

Evening Telegraph

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FRIDAY, MARCH 3, 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 1 1/2 o'clock, and the subsequent regular editions at 2, 3, and 4. 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.

THE FISHERIES QUESTION.

The fisheries question, which is expected to engross so much of the attention of the Joint High Commission, involves interests by no means insignificant. The official figures for the fiscal year ending June 30, 1870, show the American fishing fleet to have consisted at that date of 2292 vessels, of 91,460 tons. With the exception of 84 vessels, of 1624 tons, belonging to New York, all these belonged to the five New England States bordering on the Atlantic, Massachusetts owning 1311 of the vessels and Maine 721. During the year ending June 30, 1870, the total catch of the fleet reached 807,118 cwt., valued at \$4,000,140, divided as follows:—Cod, \$2,140,263; mackerel, \$1,748,504; herring, \$48,710; and all other kinds, \$159,663. In addition to the fishing fleet whose interests are to be brought before the Joint High Commission, there is the whaling fleet, the operations of which will not trouble that august body. The number of vessels employed in the whale fishery last year was 299, with an aggregate tonnage of 67,954. Of these, 269 vessels belonged to Massachusetts ports, New Bedford, the centre of the whaling interest, owning 206; of the remainder, 23 belonging to New London, Conn., 3 to Sag Harbor, N. Y., and 4 to San Francisco, Cal. The total value of the products of the whale fishery for the year was \$4,970,631, of which \$4,438,491 was credited to oil, \$531,797 to bone, and \$143 to other products. It will be observed that the annual products of the whale fishery exceed those of the cod and mackerel fisheries by nearly a million dollars, and this in the age of elephant gas and kerosene. While the fishing interests are scarcely worth going to war about, they are certainly of sufficient proportions to warrant the taking of a decided stand on the part of the Government of the United States and its representatives in the Joint High Commission.

THE INCOME TAX.

A JOKE on the iniquitous income tax was indulged in by the House of Representatives yesterday afternoon. A motion to suspend the rules and pass a bill repealing this obnoxious imposition was rejected by a vote of 91 yeas to 116 nays, the result being received with laughter by the House. The House of Representatives has a very long history during the Congressional term about to expire expressed a willingness to abolish the income tax, while in the Senate its advocates have, until within a few weeks past, been in a majority. But suddenly the Senate took a fancy to the opposite side of the question, and passed an original bill repealing the tax. Then the House threw itself on its dignity, and with surprising unanimity accused the Senate of infringing upon its privilege, under the Constitution, of originating all measures affecting the revenue. The matter went to a conference committee, where the whole business was smothered in an agreement to disagree. For the opponents of the tax to expect to start a repealing bill on the last day but one of the session, with the hope of getting it through both houses, was folly, of course, and the Forty-first Congress adjourns without relieving the country of the most obnoxious and unequal burden entailed upon us by the war. Each branch of Congress, however, having expressed a desire to repeal the tax, the blame of the failure to secure concerted action is thrown back and forth between the

two like a shuttle-cock, and nobody is responsible for the failure. The Commissioner of Internal Revenue, meanwhile, has exhausted his arguments in favor of a repeal of the tax, and delayed his preparations for its collection as long as possible; and when he could risk delay no longer, has commenced the distribution of the blanks to be used in the assessment and collection. But, as we are to be indicted with a session of the new Congress immediately, that body should at the very outset of its career go about the task of repealing the tax on incomes, and in a manner that will convince the country that the movement is a serious one, not intended merely to hoodwink the people, as has been the apparent object of all the action taken upon the subject by the expiring Congress.

THE MILEAGE ALLOWANCE OF CONGRESSMEN.

A BILL was yesterday passed by the House of Representatives allowing mileage to members of the present Congress who may be returned from States where elections have not been held. Under the existing arrangement members of Congress are entitled to mileage from and to their homes for every session; except at the short spring session of a new Congress the re-elected members are prohibited from drawing mileage for journeys they have not performed. If we admit the propriety of the present mileage regulations, the bill passed yesterday will appear perfectly unobjectionable, as some of the elections referred to will not take place for several weeks, and the members of the present Congress who are candidates for re-election cannot be expected to remain in Washington in the expectation of such a fortunate event, and if they go home they will be entitled to mileage after they return to Washington. The fact is, however, that Congressional mileage, as at present regulated, is, like the franking privilege, an open and barefaced swindle upon the tax-payers of the country. Every unprejudiced person will admit that members of Congress, officers of the army and navy, and all others who travel upon public business, should receive such an allowance as will enable them to perform their journeys like gentlemen. The mileage should be liberal enough to cover all reasonable expenses, but anything beyond this is a wrong against which the tax-payers have a right to protest. There is a practical admission that the Congressional mileage laws are improper in the fact that Congress has established entirely different regulations for the army and navy. An officer of the army or navy cannot draw his mileage unless he actually performs a journey upon public business, and an allowance of ten cents per mile is judged sufficient to enable him to travel in the best style, and still to leave a margin of profit; in other words, ten cents per mile is as liberal as such an allowance should be, and it will more than cover all reasonable expenses. Now the tax-payers of the country have a right to inquire why a Congressman cannot travel at the same price as an officer of the army or navy, and why a Congressman should be allowed to draw his mileage if he does not perform a journey, if the same privilege is not granted to the officers of the army or navy? The distance between this city and New York is about ninety miles. For travelling this distance under orders an officer will draw about \$9; the actual expense of the journey will be about \$3; thus the officer will pocket a clear profit of \$6. In some sections of the country, and upon long journeys, of course the expense will be greater, but it is certain that ten cents per mile will enable any man to go from one end of the United States to the other in the best conveyances, to put up at the best hotels, and otherwise to travel in first-class style, and yet make money by the operation. Ten cents per mile is not too much, as the allowance should be liberal, but it is certainly ample; and therefore it is difficult to understand the propriety of members of Congress voting themselves an allowance of thirty cents per mile, and, with the exception of the regulation with regard to the spring session at the commencement of a new Congress, allowing the mileage to be drawn from the Treasury, whether the journey is performed or not. The distance between this city and Washington is about one hundred and forty miles, the fare is about \$5 (we assume for the sake of argument that our Congressmen pay their fares), and the mileage allowance about \$42, so that each representative for this city makes a profit of \$74 in his mileage at each session of Congress. For Western, and especially for the California members, the mileage amounts to several thousand dollars annually, and the whole sum unnecessarily drawn from the Treasury by the extra-liberality of Congressmen in voting into their own pockets the people's money is enormous. Congress has decided that ten cents a mile is sufficient to enable an army or navy officer to travel like a gentleman, but that thirty cents per mile is not more than sufficient to sustain the dignity of a Congressman. In the language of the lamented A. Ward, we inquire "Why is this thus?"

CONTESTED SEATS.—After voting over a hundred thousand dollars of the people's money to defeated candidates for Congress, the House of Representatives yesterday afternoon was suddenly stricken with a fit of economy, and refused to give the unfortunate Mr. Conner, of Texas, a paltry couple of thousands to reimburse him for the expense incurred in defending his right to his seat against some greedy candidate whom the people desired to keep at home, and this, notwithstanding the appeal made by Conner, based on the "peculiarities" of his case. If this virtuous turn had been taken a day or two ago, before a larger amount was voted to a man who claimed to have been elected as representative at large for the State of Tennessee, when there was no shadow of law for such a claim, it would have been in better taste; but as it is, the people will accept the refusal to make a donation to Conner as a

sort of apology on the part of the House for having been so reckless in regard to previous claimants. Such an apology amounts to but little, but it serves the purpose of showing that even the House of Representatives realizes that some excuse is needed for throwing away the people's money.

Mr. "ROOSTER" SMITH's great pneumatic bill, which proposes to give an irresponsible boring company the control of the avenues, streets, and alleys of the city of Philadelphia, with the public squares for passenger stations, was yesterday reported favorably to the House of Representatives by the committee which had it in charge. As the people of the portion of the city where this company of borers expect principally to operate are not in any way responsible for the election of Mr. Smith to the Legislature, it is certainly rather rough that they should be indicted with any of the jobs which he is endeavoring to get through the Legislature. We sincerely hope that the virtuous members of the Philadelphia delegation, and some of them we believe to be virtuous, will make a decided stand against this and a couple hundred or so of similar measures which have been introduced at the present session by W. F. Smith, Esq.

THE LATE JUDGE CONYNGHAM.

The Painful Manner of His Death—Final Scenes and Last Words. A Wilkesbarre correspondent of the Scranton Republican writes:—The story of the accident which caused the death of the judge is as follows:—Arriving at Magnolia, Miss., about 9 o'clock last Thursday evening, the train stopped there for the passengers to take supper. The Judge, Mr. W. L. Conyngham, and an old gentleman named Henderson, who had travelled with them from Pittsburgh, left the train together and took their supper at the hotel near by, the usual place, the Judge eating very heartily. While they were thus engaged their train was taken away from the place they left it and another came up, and when they returned they were the only ones in the cars, to find, however, that it did not belong to their train, and they turned to leave it. The train was slowly starting, and they did so with some haste, Mr. W. L. Conyngham and Mr. Henderson alighting without trouble, except a harmless fall on the part of the latter. The Judge was not so fortunate, as in stepping off the car steps to the platform of the depot, which was rather low, he stumbled and fell, with his legs between the platform and the cars of the train, and when they had passed over them and toward the last, when reaction seemed to be taking place, and he began to feel some pain, and was told how serious his injury was, he desired amputation to be performed. Injections of morphia were made to allay the pain, while preparations were making for the amputation, but under the effects of the morphia he seemed to decline, and not a great while after dissolution took place. His last words were, "I know that my Redeemer liveth."

—Lydia Studley, a woman upwards of eighty years old, who has passed the last fourteen years in the Rhode Island State Prison for poisoning her husband, has been pardoned. —A venerable New England Bishop who had succeeded in the rectorship of the chief church in his diocese by one who proved to be more popular than he had been, look for his next when he had an opportunity to preach there again, "O foolish Galatians, what hath bewitched you?"

NOTICES.

SPRING OVERCOATS. W. W. WAMAMAKER & BROWN, OAK HALL, SPRING OVERCOATS. OAK HALL, SPRING OVERCOATS. OAK HALL, SPRING OVERCOATS. POPULAR CLOTHING HOUSE, SPRING OVERCOATS. S. E. CORNER SIXTH AND MARKET. SPRING OVERCOATS FROM \$5 TO \$20. SPRING OVERCOATS FROM \$5 TO \$20. NEW GOODS NOW RECEIVING IN PINK READY-MADE GARMENTS FOR GENTS, YOUTHS, BOYS, AND CHILDREN. ALL OUR PRICES ARE UNUSUALLY LOW. WAMAMAKER & BROWN'S, OAK HALL, LARGEST CLOTHING HOUSE, S. E. COR. SIXTH AND MARKET STREETS.

THE RAW, BLUSTERING WINDS OF EARLY SPRING search out the weaknesses of all who are predisposed to Lung Complaints, and in consequence Colds, Coughs, and Bronchial Disorders everywhere prevail. Those who have contracted Colds should now be especially careful, and not imprudently wait until by constant coughing they so irritate and rack their lungs as to bring on themselves some very serious Pulmonary Affection. Let them rather treat their symptoms rationally and at once, and by the prompt use of Dr. Jayne's Expectorant cure their Colds, and heal all accompanying Soreness of the Chest. Sold every where.

ATTENTION IS CALLED to an advertisement in another column, headed "To the Millinery Trade." We can vouch for the reliability and good business qualifications of the advertiser.

TO THE MILLINERY AND STRAW GOODS TRADE.

An experienced, thorough going man, well-known to the trade, and having a large acquaintance in Pennsylvania and Delaware, is open for an engagement. Address "CHINA PEARL," Office Evening Telegraph.

MARBLE WORKS.

H. S. TARR & SON'S MANUFACTORY OF Carved and Ornamental Marble Work. GREEN Street, above Seventh, 130 3m PHILADELPHIA.

THEO. LEONHARDT & CO.,

Engraving and Steam Lithographic PRINTING ROOMS, Nos. 612 and 614 CHESTNUT Street 2 24m SWMP DEMOCRAT BUILDING.

CLOTHING. SPRING STYLES!

POPULAR PRICES! RICH FABRICS! IN EVERY VARIETY! NOBBY! GO IN!

Overcoats for Spring

Very particularly cheap! Elegant in style! Reduced in price! Choice colors! Oh! look at them! All patterns! Try them! SPRING!

ROCKHILL & WILSON, 603 and 605 CHESTNUT STREET.



IT IS TIME To think of having your New Spring Overcoat made, And to those desiring one for The coming season, the Attractive Inducements Of a large and Fashionably Complete Stock, With the best of Cutters, Are offered.

DRY GOODS. EUROPEAN CLOAK AND DRESS EMPORIUM.

S. W. COR. ELEVENTH AND CHESTNUT STS. PHILADELPHIA, Feb. 25, 1871. THIS NEW ESTABLISHMENT having been fitted up regardless of cost and under the most careful revision, with a view to promote facilities and comfort to the ladies of Philadelphia and its neighborhood in their purchases, have opened, with a large stock of ready-made Cloaks and Suits (selected for this immediate season by our foreign agents) of the most eminent manufacturers; and under the influence of the mighty and disastrous conflict in Europe, the depressed state of trade everywhere prevailing on the continent, they were bought (for cash) at most fabulous prices. We therefore invite ladies to take the earliest opportunity to call, as the whole stock will be sold off.

ASTONISHINGLY CHEAP. Beaver, Velveteen, Astrachan, and White Corduroy Scaques. Breakfast and Walking (embroidered) Scaques. A few rich Black Silk Scaques; great bargains. A few elegant Black Lyons Silk Velvet Scaques at one-third the original cost. OPERA CLOAKS. Black Thibet Shawls, Long and Square Paisley and French Broche Shawls; Blanket Shawls, two yards wide and four yards long. Superbly Trimmed Black Silk Suits. Colored French Poplin Suits. Black Alpaca Suits, Mourning Suits, Ladies' Wrappers. Genuine English Water-proof Cloaks and the original Combination Suits, \$5 below the usual prices. An elegant assortment of Ladies' Lace Collars; also, sets of Cuffs and Collars, entirely novel and cheap. Genuine Kid Gloves, Ladies' Corsets and trimmed Cambric Hdkts., at prices lower than any other house in the city. 3 2 3t

FURNITURE. HOVER'S PATENT SOFA BED.

In consequence of certain parties representing that their Sofa Beds and Lounges are of my patent, I beg leave to inform the public that my Sofa Bed is for sale only at MOORE & CAMPION'S and ALLEN & BROTHERS, and at the Manufactory, No. 230 South SECOND Street. This novel invention is not in the least complicated, having no cords or ropes to pull in order to regulate, or props to keep it up when in the form of a bedstead, which are all very simple and liable to get out of repair. The bedstead is formed by turning out the ends, or closing them when the Sofa is wanted.

H. F. HOVER, No. 230 SOUTH SECOND STREET, 122 2nd ST PHILADELPHIA.

JOSEPH H. CAMPION (late Moore & Campion), WILLIAM SMITH, RICHARD R. CAMPION.

SMITH & CAMPION, Manufacturers of FINE FURNITURE, UPHOLSTERINGS, AND INTERIOR HOUSE DECORATIONS. No. 245 SOUTH THIRD Street, Manufactory, Nos. 315 and 317 LEVANT Street, Philadelphia. 2 15

CARRIAGES. ESTABLISHED 1853.

JOSEPH BECKHAUS, No. 1204 FRANKFORD Avenue, ABOVE GIRARD AVENUE, Manufacturer of exclusively FIRST-CLASS CARRIAGES. NEWEST STYLES. Clarence, Landau, Landauettes, Close Coaches, Shifting or Coaches, Coupes, Barouches, Phaetons, Rockaways, &c., SUITABLE FOR PRIVATE FAMILY and PUBLIC USE. Workmanship and finish second to none in the country. Fire and varied stock on hand—completed and in the works. Orders receive prompt and personal attention. All work warranted. 12 21 SWMP

THE NOTE-BROKERAGE BUSINESS OF E. L. MOSS, deceased, will be continued by JOHN MOSS, JR., No. 309 WALNUT Street. 2 24m SWMP

INSURANCE. ANNUAL STATEMENT OF THE NATIONAL Life Insurance Company OF THE United States of America.

For the Year Ending Dec. 31, 1870.

Table with columns: Net Assets, January 1, 1870; RECEIPTS DURING THE YEAR; DISBURSEMENTS FOR THE YEAR.

Table with columns: Claims by Death and Annuity; Surrendered Policy; Premiums; Interest; Increase in Net Assets during the year.

Table with columns: ASSETS, JANUARY 1, 1871; Cash on hand and in Bank; U. S. Bonds; Virginia State Bonds; Dominion of Canada Bonds; Loans on First Mortgages; Real Estate; Loans on Bonds and Stocks; Loans on other securities; Office Furniture and all other property.

Table with columns: Gross Assets, January 1, 1871; Number of Policies in force, January 1, 1871; Amount of Policies in force, January 1, 1871.

The Annual Statement, as given above, shows that this Company has accumulated, during the twenty-nine months of its existence, the sum of \$765,597 '23,

Which, with the Capital Stock of \$1,000,000,

Makes a total amount of available and valuable Assets of ONE MILLION SEVEN HUNDRED AND SIXTY-FIVE THOUSAND FIVE HUNDRED AND NINETY-SEVEN DOLLARS, the whole of which is held safely and profitably invested for the security of its Policy-Holders.

A valuation of the Policies in force on the first day of January, 1871, made by the most rigid method, and upon the same standard as to Interest and Mortality as that upon which its Premiums are based, shows that the full present value, or amount required to safely reinsure its risks on that date, was \$67,892.

ART EXHIBITION. "LAND AND SEA."

Exhibition of a selection of the works of EDWARD MORAN, SEVENTY-FIVE IN NUMBER, including his best pictures, in aid of the fund to be devoted in loading the NATIONAL SHIP, TO THE SUFFERERS BY THE WAR IN EUROPE, TO BE DESPATCHED FROM THIS PORT, BY RESOLUTION OF CONGRESS, will be opened

MONDAY, March 6, AT THE GALLERIES OF MESSRS. JAMES S. EARLE & SONS, No. 816 CHESTNUT STREET,

Liberally placed at the disposal of the Committee. ADMISSION, 25 CENTS; SEASON TICKETS, \$1-00. Illustrated catalogues, containing a drawing of EVERY PICTURE, \$1.00, sold for the benefit of the fund. 8 3t

PIANOS. Steinway & Sons' Grand Square and Upright Pianos.

Special attention is called to their new Patent Upright Pianos, With Double Iron Frame, Patent Resonator, Tubular Metal Frame Action, etc., which are matchless in Tone and Touch, and unrivalled in durability.

CHARLES BLASUS, WAREHOUSES, No. 1006 CHESTNUT STREET, PHILADELPHIA. GEO. STECK & CO.'S, BRADBURY'S, HAINES' BROS., AND MASON AND HAMLIN'S CABINET ORGANS. GOULD & FISCHER, No. 223 CHESTNUT Street, No. 1015 ARCH Street. J. E. GOULD, W. G. FISCHER. 1 17 1/2 4p

COPYING PRESSES.

Just received, a Large Assortment of the Latest Styles of COPYING PRESSES. WM. M. CHRISTY, Stationer and Printer, No. 121 S. THIRD Street, Opposite Girard Bank. 2 22 cod

SEWING MACHINES. WHEELER & WILSON SEWING MACHINE.

For Sale on Easy Terms. NO. 914 CHESTNUT STREET. PHILADELPHIA.

FIRE AND BURGLAR-PROOF SAFES. AMERICAN STEAM SAFE CO.,

Safe Makers to the United States Government. No. 32 S. FOURTH St., PHILADELPHIA.

SOLE MANUFACTURERS OF STEAM FIRE-PROOF SAFES, SANBORN'S PATENT

Bank Vaults, Burglar-Proof Safes, ETC., ETC., Of Wrought Steel and Iron, with Sargent's, Isham's, and Pilsbury's Locks, and ALL VERY LOW. SILVER SAFES, EXPRESS BOXES, Etc., built to order. 2 1 wmtm SWMP

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 CHESTNUT Street, (MASONIC HALL,) PHILADELPHIA.

265 Broadway, N. Y. 168 Bank St., Cleveland, Ohio.

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Spring Horses, Rocking Horses, Children's Carriages.

BOYS' SLEDS, WAGONS, VELOCIPEDES, Etc., Etc. H. J. SHILL, Factory, No. 226 DOCK Street, 12 2 4p BELOW EXCHANGE.

WATCHES, JEWELRY, ETC. THE NEW YORK WATCH COMPANY'S WATCHES,

(Factory, Springfield, Mass.) In presenting their Watches to the American public, we do so with the knowledge that in point of finish and time-keeping qualities they are superior to the price to any Watch made in this country. For sale by

ALEX. R. HARPER, Successor to John M. Harper, No. 308 CHESTNUT STREET, SECOND STORY, 12 2 2m SWMP

FINANCIAL. DREXEL & CO.,

No. 34 SOUTH THIRD STREET, American and Foreign Bankers, DRAWS EXCHANGE ON LONDON AND PRINCIPAL CITIES OF EUROPE. DEALERS IN Government and Railroad Securities, Drexel, Winthrop & Co., Drexel, Harjes & Co., No. 15 Wall Street, New York. No. 3 Rue Scribe, Paris. OPTICIANS. SPECTACLES. MICROSCOPES, TELESCOPES, THERMOMETERS, MATHEMATICAL, SURVEYING, PHILOSOPHICAL AND DRAWING INSTRUMENTS. AT REDUCED PRICES. JAMES W. QUEEN & CO., 736m 7/4p] No. 221 CHESTNUT Street, Phila.