THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, JANUARY 20, 1871.

LRAGUE ISLAND. LEAGUE ISLAND, for numerous reasons, is by

out as the one proper place for such an estab-

lishment, even if it possessed fewer advan-

tages in other respects than it does. It is

acknowledged on all sides that our present

Navy Yard system is totally inadequate for

the naval requirements of the country, and

we have no hesitation in saying that, by con-

verting League Island into a great naval

depot, with all the appliances of workshops,

ship-yards: and storehouses, the efficiency of

our navy would be increased one hundred per

cent. without a single vessel being added to

those now afloat. That nothing has yet been

done towards improving League Island is due

to the mean and paltry jealousy displayed by

the, people of some other cities and their

representatives in Congress, whenever there

is the slightest probability that Philadelphia

will in any manner be benefited by a national

enterprise. That League Island will be con-

verted into a great naval depot is certain, but

the work of preparing it should commence at

once, for there is no economy whatever in

the present delay. There certainly ought

to be enough members of Congress who

are in no way interested in the rival

locations, but who are able to under-

stand the importance of the subject, to

urge it with proper force as a national mea-

sure, and we hope that the present session

will not be allowed to pass away without a

determined effort being made, not only by

the Philadelphia delegation, but by disinter-

ested representatives of other constituents,

to have the preparatory work at League Island

started without further delay. If by any

chance we should become involved in a for-

eign war, the want of such a depot as is pro-

posed would be severely felt; and it is cer-

tainly better, on the score of economy alone,

that measures should be adopted at once to

give the country a great central naval sta-

tion that will be provided in the most

complete manner possible with all the ap-

pliances for fitting out ships of war with the

utmost rapidity possible in case there should

THE BOARD OF PUBLIC CHARITIES.

WHEN the Board of Public Charities was

created in this State, and a number of very

respectable citizens were appointed as its

members, there seemed fair ground for

hoping that wise supervision would be exer-

cised over all our public charities, and that

the Legislature would receive from time to

time valuable information in regard to their

management and the best methods of appor-

tioning State aid. From the report recently

these

be a sudden demand for their services.

Evening Telegraph far the most suitable place for a great naval depot that can be found upon the Atlantic ISHED EVERY AFT coast. Indeed, we do not exagerate when we (SUNDAYS EXCEPTED), say that it is the only suitable place. The AT THE EVENING TELEGRAPH BUILDING. one fact that it is in direct communication No. 108 S. THIRD STREET. with the greatest coal and iron region in the PHILADELPHIA. United States would be sufficient to point it

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FRIDAY, JANUARY 90, 1871.

THE EVENING TELEGRAPH, from its original establishment, has been in the receipt of telegraphic news from the New York Associated Press, which consists of the Tribune, Times, Herald, World, Sun, Journal of Commerce, Evening Post, Commercial Advertiser, and Evening Express. The success which has attended our enterprise is, in itself, a sufficient evidence of the freshness, fullness, and reliability of the news which we have received from this source. Last March we entered Into a special contract by which THE EVENING TELEGRAPH has the exclusive use of the news furnished in the afternoon by the Associated Press to its own members, the North American, Inquirer, Ledger, Press, Age, Record, and German Democrat, of this city, and the leading journals of the East, North, West and South; and hereafter THE TELEGRAPH will be the only evening paper published in this city in which the afternoon despatches of the Associated Press will appear.

The earliest regular edition of THE EVENING TELEGRAPH goes to press at 13 o'clock, and the subsequent regular editions at 21, 31, and 41. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

AMERICAN STEAMSHIP COMPANY. It is certainly not creditable to American enterprise that there is no steamship line between the United States and Europe under the control of our own citizens. We are now obliged to depend entirely upon European steamers for the transit of passengers, merchandise and mails across the Atlantic, whereas there ought to be at least one comsubmitted by the President of the Board, petitive line owned and controlled by Amerihowever, it appears that can citizens. We freely admit that there are difficulties in the way of starting a line of steamships, and that it is an enterprise of much magnitude, but these difficulties are certainly not insurmountable if the proper amount of interest is taken in the matter. The proposition to establish a line of steamers to run between this port and Europe has been received with extraordinary favor, and the American Steamship Company has been organized under circumstances that certainly augur favorably for success. The entire stock of the company was taken up by our own citizens as soon as it was offered, and a large proportion of the bonds have already been absorbed by corporations and individual capitalists. About \$1,000,000 of these bonds yet remain upon the market, however, and as the money they represent is absolutely required for the enterprise to make a commencement, we hope that they will receive the favorable consideration of all who have money to invest. These bonds are endorsed by the Pennsylvania Railroad Company, so that they are undoubtedly as safe as any securities in the market, while the high rate of interest offers a decided inducement to those who wish to obtain as large a percentage as possible on their investments. The influence that such a line as this must exert not only on the commercial but on all the manufacturing and other industrial interests of Philadelphia and Pennsylvania cannot be overestimated. It will not only do much towards reviving the commercial prosperity of this port, but it will stimulate trade of every description. Every inhabitant of Philadelphia, poor as well as rich, is interested in having this line put into operation and in having it prove a financial success. The amount now needed by the company in order to commence the work of building the vessels and starting them upon their regular trips is certainly not a large one, especially when the importance of the subject is considered, for a great and wealthy city like this to raise; and if the bonds now offered are absorbed as rapidly as they should be, Philadelphia, by controlling the only line of European steamships built and owned in this country, will obtain an advantage over New York and other cities that will have a most important bearing on her future prosperity. IN THE lower branch of the State Legislature yesterday a coquettish Democratic member (Mr. Skinner) offered two resolutions heartily endorsing and approving two recommendations in Governor Geary's late message which referred to a general amnesty bill and the interference of soldiers with elections, In vi, w of the skill displayed by the Democracy on a national arena in bringing to their open arms the lovely ex-alderman of Greenville, it would not be very astonishing if, by vigorously following up their movement in the Legislature, they might also capture Pennsvlvania's gallant Governor Geary. The great question arises, however, is he worth capturing? How much will the D moeracy gain and how little will the Republicans lose

1861 he was appointed Marshal of the Territory by President Lincoln, holding that position until De cember, 1865, when he resigned, to take his seat as Territorial delegate in the House of Representatives. His election to the Senate is somewhat of a surprise, as it was generally thought that General Thayer's chances for a re-election were almost certain.

OFERATIONS IN THE NORTH OF FRANCE .--- The pre sent operations of the Germans in the northern districts of France cover pretty much the same ground which was covered by the operations of the English about four centuries and a half ago. Sit Harris Nicolas, in his "History of the Battle of Agincourt," has given a detailed account derived from contemporary records of the expeditions into French territory conducted under Henry V and the Earl of Shrewsbury in 1415. Among other things, he has preserved the "General Orders" both of Henry and of Shrewsbury. It appears that the English army was attended by a regular commissariat. It was provided with its own beef and beer, and it exacted nothing in the way of contributions from the inhabitants except bread and wine. The commanders "on payne of smytynge of the head" prohibited all outrage on women, wanton destruction of property, and unnecessary bloodshed. It is, for example, ordered :--

That no man be so hardy to take from no man going to the plough, harowe, or cart, hors, mare, nor oxe, nor other beste longinge to labour within the King's obeysaunce without loning and bedinge and grede the partye upon payne of death, and that no man give none impedyment to no man of labour.

That no man forme in the country appatised, but t be have, ottes, rye, and other necessary vitailles, por that no man geve unto his horse no wherte not to gader none, but if it be only to make brede of, and if the said forairs take any beastaile for their sustenance that they take reasonably and to make no waste, nor for to devour nor destroye no vitallies, and also that the saide forairs take nor stell no great oxen, ne no myjche keene, but small brastalle, and that they accord with the partie upon the payne

That no maner of man bete downe housing to barne, ne nor aple tres, pere tres, not tres, ne no other tres bering frute, hor that no man put no best into vynes, nor drawe up the stakes of same vynes. That no maner of man be so hardy to goe into no chamber or lodging wher that any woman lieth in gesem (child birth) her to robbe ne pilie of no goods the whiche longeth to her refressheing, ne for to make non affray wher through she and her childe might be in any discase or despere, upon payne tha he that in suche wise offendeth shall losse all his losse all his goods, half unto him that accuse hhim and half unto the connstable and marshall, and himself to be dede but if the King give him his grace.

THE LOCAL TRADE OF THE NORTHERN PACIFIC EAH.ROAD .- W. Milnor Roberts, Esq., Civil Engineer, in his special report on the route of the Northern Pacific Railroad, expresses the following opinion in regard to the prospects for local trade :--"But a few years will be required after the completion of the Northern Pacific trank line to secure what may be termed local trade and travel sufficient to sustain the road irrespective entirely of any through business. The Territory of Montana, already yielding more than ten millions of value aunually, abounding in elements which must induce a large population, will meet the opening of the road with a very valuable contribution, while there cannot be a doubt that accompanying and following the construction of this line hundreds of settlements will rapidly be made in the valleys of the Missouri and Yellowstone on the east, and in the valleys of Clarke's river and Columbia river on the west of the Rocky Mountains. With respect to the local trade and travel on the road along the lower Columbia, and from the Willamette valley, concentrating at the city of Portland, the population and business are already there, only awaiting the opening of this line to make the western end self-sustaining from the start. I speak confidently on this point from personal observation."

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hopes have proved fallacious. General Thomas L. Kane, who is always thoroughly in earnest in any task he undertakes, asserts that the board over which he presides "have rendered no service of respectable importance or value to the State, and that they have left wholly unperformed duties which the public confidently looked to them to execute.' He also declares that "they have not made a thorough investigation, followed by outspoken reports, into the condition of any poor-house, prison, or asylum in which abuses were alleged to exist calling for attention," and boldly charging that the board has failed to accomplish the objects for which it was created, he recommends that the act creating it be repealed.

This is plain talk, and while we do not understand the circumstances which have occasioned it, we suspect that General Kane's views of his duties have differed materially from those of his colleagues. He is a thorough humanitarian, keenly anxious to relieve the necessities or assuage the sufferings of unfortunate fellow-beings, and we do not doubt that in any public position which opened up opportunities for achieving such great ends he would desire to work with untiring zeal and self-sacrificing energy. If the people of the State really want to know something of the inside workings of the institutions they are called upon, year after year, to sustain, General Kane is one of the few men who has sufficient vigilance to detect and nerve to tell the plain unvarnished truth. As matters have been managed herotofore, State aid has often been very injudiciously distributed, and institutions of the utmost importance have received no financial assistance whatever at times when large sums were granted to comparatively undeserving applicants. Favoritism, importunity, and knowledge of the great modern art of knowing how to manage a Legislature, instead of true merit and utility, have been controlling influences in the arrangement of appropriation bills. And meanwhile a series of abuses to paupers, prisoners, insane persons, and various recipients of the public bounty have been tolerated which are a disgrace to civilization and a reproach upon Christianity. Money is wasted in some quarters; much misery is caused by the want of it in others; and the absence of systematic organization has at once fearfully increased the volume of human suffering, while the means which might have

lessened it were being wasted. General Kane, we presume, feels and keenly realizes these facts, and as he has virtually thrown down the gauntlet to his associates by his late report, there is a prospect that the people will learn some important truths.

HON. PRINEAS W. HITCHCOCK, who has just been elected to the United States Senate to succeed General John M. Thayer, whose term expires on the 4th of March next, was born in New Lebanon, New York, on the 30th of November, 1831. He graduated at Williams College in 1855, and, after studying law and being admitted to the bar, emigrated to Nebraska Territory, settling in Omaha in 1857 and comby a formal change of his political relations ? | mencing there the practice of his profession. In

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