THE DAILY EVENINO TELEGRAPH-PHILADELPHIA, TUESDAY, FEBRUARY 28, 1871.

SPIRIT OF TRE PRESS.

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

KNOW-NOTHING DEMONSTRATION. From the Harrisburg Patriot.

A public meeting was held in Pittsburg on the evening of the Twenty-second of February for the ostensible purpose of sending congratulations to the people of Italy on the events which have lately transpired in their country, but, in fact, to indulge in some oldfashioned abuse of the Catholics and their creed. Pittsburg has had a reputation for sectarian bigotry ever since its people honored with the mayoralty one Joe Barker, a vulgar and coarse street preacher. There Know-Nothingism has won its proudest civic victories. The meeting was an imitation of the demonstration in New York in all but an enlightened and liberal spirit. There was appropriateness in the New York meeting, and its enthusiasm was doubtless genuine, inasmuch as it immediately followed the important event which it celebrated. These people in Pittsburg serve up an unseasonable cold collation. Now when the thoughts of all others are turned towards France, the ancient and true ally of this country in her distress, these sectaries of Pittsburg gather together to abuse the Pope, and imagine they are displaying unbounded zeal for religious liberty. The struggle of the unfortunate French for nationality and a republic deeply interests all lovers of liberty, while the event in Rome more nearly concerns zealots. Victor Emanuel's ambition finds gratification in the restoration of Rome as the capital of the new empire. The Romans change Pio Nono for a new master.

To expose the character of this demonstration against the Catholics it is only necessary to mention the most active of its participants. Besides the clergymen, the orators were mostly radical politicians and office-holders. The president was Mr. Felix R. Brunot, a male member of the Jellyby family. Among the vice-presidents we notice the Hon. James S. Negley and the Hon. James K. More-head, the latter of whom was early identified with the Know-Nothing movement. The Hon. Thomas Williams, being too unwell to attend in person, asked leave to print his speech. This pious radical had much to say of the ignorance and degradation of Catholic countries. He was exceedingly happy in his ridicule of Catholic processions, holidays, and relics, but we can assure him that Joseph Barker, if living, would have put the point with more vigor, and with nearly as much elegance. With the Rev. Stuckenburg, the Rev. Bittinger, the Rabbi Naumberg, the Hon. Bucher Swope, and the Hon. James L. Graham, the Rev. and Hon. Joseph Barker would have found himself in congenial association. Such a leash as Thomas Williams, Joseph Barker, and Bucher Swoope in full cry against the Pope could hardly be discovered in this country. Mr. Swoope is now United States Attorney for the Western district of Pennsylvania. He was one of the organizers of Know-Nothing lodges in this State in 1854, and so strong was his zeal in the cause that he stumped the State in 1857 in favor of Hazlehurst, the candidate for Governor of that Know. was opposed to the election of David Wilmot. Of course this meeting was a fine op-portunity for the Hon. Bucher, and well did he improve it. While rejoicing in Italian union, he could indulge in denunciations of the Pope to his heart's content. The nature of this meeting can be ascertained from these materials. The spirit which occupied the breasts of such men as Thomas Williams and Bucher Swoope pervaded it. It was a poor attempt to cloak sectarian hate under a pretense of zeal for political and religious liberty. Among those participating in the meeting were some who have given striking proof of their devotion to political and religious freedom by taking an active part in the conventions which have met in this State for the purpose of demanding that Christianity be recognized in the Federal Constitution.

from this reasonable percentage when the figures of individual companies are considered; for many of these admit having expended forty, fifty, and even sixty per cent. in keeping themselves alive. But as an indi-cation of average economy, there is some satisfaction in knowing that the ratio of ex-penses to premium income was considerably less than it has been since 1865.

But we will not further pursue this subject now. Our readers can draw their own conclusions from the figures given above. I may be worth while, however, to print in connection with the foregoing statistics some further figures drawn from the official reports of the Insurance Department, by way of exhibiting the steps of past progress in life insurance, and thus proving our position as to the decadence indicated by last year's reports:-

Policies in Force, Amount at Risk. Premi 56,046 57,202 65,252 99,095 \$24,115,687 26,670,197 30,123,882 4,913,891 30,123,882 5,742,447 37,838,190 49,027,297 13,181,975 \$163,703,455 1860... 150,256,052 153,962,577 267,658,677 1862. 49,027,297 64,232,123 1864146,729 395,703,057 550,852,253 565,105,877 1,161,729,776 1,528,984,685 1,836,617,819 209,392 21,571,105 36,197,598 1865.... 91,587,028 .401,140 125,548,951 175,262,830 227,767,026 50,383,390 67,575,165 85,777,614 .656,572 227,767,026 85,777,614 .736,896 264,704,629 91,388,934 1869.. 1,993,789,697 It seems clear enough that the "gigantic strides," of which we have heard so much, must have undergone a change last year. There was more done, we admit, than in 1869; but not the proportionate amount of progress to which late years have accustomed us. It is about time to bring the life insurance business down to the level of an economical, comprehensible, simple operation. That it needs some reform in these directions we think nobody outside of a life insurance office will dispute.

A SYSTEM OF NATIONAL EDUCATION. From the N. Y. World.

Of all the bills before the present Congress looking towards the centralization and consolidation of the United States of America into a union more closely resembling that of United Germany—the ideal government of General Grant—there is probably none so bold in its invasion of the rights of the States and none so subversive of the freedom of the citizen as that entitled "An Act to establish a system of national education." In the course of debate, a few days ago, Mr. Kerr, of Indiana, showed so clearly its scope and intent that it will have to be laid aside, temporarily at least. Without any pretense of clear and express warrant in the Federal Constitution, and covering its nsked deformity with the fig-leaf of the preamble "in order to form a more perfect union," Mr. Kerr showed that any interpreta-tion which would give it validity would also warrant the passage of a law regulating marriage and divorce, the registration of wills, or the transfer of real estate. But, passing from the question of constitutional authority -a subject worthy only the jibes and sneers of the radical mind-he laid bare the motives which lie behind it.

1. Thirty-seven State superintendents, 243 general inspectors, 5000 local inspectors, and an army of 150,000 teachers, all under the control of and appointed by the head of the bureau so established, would furnish an op-portunity for fraud and corruption, for venality and nepotism, besides which the present revenue system sinks into insignificance. 2. The aggregate annual expenditures would be \$60,000,000. This vast sum, very nearly the whole amount of the annual Federal expenditures during the last Democratic administration, the bill proposes to share equally among the several States. This would burden the Southern and Western States most heavily, while the tax on the Eastern and Middle States would be comparatively light. By the last census the aggregate of values in Florida has been reduced forty-five per cent. below that of 1860; in Louisiana forty-six per cent.; in Mississippi seventy-one per cent.; and the bill imposes the same tax burdens on the people of those States as the people of Massachusetts and Rhode Island would be called upon to bear, whose aggregate of values has increased over ninety per cent, since 1860. And further to oppress the people of the Southern States, to protect the colored man against paying any part of the tax, and to punish the white man of the South, it provides that the homestead shall be exempted from taxation to the value of \$500. Is it possible for human ingenuity to devise a more grossly unjust, unequal, op-pressive, and cruel mode of taxation? 3. It would place in the hands of the Exe-cutive (and this is the vital point of the measure) money and patronage more than sufficient to have turned the scale, in any Presidential election since the administration of Washington, in favor of the incumbent of the Executive office, or of the man by him chosen as his successor. The effect of the bill, if passed, would be to insure General Grant's re-election in 1872; and then, with a corruption fund of \$60,000,000 yearly, aided by the bayonet election laws, to make him President for life in name-an emperor in faot.

ment, last year, were some \$2,500,000 less than in 1869, averaging about eighteen per cent. upon the gross premiums received. Of course, there are all sorts of variations from this reasonable percentage when the three years are but the inevitable results of these forcing processes and abnormal condi-tions. The only remedies are the temporary extinction of those mining concerns which are not favorably situated for production, and the reduction of the miners' compensation at least to the natural level of wages in other branches of industry. If the coali-tion of coal camponies, coal operators, and railroad companies proposed to accomplish, either of these salutary reforms, the public might look upon their consultations with some favor. We are enabled to state on high authority that their intentions are directly the reverse. Instead of permitting competi-tion to work out this problem, they propose to abolish competition—the competition alike of producer with producer, of laborer with laborer, and of carrying company with carry-

ing company. Let us examine the policy of the Reading Railroad, which is at once the most powerful, intelligent, and enterprising of all the coalcarrying corporations. This company, by its lateral railroads, has brought all the coal lands, far and near, within its reach into communication with its shipping points. Distance has been compensated for by reduc-ing the lateral tolls of the most remote mines. Collieries favorably situated are made to pay the extra expense of collecting the coal of those unfavorably situated. To secure the New York and New England markets a drawback has been allowed on coal shipped from Richmond to Eastern ports. The consumer in Philadelphia has been forced to pay two-thirds more freight for transporting coal over ninety-three miles of the main stem than the consumer in New York. The Pennsylvania manufacturer has been deprived of much of the advantage which he ought to derive from proximity to the mines, and the development of every branch of industry there has been correspondingly checked. To carry out this enormous and unhealthy extension of its operations a capital stock of \$30,401,660 28 has been created, and a funded debt of \$13,841,877'22 accumulated. The object of the managers of the Reading Railroad in entering into the coalition is simply to accomplish the otherwise impossible task of paying the interest on its mortgages and ten per cent. dividends on its stock, and avoiding the penalties of that reckless expansion which has distinguished its management, in common with that of its competitors.

The policy contemplated by this immense combination of railroad and mining capital is to maintain coal at a steady and remunerative price all the year round, by limiting the quan-tity to be brought to market. If it is found that the supply is getting ahead of the demand, all the companies are to reduce their tonnage by a certain percentage, to be agreed on at a council of the representatives of the various corporations. A colliery which has a capacity of 100 car-loads a day will have, say, only 80 cars left at its disposal. If 500,000 tons are transported to market each week, the monopoly-for such it is avowed and in-tended to be - will cut down the supply to 400,000 tons, or to whatever extent may be necessary to keep up the price, so as to afford a "reasonable profit" to all concerned. It may be asked,

usage and precedent, the efficiency of the service will be seriously impaired, while its internal harmony can now scarcely be said to exist at all. These points of issue are between the line officers and those of the staff, the latter being inclusive of surgeons, paymasters, and engineers; and can scarcely be made intelligible without a brief ex-planation. The functionaries of a manof-war are, first, the commanding officer; second, an "executive officer," or first lieutenant, who executes the orders of the commander, and should not originate any orders himself. This officer presides in the ward-room, and is supposed to exercise general supervision over all depart-ments of the ship. Officers desiring to leave the ship or to communicate with the captain, whatever their nominal rank or length of service, must first ask the "executive's" permission; all reports to the captain must be first presented to bim; and, in fine, he stands between the commander and all others on board, and, by special regulation, takes precedence of all staff-officers. Next in rank among line officers is the navigator, who performs the duties indicated by his title, which on merchant vessels belong to the captain; and below him are four or more watch-officers, who take the charge of the deck in turn for four hours at a time. Of the staff there are a surgeon, paymaster, and engineer, and on large vessels an assistant surgeon and one or more assistant engineers.

Previously to the late war, the highest rank known in the navy was that of post-captain, the title of "commodore" being given, by courtesy only, to the senior captain commanding a squadron or fleet; and a staff officer, after due length of service, might attain to the rank of commander, the second grade then existing. The dispute now raging was then unknown, for the reason, as the staff allege, that, promotion being very slow, officers sf the line were not advanced to positions of power and command until they had tho-roughly mastered the details of their duties, and had learned by experience to recognize the responsibilities of others as well as their own. The "grey-haired lieutenant" who was first officer in those days (the term "executive" is o recent growth), although perhaps no classical scholar, had appreciated the application of Menenius Agrippa's fable long before he had attained to that position of anthority; and a courtesy which left the authority unfelt and its exercise unneeded was then as constantly the rule as we are compelled to believe that it is now the exception. The staff contend, moreover, that in the earlier days of the navy the first lieutenant was really what he purported to be, the executor of the orders of the captain, and not, as now, an independent authority, resenting as "interference" any personal action of the commander concerning the details of ship management, and as "insubordination" all efforts of staff officers to improve the condition and

efficiency of their respective departments. When the enlargement of the navy consequent upon the war rendered it desirable to create the additional grades of commodore, rear-admiral, vice-admiral, and admiral, there was no corresponding advance in the staff grades until Mr. Welles, in 1863, by a general order, raised their possible rank to that "with" captain, granting the chiefs of the several bureaus the "assimilated" rank of commodore. With this they were content. although varying interpretations of the word "assimilated" began early to be a casus belli ore or less suppr ger and consequent nearer fellowship of the war. But in 1869, Mr. Borie's General Order No. 120 was promulgated, reduing all staffofficers to their status of 1846, and additional regulations were issued, confirming in many ways the supremacy of line officers, even the very youngest, over all the staff. Meanwhile, promotions among the line offi-cers, especially in the lower grades, became so rapid that the midshipmen who made their first real voyage in the fall of 1867 have returned as lieutenants, having been promoted through the successive grades of ensign and master; while the surgeous, paymasters, and engineers who sailed with them, of the "assimilated" rank of commander, returned with that of lieutenant. Not unnaturally, such a change has produced anything but a pleasant state of feeling-a state of feeling to which it is very desirable to put an end. In support of the present condition of affairs, the line officers contead that efficiency requires rigid discipline, which implies absolute, irresponsible command on the one hand, and unqualified obedience on the other; that such power of command must reside in the captain and in his representa-tives, whatever their nominal rank; and that such representatives are the executive officer and the officer of the deck for the time being. Should staff-officers be allowed actual ranksay the line-circumstances might frequently arise in which they would be entitled to command the ship, a sphere of duty for which they are totally unfitted by education. Moreover, they maintain that, for the proper maintenance of discipline, a superiority of their own, as the governing class and essentially the navy, must be acknowledged, particularly by those whom they delight in calling "the auxiliary officers" of the navy. The staff, on the other hand, claim to understand best the details of the management of their several departments, and state that, under the present system, the efficiency of the service is frequently and seriously impaired by unwarrantable and petty interferences on the part of young and subordinate line offi-cers. They therefore ask for the control of their respective departments, subject only, though entirely, to the captain of the ship. They demand, to this end, and as the only practical remedy, actual rank (but expressly disclaim the right of command in the line, or ontside of their several specialties) and the right to quarters in the cabin. With this rank they ask for the dignities, immuni-ties, and privileges which it conveys to the line, with the exceptions above-mentioned; and that the precedence of the executive officers over themselves be limited, as in the line, to cases in which he is senior in lineal rank, or by date of commission. These demands have been embodied in the Stevens bill, which is now pending in the Senate. The result of the present state of uncer-tainty is certainly bad, and calls for a remedy. The naval service has become a house divided against itself, to the point of almost absolute non-intercourse. Officers go to sea "bristling with jeal-ous watchfulness of each other's actions, and ready constantly to seize upon the first pretext for a dispute. Reports, based often upon the most trivial grounds, are more frequent than in a young ladies' boarding-school; and, from such a state of feeling, delays, want of esprit de corps, and occasionally positive public damage have resulted. In the medical corps, for example, although an examining board is constantly in session, there are to-day over fifty vacancies, and when, in a profession notoriously so overcrowded as the medical, not so many can be found able to pass the moderate examination, and willing to accept a position which should be honorable, there follows a strong presumption that the

alleged injustice to staff officers has good | foundation in fact. The medical profession, indeed, has taken up the cudgels actively, and there is now scarcely a medical association in the country which has not passed reso-lutions calling for legislation in this matter, and, so far, discouraging capable physicians from offering themselves as doctors in our national vessels

In support of their assertion, that actual rank will prove a sufficient remedy for the hardships and hindrances which they suffer, the staff-officers point to the well-known success of the staff organization in the army, where the provisions of the Stevens bill have been long in practical operation. The effi-ciency of the Army Medical Department has really been a wonder to the scientific world in general. Its circulars are accepted as the best authorities in Europe as well as at home. and it has become a legitimate source of pride to every American who knows its history and values the true honor of his country. If this great success and acknowledged superiority be, as alleged, the result of independence of action and of freedom from the control of those not experts in medical and surgical matters, doubtless the instance is well chosen and applicable.

Or take the case of the paymasters: the cost to the Government of disbursing its money, including the pay of officers' transportation and defalcation-much noise has been made about this and that notorious case of embezzlement-was less than one-sixteenth of one per cent. --- a fact showing, as the advo-cates of the Civil Service bill have well said, that the surest protection to the Government against the dishonesty of its officials is to be found by making its offices permanent and respectable, thereby attracting a class of men so high as to be above the commoner temp-tations to fraud. Concerning the army system, General Sherman writes to Admiral Porter that it "works very well in practice," and such is the testimony of army officers generally.

It appears also that in other countries this distinction which staff officers find it so hard to endure does not exist. In the Russian navy, for example, they attain to the highest rank (general admiral); in the British and Spanish to that of vice-admiral; in the French and Austrian to rear-admiral, without impairing either efficiency or discipline. There are at least two facts to be de

duced from the mass of contradictory statements on both sides of this quarrel. One is, that the staff officers of the navy are quite convinced that they are unjustly treated and are clear as to the remedy; and the other is, that this remedy has the merit of being no new or untried experiment, but a plan which has worked well in practice; in the United States army and in the navies of other countries. Its merits must be decided by Congress, since 'every effort to settle the question by means of mixed boards, and by reference to those most thoroughly cognizant of the circumstances, has resulted in a strictly party division and no agreement upon essential points. Certainly the picture which has been presented of the aged fleet-surgeon or paymaster asking the executive officer, not born when he entered the service, "for permission to go on shore," reporting to the beardless ensign pacing the quarter deck that he has "permis-sion to leave the ship," and then waiting for a still lesser youngster to take command of the boat which is to convey him ashore, maninecessary result of existing laws and regulations. Or think of a competent surgeon condemned by a naval court-martial for declining to take a man off the sick list and declaring him too ill for duty, when a certain line officer, who had disabled the man by punishment, demanded that the surgeon should report him well. The subject is of more importance than it seems, for few of those who remain at home are aware to how great an extent foreign ideas of Americans, particularly outside of Europe, are based upon the demeanor, attainments, and ability of the officers of the navy. Aside from the undoubted necessities of war, it is a matter of considerable importance to this country that, at least until the diplomatic service can be set upon a more creditable footing, the navy should be so constructed and directed as to attract the best attainable material into both staff and line corps. And in no way can this be better effected than by at least equalizing the status of professional men on board ship with that which they would occupy in the military service on shore. Much, if not most, of the trouble now existing is to be attributed to the introduction of equivocal terms, such as "assimilated rank," admitting of various constructions according to the whim or prejudice of differ-ent officers, and it is to be hoped that the subject will not only be fully discussed in Congress, but finally settled by a plain and intelligible enactment.

OTICES. OF CIVIL BONDS OF

> STATE OF CALIFORNIA, TREASURY DEPATMENT, SAURAMENTO, February 1, 1811.

Whereas, There is on this day in the State Trea-sury the sum of twenty-eight thousand (\$15,000) doliars which, under the provisions of an act of the Legislature of said State entitled "An act to provide for the paying certain equitable claims against the State of California, and to contract a funded debt for that purpose," approved April 80, 1860, is set apart for the redemption of Civil Bonds of said State, issued under the provisions of said act, notice is hereby given that

SEALED PROPOSALS

for the surrender of said Bonds will be received at this Deportment for the amount above specified until the

10TH DAY OF APRIL, 1871. at 11 o'clock A. M.

No bid will be entertained at more than par value. and a responsible guarantee must accompany each proposal, which must be indorsed "sealed Proposals for the surrender of Civil Bonds of 1860," Said bonds will be redeemed and interest paid in gold and silver coin of the United States, and must be surrendered within ten days after the acceptance of the proposal for their redemption.

A. F. CORONEL. 9 14eod t4 10 State Treasurer. REDEMPTION OF STATE BONDS. STATE OF CALIFORNIA, TREASURY DEPARTMENT,

SACRAMENTO, Feb. 1, 1871.

Whereas, there is on this day in the State Treasury the sum of two hundred and fifty thousand (\$250,000) dollars, which, under the provisions of an act of the Legislature of said State, entitled "An Act to provide for paying certain equitable claims against the State of California, and to contract a funded debt for that purpose," approved April 28, 1867; and also under the provisions of an act amendatory of said act, approved April 27, 1860, is set apart for the redemption of Civil Bonds of said State, issued under the provisions of said first mentioned act, notice is hereby given that

SEALED PROPOSALS

for the surrender of said Bonds will be received at this Department for the amount above specified, until the

10TP DAY OF APRIL, A. D. 1871, at 11 o'clock A. M.

No bids will be entertained at more than par value, and a responsible guarantee must accompany each proposal, which must be marked "Sealed Proposals for the Redemption of Civil Bonds of 1857." Said bonds must be surrendered within ten days after the acceptance of the proposals for their re-A. F. CORONEL, demption.

2 14 eod t 4 10 State Treasurer.

NOTICE TO STOCKHOLDERS. _CHICAGO AND ALTON RAILROAD COMPANY. SECRETARY'S OFFICE, CHICAGO, ILL., } February 8, 1871.} The stockholders of the CHICAGO AND ALTON RAILROAD COMPANY are hereby notified that a cash dividend of FIVE PER CENT., free of Govern-ment tax, has this day been declared on the Pre-ferred and Common Stock of this Company, out of the earnings of the last six months, payable at the office of the Company's agents, Messrs. M. K. Jesup & Co., No. 12 Pine street, in the city of New York, on the 6th day of March next, to noiders who are registered as such at the close of business hours are registered as such at the close of business hours on the 16th inst., at which time the transfer-books will be closed, and reopened for transfer on the 7th day of March next. 21518 7 W. M. LARRABEE, Secretary.

CLEVBLAND, COLUMBUS, CINCINNATI. AND INDIANAPOLIS RAILWAY COM-PANY.

CLEVELAND, Ohio, Feb. S. 1811

The annual meeting of the stockholders of this company, for the election of directors and for the transaction of other business, will be held at the office of the company in Cleveland, Ohio, on WED-

THE LIFE INSURANCE BUSINESS OF 1870.

From the N. Y. Times.

At length we have some trustworthy facts by which to judge of the progress of life in-surance in the United States. The impres-sion has been general that the frantic efforts of promoters and solicitors had reached their worst point a year ago, and that the returns for 1870 would show, if not an actual retrogression, a decided check as compared with previous years. And the facts appear to bear out this conviction. The issue of the Spectator Life Chart, which contains the authenticated annual statements of some seventy life companies, (including all of any prominence in the United States,) supplies the figures for 1870, and we have taken the trouble to compare with these the figures for 1869, as given in the last report of the Insurance Department of this State. It is obvious that such statistics cannot be absolutely correct, but they are nearly enough so for purposes of comparison, inasmuch as they cover the transactions of all the life companies doing business in New York during the two years. We may state that in 1865 there were sixty-nine companies operating in the State, while in 1870 there were seventytwo or seventy-three; consequently the returns for the latter year are the less entitled to be deemed progressive, because more companies did less business than in 1869. The following are the figures for the two years respectively:-

Policies issued	1870. 249,479	1869. 231,269
Amount insured Premiums received	\$569,629,814 91,338,934	\$614,762,420 85,777,614
Interest, etc., re- ceived	14,056,397	12,454,164
Gross assets	105,772,857 264,704,629	05,507,31 227,767,02
ditions, and ma-	alasan bela ya	
tured endowments. Dividends	18,755,362 16,223,085	35,718,89 10,248,80
Expenses of manage- ment and taxes	17,058,341	19,664,83
Policies in force Risks in force	736,896 1,998,759,697	656,57

These returns go far to justify the impression that the life insurance business is drooping, while its administration gives indications of demoralization. We have, indeed, more policies issued in 1870 than in 1869; but the amount they cover is less by \$15,000,000. Yet the total amount at risk at the end of 1870 is apparently \$150,000,000 more than at its beginning. The premium receipts were seven per cent. more than those of the previous year, but those of 1860 were nearly thirty per cent. greater than the receipts of 1868, which clearly proves that progress has been effectually stopped. It is noticeable, too, that the great curse of the business, expense of management, has done much to injure the companies. An improvement begins to be visible in this respect. Upon an increased income (however

WHAT GOOD WILL COME OF IT? From the N. Y. Tribune.

The perfectly good understanding which now subsists between the various corporations, companies, and individuals whose capital is invested in mining anthracite coal and bringing it to market is a phenemenon which ought to excite the most jealous attention on the part of the public. It may as well be known now as at any other time that the object of those who have entered into this extraordinary alliance is to conduct the coal trade hereafter as a monopoly, a result which will be attained should the present cordial understanding continue. The capitalists were forced to unite by their dread of the Miners' Union, and it is probable that the same power will keep them together. There is not one of the great transporting com-panies which has not lost within the last two years from \$1,000,000 to \$3,000,000 by the action of the labor unions. The fear of encountering like experiences in fature must have a strong tendency to strengthen the capitalists' league.

The curse of the anthracite coal business has been that for years everybody engaged in it has worked in direct defiance of the natural laws of trade. Over production has been stimulated by transporting companies like the Reading, for the purpose of increasing tonnage; and by mining companies, like the Delaware and Hudson Canal, and Delaware, Lackawanna, and Western Company, for the purpose of crushing out their weaker competitors. All the natural limitations to the growth of the trade have been held in abeyance. Wages have been regulated by treaty between the leaders of coal associations and labor unions, and have, consequently, ruled Steerage tickets and drafts have been high. sent over to Europe in abundance, and fresh miners have been imported by the thousand. ight the increase), the expenses of manage- | The capacity to produce coal has been brought

Will not this monopoly be an improvement on the state of things which has existed for the last three years? Is not a combination of capitalists preferable to a combination of labor unions? Perhaps it is, but the attentive reader of the resolutions promulgated on Thursday by the railroad men and coal operators will see that they leave the Miners' Union unshorn of a single power or pretension. Should the miners go to work on the terms proposed, in six months the 30,000 members of the Miners' and Laborers' Benevolent Association will be four times as powerful and four times as closely united as they are to-day. That organization will have accumulated force enough to inaugurate a four months' suspension. The policy of limiting the supply and keeping up the price, together with a sense of security arising from any confidence which may be entertained in the ability of the allied companies to "put an end to strikes," would proba-bly cause the public to be less prepared for a coal famine than they were last December. It is an ominous circumstance that the leaders and members of the Miners' Union, almost to a man, look upon those who have taken part in these meetings in New York and Philadelphia as their mortal coemies. They credit them with the design of destroying their association. The miners, if they accept the terms offered them now, will do so because they are too poor to carry their resistance any further. But the spirit of resistance will only be intensified by their forced submission, while common sense will enable them to appreciate the compliment which has been paid to their power. Whatever else may flow from the deliberations of the capitalists, at their meetings here and in Philadelphia, the restoration of right relations between laborer and employer, or between producer and consumer, is not to be expected.

THE HISTORY OF THE NAVAL STAFF QUESTION.

From the . Y. Nation.

There is just now a good deal of discussion at Washington, kept alive elsewhere by occasional articles in the daily papers, upon a subject which, considering its real importance, is surprisingly ill-understood-namely, the reorganization of the navy, more commonly called the "Staff Question." Mainly because the discussion relates to a "specialty," and is therefore gladly left for argument and settlement to those specially concerned, and partly because of the ill-advised efforts of too-zealeus advocates who rush into print on either side, the real matter at issue has been lost sight of in a fog of sideissues and technicalities, until the interested public has been narrowed down to the small number whose relatives and friends are directly affected by the present status of the navy, which a part of them desires to change. Yet, if it is worth while to have a navy at all, it is worth while to see that it be efficient; and the smaller the number of ships and officers to which it is reduced, the more important becomes the state of efficiency and readiness in which it is maintained. No doubt, small quarrels and petty conflicts of authority and precedence will inevitably and frequently occur among gentlemen whose bile is daily stirred up and temper soured by the discomforts and confinement of sea voyages, and the public has very sensibly ceased to take much interest in naval squabbles. But the present dispute really appears to be rooted too deeply to be lightly disregarded. On shore as well as at sea, and during more than two years, the division has been growing wider and deeper; and it is persistently alleged that, unless certain points are settled definitely by law, and no longer left to the elastic rules of

SPECIAL NOTICES. THE ANNUAL MEETING OF THE STOCKHOLDERS of the CONNELLSVILLE AND SOUTHERN PENNSYLVANIA RAILWAY COMPANY will be held at the Office of the Com-pany, No. 255 S. THIRD Street, on WEDNESDAY, March 1, at 10 o'ciock M, when an election will be held for a President and twelve Directors to serve the ensuing year. CHARLES WESTON, Secretary 2 15 ws4t* Philadelphia, Feb. 15, 1871. DALZELL PETROLEUM COMPANY, Office No. 218 WALNUT Street. PHILADELPHIA, Feb. 14, 1871.

PHILADELPHIA, FOO. 14, 1611. The Directors have this day declared a dividend of FIVE PER CENT. (being Ten Cents per share) on the capital stock of the company, payable, clear of State taxes, on the 1st of March, proximo. The Transfer Books will be closed from February 22 to March 2. M. B. KELLY, Transport. 2 15 121* Treasurer.

THE ENTERPRISE INSURANCE COM-PANY OF PRILADELPHIA. COMPANY'S BUILDING, NO. 400 WALNUT STREET.)

The Directors have this day declared a dividend of THREE PER CE. T. on the capital stock of the Company for the last six months, payable on de-mand, free of all taxes. ALEX. W. WISTER, 1 St

1 21 Secretary. THE UNION FIRE EXTINGUISHER

COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

D. T. GAGE, No. 118 MARKET St., General Agent. 5 80 tf

BATCHELOR'S HAIR DYE .- THIS SPLEN. BATCHELOR'S HAIR DYE .- THIS SPLEN. did Hair Dye is the best in the world, the only true and perfect Dye. Harmless-Reliable-Instan-taneous-no disappointment-no ridiculous tinta-"Dees as icontain Lead nor any Vitalis Poison to in-jurans 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 97 mwff

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. 11 25mwf3

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. 11 26 stuthly

DISPENSARY FOR SKIN DISEASES, NO. Patients treated gratuitously at this institution daily at 11 o'clock.

NESDAY, March 1, 1871, between the hours of 11 o'clock A. M. and 2 o'clock P. M. The transfer books will be closed from the even

ing of February 18 until March 2. - GEORGE H. RUSSELL, 298W Secretary.

OLIVER AMES, PRESIDENT. JOHN DUFF, Vice-President. JOHN M. S. WILLIAMS, Treasurer. E. H. ROLLINS, Secretary. UNION PACIFIC RAILROAD COMPANY,

SEARS' BUILDING (POST-OFFICE BOX No. 2377.) BOSTON, Feb 4, 1871. BOSTON, Feb 4, 1811.) The annual meeting of the stockholders of the UNION PACIFIC RAILROAD COMPANY will be held at the office of the company in BOSTON, on WEDNESDAY, the sth day of March, 1871, at 19 o'clock A. M., to elect officers for the ensuing year. OLIVER AMES,

2 14 t3-9 President Union Pacific Railroad Co.

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MANTOWN, AND NORRISTOWN RAIL-ROAD COMPANY.

PHILADELPHIA, Feb. 13, 1871. PHILADELPHIA, Feb. 13, 1571. The Board of Managers have declared a dividend of THREE PER CENT. on the Capital Stock, pay-able, clear of fax, at the Office of this Company, No. 12 Philadeiphia Exchange, on and after the 13th of March next. The transfer books will be closed on the other inst. the 20th inst., and remain closed until the 14th of March. A. B. DOUGHERTY, 9 18 m 5t Treasurer.

TREASURER'S OFFICE, ST. JOSEPH

and Denver City Railroad Company. Sr. JOSEPH, Mo., Jan. 28, 1871. The interest and compons due Feb. 15, 1871, on the first mortgage eight per cent. (S per cent.) gold bonds of the St. Joseph and Denver City Railroad Company will be paid at the office of the Farmers' Loan and Trust Company, in the city of New York, proceeding of the St. Joseph and Denver City Railroad upon presentation and application, on and after that date, free of Government tax. 27 26t† THOMAS E. TOOTLE, Treasurer.

CITY TREASURER'S OFFICE.

PHILADELPHIA, Feb. 8, 1871.

The premium on Gold Interest on City Loans of

July, 1870, will be paid in currency on and after February 6, 1971.

2.2

JOSEPH F. MARCER,*

City Treasurer.

THE IMPERISHABLE PERFUME 1--AS A rule, the perfumes now in use have no perma-nency. An hour or two after their use there is no trace of performe 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, 31 tuther

INSTEAD OF USING COMMON TOILET Soap at this season of the year, use "Wright's Alconated Glycerine Tablet of Solidined Glycerine." It softens the skin, prevents redness and chapping by cold, and beantifies the complexion. For sale by Druggists generally. R. & G. A. WRIGHT, 16 fmw26t No. 624 CHESNUT St., Philad'a.

DR. F. R. THOMAS, No. 911 WALNUT ST. formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth with-out pain, with fresh nitrous oxide gas. 11 176

OLOTHS, CASSIMERES, ETO. CLOTH HOUSE. JAMES & HUBER. No. 11 North SECOND Street, Sign of the Golden Lamb, w receiving a large and splendid assortmen of new styles of FANCY CASSIMERES

and Handard makes of DOESKINS, CLOTHS and [3 \$3 TOWS COATINGS, AT WHOLESALE AND RETAIL.