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

LIFE ASSURANCE FAILURES.

From the N. Y. Evening Post. The course of State Superintendent Miller, in scrutinizing with severity the condition of the life insurance companies, and compelling those of them which cannot offer entire safety to their clients to close their business, naturally attracts general attention and comment. It is certainly very important to the public that the protection extended to them by the laws of the State, against fraudulent or unsafe policies of assurance, be real, and not a mere trap to catch and betray their confidence. But the sequestration of the property and money of corporations, in the hands of "receivers," for the purpose of winding up an intricate business, is an extreme measure, so wasteful in itself, and so shocking to public credit, that it ought not to be adopted except

in cases of necessity.

Mr. Miller has instituted legal proceedings against two life insurance companies, known, the one as the Great Western, the other as the Farmers' and Mechanics'. These companies were of no great importance in themselves; both are among the youngest, the smallest, and the least successful of their class. Their failure, in itself, raises no presumption whatever that any of the large, well-known companies of old standing are weak at any point. Still less does it give any reason for distrusting the business in general, when the previous history of these

two companies is known. The Farmers' and Mechanics Life Insurance Company was founded in 1869, as the successor to the Manhattan Co-operative Relief Association. It was organized and conducted by the managers of that association, and was for most of its short life conducted on the same principles; that is to say, it in-curred obligations without any reference whatever to the scientific laws of life assurance, and in return for the contributions of "co-operative" members. Its business was very small, its expenses enormous, and it never succeeded in obtaining public confidence.

The Great Western Life Insurance Company was organized at the beginning of the year 1866, by the officers and directors of the late Goodhue Fire Insurance Company. That company had impaired its capital by its management, and had been required by the State Insurance Department either to make its capital good or to reinsure its risks. Not being able to make it good, it reinsured its risks with other companies; and, its capital being reduced to \$115,000, this was taken by the same directors and officers, with the consent of the stockholders, and put into "a life business." These gentlemen had had their previous experience in fire insurance, and may be supposed to have been less familiar with the principles of life assurance. Certainly their failure has been a disastrous one.

On discovering that a life assurance company is not strong enough to make its business safe, the State Department has its choice of two modes of procedure. It may either bring the company into court, and have a reproved company, and retire from business. In the former case the assets of the company are not unlikely to be seriously reduced by the legal fees and costs incurred; and, in some conspicuous instances of the kind, large sums have disappeared, almost magically. Certainly policy-holders in general are not likely to have much confidence that their trust will be managed with rigid economy for their benefit, when in the hands of our New York courts.

On the other hand, if the superintendent requires the company to reinsure its policies it must, for the purpose, not only use all the money it has in hand, but assess its stockholders a further sum, if necessary, even to the full amount of their stock. It appears from the published statement of the two companies now in the hands of receivers. that they would both have been able thus to reinsure their policies with any of the best companies in this city, although not able safely to continue business with their own extravegant outlay; and that only one of them would have had to assess its stockholders, and that one but moderately.
Under these circumstances, there should

have been some very strong reason, unknown to the public, to justify the superintendent in dragging these companies into the courts, and subjecting the funds of the people now in their hands to the danger of loss and waste in the tedious processes of law; as well as in shocking the public confidence in the life insurance business in general, by proclaiming before the world as a failure the weakness of these companies, which might, it appears, be so managed as to involve no loss whatever, except to the stockholders of the companies themselves.

THE WEST AND PROTECTION. From the Chicago Bureau.

Believing, as we do, that a correct public sentiment and wise egislation upon the subject of proton he at the foundation of our national prosperity, and that the dominant political influence of the country is henceforth to come from the Valley of the Mississippi, it becomes to us a question of the first importance what are really the opinions of the masses at the West on this sub-

In all past discussions it has been assumed that this leading question of political economy found its advocates on the one side, and its opponents on the other, of the Alleghani es: and that when protection was advocated, it was in the interests of New England and Penusylvania; or free trade defended, the great West was the section to be benefitted by the triumph of that policy. With this conviction, appeals have been made to the West for support by both parties: the one with confident assurance of the result; the other with faint heart, as if the issue were already a foregone conclusion. Both parties to these views are mistaken. We predict that in the settlement of this question-for a generation at least-that will be made within he next two years, more ardent and reliable support will be found to the doctrine of protection in this section of the Union than in

any other. Surface indications would give a different impression. To suppose, for instance, the Chicago Tribune, in its free trade or revenue reform advecacy, truly reflected the opinions of our city and its vicinity, would be to ignore the decided results of the last election, where Mr. Wentworth, entering the canvass pledged to the Tribune clique and free trade, was defeated, by a large vote, by Mr. Farwell, who is known to sustain, and was pledged to support, a policy in direct opposition to that journal upon this subject. The position of the

LINE MANAGER OF

classes at the polls, as clearly seen at this time, also, would give upon the naked question of free trade or protection, if now pre-sented, a majority, in Cook county alone, of fifty thousand for the latter, as the true American policy. No intelligent man will dispute this; and it has been admitted in our hearing, by the leading men of the revenue reform circles here, within the month past.

In common with almost all our large com-mercial centres, there is concentrated here, for the entire West, the strength of the free trade sentiment of the community. If you go from here into the country, to any point of the compass, you find under the silent influence of the coal, iron, and other mineral beds, which are waiting for development, a mighty public opinion, that looks to protection as the agency by which these ores are to see the light, and benefit the nation. Around all manufacturing centres, like Elgin, Joliet, Milwaukee, and scores of others that could be named, the farmers, to a man, will prove by their experience the value of a near market to them, for both the volume and variety of their products. In a little meeting in Cook county, at the recent election, it was said to one of the speakersan Irishman, who incidentally alluded to and commended protection senti-ments—by half a dozen German farmers

who were present: - "Those are our sentiments. We do not wish to raise wheat for Liverpool, but garden sauce for a factory at our next door. This was the way in Geormany, and we want that kind of a market here." Now, what is true of the county of Cook is true of the counties of Central Illinois, Indiana, Wisconsin, and Missouri, covering those vast deposits of mineral wealth, the opening up of which will transfer the centres of manufacture from the seaboard to the West. Are not the fifteen furnaces but recently erected in the single State of Indiana the avant-coureurs, as evidence of the truth of this last statement? And can you convince the farmers near those furnaces, whose lands, because of their proximity, have risen from ten and twenty dollars per acre, in some cases, to two hundred and fifty and three hundred dollars, with a home market for all they can raise, that these new enterprises are of no benefit to them? Some of these very farmers have furnished the labor or possessed the markets of Germany, Belgium, France, and England; and they know too well the nature of the competition to which these industries by their side would be subjected by free trade, to ap-

prove or support a policy that would bring

the pauper products of Europe into competi

tion with our own. More than ever is it to be our missionwhile we reach the manufacturing and mercantile classes with our regular monthly issues of this magazine—to furnish to these farmers, mechanics, and laborers thousands of tracts from our press, for their enlighten-ment and future guidance on this question. We know from evidence in our possession of recent date, from observant men in Europe, such and much other effort will be needed to controvert the influence of literature sent out by contributions from our enemies, that our countrymen may be converted to the faith of British free trade. It may be that in the purlieus of our great seaboard cities this work of foreign emissaries shall be effectual. But let us have the subject before the nation at once and in definite form, and the enemies of our industries at home or ceiver appointed, or it may require the com-pany to reinsure all its risks with some ap-it is one thing to subsidize or silence a few newspapers in the land, and quite another to induce citizens of the United States, or whatever nationality by birth, to indorse a policy fatal to the growth and permanence of our manufacturing interests. Is there evidence of this assertion asked for? It may be seen in the recent election, alluded to, in our city. The so-called leading journal of the Northwest, with the banner of free trade nailed to its mast-head, backed by money from the Stewarts, of New York, and British manufacturers, entered the lists, and was defeated in the most humiliating manner by protectionists, and — not the least remarkable aspect of the case—by Irish protectionists, upon whom for years it had rained down its spleen and contumely!

We enter upon the conflict before us with full assurance that the principles we contend for are just; that they are to be presented as rights, to which Americans are entitled; and that victory will be ours by the adoption, in an overwhelming majority, of protection to home industry as the *permanent policy* in American institutions. Will the politicians of the country do the masses of the West the simple justice to give them as the leading issue in the next campaign, Protection vs. Free Trade?

THE CASE FOR THE PACIFIC ROADS.

From the N. Y. Tribune. Having set forth our entire concurrence with Messrs. Boutwell and Akerman in their construction given to the acts whereby the United States extended aid to the construction of the only line yet completed of railroad from the Missouri to the Sacramento, we are willing to give the companies a fair hearing. Here is their first bulletin:-

Total. \$4,530,466.41
Interest reimbursed by the U. P. R. R.,
being one-half the cost of transportation settled. 1,434,952.33
One-half the unsettled bills of the U. P. R. R. against the Government, amount-

ing to \$600,000, is..... Total amount of transportation

wagon....
If the Government pays its
interest, less one-half the

Without critically scanning the above statement, we freely admit the general truth that the Government has saved a very large amount in the cost of transporting its mails and provisioning its military posts, by the early construction of the two tracks which together form our only completed railroad to the Pacific. We will go further, and say that the Pacific Railroad doubles the efficiency of our military forces in the overland country, by facilitating the prompt transfer of troops and munitions from Territory to Territory. and their rapid concentration upon any assailed or threatened point. Had this highway existed in 1857, the Mormon expedition of that year would probably have been unneces-

ings it entailed, would have been reduced to a fraction. We advocated the vigorous construction of the great work known in halves as the "Union" and the "Central" Pacific, and rejoice that we did so. We still maintain that pon this this great highway was not created a day too yorking soon. We never expected that it could be Philadelphia, December 17, 1870.

sary, and, at the worst, its cost, and the suffer-

thus constructed without large aid from the United States; and we never grudged the subsidies actually given. As to public lands, we hold that the Government has practically far more, after giving these roads all they can fairly claim, than it had before they were constructed; since it has millions more from which civilized men can draw subsistence.

We differ from the managers of these roads essentially as we differ from the present directors of the French struggle against destiny. We hold that those managers accepted their trust subject to the obligations incurred, the state of things created, by their predecessors—that the present grave embarrass-ments of the "Union Pacific" are the result of the gigantic prodigalities, incapacities, and rascalities of their predecessors, who impelled and directed the construction of their work-and that the evil consequences of these misdoings should be borne by the stockholders of the road, not by the people of the United States. Such is our Malakoff.

DIVIDENDS, ETC.

PHILADELPHIA AND READING RAIL ROAD COMPANY, Office No. 227 South FOURTH Street.

PHILADELPHIA, Dec. 24, 1870. NOTICE-In accordance with the terms of the Lesse and Contract between the East Pennsylvania Railroad Company and the Philadelphia and Reading Railroad Company, dated May 19, 1869, the Philadelphia and Reading Railroad Company will pay at their Office, No. 227 South FOURTH Street, Philadelphia, on and after the 17th day of January, 1871, a dividend of \$1.50 per share, clear of all taxes to the Stockholders of the East Pennsylvania Railroad Company, as they shall stand registered on the books of the said East Pennsylvania Railroad Company on the 31st day of December, 1870.

S. BRADFORD, Treasurer, Philadelphia and Reading Railroad Company. NOTE.-The transfer books of the East Pennsylvania Raifroad Company will be closed on Decem-

HENRY C. JONES. Treasurer, 12 27 tJ17 East Pennsylvania Rattroad Company. OFFICE OF THE NORTH PENNSYGVANIA RAILROAD COMPANY, No. 407

ber 31, 1970, and reopened on January 10, 1871.

WALNUT Street. The Board of Directors of the North Pennsylvania Rallroad Company have this day declared a dividend of FIVE (5) PER CENT., clear of Taxes, payable in scrip bearing no interest, and convertible into the capital stock of the company when presented in sums of not less than fifty dollars. The scrip so issued will be deliverable on February 1, and convertible at any time thereafter. The Transfer Books will be closed on SATURDAY, the 7th inst., at 3 o'clock P. M., and the dividend

will be credited to the stockholders as they may stand registered at the closing of the books.

The Transfer books will remain closed until MONDAY the 16th inst.

WILLIAM WISTER. STATE OF SOUTH CAROLINA, TREA-

The interest maturing January 1, 1871, on the Bonds of the State of South Carolina, will be paid in gold, on demand, on and after January 1, at the Banking House of H. H. KIMPTON, No. 9 Nassau street, New York, and at the TREASURY OFFICE in Columbia, S. C. The interest on the Registered Stock of the State will be paid in Columbia only, NILES G. PARKER,

Treasurer State South Carolina.
Coupons will be received for examination on and
after the 27th Instant.
H. H. KIMPTON,
12 50 15t Financial Agent State South Carolina.

TO THE HOLDERS OF OHIO STATE STOCKS.—Notice is hereby given that the Interest due January 1, 1871, on the Funded Debt of the State of Ohio, will be paid at the American Exchange National Bank, in the city of New York, from the 1st to the 15th proximo, and thereafter at our office in this city. Columbus, Ohio, December this city. 13, 1870.

JAMES H. GODMAN, Auditor of State,
ISAAC R. SHERWOOD, Secretary of State,
FRANCIS R. POND, Attorney-General,
Commissioners of the Sinking Fund of the State of
Obio.

12 30 1m

NOTICE TO STOCKHOLDERS,—A DIVI-DEND of FIFTY CENTS PER SHARE will be paid by the HESTONVILLE, MANTUA, AND FAIRMOUNT PASSENGER RAILWAY COM-PANY, free of State tax, on and after December 27th next, at the office of the Company, No. 112
South FRONT Street.
Transfer books will be closed December 15th and
reopen December 31st.
CHARLES P. HASTINGS,

OFFICE OF THE UNION MUTUAL INSURANCE COMPANY, N. E. Corner of THIRD and WALNUT Streets.

PHILADELPHIA, Jan. 5, 1871.

At a meeting of the Board of Directors of this Company a dividend of SIX PER CENT. was declared on the outstanding sorip and stock of the Company, clear of taxes, payable on demand.

162w JOHN MOSS, Secretary.

OFFICE ANTHRACITE INSURANCE COMPANY, No. 311 WALNUT Street.
PHILADELPHIA, January 2, 1870.
The Board of Directors have this day declared a Dividend of FIFTBEN PER CENT. on the capital stock paid in, payable on demand, free of taxes.
WILLIAM M. SMITH,

THE ENTERPRISE INSURANCE COM-PANY OF PHILADELPHIA. COMPANY'S BUILDING, NO. 400 WALNUT STREET. The Directors have this day declared a dividend of THREE PER CENT. on the capital stock of the Company for the last six months, payable on demand, free of all taxes.

ALEX. W. WISTER,

GIRARD FIRE INSURANCE COMPANY, N. E. Corner CHESNUT and SEVENTH Streets.

PHILADBLPHIA, Jan. 2, 1871.

DIVIDEND No. 25.

A dividend of FIVE DOLLARS per share has this day been declared by the directors of this company payable to the Stockholders on and after this date, clear of taxes. ALFRED S. GILLETT,

MISOELLANEOUS. CLEVELAND, COLUMBUS, CINCINNATI, AND INDIANAPOLIS RAILWAY COM-PANY.

CLEVELAND, Ohio, Dec. 26, 1870. A Special Meeting of the Stockholders of this Company will be held at the Office of the Company, in Cleveland, Ohio, on WEDNESDAY, January 25, 1871, between the hours of 10 o'clock A. M. and 2 o'clock P. M., to vote upon a proposition to aid in the construction of, and leasing, a line of Railroad between Springfield and Cincinnati, Ohio, and upon a contract with the Cincinnati, Sandusky, and Cleveland Ballroad Company, for running and husiness land Railroad Company, for running and business

arrangements.

The Transfer Books will be closed on the evening of January 14, and reopened February 2, 1871.

By order of the Board of Directors.

12 30 tJ25 GEORGE H. RUSSELL, Secretary.

OFFICE BUCK MOUNTAIN COAL CO. The Annual Meeting of the Stockholders of the BUCK MGUNTAIN COAL CO. will be held at the omice of the Company, No. 320 WALNUT Street, on WEDNESDAY, February 1, 1871, at eleven (11) o'clock A. M. An election for seven Directors to serve the en-

suing year will be held on the same day between the hours of 11 A. M. and 2 P. M. 1 2 mw 10t T. H. TROTTER, Treasurer.

SHAMOKIN COAL COMPANY, OFFICE No. 226 WALNUT Street.
PHILADELPHIA, Dec. 31, 1970.
The annual meeting of the stockholders of the above-named company, and an election of Directors to serve for the ensuing year, will be held at their office on WEDNESDAY, the 18th day of January, A. D. 1871, at 12 o'clock M. Transfer books will be closed from January 8th to 18th.

C. R. LINDSAY.

12 31 1St CAMBRIA IRON COMPANY .- THE ANnual Meeting of the stockholders of the Cambria Iron Company will be held at their office, No. 218 South FOURTH Street, Philadelphia, on TUESDAY, the 17th day of January next, at 4 o'clock P. M., when an election will be held for seven directors to serve for the ensuing year.

JOHN T. KILLE, Secretary.

12 17 4m*

MISCELLANEOUS.

PENNSYLVANIA INSTITUTION FOR THE DEAF AND DUMB.—The Annual Meeting of the Contributors to the Pennsylvania Institu-tion for the Deaf and Dumb will be held at the in-stitution, corner of BROAD and PINE Screets, on WEDNESDAY, the 1sth of January, at 4 o'clock

The annual report of the Board of Directors will be aubmitted, and an election will be held for officers to serve for the ensuing year.

16 fmwst JAMES J. BARCLAY, Secretary.

MERCANTILE LIBRARY, THE ANNUAL meeting of stockholders of the Mercantile Library Company will be held at the LIBRARY BUILDING on TUESDAY EVENING, the With inst, at 7% o'clock. JOHN LAR 'NER, 1 3 1st Recording Secretary.

SPECIAL NOTICES.

OFFICE OF THE PHILADELPHIA AND TRENTON RAILROAD COMPANY, No. 224

8. DELAWARE AVENUE.

PHILADELPHIA, Jan. 9, 1871.

At the Annual Meeting of the Stockholders of this Company, held this day, the following gentlemen were ananimously elected Directors for the current

Vincent L. Bradford, William H. Hart, William H. Gatzmer, John G. Stevens, William H. Hart,
William H. Gatzmer,
Charles Macalester,
William S. Freeman,
Asa I. Fish,
And at a subsequent meeting of the Beard of Directors, the following officers were unanimously

VINCENT L. BRADFORD, President, J. PARKER NORRIS, Treasurer, and FLOYD H. WHITE, Secretary.

NOTE .- JAMES MORRELL, Esq., for nearly forty years Secretary of the Company, being retired on account of age and infirmity, was appointed Emeritus Secretary of the Company.

THE ENTERPRISE INSURANCE COM-PANY, OF PHILADRIPHIA, Company's Building, No. 400 WALNUT Street. JANUARY 10, 1871. At the annual meeting of the Stockhoiders of the Company, held on the 9th day of January, the following gentlemen were elected Directors for the

ensuing year:-F. Ratchford Starr, John H. Brown, F. Ratchford Starr,
Nalbro Frazier,
John M. Atwood,
Benjamin T. Tredick,
James L. Claghorn,
George H. Stuart,
At a meeting of the Board of Directors, held this day, F. RATCHFORD STARR was re-elected President, and THOMAS H. MONTGOMERY re-elected

Vice-President. ALEXANDER N. WISTER,

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

At the Annual Meeting of the Stockholders of this Company, held this day, the following gentlemen were unanimously elected officers for 1871:—
President—FRANKLIN B. GOWEN.

J. B. Lippincott, John Ashhurst, Charles E. Smith. H. Pratt McKean, A. E. Borie, R. B. Cabeen, Treasurer—SAMUEL BRADFORD, Secretary—J. W. Jones,

THE LORRAINE VEGEVABLE CATHAR-TIC PILL is far the best Cathartic remedy yet discovered. The most complete success has long attended its use. It never fails to accomplish all that is claimed for it. It produces little or no pain; leaves the organs free from irritation, and never overtaxes or excites the nervous system. In all diseases of the skin, blood, stomach, bowels, liver, kidneys of children, and in many difficulties peculiar to women, it brings prompt relief and certain cure. The best physicians recommend and prescribe it; and no person who once uses it will voluntarily return to any other cathartic. It is sold by all dealreturn to any other cathartic. It is sold by all dealers in drugs and medicines.

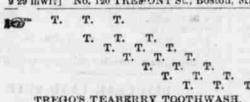
TURNER & CO., Proprietors,
10 6 thstu! No. 120 Tremont street, Boston, Mass.

TURNER'S UNIVERSAL NEURALGIA PILL is an UNFAILING REMEDY for Neuralgia Facialis. No form of Nervous Disease fails to yield to its wonderful power. Even in the severest cases of Chronic Neuralgia its use for a few days affords the most astonishing relief, and rarely falls to produce a complete and permanent cure. It contains no materials in the slightest degree injurious. It has the unqualified approval of the best physicians. Thousands, in every part of the country, gratefully acknowledge its power to soothe the tortured nerves and restore the falling strength.

It is sold by all dealers in drugs and medicines.

TURNER & CO., Proprietors,

9 29 mwfil No. 120 TREMONT St., Boston, Mass.



T. TREGO'S TEABERRY TOOTHWASH. Sold by all Druggists.

A. M. WILSON, Proprietor, NINTH AND FILBERT Sts., Philada. BATCHELOR'S HAIR DYE.—THIS SPLENdid Hair Dve is the best in the world, the only
true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—
"Dece not contain Lead nor any Vitable Poison to injure the Hair or System." Invigorates the Hair and
leaves it soft and beautiful; Black or Brown.

Sold by all Druggists and dealers. Applied at the
Factory, No. 16 BOND Street, New York. [4 28 mwf] INSTEAD OF USING COMMON TOILET

Soap at this season of the year, use "Wright's Alconated Glycerine." It softens the skin, prevents redness and chapping by cold, and beautifies the complexion.

For sale by Druggists generally.

1 6 fmw26t No. 624 CHESNUT St., Philad'a. THE IMPERISHABLE PERFUME !-AS A raile, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perrome left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Pire Extinguisher. Always Reliable. D. T. GAGE, No. 118 MARKET St., General Agent.

JAMES M. SCOVEL HAS ESTABLISHED A Law and Collection Agency for Pennsylvania and New Jersey at No. 514 WALNUT Street, (1229

JOUVIN'S KID GLOVE CLEANER restores solled gloves equal to new. For sale by all druggists and fancy goods dealers. Price 25 cents per bottle.

DR. F. R. THOMAS, No. 911 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 176

THURSTON'S IVORY PEARL TOOTH POWDER is the best article for cleansing and preserving the teeth. For sale by all Druggists. Price 25 and 50 cents per bottle. CARRIAGES.

ESTABLISHED 1853.

JOSEPH BECKHAUS. No. 1204 FRANKFORD Avenue, ABOVE GIRARD AVENUE,

Manufacturer of exclusively FIRST-CLASS

CARRIAGES. NEWEST STYLES.

Clarences, Landaus, Landaulettes, Close Coaches, Shifting qr. Coaches, Coupes, Baronones, Phintons, Rockaways, Etc., SUITABLE FOR PRIVATE FAMILY and PUBLIC USE. Workmanship and finish second to none in the country.

Fire and varied stock on Rand—completed and in the works. Orders receive prompt and parsonal attention. 211 work warranted.

HORSE COVERS, BUFFALO ROBES HORSE COVERS, BUFFALO ROBES
Fancy Robes, Lap Rugs, Fur Gloves and
Collain. Large stock of all grade goods at lowest
prices. MOYER'S Harness, Saddlery and Frunk
Store, No. 720 MARKET Street. 2 17 1mrp

SHIPPING PHILADELPHIA, RICHMOND AND NORFOLK STRAMSHIP LINK OUGH FREIGHT AIR LINK TO THE SOUTH AND WEST.
INORRASED FACILITIES AND REDUCED RATES
FOR 1870.

Steamers leave every WEDNESDAY and SATURDAY,
at 120 clock noon, from FIRST WHARF above MAR. Street. CTURNING, leave RICHMOND MONDAYS and REDAYS, and NORFOLK TURSDAYS and SA RDAYS. days.

THROUGH BATES to all points in North and South
Carolins, via Soaboard Air Line Ratiroad, connecting at
Portamouth, and to Lynchburg, Va., Teunespe, and the
West, via Virginia and Tennessee Air Line and Richmond
and Danville Ratiroad.

Freight HANDLED BUTONOE, and taken at LOWER
RATICS THAN ANY OTHER LINE.

No charge for commission, drayers of any superse of

No charge for commission, transport sansfor.
Steamships insure at lowest rates.
Freight received daily.
Blate Room accommodations for passencers.
No. is S. WHARVES and Pier I N. WHARVES.
W. P. PORTER, Agent at Richmond and Olty Point.
T. R. GROWELL & OO., Agents at Norfolk.

FOR LIVERPOOL AND QUEENS TOWN.—Inman Line of Royal Matteamers are appointed to sail as follows:—
Ulty 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 City of London, Saturday, January 28, at 11 A. M

and each succeeding Saturday and alternate Tues-day, from pier No. 45 North river. RATES OF PASSAGE.

Payable in gold. Payable in currency.

Pirst Cabin. \$75 Steerage. \$3

To London. \$50 To London. \$2

To Paris. \$90 To Paris. \$8

To Halifax. \$15

Passengers also forwarded to Havre, Hamburg, 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 office. JOHN G. DALE, Agent, No. 15 Broadway, N. Y.;
Or to O'DONNELL & FAULE, Agenta,
No. 409 CHESNUT Street, Philadelphia,

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAM
SHIP LINE-are ALONE authorized to issue through
oils of lading to interior points South and West in
connection with South Carolina Raliroad Company.
ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, I.E. LEANS, I.a.

The JUNIATA will sail for New Orleans, via Havana, on Wedneyday, January 18, at 8 A. M.

The YAZOO will sail from New Orleans, via Havana,

WEEKLY LINE TO SAVANNAH, GA.
The TONAWANDA will sail for Savaunah on Saturday, January 14, at 8 A. M.
The WYOMING will sail from Savannah on Saturday, January 14.

The ROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Bail road, and Florida steamers, at as low rates as by competing

SEMI-MONTHLY LINE TO WILMINGTON, R. O. The PIONEER will sail for Wilmington on Wednesday, January list 6 A. M. Returning, will leave Wil mins ton Thursday, January 19.

Oonnects 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. O., and Augusta, Ga., taken via Wilmington, at as low 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.

FOR SAVANNAH, GEORGIA
THE FLORIDA PORTS,
AND THE SOUTH AND SOUTHWEST.

GREAT SOUTHERN FREIGHT AND PASSEN-GER LINE.

CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.

FOUR STEAMERS A WEEK, THURSDAYS, AND SATURDAYS. TUESDAYS,

THE STRAMSHIPS
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PROPOSALS.

PROPOSALS FOR PUBLIC PRINTING AND Notice is hereby given that Sealed Proposale for the Public Printing and Binding for the State of Pennsylvania, for the term of three years from the first day of July, 1871, will be received by the Speakers of the Senate and House of Hepresentatives from this date to the fourth Tuesday of January, 1871, in compliance with the act of Assembly cutified "An act in relation to Public Printing," approved 9th of April, 1856; said proposals to be accompanied by bonds, with approved securities, for the faithful performance of the work, as required by the act of 25th February, 1862, entitled "A further Supplement to an Act in relation to Public Printing," approved the 9th day of April, 1856.

F. JORDAN, Secretary of the Commonwealth. Notice is hereby given that Sealed Propose

Secretary of the Commonwealth. HARRISBURG, Jan. 2, 1871. 1 2 18t

NAVY PAYMASTER'S OFFICE, No. 427 CHESNUT Street. PHILADELPHIA, Jan. 6, 1871. PHILADELPHIA, Jan. 6, 1871,
Fealed Proposals, endorsed "Proposals, Construction and Repairs," will be received at the office until 1 P. M. MONDAY, the sixteenth da of January, 1871, for the following supplies which must be of the very best quality, to be delivered at the Philadelphia Navy Yard, fron of charge, subject to the usual conditions of inspection, approval, etc., viz.:—

One (1) Planer, to plane 30 inches wide b 30 inches high and eight feet long; to be put us in complete running order, with shafting, belling the structure of the complete running order.

in complete running order, with shafting, be ing, pulleys, etc. One (1) twelve (12) inch Shaping Machine

One (1) Lathe, to swing 22 inches over slides, and 14 inches over rest carriages, etc.
Full specifications of the requirements in the above tools can be seen on application at the Office, or to the Naval Constructor at the Nav Bidders must state in their bids the tin within which the articles can be delivered

Responsible security required for the promp and faithful delivery of the above, in con-formity with stipulations on the blank forms i bids, to be had at this office; otherwise bids w not be entertained. A. W. RUSSELL, Paymaster U. S. Navy. 16 fmwSt

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