Fund:-Par Value United States Five-twenty Six per cent. \$2,530.00 Loan. United States Ten-forty Five per cent. Loan. City of Philadelphia Five per cent. Loan. 10,700.00 4.300.00 162,803.00 Schuylkill Navigation Company Loan, 1,933.61 1870, 6 per cent. Loan to Franklin Institute... ************ 1,000 06 100 shares of stock Philadelphia Ex-change Company. 2200 shares of stock Schuylkill Naviga-10,000.00 tion Company. 408 shares of stock Chesapeake and Delaware Canal Company. 102 shares of stock Chesapeake and Delaware Canal, received as divi-110,000.00 20,400.00 dend,.... shares of stock Chesapeake and Delaware Canal received as divi-5,100.00 dend. 1 Certificate Schuylkill Navigation Co. 7,653 00 Boat Loan, 7 per cent., received as dividend.....2 shares of stock Germantown and 6,660.0 Perklomen Turnpike Company.... 1 share of stock Susquehanna and Le-200.00 high Turnpike Co. 1 bond for Loan to Ridge Road Turn-100.00 10,000.00 900.006

1882, received for interest...... Supposed to be of no value :--241.69

153

an lai Co

1000 shares of stock of stock Danville and Pottsville Railroad Company. 1 share of stock Centre Bridge Company. 1 share of stock Philadelphia Domestic Society.

des Etats-Unis

Cash received from United States five twenty 6 per cent. Loan. Cash received from Schuylkill 172-09 Cash received from Schuylkill Navigation 6 per cent, Loan. 14,130-94 Cash received from City Gas 6 per cent, Loan. 817-41 Cash received from United States 6 per cent, Loan, 1831. 240-45 Cash received from United States ten-forty five per cent, Loan. 200-10 892.10 Loan ... Loan. Cash received from dividend, Insurance Company State of Pennsylvania Cash received from dividend, Philadelphia Exchange Com-254-00 Philadelphia Exchange Com-pany, stock. Cash received from dividend, Ohesapeake and Delaware Canal Company stock. Cash received from dividend, Schuylkill Navigation Com-pany Boat Loan. Cash received from total income account. 550.00 1,939.00 843.15 account. Cash received from temporary 4,026-74 151.972-23 Kentucky. Cash received from Bank of North America for notes col-623.10 lected Cash received from reserve 1,971.39 15,313 82 .137,167-67 serve fund. Cash received from income re-5,270.95 siduary reserved interest on loan. 2,156-22 Cash received from income for the improvement of Delaware avenue, do..... 700.14 \$661,149.07 \$767,141-97 Cash pald under appropriations of Directors of Try Trusts for \$1,879.50 Water rents..... laxes. Salaries. Lands out of the city...... 54,945 30 10,800 00 Permanent improvements.

53,700-63 8,737 12 18,054-24 1,898-75 Jeneral repairs to real estate ... Gilbert reserve fund...... 5,227-5 .\$597,893-22 Estate..... COLLEGE. struction For Committee on 22,496.94 Accourts. For Committee on Li-3,463.45 865 28 brary. For tom, on Discip-line and Discharge. 278:50 -\$149,903.70 December 51, 1570, balance in the treasury \$19,845 92 Balance by City Treasurer's ac-.\$23,079.42 count. Warrants drawn and not taken \$19,845 03 Office of the Directors of City Trusts of Girard)

Thiladelphia, December 31, 1870. CHARLES S. SMITH, Superinten ient Girard Estate. SHIPPING.

1.6

PHILADELPHIA, RICHMOND AND NORFOLK STRAMSHIP LINE THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. INCREASED FACILITIES AND REDUCED RATES FOR 1870. Steamers leave every WEDNESDAY and SATURDAY, ti 12 o'clock noon, from FIRST WHARF shows MAR RET STORE AND A THE PIROT WHAT SOME AND AND THE RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TURSDAYS and SATURDAYS. No Bills of Lading signed after 12 o'clock on sailing THROUGH RATES to all points in North and South THROUGH RATES to all points in North and South Carolina, via Seabcard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennesse, and the West, via Vir, inic and Tennessee Air Line and Rickmond and Danville Railroad. Freight HANDLED BUTONCE, and taken at LOWEE RATES THAN ANY OTHER LINE. RATES THAN ANY OTHER LINE. No charge for commission, Grayaga, or any expense of ransfer. Steamships insure at lowest rates. Freight received daily. State Room secommodations for passengers. MILLIAM P. OLYDE & GO., No. 13 S. WHARVES and Pierl N. WIARVES. W. P. PORTER, Agent at Richmond and Oity Point. T. P. OROWELL & CO., Agents at Norfolk. 615 THE ANCHOR LINE STEAMER Sail every Saturday and alternate Wednesday to and from Glasgow and Derry. Passengers booked and forwarded to and from all raliway stations in Great Britain, Ireland, Ger-mapy, Norway, Sweden, or Denmark and America as safely, speedily, comfortably, and cheaply as by any other route or line. "EXTRA" STRAMERS. "EXPRESS" STEAMERS. | ANGLIA, AUSTRALIA, BRITANNIA, IOWA, TYRIAN, BRITANNIA, INDIA, COLUMBIA, IOWA. TYRIAN, BRITANNIA. EUROPA. EUROPA. I BRITANNIA. From Pier 20 North river, New York, at noon. Rates of Passage, Payable in Currency, to Liverpool, Giasgow, or Derry :--First cabins, \$65 and \$75, according to location. Cabin excursion tickets (good for twelve months), scuring best accommodations, \$130, Intermediate, \$33; steerage, \$28. Certificates, at reduced rates, can be bought here y those wishing to send for their friends. Drafts issued, payable on presentation. Apply at the company's offices to HENDERSON BROTHERS 12 27† No. 7 BOWLING GREEN. WHITE STAR LINE OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW AND LIVERPOOL, CALLING AT CORK, IRELAND. The company's fleet comprises the following mag-nificent full-powered ocean steamships, the six largest in the world :--CCEANIC, Captain Murray, ATLANTIC, Captain Thompson. PACIFIC, Captain Perry. ADRIATIC. These new vessels have been designed specially for the transatlantic trade, and combine speed safety, and comfort. Passenger accommodations unrivalled. Parties sending for their friends in the old country can now obtain prepaid tickets. Steerage, \$39, currency. Other rates as low as any first-class lin For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER Street, Liverpool, and No. 7 EAST INDIA Avenue, LEADENHALL Street, London: or at the company's offices, No. 19 BROADWAY, New York. J. H. SPARKS, Agent. NEW EXPRESS LINE TO ALEXAN dria, Georgetown, and Wassisgton 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 noop from the first wharf above Market street. Freicht received dally. 65,762-96 Freight received daily. WILLIAM P. CLYDE & CO., NO. 14 North and South WHARVES. HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 61 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 com mence loading on the Sth of March. Through in twenty-four hours. Goods forwarded to any point free of commission ferencies taken on accommodating terms. Freights taken on accommodating terms. Apply to WILLIAM M. BAIRD & CO., Agents, No. 132 South DELAWARE Avenue. 44 DELAWARE AND CHESAPEARE STEAM TOWBOAT COMPANY.-STEAM TOWBOAT COMPANY.-Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and in-termediate points. WILLIAM P. CLYDE & CO., Agents. Castain JOHN LAUGHLIN, Superintgement. Office, No. 13 South Wharves Psiladelphia. \$ 111

SHIPPING. LORILLARD STRAMSHIP COMPANY

FOR NEW YORK.

SAILING TUESDAYS, THURSDAYS, AND SAT-URDAYS AT NOON,

are now receiving freight at winter rates, commencing December 28. All goods shipped on and after this date will be charged as agreed upon by the agents of this company.

INSURANCE ONE-EIGHTH OF ONE PER CENT. No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium,

For further particulars and rates apply at Company's office, Pier 33 East river, New York, or to JOHN F. OHL,

PIER 19 NORTH WHARVES.

N. B .- Extra rates on small packages iron, metals, Olc.

THE REGULAR STEAMSHIPS ON THE PHI-LADELPHIA AND CHARLESTON STEAM-SHIP LINE are ALONE authorized to issue through oills of ladirg to interior points South and West in connection with South Carolina Rairoad Company. ALVRED L. TYLER, Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN MAIL STRAMSHIP OOMPANY'S REGUI LAR SEMI-MONTHLY LINE TO NEW OE. LEANS, LA. The JUNIATA will sail for New Orleans, via Havana, or Wedneyday, January 18, at 8 A. M. The YAZOO will sail from New Orleans, via Havana, on January ...

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, INDIAN-OLA, ROCKPORT, LAVACOA, and BRAZOB, and to all points on the Minsissippi rivel between New Orleans and St. Louis. Red River treights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA. The TONAWARDA will sail for Savaunah on Sat-arday, January 14, ats A. M. The WYOMING will sail from Savannah on Saturday.

January 14. Th ROUGH BILLS OF LADING given to all the prin-cipal towns in Georgis, Alabams, Florida, Mississippi, Louisians, Arkansas, and Tenuessee in connection with the Central Railroad of Georgia, Atlantic and Guif Rail-road, and Florida steamers, at as low rates as by competing lines.

BEMI-MONTHLY LINE TO WILMINGTON, N. C. The FIONEER will sail for Wilmington on Wednes-day, January IIat 6 A. M. Retarning, will lasse Wil-mins ton Wedesyday, January IP. Oonnects with the Oape Fear River Steamboat Com. pany, the Wilmington and Weldon and North Oarolina Railroads, and the Wilmington and Manchester Railroad to all interior points. Treights for Columbia, S. C., and Angusta, Ga., taken via Wilmington, at aslow raises as by any other route. Insurance-officeted when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing. WILLIAM L. JAMES, General Acad

615

WILLIAM L. JAMES, General Agent. No. 130 South THIRD Street.

FOR LIVERPOOL AND QUEENS, TOWN.-Inman Line of Royal Mail Steamers are appointed to sail as follows:-City of Washington, Saturday, Jan. 14, at 12 noon. City of Paris, Saturday, Jan. 21, at 2 P. M. City of Baltimore, via Hailfax, Tuesday, Jan. 24, at 1 P. M. City of Lendon, Saturday, January 28, at 11 A. M. Bremen, etc., at reduced rates. Tickets can be bought here at moderate rates by persons wishing to send for their friends. For further information apply at the company's JOHN G. DALE, Agent, No. 15 Broadway, N. Y. 1 Or to O'DONNELL & FAULK, Agents, 45 No. 402 CHESNUT Street, Philadelphia. FOR SAVANNAH, GEORGIA THE FLORIDA PORTS, AND THE SOUTH AND SOUTHWEST. GREAT SOUTHERN FREIGHT AND PASSEN-GREAT SOUTHERN FREIGHT AND FASSEN-GER LINE. CENTRAL RAILROAD OF GEORGIA AND AT-LANTIC AN) GULF RAILROAD, FOUR STEAMERS A WEEK, TUESDAYS, THURSDAYS, AND SATURDAYS. THE STEAMSHIPS SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River, WM. E. GARRISON, Agent, WM. E. GARRISON, Agent, No. 5 Bowling Green. MONTGOMERY, Captain Faircloth, from Pier No. 13 North River. R. LOWDEN, Agent, No. 93 West street. LEO, Captain Dearborn, from Pier No. 16 East River. MURRAY, FERRIS & CO., Agents, Nos. 61 and 62 South street. GENERAL BARNES, Captain Mallory, from Pier No. 36 North River. LIVINGSTON, FOX & CO., Agents, No. 88 Liberty street. Insurance by this line ONE-HALF PER CENT. Superior accommodations for passengers. Through rates and bills of lading in connection Through rates and bills of lading in connection Through Fates and the Georgia, to all points. C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway. FOR ST. THOMAS AND BRAZIL. UNITED STATES AND BRAZIL STEAM-SHIP COMPANY. REGULAR MAIL STEAMERS salling on the 23d of every month. MFRRIMACK, Captain Wier. SOUTH AMERICA, Captain E. L. Tinklepaugh. NORTH AMERICA, Captain G. B. Slocum. These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engage Rio de Janeiro, gona assage, apply to ments of freight or passage, apply to WM. R. GARRISON, Agent, 12 10† No. 5 Bowling-grees, New York. FORNEW YORK via belaware and Raritan Canal. EXPRESS STEAMBOAT COMPANY. The Steam Propellers of the line will commence ioading on the 3th Instalt, leaving daily as usual. THROUGH IN TWENTY-FOUR HOURS. Goods forwarded by all the lines mines out of Ne THROUGH IN TWENTY-FOUR HOURS. Goods forwarded by all the lines going out of Ne York, North, East, or West, free of cominission. Freights received at low rates. WILLIAM P. CLYDE & CO., Agents, No. 12 S. DELAWARE Avenue JAMES HAND, Agent, No. 119 WALL Street, New York. 345 ENGINES, MACHINERY, ETO. ENCINES. MACHINERY, ETC. PENN STEAM ENGINE AND BOILER WORKS.-NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MA-OHINISTS, BOILEN. MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Bollers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, Hiver, and Stationary ; having sets of patterns of different sizes, are pre-pared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tobular and Cyinder Bollers of all size and hinds. Iron and Brass Castings of all descriptions, Roll Turning, screw Cutting, and all other work connected with the above business. The wings ard specifications for all work fone the establishment free of charge, and work gua and stated. ranteed. The subscribers have ample wharf dock-toom for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights. JACOB C. NEAFIE, JOHN P. LEVY, 8 151 BEACH and PALMER Streets. G IRARD TUBE WORKS AND IRON CO., * PHILADELPHIA, PA., Manufacture Pisin and Galvanized WROUGHT-IRON PIPE and Sundries for Gas and Steam Fitters, Plumbers, Machinists, Railing Makers, Ol Redners, etc. WORKS, TWENTY-THIRD AND FILBERT STREETS. OFFICE AND WAREHOUSE, 51 No. 41 N, FIFTH STREET.

THE MOTLEY SCANDAL.

From the N. F. World.

Mr. Morton, who is now the administration henchman in foreign affairs, has introduced into the Senate a resolution intended to unfold to public gaze the dirty linen of the Motley affair. It will be observed that it was a partisan of the President-one supposed to get inspiration in such matters directly from the White House-who initiated the exposure of this personal muss in the Republican ranks to the gaze of Great Britain and the Continent of Europe. Much as a truthful inner history will, we doubt not, tend to the further just disgrace of the administration, we would have preferred that the whole correspondence remain among the buried and secret archives of this Government. Exposure may, and doubtless will, injure both Grant and Motley in public estimation: but, by a sort of reflex action, it will at the same time tend to harm the good name of the republic. Now, however, that the administration deemed it necessary or prudent for its own interests to make a portion, at least, of the scandal public, we are glad that Mr. Sumner endeavored to put a probe to the core of the sore, and thereby bring out even the bottom ferment of the putrid matter. This journal, on the announcement of Mr. Motley's appointment, characterized it as it deserved, and since then it has not failed on proper occasions to repeat and to enforce our estimation of Mr. Motley's fitness. If Grant had himself been suitable either for nomination or election to be President, he would by personal observation or inquiry at first discovered that of which only a few months ago he gave public evi-dence he had learned. It is the general impression that Mr. Summer initiated and first presented to Grant's mind the project of making Mr. Motley Minister to England. We are curious to know if that be really so, and we hope the ceming correspondence, or the debate thereon, will uncover the fact. There are those who insist that the appointment of Motley was a scheme born in Grant's

THE MONOPOLY QUESTION. From the Chicago Post.

rather than at another time?

From the N. Y. Tribune.

A CRY OF THE INCURABLES.

size, and painfully defective in their organi-

are frightfully overcrowded, the New York

City Asylum, for instance, having more than

1200 patients, though originally built to ac-

commodate but 600. There are only seven

of these institutions in the State, of which

the one here is the largest, and these are ex-

merely hospitals for the cure of the insane.

We have in the whole State not a single

home for the numerous incurables. After

six months, when the insane patients are pro-

nounced incurable, they are, by law, expelled

from the asylums, as no longer having the

legal qualifications for residence. They are

returned to their friends, if they happen to

have any, or to the counties whence they

them in this event is too horrible to imagine.

The great majority are prematurely buried

in the "insane departments" of the county

workhouses. Here, in damp, dark, unfur-nished cells, which are seldom cleansed,

without beds, or even straw, to lie upon, the

medical attendance, and little care of any

kind. In every county work-house in this

wealthy churches and the hearing of Chris-

The Legislature last winter made an appro-

priation to aid in the building of an addi-

tional institution at Middletown, which should

be at once a hospital for the cure of the tem-

porarily insane and a home for incurables.

The charter was granted to an association of

Homeopathic physicians, and the design is

that all patients received shall be subject to

that treatment. If successful in their object,

tian voices.

As now organized, the State asylums are

pected to care for over 9000 patients.

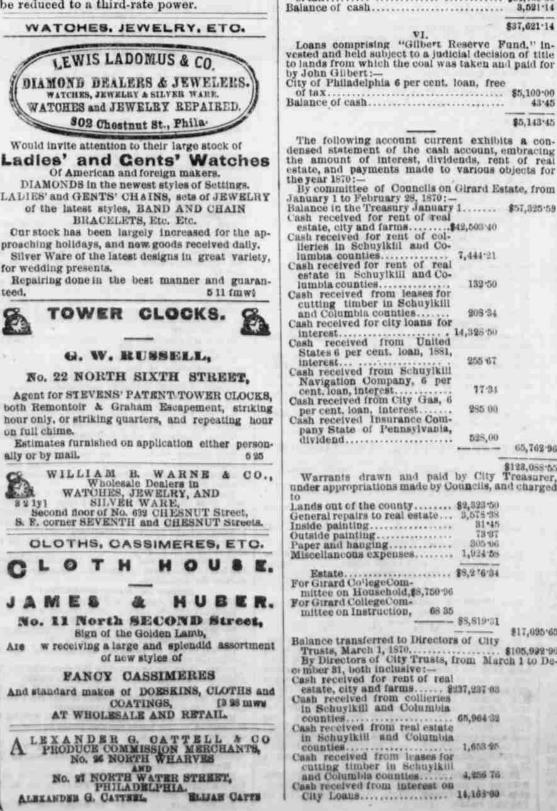
The question of monopoly, as presented by the operations of warehouse, railway, and transportation companies, is one of the most important which will come before the General Assembly of Illinois, now in session. It is one in regard to which there are acknowledged difficulties, both theoretical and practical. No subject is so lengthily discussed by Governor Palmer in his message, and there is evidently none to which he has devoted more careful study or more profound reflection. The settlement of the question involves considerations of national law. It invokes principles lying at the very foundation of our political system. It touches upon the principles of those great questions which brought war and all its woes upon this country, and which are yet settled more by virtue of force than willing agreement.

Nor are the practical difficulties less appaent than those which go to the reason of the issue. The immense operations of railway companies, their vast moneyed power, their transactions extending through different States have brought forth new material, new commercial questions, which came directly home to all the people every day. And these new facts make absolutely necessary either the establishment of new legal principles and jurisdiction, or the extension of the application of old principles and jurisdiction to such

degree as fairly to amount to a new system. The plan recommended by the Governor of Illinois for the settlement of this whole question of railway warehouse monopoly is the creation of a Board of Commissioners with full powers in the premises. This plan has been suggested by eminent statesmen who have given the subject "their attention, and it is entitled to fair consideration, and perhaps actual trial. This is certain:-That the General Assembly should leave no reasonable remedy against the monstrous evils by which the people are afflicted untried. That a board of commissioners, with ample powers to try and settle all questions of the kind, if composed of thoroughly intelligent men of unquestionable integrity, would accomplish great good, perhaps succeed in curing the evils entirely, we may well believe. The proposed plan should receive the most careful consideration from the Legislature, and whether it be adopted or not, something efficacious should be done. Otherwise, it will not be many years till the people, en masse, will practically take hold of the question and settle it by the utter overthrow of every monopoly of the sort under notice.

REPUBLICAN REORGANIZATION. From the N. Y. Times.

There are several very satisfactory statements in Mr. Greeley's address on the occasion of his accepting the chairmanship of the Republican General Committee. He said, for instance:-"I cannot afford to be identified with a faction: if I act at all it must be in the interest and with the approval of the entire party." This decision would lead us to suppose that Mr. Greeley will not go on long without finding many things to object to in the course of men like Manierre, Smith, and Andrews, who are receiving the devil's pay, and consequently, it is to be presumed, are doing the devil's work. That sort of hire is seldom given without due service for it being performed. Again, Mr. Greeley gave the following pledge:-"Let me here say frankly that I, for one, shall in no case dispute the anthonity nor defy the mandates of the State Committee, even though it should direct that this committee be disbanded or superseded." An assurance of this kind is only what we have a right to expect from one whose devotion to the Republican party ought not to be questioned, although the brain out of the Andrew Johnsonphobia wisdom of his judgment may be fairly open



0 shares of stock Bustleton and Smithfield Turn pike Road. 1 share of stock Downingtown, Ephrata, and Har-

risburg Tarnpike Road. 1 share of stock newspaper called Le Courrier Lean to city of Philadelphia, on city loan

cerificate No. 63/ for four months..... \$103,500.00 III. Base Basel 4

white housekeepers and roomkeepers" in Philadelphia.		
 Certificate of Loan Schuylkill Naviga- tion Company, 1870, 6 per cent Certificate of Loan Schuylkill Naviga- 	\$9,089.37	
tion Company, 1882, 6 per cent. received for interest	272-63	
Loans and cash comprising the legacy	received	

from the estate of Lawrence Todd, deceased, of Illinois: \$7:000:00 United States Loan. 1881, 6 per cent. City of Philadelphia 6 per cent. Loan, free of tax. 17,200.00 Balance of cash. 6.26

\$24,206.56 Loans comprising "Reserve Coal Rents," invested

ad held subject to the judicial decision of little to nds leased to S. Griscom & Co. and Thomas Coal	
alance of cash	
¥1. \$37,621·14	
Loans comprising "Gilbert Reserve Fund." in- sted and held subject to a judicial decision of title lands from which the coal was taken and paid for John Gilbert:	
ty of Philadelphia 6 per cent. loan, free of tax	

\$5,143.45 The following account current exhibits a condensed statement of the cash account, embracing the amount of interest, dividends, rent of real estate, and payments made to various objects for the year 1870 :--By committee of Councils on Girard Estate, from January 1 to February 28, 1870:-Balance in the Treasury January 1..... \$57.325.55 Cash received for rent of real estate, city and farms......\$42,505.40 Cash received for rent of collieries in Schuylkill and Co-lumbia counties. Cash received for rent of real 7,444.21 estate in Schuylkill and Co-132.50 lumbla counties..... Cash received from leases for cutting timber in Schuyikili 208.34 and Columbia counties. Cash received for city loans for interest. ash received from United 14,325 50 States 6 per cent. loan, 1881, 255 67 Cash received from Schuylkill Navigation Company, 6 per cent. loan, interest. Cash received from City Gas, 6 77.34 per cent, loan, interest. Cash received Insurance Com-285 00

Warrants drawn and paid by City Treasurer, under appropriations made by Councils, and charged Lands out of the county....... \$2,323-50 General repairs to real estate ... 3,575-38 Inside painting..... Outside painting..... 81 45 78.87 Estate.... For Girard CollegeCom-mittee on Household,\$8,759.96 \$5,216:34 For Girard CollegeCommittee on Instruction, 68 35 --- \$5,519.31 \$17,095.65 Balance transferred to Directors of City Trusts, March 1, 1870. \$105,992-90 By Directors of City Trusts, from March 1 to De-

528,00

er 31, both inclusive:-65,964-39 in Schuyikill and Columbia 1,653 25 cutting timber in Schuylkill and Columbia counties. 4,456 76 Cash received from interest on 14,163-00 City Loaus.....

HATS AND DAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in All the improved fashions of the season. CHEENUE Street, next door to the Post Office. rpt