SPIRIT OF THE PRESS.

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

THE SLAVE TRADE REVIVED.

From the N. Y. Times.

"Four hundred and twenty-five coolies perished in the flames" is the laconic but comprehensive sentence that concludes the brief notice of the latest "coolie tragedy" in the China seas. With each recurring year comes intelligence of similar horrors. Every season a certain number of vessels, freighted with unfortunates, leaves the harbor of Macao for Cuba or Peru, and, as if in obedience to some hidden law, a certain proportion of their living cargoes inevitably meet a horrible and agonizing death. Sometimes an entire shipload is left to die of slow starvation on the treacherous shoals of the China sea, while the captain and his white crew make their escape in the ship's boats. Some times the coolies, goaded to frenzy, rise against their temporary masters, and, having massacred every soul capable of guiding the vessel over the trackless deep, perish miserably beneath the scorching rays of a tropical sun. Again, as in the case just recorded, the disaffected fire the ship, and hundreds are burnt or suffocated to death. In one way or another the coolie trade of Macao involves the annual loss, by starvation, fire, or massacre, of many hundreds of human lives.

It is high time that a traffic embodying all the worst features of the African slave trade was put a stop to. The contemptible little Portuguese colony, which maintains its existence upon the profits derived from the accursed system, has long been the disgrace of civilization in the Far East of Asia. The shipment of coolies, kidnapped or seduced by the lying representations of the agents to leave their homes for foreign soil, is carried on under the protection and so-called supervision of the Portuguese Government, but in distinct and open defiance of the Chinese authorities, who, pagan as they are, emphatically protest against the inhumanities of this modern slave trade. The pressure of public opinion has compelled them not merely to refuse all countenance to the system, but to execute at short notice any coolie-dealers caught in the exercise of their hated occupation. Foreigners in China generally, and more especially those resident in the British colony of Hong-Kong, have strongly sympathized with the native feeling in this respect, and the leading journal at that port but very recently succeeded in getting costs from the Macao Government, in an action promoted by the then Governor, for its comments upon the flagitious and corrupt manner in which the "Superintendents of Emigration" performed their duties. Distinct in manners, race, and language as are the Southern Chinese from the wretches who perpetrated the massacre at Tien-Tsin, there can be no doubt that the recently-announced spread of ill-feeling in the neighborhood of Canton and Swatow is materially owing to the operations of the coolie-stealers in their immediate localities. It has long been the opinion of disinterested residents that the mere security of alien life and property at these ports required the putting down, with a strong hand, of the nest of rascals sheltered under the flag of Portugal. It is difficult at this distance to enter into the intensity of feeling that prompts the hatred and contempt of Portuguese institutions everywhere visible among other foreigners in China. Every right-minded person, however, will sympathize in the indignation felt and expressed against a flag which not merely shelters these vile traffickers in human flesh, but derives an enormous income from the fees they pay for the immunity thus afforded them.

The abuses of which these coolies justly complain are perpetrated before and not after their embarkation on board ship. Seized in the dead of night and conveyed to the barracoons, or induced (an easy task) to gamble away their money, their clothes, and finally their personal liberty for a term of years, they remain for a few days or weeks prior to the vessel's sailing under the eye and influence of the crimp who threatens them not merely with personal punishment, but with that most powerful of all known persuasions in China, the persecution of their families and friends. The "security system" is so inwrought a portion of the Chinaman's social life, that to make a man's wife, parents, and children vicariously responsible for his good behavior, is the most natural and common procedure he can conceive. The universality of marriage, and the strong claims of blood relationship in China, are material aids to the crimp's object. The coolie may indeed be asked by the superintendent, *pro forma*, whether he is a "willing emigrant," but he too well knows the consequences of refusal to proceed to venture it. To yet more strongly bind him, the crimp has, of course, advanced him a few dollars with which to gamble on the passage down; and the restitution of this sum would be in any case beyond his power. On the one hand, therefore, he has the choice of imprisonment until the sum be repaid; on the other a chance of making his fortune abroad. So he elects to go. By and by, as the wearisome monotony of the voyage is beginning to make him long for any change, no matter what, the few leading spirits always to be found among a few hundred, suggest mutiny. He jumps at the suggestion, sometimes to be put down with merciless severity, sometimes to successfully escape, but yet more commonly to die a miserable death, while those who persuaded him secure their own safety. Such is, in nine cases out of ten, the history of a "coolie tragedy."

STATE RIGHTS AND MILITARY PLEBISCITES.

From the N. Y. World.

State rights! We refer not to the theory of *secession rights*, which sought to destroy, but to that other doctrine which recently upheld and maintained the Federal Union. It was our system of separate State Governments, of community independence, and the local pride fostered thereby, which made it possible for us to so rapidly raise the armies which put down the Rebellion. *State* Governors, like Seymour in New York, Andrews in Massachusetts, Morton in Indiana, and so on, put the forces in the field which conquered the Rebellion, just as it is the French communes which, with their inherited though for a long time unused ideas of local self-reliance and patriotic ambition, are to-day exerting the thus enfeebled forces of France to repel the enemy invader. The Government of the United States—the National Government as called by some, the Federal Government as more appropriately termed by others—has its lawful and its important line of action in the specified powers conferred upon it in the Constitution, chiefly as to those things in which the States have common interest in relation to one another or to foreign nations; yet every one feels, when he looks about him, that the substantive power and the popular force of this country is in the separate States, which, as they preceded and created the Union so they maintained and perpetuated it. The effective democracy, the vital essence of this republic, are in the people of the several States, acting together as States. With them, and not with the National or Federal Government, are the springs of our industry, the development of our material resources, the preservation of order, the punishment of crimes, the social arrangements, the security of property, the ties of husband and wife, parent and child, guardian and ward, the relief of the needy, the institutions of religious worship, and all the most material concerns of life and death. President Madison says:—"The powers delegated to the Federal Government by this Constitution are few and defined; those which are to remain in the State Governments are numerous and indefinite." President Jefferson invokes "the support of the State Governments in all their rights as the most competent administrations for our domestic concerns, and the surest bulwark against anti-republican tendencies." President Jackson said our true strength and wisdom consist, "not in binding the States more closely to the centre, but in leaving each more unobstructed in its proper orbit." President Pierce said:—"All the pursuits of industry, everything which promotes the material or intellectual well-being of the race, every ear of corn or boll of cotton which grows is national, for each one of these things goes to swell the aggregate of national prosperity and happiness of the United States; but it confounds all meaning of language to say that these things are 'national,' as equivalent to 'federal,' so as to come within any of the classes of appropriation for which Congress is authorized by the Constitution to legislate."

These eminent official persons, covering so large a space in the history of the country, express the Democratic opinion in respect to the relative rights, powers, and duties of the States and of the Federal Government. Upon that opinion the Democratic organization has always acted, and its convictions increase in force as time rolls on. Hence Democrats always resist schemes which tend to increase the power and patronage of the Government in Washington beyond the efficient discharge of its federal functions, wherein it is supreme. For that reason Democratic administrations have resisted the prosecution of a general system of internal improvements by means of appropriations from the general treasury, not only because exceptionable for want of constitutional power, but also because prejudicial to the true interests of the several States. Donations of the public lands for eleemosynary objects in the States have been prevented by a Democratic Executive, because not proper objects of Congressional expenditure, any more than other local objects appealing to the best sympathies of the human heart. The Democratic doctrine in respect to the public lands has been and is that the Federal Government is bound to dispose of them as would a prudent, sagacious, private land-owner disposing of a small share of his property—alternate sections, it may be, by way of gift, or at nominal prices, to encourage the early occupation thereof by constructing railways or otherwise, and so augment the value of the residue, but never making the building of public works the primary or main object. All such enterprises are to be undertaken by private enterprise, under control of the several States. In general, whatever gives to the Federal Government money or power not absolutely vital to its constitutional functions is to be resisted. The States are to be the disbursers of patronage and expenditures, upon the theory that nothing shall be done in Washington which can as well be done in Boston, or Albany, or Trenton, or Harrisburg, or Annapolis, for example. Therefore, the *maximum* of all taxes shall be levied and collected by the States, and the *minimum* by the Federal power. Railways, canals, steamboats, and telegraphs, not absolutely essential for war or naval uses, shall not be owned, operated, or controlled in Washington. The increase of Federal patronage therefrom would of itself condemn such projects. Even the distribution of the mails could, it is thought by many, be better left to private enterprise, as is now the actual transportation thereof by land and water. To-day an express company by contract distributes the mails from the Post Office in this city to the different railways, which in turn carry them onward to their destination. Why not entrust the receipt and distribution *in* the post offices to private corporations or companies? It is the least difficult part of the business, and the least expensive.

When once the Federal Government is administered on this idea of turning over to the States everything which the Constitution does not command to be done from Washington, then the whole machine will work harmoniously and simply. Appropriations and expenditures by the Federal Government will be reduced to the *minimum*. Federal offices will be reduced in number and the salaries made equally small. Citizens will turn to their homes for honors and emoluments, where neighborhood criticism is active and penetrating. The Federal debt will be paid, but beyond that there will be little need for large Federal taxation, direct or indirect. Revenue reform and civil service reform, and all kindred questions, will then, in respect to Washington, be shorn of a great part of their now vast proportions.

The wisdom of this doctrine of State rights, and an illustration of what frightful departure from its teachings there has been since the civil war ended, is clearly seen in the way the President of the United States now uses the Federal army and navy in time of peace, and especially in those military plebiscites, miscalled elections. Until within a half dozen years or so the Federal Executive could not call out the local militia to enforce even Federal laws in a State, unless he shall by a proclamation "command such insurgents to disperse." No more could he call out the forces of the standing army or the navy. The condition precedent of his power was the existence "of combinations too powerful to be suppressed by the ordinary course of judicial proceedings." Now all this is changed. The Executive calls on the army or navy, and sends them into a State, as he would call and send Dent, or Babcock, or a department clerk. President Pierce did not use the military arm in the affairs of even a Territory—namely, Kansas—till, by his proclamation of February 11, 1856, he had satisfied the laws of 1795 and 1807.

In case of insurrection against a State government, the President cannot interfere by calling out the militia of another State (and under no circumstances the militia of that State) unless on application of the Legislature of such State, or of the Executive when the Legislature cannot be convened; and, as we have just said, he cannot in strict law, as we say, even in case of anticipated resistance to Federal laws in a State, call on Federal troops (even under modern legislation) until he has issued a proclamation, under the laws of 1795 and 1807, calling on the law-breakers to desist and disperse.

IS JOHN A FAILURE?

From the New Orleans Republican.

It is coming into fashion to abuse John Chinaman as not coming up to the standard of a good contract laborer. One fellow says he is better for farming than railroad building, and another fellow thinks that his farming capacity is not so good as his ability as a road constructionist. And so it is probable the big farmers and the railroad contractors will dismiss John in his aggregate capacity from their employ. This is all right. It brings matters nearer level, because John is really not bad as an independent man, which his contract with Koopmanschap did not allow him to be. We can afford to absorb millions of Chinamen if they only come as intelligent, separate, independent laborers, prepared to work for the best man at the best price. Their advent is only objectionable when they come as machines for an individual purpose, as it was originally proposed to bring them. Men who had lost their negro slaves turned to China for a new supply of Asiatic peons; and it was purposed that the saffron-hued laborer from the antipodes should run out and supplant the race that has borne the brunt of labor in the South for a hundred years and more. And what was worse, after the negroes had been driven out the same old aristocratic system of farming was to be introduced which impoverished the South before the war. Selfish men desired to perpetuate a rule of servitude which protected one man in living dissolutely off of the labor of twenty other ignorant men. Mr. Koopmanschap is the promoter of this speculation, and as such has probably made a fortune for himself by selling a great number of fools in the South.

The Chinese are probably like the Indians in this matter of working for other people. It was always the complaint in Mississippi that the Choctaws never could be made to work like slaves. They would contract to serve, and they might fulfil their agreement; but if they once grew obstinate or were allowed to reach whisky work was at an end. Force was useless to move them to do faithful service. The Mexican is much the same creature. His personal independence cannot be degraded to a condition of slavery. And it is this rebellious principle in the Chinaman which has given dissatisfaction to the factor of John Chinamen. These people, who were expected to be slaves, have demonstrated that they are men. They stand upon their contract. They are not to be cheated in wages or swindled out of their earnings by shoddy merchandise. Settlements must be punctually made, treatment must be conciliatory and agreeable. Else there comes a row. The Chinaman is neither to be imposed upon in his pocket nor his person. And as the original suggesters of Asiatic peons based their calculations on being able to defraud and beat their peons, the speculation has lost its attraction since it has been found that the peons can take care of themselves. And this is why our farmers and contractors are mutually finding out that the Chinaman is not a faithful laborer.

No laborer is good in this country who is not independent. There is something in our society which makes men feel that their personal liberty to go and come must be unrestrained, in order that they may stand upon the common platform of American liberty. In California John Chinaman is an industrious, economical, peaceful, and taxpaying citizen. He works for himself, while doing the labor of others. Both himself and his employer are free to quit when they fail to agree. He will be an acquisition of value to the South when he comes here as a free man, because then he will work with a will. To-day he is a despondent, discontented peon, living the life of a slave among a moving world of free people. While all around may move, he alone is tied to the service. Is it strange that, in brooding over this servitude, the Chinaman fails to give satisfaction? Put yourself in his place and answer.

THE SORROWS OF NEW JERSEY.

From the N. Y. World.

The Republicans of New Jersey are in the pangs of Senatorial parturition, and the doctors and dry nurses are in infinite trouble of spirit. When it became known that the trooly loil had a majority in the Legislature, aspirants for the United States Senatorship, made vacant by the withdrawal of the commercial Cattell, became numerous. Some were indigenous, like the Frelinghuysens, who have a family entail on that especial office, and claim to hold it in common law. Others came up like toad-stools in a barnyard; among them one Cornelius Walsh, a self-made ward statesman of Newark, who has diligently attended political primaries and church prayer-meetings, has occasionally been a delegate to Republican county conventions, and often presided at gatherings of the good when the cause of religion or temperance was at stake.

He is a smug-faced man, careful and economical in his business affairs, and has proved his statesmanship by solving the labor question. Not at all a carpet-bagger, he is a manufacturer of carpet-bag frames, trunk-hinges, and the like, and has never had a strike in his shop, because he demands a month's notice from any workman who intends to leave, and keeps two weeks' back pay in his own hands, which they forfeit if they go without his consent. Saint and statesman, why should he not be also Senator? He has acquired a "gift" by frequent exhortations in class-meetings, and from that to "listening senates" is only a step.

So it happens that Mr. Walsh is the most prominent candidate for the successorship to Cattell. He made to himself friends of the mammon of unrighteousness, and recollecting that a prophet is not without honor save in his own country, he went down into West Jersey before the November election and "helped" the Republican candidates for Assembly. To some he gave one talent, to some five, and to others ten talents; nor is he, it is understood, presently particular about how much he pays him who cometh at the eleventh hour; and now when the Senatorial choice is pending Walsh appears with an alarming following of fellows upon whom he has a "first mortgage"—to adopt a felicitous phrase of the Newark *Advertiser*, which, in its anxiety to win last fall, advised all Senatorial candidates to go in and occupy as many Assembly districts as they could beg, borrow, or buy. Walsh did it with a vengeance, and now the *Advertiser* sets up a howl about the corrupt use of money in elections.

But if Walsh beats the *Advertiser* clique we shall rejoice with exceeding great joy. He is intelligent enough for the average Republican and fully represents the piety of the party. And we shall hugely appreciate the worry of Republican editors who, compelled to say something, must delve among volumes of biographies of "American Self-made Men, Illustrated," to find the name and learn the career of the distinguished Senator Walsh from New Jersey—the State of Southard, Frelinghuysen, and Stockton.

"WHERE IS THE LITTLE NIGGER?"

From the N. Y. Herald.

We notice by our reports from Albany that Boss Tweed has introduced a bill to legalize the purchase of certain lakes and lands for the use of the Croton Aqueduct, and for which the sum of twenty-five thousand dollars has been paid. We suppose this is to cover the purchase of Lake Gilead, in Putnam county, last summer, and the payment to the owners of the above amount by Mr. Tweed as President of the Board of Public Works. It will be remembered there was no little gossip at the time on the subject, to the effect that Boss Tweed was making a fine job out of the transaction—the charge being no less than the selling to the city for two hundred thousand dollars property for which he paid only twenty-five thousand.

But that scandal is put to rest by the bill just introduced, indemnifying the Boss for exactly the amount of cash he paid down—twenty-five thousand dollars, no more and no less. This is a miracle of honesty on the part of a ring manager that would be deemed incredible did we not have the plain figures before our eyes. Is it possible that Mr. Tweed can have performed this service for the city and not even pocketed a percentage or a commission on the operation? But do we really see the whole thing in its present light? Is there not something in the background—some balm in Lake Gilead that will allay the itching palm of the great big Boss? Is there or is there not a little nigger in the wood pile? If so, where is the little joker?

If it turns out to be a fair and square transaction on the part of Mr. Tweed, we shall have to give that gentleman credit for possessing a degree of conscientiousness unparalleled in the annals of corporation jobs and jobbers. Taken in connection with his recent vaunted charitable donations, it may foreshadow a change of heart and lead to a *bona fide* moral reformation that will startle the political world and cause old Tammany Hall to be filled with lamentations. What! no more corporation scalps, no more pickings and stealings, no more cent per cent operations, no more tax levy subsidies? Horrible!

We shall be very glad to help Mr. Tweed along in this great work of reform—a work that should be encouraged by all taxpaying citizens. But, seriously, is there or is there not a "little nigger in the woodpile?"

SAFE DEPOSIT COMPANIES.

SECURITY FROM LOSS BY BURGLARY ROBBERY, FIRE, OR ACCIDENT.

The Fidelity Insurance, Trust and Safe Deposit Company
OF PHILADELPHIA
IN THEIR
New Marble Fire-proof Building,
Nos. 329-331 CHESNUT Street.
Capital subscribed, $1,000,000; paid, $500,000.

COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.

The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.

DEPOSITS OF MONEY RECEIVED ON INTEREST at three per cent., payable by check, without notice, and at four per cent., payable by check, on ten days' notice.

TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe.

INCOME COLLECTED and remitted for one per cent.

The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.

N. B. BROWNE, President.
C. H. CLARK, Vice-President.
ROBERT PATTERSON, Secretary and Treasurer.
DIRECTORS.

N. B. Browne,	Alexander Henry,
Clarence H. Clark,	Stephen A. Caldwell,
John Welsh,	George F. Tyler,
Charles Macalester,	Henry C. Gibson,
Edward W. Clark,	J. Gillingham Fell.

Henry Pratt McKean. [5 13 fmw]

FIRE AND BURGLAR PROOF SAFE

MARVIN'S SAFES.

The Best Quality!
The Lowest Prices!
The Largest Assortment!

Fire-proof. **Burglar-proof.**

MARVIN'S CHROME IRON
SPHERICAL
Burglar Safe

Will resist all BURGLAR'S IMPLEMENTS for any length of time. Please send for catalogue.

MARVIN & CO.,
No. 721 CHESNUT Street,
(MASONIC HALL,) PHILADELPHIA.
265 Broadway, N. Y. 108 Bank st., Cleveland, Ohio

A number of Second-hand Safes, of different makes and sizes, for sale VERY LOW.
Safes, Machinery, etc., moved and hoisted promptly and carefully, at reasonable rates. 10 7 fmw6m

EDUCATIONAL.

EDGEHILL SCHOOL
MERCHANTVILLE, N. J.,
Four Miles from Philadelphia.
Next session begins MONDAY, January 9, 1871.
For circulars apply to
21 1y Rev. T. W. CATTELL.

YOUNG MEN AND BOYS' ENGLISH AND CLASSICAL INSTITUTE, No. 1908 MT. VERNON street, Rev. JAMES G. SHINN, A. M., Principal. 12 31 smtu2m

OLD OAKS CEMETERY COMPANY
OF PHILADELPHIA.

This Company is prepared to sell lots, clear of all encumbrances, on reasonable term. Purchasers can see plans at the office of the Company,
NO. 518 WALNUT STREET,
Or at the Cemetery, where all information needed will be cheerfully given.
By giving notice at the office, carriages will meet persons desirous of purchasing lots at Tioga Station on the Germantown Railroad, and convey them to the Cemetery and return, free of charge.
ALFRED C. HARMER, President.
MARTIN LANDENBERGER, Treas.
MICHAEL NISBET, Sec'y. 10 5 wfm 6m

SHIPPING.

NATIONAL LINE.
STEAM TO AND FROM
Liverpool, Queenstown, Londonderry, Glasgow, French, German and Scandinavian Ports.

The new, fast sailing, first-class iron steamers

EGYPT,	ENGLAND,
SPAIN,	THE QUEEN,
ITALY,	HELVETIA,
FRANCE,	ERIN,
HOLLAND,	VIRGINIA,
DENMARK,	PENNSYLVANIA,

Sail regularly WEDNESDAY, THURSDAY, and SATURDAY.

NOTE.—The magnificent Ocean Steamships of this line are among the largest in the world, and are celebrated for speed, safety, and comfort. Owing to reduction, rates are now $15 in Cabin and $9 in steerage cheaper than other first-class lines.

Passengers also booked by
The Cunard Royal Mail Line,
The United States Mail Line, and
The Anchor Line of Steamships.

For passage, or Sight Drafts upon all parts of Europe, apply to
WALLER & CO., Agents,
No. 204 WALNUT Street,
1 16 Just above Second.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing days.
THROUGH RATES to all points in North and South Carolina, 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 BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 1f

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—
City of Paris, Saturday, Jan. 21, at 2 P. M.
City of Baltimore, via Halifax, Tuesday, Jan. 24, at 1 P. M.
City of London, Saturday, January 28, at 11 A. M.
City of Brooklyn, Saturday, Feb. 4, at 2 P. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.
RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$35
To London	80	To London	36
To Paris	90	To Paris	88
To Halifax	20	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 & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP 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 SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.
The JUNIATA will sail for New Orleans, via Havana, on Wednesday, 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, INDIANOLA, ROCKPORT, 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.
WEEKLY LINE TO SAVANNAH, GA.
The WYOMING will sail for Savannah on Saturday, January 21, at 8 A. M.
The TONAWANDA will sail from Savannah on Saturday, January 21.
THROUGH 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 Railroad, and Florida steamers, at as low rates as by competing lines.
SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEER will sail for Wilmington on Thursday, January 26, at 6 A. M. Returning, will leave Wilmington Friday, February 3.
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 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,
6 16 No. 130 South THIRD Street.

THE ANCHOR LINE STEAMERS Sail every Saturday and alternate Wednesday to and from Glasgow and Derry.
Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark and America as safely, speedily, comfortably, and cheaply as by any other route or line.

"EXPRESS" STEAMERS.	"EXTRA" STEAMERS.
ANGLIA,	IOWA,
AUSTRALIA,	TYRIAN,
BRITANNIA,	BRITANNIA,
INDIA,	IOWA,
COLUMBIA,	TYRIAN,
EUROPA.	BRITANNIA.

From Pier 20 North river, New York, at noon.
Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—
First cabins, $65 and $75, according to location.
Cabin excursion tickets (good for twelve months), securing best accommodations, $130.
Intermediate, $33; steerage, $28.
Certificates, at reduced rates, can be bought here by 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 YORK AND LIVERPOOL, CALLING AT CORK, IRELAND.
The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world:—

OCEANIC, Captain Murray.	ARCTIC.
ATLANTIC, Captain Thompson.	BALTIC.
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, $32, currency.
Other rates as low as any first-class line.
For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER Street, Liverpool, and No. 1 EAST INDIA Avenue, LEADENHALL Street, London; or at the company's offices, No. 19 BROADWAY, New York.
1 5f J. H. SPARKS, Agent.

NEW EXPRESS LINE TO ALEXANDRIA, 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 from 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. 6 1

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves Philadelphia. 4 11

SHIPPING.

LORILLARD STEAMSHIP COMPANY.
FOR NEW YORK,
SAILING TUESDAYS, THURSDAYS, AND SATURDAYS 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, etc. 28 f

FOR SAVANNAH, GEORGIA THE FLORIDA PORTS, AND THE SOUTH AND SOUTHWEST.
GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.
FOUR STEAMERS A WEEK,
TUESDAYS,
THURSDAYS,
AND SATURDAYS.
THE STEAMSHIPS
SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River.
WM. R. 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 with the Atlantic and Gulf Freight line. [1 6f
Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.
C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway. | GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

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.
Goods forwarded to any point free of commission.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,
4 5 No. 132 South DELAWARE Avenue.

FOR ST. THOMAS AND BRAZIL. UNITED STATES AND BRAZIL STEAMSHIP COMPANY.
REGULAR MAIL STEAMERS sailing on the 23d of every month.
MERRIMACK, 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 engagements of freight or passage, apply to
WM. R. GARRISON, Agent,
12 10† No. 5 Bowling-green, New York.

FOR NEW YORK via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of New 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 4f

CORDAGE, ETC.

CORDAGE.
Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
Factory, TENTH St. and GERMANTOWN Avenue.
Store, No. 23 N. WATER St. and 22 N. DELAWARE Avenue.
4 12 12m PHILADELPHIA.

CITY ORDINANCES.

RESOLUTION
Of Request to the Legislature of Pennsylvania.

Whereas, During the late Rebellion large amounts of money have been drawn from the City Treasury "for the defense of the city," "relief of families of volunteers," and "for bounties to volunteers" by appropriations made by Councils for those purposes, amounting to eleven millions eight hundred and nineteen thousand and sixty-eight dollars.

And whereas, This large expenditure from the Treasury of the city to aid in the suppression of the late Rebellion was warranted only by the occasion, and has vested in the city a just and equitable claim on Congress for the full amount of the same.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Legislature of Pennsylvania be and they are hereby requested to make application to the United States Government to repay to the city of Philadelphia the said sum of eleven millions eight hundred and nineteen thousand and sixty-eight dollars, the amount expended as above-mentioned.

Resolved, That a copy of these resolutions be sent to the members of the Legislature from the city of Philadelphia.

HENRY HUHN,
President of Common Council.
Attest—
BENJAMIN H. HAINES,
Clerk of Select Council.
SAMUEL W. CATTELL,
President of Select Council.
Approved this fourteenth day of January Anno Domini one thousand eight hundred and seventy-one (A. D. 1871).
DANIEL M. FOX,
1 14 1t Mayor of Philadelphia.

WHISKY, WINE, ETC.

CARSTAIRS & McCALL
No. 126 Walnut and 21 Granite Sts.
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.
WHOLESALE DEALERS IN
PURE RYE WHISKIES
IN BOND AND TAX PAID. 23 8p

SAXON GREEN
NEVER FADES.
8 1 6m

Corn Exchange Bag Manufactory
JOHN T. BAILEY,
N. E. Cor. WATER and MARKET Sts.
ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.