

SPIRIT OF THE PRESS.

EDITORIAL OPINIONS OF THE LEADING JOURNALS UPON CURRENT TOPICS—COMPILED WEEKLY BY THE DAILY EVENING TELEGRAPH.

PROVIDENT SUICIDES.

From the N. Y. Tribune. The plan of raising the wind by stopping one's own has ceased to be merely a ghastly joke. A desperate gambler is said to have sold his head to an anatomist for money enough to play a final stake, and, after losing, was judged by a jury of honor among his friends to have committed a gross violation of all the canons by blowing a hole through a piece of property to which he had no longer any claim.

One of the most singular cases of this kind has recently occurred in Memphis. A Hebrew named Spears, a small shopkeeper, who had, by the close and sagacious application for which his race is remarkable, accumulated a little property worth some \$5000, in an unfortunate hour was induced to gamble for a small amount, which he lost. Not being able to endure the thought of losing money without an equivalent, he went on for some months with the fatal idea that luck would turn and of course lost all he was worth.

On his way home at night he stopped at a tavern and wrote a heart-broken letter to his wife, in which the sordid little cares of business are curiously mingled with bursts of passionate grief. He sends a tender farewell to his "good and true wife, and his brave boy Bennie," and takes care to say that he "owes Mr. Baldwin five dollars," against which he offers "a show-case, some bed-linen, and the large dolls." "Now I see," he cries, "what a loving and good wife is. Was the villain: can I answer before God? But, dear wife, it is better for you." Here he reverts to the monetary standard of valuation. "If I die, then you receive \$5000; but should I have lived, your whole capital would have been but \$300."

There is a widespread confusion of moral perception in regard to such performances, which is not only the predisposing cause to most of these suicides, but also influences the general feeling of sympathy for the survivors as against the defrauded corporations. It goes beyond that natural and whimsical fancy of the boatman who thought himself drowning, and whose last reflection as he went under was that it was a good joke on the insurance companies. It tends to place the insurer and the insured on the footing of hostility, instead of co-operation, where they really stand.

The disregard for life which, in Oriental countries, finds its highest expression in duels by hari-kari and in vicarious executions, has long been regarded as marking the most radical point of difference between the Eastern and the Western mind. But if we are to go on in the way which has been indicated in the last twelve months—young metaphysicians taking poison for purposes of discovery, lovers who fear separation killing themselves with no settled arrangements for housekeeping anywhere else, and steady fathers of family committing suicide in the interests of their bank account—how long will it be that we can look with wonder or disgust upon our antipodes, where, as a recent traveller requests us to believe, the height of practical jesting consists in a suicide on a neighbor's property, so as to give him the amusement of a trial for murder?

ENGLAND AND GERMANY.

From the N. Y. World. It seems to be admitted by the leading press of England that the Prince-Premier of the German empire has really undertaken to negotiate with Earl Granville the surrender to Germany of the Island of Heligoland. If this is true Prince Bismarck must count rather upon the prestige won by Germany in her recent war with France, and upon the disposition of Earl Granville's party in England to keep the peace "at any price," than either the inherent right of Germany in this case or upon her power to enforce such a right, for the success of his demand.

England undoubtedly holds Heligoland today by quite as good a tenure as that by which Germany holds Iceland, and nothing is less clear than the capacity of Germany to engage in a successful conflict with England. The strength of Germany is in her army, of which there is no reason whatever to suppose that she could "mobilize" by sea any considerable portion, in the face of the hostility of the first naval power of the world. If Germany could count either upon the forbearance of France or the alliance of Russia, an attempt on her part to force England at this time to the wall might be more probable than it can now be held to be. But it is clear that nothing can be safely predicated of the French until their government is reorganized on an enduring basis, and it is hardly less clear that no Russian Emperor, whatever may be his personal affinities with the princes of Germany, can

safely venture on a policy the effect of which would be to give Germany absolute control of the Baltic. It remains, therefore, to be seen only whether Earl Granville and the Government of which he is a member are sufficiently impressed by the peril of their own position of a great foreign war to seek an escape from that peril through a still more perilous abdication of England's position as a great power.

In this connection it is worth noting that Blackwood's clever parable of the "Battle of Dorking" has just been reinforced by the English Chancellor of the Exchequer, Mr. Robert Lowe, in a striking speech on the apparent safety and the possible peril of England. If it is in some respects a fable of Mr. Lowe that he is the most un-English of English statesmen, it is also in some respects his forte. If he worries his party and helps its enemies by a disposition to treat the solemn traditions of English culture and English society as disrespectfully as Sir David Brewster treated the North Pole, his Australian experience and his cosmopolitan temper enable him to see England somewhat as men outside of England see her. In the speech to which we allude Mr. Lowe urged upon the House of Commons continuance in a steady reduction of the national debt as a duty which the passing Englishmen of to-day imperatively owe to the ending Englishmen of the future.

Mr. Lowe might have pushed his comparison even further than he did. At the close of the Crimean war, in 1856, England seemed to have strengthened herself against any probability of danger from abroad quite as solidly as she seemed to have strengthened herself against such dangers by the magnificent triumphs of the elder Pitt, confirmed to her in 1762 by the peace of Fontenoy. The prostration of Russia in 1856 seemed to deliver her from all risk of her position in Asia, as the surrender of Canada by France in 1762 seemed to deliver her from all risk of her position in America. Yet thirteen years after the signing of the treaty of Fontenoy, the great war in the West began which ended only with the downfall of the British-American empire. And fourteen years after the signing of the treaty of Paris Russia has recovered by a single bold diplomatic move all the ground she had lost in the disastrous war of the Crimea. Nay, only seven years after the imaginary pacification of Europe by the treaty of 1765 we find the great English Minister openly saying in the House of Commons that he thought "England might safely reckon on ten years of unbroken peace" and two years before this, in 1790, Edmund Burke himself had pronounced France to be self-exterminating in Europe, and upon the strength of this verdict had recommended "the speedy reduction of the English war establishment."

Mr. Lowe, however, has reasons to offer for his warning fresher and more striking even than any reference to the shortsightedness of wise men as proved by the past. He bids England take heed to herself for the single and sufficient motive that she has ceased to be confronted by a congeries of powers, none of them exactly strong enough to assail her if unsupported, and that she finds herself to-day face to face with three or four colossal States, any one of them abundantly able to grapple with her single-handed. The old maxim of "Divide and conquer" has ceased to be applicable with the absorption of the smaller States of Europe. What England has now to provide for is the contingency of a conflict with such a power as Russia, or the new German empire, or the United States. In the wars of the last century and in the Napoleonic wars the principle of coalition played a great part, and diplomacy had ample scope and verge enough in the making and the breaking up of combinations of States. The Crimean war proved by the attitude of Austria, how much more difficult it is to effect a coalition between two or three great powers than between one great power and several smaller States. The Franco-German war inaugurates a new era of colossal duels, and the power which is unprepared to sustain such a duel single-handed is in very serious peril of its position as a great power if not of its existence as a nation. Hence the timorous attitude of Austria at this moment; and hence, as Mr. Lowe conceives, the urgent necessity for England of a reorganization of her financial and her fighting force. Another motive for anxiety on the part of England, Mr. Lowe touched upon more lightly. It is the decay, manifested by the internal condition of France during the late war, of what used to be the spirit of patriotism in Europe; and the tendency of classes to array themselves on the lines of class sympathy in obedience to class interests. It was believed by all the world down to the outbreak of the recent Parisian civil war that the "French feeling" of Frenchmen was stronger than the corresponding national feeling of any nation in Europe.

Events have dissipated that belief. But is there any good ground for believing that the divorce of class from class has made less progress in England than on the Continent? Is there not reason even to believe that it has made more progress in England than on the Continent?

REVIVAL OF THE SLAVE TRADE. From the N. Y. Times. When the account was lately received from China of the shocking catastrophe whereby nearly six hundred coolies were destroyed who were pent up in the hold of a burning ship, the question naturally arose as to why these miserable beings were so confined. The tragedy itself equals any of the worst horrors of the Middle Passage that roused the virtuous fury of Wilberforce, and there is, we fear, scarcely less reason for the interference of the civilized and philanthropic world in the one case than there was in the other. It is not generally known that, beside the trade in coolies, another similar traffic is now carried on which even exceeds it in nefarious injustice. It is the old story of cruelty, despotism, and selfishness, stricken down in one quarter, appearing and flourishing under a new name in another. We are assured that for years past vessels have been fitted up for the ostensible purpose of trading with the South Sea Islands, but in reality for kidnapping of the simple-minded Polynesians and delivering them into bondage. There is a great demand for labor among the Queensland planters, and they are willing, it is declared, to pay a good price for the wretched islanders thus wickedly obtained. Of course,

it does not answer to call these people slaves. They are styled laborers, and their toil, by a polite fiction, is supposed to be voluntary. Indeed, it has been generally thought that colonial legislation provided for the welfare and right treatment of the imported hands, whether coolies or Polynesians. The theory was that these laborers were kept only for three years, at the expiration of which time they were sent home, each receiving a final sum of ninety dollars. The practice was to get the unfortunate savage in debt for clothes and small luxuries extravagantly charged for, so that at the end of his term, instead of getting his discharge and his ninety dollars, the poor fellow would find himself in debt to his master, and forced to begin a fresh period of servitude to work it out. It is true that in 1868 the Queensland authorities passed a Foreign Immigration act, which provides "that no person shall import Polynesians unless he enters into a bond of \$2000, to two sureties, to prevent kidnapping; and a further bond of \$50 for each immigrant, to return him to his country at the end of three years; nor may any native be landed in Queensland unless he understands the agreement and has entered into it voluntarily."

But this act, we are advised, is systematically and easily violated, so that it in effect renders matters worse for the laborers than they were before. What with men of straw for sureties, the enforced consent, under pressure of debt, of the immigrant to a waiver of his bond of return, and other facile devices, the act practically affords no protection at all. Meanwhile, the treatment of the immigrants on the seas is most inhuman. The commander of a man-of-war, the Daphne, that recently boarded one of these modern slave-ships, discovered over one hundred natives in a state of complete nudity, although the act expressly provided that each one shall be furnished with a shirt, a pair of trousers, and a blanket. This gentleman, Commander Palmer, states it as his opinion that all these unhappy people were kidnapped, and says, further, that the ship was fitted in every respect as a slave-trader, iron alone excepted. It is to be hoped that a knowledge of these facts by the English Government will lead to the application of such prompt and stringent remedies as may put an end to proceedings so heinous.

SPECIAL NOTICES.

PENNSYLVANIA RAILROAD COMPANY. TREASURER'S DEPARTMENT. PHILADELPHIA, MAY 2, 1871. The Board of Directors has this day declared a semi-annual dividend of FIVE PER CENT. on the capital stock of the Company, clear of National and State taxes, payable in cash, on and after May 30, 1871. Blank powers of attorney for collecting dividends can be had at the office of the company. The office will be open at 8 A. M., and close at 3 P. M., from May 30 to June 2, for the payment of dividends, and after that date from 9 A. M. to 3 P. M. THOMAS T. FIRTH, Treasurer.

TO HOLDERS OF OHIO STATE STOCKS. Notice is hereby given that the Interest due July 1, 1871, on the Funded Debt of the State of Ohio, will be paid at the American Exchange National Bank, in the City of New York, from the 15th proximo, and thereafter at our office in this city. The transfer books will be closed for one month from the 15th inst. COLUMBUS, Ohio, June 12, 1871. 647 1/2 m ISAAC B. SHERWOOD, Sec. of State. FRANCIS B. BOND, Attorney-General. Commissioners of Sinking Fund of State of Ohio.

STATE OF SOUTH CAROLINA, TREASURY DEPARTMENT. Notice is hereby given that the Interest due July 1, 1871, upon the Bonds of the State of South Carolina, will be paid in cash on and after July 1, at the Bank of Home of H. K. Kimpton, Financial Agent of the State, No. 9 Nassau Street, New York, and at the South Carolina Bank and Trust Company, in Columbia. The interest maturing upon Registered Stock at that time will be paid at the Treasury Office only. 617 3/4 m NILES G. PARKER, State Treasurer.

BACHELOR'S HAIR DYE.—THIS SPLENDID Hair Dye is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—Does not contain Lead nor any Vitolic Poison to injure the Hair or System. Invigorates the Hair and leaves it soft and beautiful. Sold by all Druggists and Dealers. Applied at the Factory, No. 16 Broad Street, New York. 14 21 m

STATE OF ILLINOIS, TREASURER'S OFFICE. Notice is hereby given that the Interest due July 1, 1871, on the Bonds of the State of Illinois, will be paid at the American Exchange National Bank, in the City of New York, from the 15th day, inclusive. ERASIMUS N. BATES, State Treasurer.

DR. F. R. THOMAS, No. 911 WALNUT ST., has recently discovered a new and powerful medicine, devotes his entire practice to extracting teeth with out pain, with fresh nitric oxide gas. 11 1/2 m

ICE. PRICE OF ICE LOW ENOUGH TO SATISFY "BE SURE KNICKERBOCKER IS ON THE WAGON." KNICKERBOCKER ICE COMPANY. TIGOS, E. GABILL, President. F. P. BERSHOW, Superintendent. A. HUNT, Treasurer. E. B. COHNELL, Secretary. Principal Office, No. 436 WALNUT STREET, Philadelphia. Branch Offices and Depots, North Pennsylvania Railroad and Market Street, Ridge Avenue and Willow Street, Willow Street Wharf, Delaware Avenue, Twenty-second Street, and at One and One Half Ninth Street and Washington Avenue, Pine Street Wharf, Schuylkill. No. 438 Main Street, Germantown. No. 21 North Second Street, Camden, N. J., and Cape May, New Jersey.

WATONES, JEWELRY, ETC. GOLD MEDAL REGULATORS. G. W. RUSSELL, No. 22 NORTH SIXTH STREET, Begs to call the attention of the trade and customers to the annexed letter:—

"I take pleasure to announce that I have given to Mr. G. W. RUSSELL, of Philadelphia, the exclusive sale of all goods of my manufacture. He will be able to sell them at the very lowest prices. "First Manufacturer of Regulators, "Freiburg, Germany."

WABURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented) in all the improved fashions of the season. CHESTNUT Street, next door to the Post Office.

PROPOSALS.

PROPOSALS FOR MATERIALS TO BE SUPPLIED TO THE NAVY YARDS UNDER THE COGNIZANCE OF THE BUREAU OF CONSTRUCTION AND REPAIR. NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, WASHINGTON, D. C., June 6, 1871. Sealed proposals to furnish Timber and other materials for the Navy for the fiscal year ending June 30, 1872, will be received at this Bureau until 12 o'clock M. of the 30th of June instant, at which time the bids will be opened. The proposals must be addressed to the Chief of the Bureau of Construction and Repair, Navy Department, Washington, and must be endorsed "Proposals for Timber, etc., for the Navy," that they may be distinguished from ordinary business letters. The proposals must be accompanied by the original of the bids, parties bidding for supplies at several yards will enclose their bids in separate envelopes, each indorsed with the name of the yard for which the bid is made. Printed schedules for such classes as parties deal in and intend to bid for, together with instructions to bidders, giving the forms of proposal, with printed forms of offer, will be furnished to such persons as desire to bid, on application to the Commandants of the respective Navy Yards, and those of all the yards on application to the Bureau. The Commandant of each Navy Yard, and the purchasing Paymaster for each station, will, for examination only, in order that persons who intend to bid may judge whether it is desirable to make application for any of the classes of those yards. The proposals must be for the whole of a class, but the Department reserves the right to reduce the whole class, should the interest of the Government require it, before the execution of the contract. All applications for information, or for the examination of samples, must be made to the Commandants of the respective yards. The proposal must be accompanied by a certificate from the Collector of Internal Revenue for the district in which the bidder resides, that he has a license to deal in the articles for which he proposes to bid, and by a certificate from the Department, bids or offers will be received only from parties who are bona fide dealers in, or manufacturers of, the articles they offer to furnish. The guaranties must be certified by the Assessor of Internal Revenue for the district in which they reside. The contract will be awarded to the person who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest bid, and to award the contract to any other bidder. Sureties in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy Department. As additional security twenty per centum will be withheld from the amount of the bills until the contracts shall have been completed, and eighty per centum of the amount of each bill, approved in triplicate by the Commandants of the respective yards, will be paid by the Paymaster, and a note on the order of the Department, or, if none is specified, by the Paymaster of the station nearest the yard where the goods are delivered, within ten days after the warrant for the same shall have been passed by the Secretary of the Navy.

The classes of this Bureau are numbered and designated as follows:— No. 1, White Oak Logs; No. 2, White Oak Keel Pieces; No. 3, White Oak Curved Timber; No. 4, Yellow Pine; No. 5, Yellow Pine Beams; Oregon Pine Beams at Mare Island Yard; No. 9, Yellow Pine Mast Timber—Oregon Pine Mast Timber at Mare Island Yard; No. 11, White Pine Boards; No. 12, White Pine Mast Timber; No. 13, White Pine Plank; Boarding Pine Boards at Mare Island Yard; No. 15, White Ash, Elm, Beech—White Ash, Redwood at Mare Island Yard; No. 16, White Ash; No. 18, Black Walnut, Mahogany, Maple, Cherry; No. 22, Cypress, Cedar; No. 23, Black Spruce; No. 24, White Oak Staves and Headings; No. 25, Lignumvite; No. 30, Ingot Copper; No. 32, Wrought Iron, round and square; No. 33, Wrought Iron, flat; No. 34, Iron Plate; No. 35, Iron Nail; No. 37, Iron Spikes; No. 38, Iron Wrought Nails; No. 39, Iron Cut Nails; No. 42, Lead, pipe; No. 43, Zinc; No. 44, Tin; No. 45, Solder; No. 48, Screws, Hinges, Bolts, of brass and iron; No. 49, Locks, of brass and iron; No. 50, Files; No. 51, Augers; No. 52, Tools for ship stores; No. 53, Tools for use in yard and shops; No. 54, Hardware; No. 56, White Lead; No. 57, Zinc Paints; No. 58, Colored Paints, Dryers; No. 59, Linseed Oil; No. 60, Varnish, Spirit Turpentine; No. 63, Sperm and Bird Oil; No. 64, Tallow; No. 65, Fish Oil; No. 66, Glass; No. 69, Brushes; No. 70, Dry Goods for upholstery; No. 71, Stationery; No. 72, Crucibles; No. 73, Ship Chandlery; No. 74, Acids; No. 75, Resin, Pitch, Crude Turpentine; No. 77, Belting, Packing; No. 78, Rubber, putty, and caulking; No. 80, Gunpowder; No. 81, Ammunition; No. 82, Semibituminous Coal; No. 87, Bituminous Coal; No. 88, Charcoal; No. 89, Wood.

The following are the classes, by the numbers, required at the respective navy yards:— KITTERY. Nos. 13, 15, 16, 18, 22, 33, 38, 39, 42, 43, 44, 49, 50, 51, 52, 53, 54, 56, 58, 59, 60, 63, 68, 69, 70, 71, 73, 74, 75, 78, 87, 88. CHARLESTOWN. Nos. 1, 7, 13, 15, 16, 18, 22, 33, 38, 39, 42, 43, 44, 49, 50, 51, 52, 53, 54, 56, 58, 59, 60, 63, 68, 69, 70, 71, 73, 74, 75, 78, 87, 88. BROOKLYN. Nos. 1, 7, 13, 15, 16, 18, 22, 33, 38, 39, 42, 43, 44, 49, 50, 51, 52, 53, 54, 56, 58, 59, 60, 63, 68, 69, 70, 71, 73, 74, 75, 78, 87, 88. PHILADELPHIA. Nos. 1, 7, 9, 33, 38, 39, 42, 43, 44, 49, 50, 51, 52, 53, 54, 56, 58, 59, 60, 63, 68, 69, 70, 71, 73, 74, 75, 78, 87, 88. WASHINGTON. Nos. 1, 3, 9, 11, 13, 15, 16, 18, 22, 33, 38, 39, 42, 43, 44, 49, 50, 51, 52, 53, 54, 56, 58, 59, 60, 63, 68, 69, 70, 71, 73, 74, 75, 78, 87, 88. NORFOLK. Nos. 1, 7, 9, 13, 15, 16, 18, 22, 33, 38, 39, 42, 43, 44, 49, 50, 51, 52, 53, 54, 56, 58, 59, 60, 63, 68, 69, 70, 71, 73, 74, 75, 78, 87, 88. MARE ISLAND. Nos. 2, 8, 9, 13, 15, 16, 18, 22, 33, 38, 39, 42, 43, 44, 49, 50, 51, 52, 53, 54, 56, 58, 59, 60, 63, 68, 69, 70, 71, 73, 74, 75, 78, 87, 88. QUARTERMASTER'S OFFICE, U. S. ARMY. PHILADELPHIA, Pa., June 14, 1871. Sealed Proposals, in triplicate, will be received at this office until 12 o'clock noon, SATURDAY, July 1, 1871, for building one and One Half Story Stone Lodge, at the Culpeper Court House (Va.) National Cemetery. Separate bids for building this Lodge of brick are also invited. Sealed Proposals will also be received at the office at the same time, for building a Stone or Brick Wall and for the building of a single or double iron gate, around the Frederickburg (Va.) National Cemetery. Bids for the Stone or Brick Wall, and Iron Railings, will be required to specify the price per linear foot, and no bid will be received that does not conform to this requirement. The rubbish arising from the excavation for the walls and foundation for the lodge to be removed from the ground of each cemetery at the expense of the Government. Plans, specifications, and blank forms for bids will be furnished upon application to the undersigned. HENRY C. HODGES, Major and Quartermaster U. S. A.

PHILADELPHIA AND SOUTHERN REGULAR MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, LA. The JUNIATA will sail from New Orleans direct on Tuesday, July 11, at 8 A. M. The JUNIATA will sail from New Orleans, via Havana, on Wednesday, July 12, at 8 A. M. THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVESTON, INDIANOLA, ROCKFORD, LAYACUA, and BRADDOCK, and a note on the order of the Treasurer of New Orleans and St. Louis. Red river freights recharged at New Orleans without charge of commission.

WEEKLY LINE TO SAVANNAH, GA. The TORAWANA will sail for Savannah on Saturday, July 7, at 8 A. M. The WYOMING will sail from Savannah on Saturday, July 11, at 8 A. M. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Atlantic 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, N. C., on Tuesday, July 11, at 6 A. M. Returning, will leave Wilmington on Thursday, July 13, at 6 A. M. Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to 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. W. JAMES, General Agent, No. 130 S. THIRD STREET.

CLYDE'S STEAM LINES.—Office, No. 12 SOUTH WHARVES. PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE THROUGH FRIEGHT AIRLINE TO THE SOUTH AND WEST. Steamers leave every WEDNESDAY and SATURDAY "at noon," from FIRST WHARF above MARKET Street. Bills of lading signed after 12 o'clock on sailing day. THROUGH RATES to all points in North and South Carolina, via Seaboard Air-Line Railroad, connecting at Portsmouth, and at Lynchburg, Va., Tennessee, and the West via Virginia and Tennessee Air-Line, and Richmond and Danville Railroads. FREIGHTS HANDLED BUT ONCE and taken at LOWER RATES than by any other line. No charge for commissions, drayage, or any expense of transfer. Steamships insure at lowest rates. FREIGHTS RECEIVED DAILY. State-room accommodations for passengers. WM. P. PORTER, Agent, Richmond and City Point. T. F. CROWELL & CO., Agents, Norfolk.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE. THURSDAY LINE FOR CHARLESTON. The STEAMSHIP EMPIRE, Captain Hinckley, will sail on Thursday, June 29, at 3 P. M., noon, from Pier 8, North Wharves, above Arch Street. Through bills of lading to all principal points in South Carolina, Georgia, Florida, etc., etc. Rates of freight as low as by any other route. For freight or passage apply to the Pier, or above. WM. A. COURTENAY, Agent in Charleston.

FOR NEW YORK DAILY—VIA DELAWARE AND HANOVER CANAL. EXPRESS STEAMBOAT COMPANY. The CHEAP and QUICKEST water communication between Philadelphia and New York. Steamers leave DAILY from first wharf below MARKET Street, Philadelphia, and foot of WALL Street, New York. THROUGH IN TWENTY-FOUR HOURS. Goods forwarded by all the lines running out of New York, North, East, and West, free of commission. Freight received daily and forwarded on accommodating terms. JAMES HEND, Agent, No. 119 WALL STREET, New York.

NEW EXPRESS LINE TO ALEXANDRIA, GEORGETOWN, AND WASHINGTON, D. C., Chesapeake and Delaware Canal, connecting with Orange and Alexandria Railroad. Steamers leave regularly every SATURDAY at noon, from First Wharf above MARKET Street. Freight received daily. H. B. ELDRIDGE & CO., Agents, Alexandria, D. C.

DELAWARE AND CHESAPEAKE TOW-BOT COMPANY. Barges towed between Philadelphia, Baltimore, Hagerstown, Delaware City, and intermediate points. CAPTAIN JOHN LAUGHLIN, Superintendent. OFFICE, No. 12 SOUTH WHARVES, PHILADELPHIA.

WILLIAM P. CLYDE & CO., AGENTS For all the above lines, No. 12 SOUTH WHARVES, Philadelphia, where further information may be obtained.

LORILLARD STEAMSHIP COMPANY. FOR NEW YORK. SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON. INSURANCE ONE-EIGHTH OF ONE PER CENT. No bill of lading or receipt signed for less than dry cargo, and no insurance effected for less than one dollar premium. For further particulars and rates apply at Company's office, Pier 35 East River, New York, or JOHN F. OHLE, PIER 12 NORTH WHARVES, etc.

FOR NEW YORK, VIA DELAWARE AND HANOVER CANAL. SWITZERS TRANSPORTATION COMPANY. DESPATCH AND SWIFTEST LINES. The steamers of this company leave daily at 12 M. and 5 P. M. Through in twenty-four hours. Goods forwarded to any point free of commission. Freight taken on accommodating terms. Apply to WILLIAM M. BAIRD & CO., Agents, No. 123 South DELAWARE Avenue.

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN.—The Inman Line of Royal Mail Steamers are appointed to sail as follows:— City of New York, Saturday, July 7, at 10 P. M. City of Brussels, Saturday, July 8, at 10 A. M. Nemesis, Thursday, July 15, at 9 P. M. City of London, Saturday, July 15, at 10 P. M. and each succeeding Saturday and alternate Tuesday, from Pier No. 4 North River. RATES OF PASSAGE. By Mail Steamer sailing every Saturday. Payable in gold. Payable in currency. First Cabin, \$75. Steerage, \$30. Second Cabin, \$45. Third Cabin, \$25. To Halifax, \$50. To London, \$100. Passengers also forwarded to Antwerp, Rotterdam, Sweden, Norway, Denmark, 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. DALRYMPLE, No. 15 Broadway, N. Y. Or to CHARLES F. PAUL, Agents, No. 409 CHESTNUT STREET, Philadelphia.

NATIONAL STEAMSHIP COMPANY. STEAM DIRECT TO AND FROM NEW YORK, QUEENSTOWN, AND LIVERPOOL. The magnificent Ocean Steamships of this line, sailing regularly every SATURDAY, are among the largest in the world, and famous for the degree of safety, comfort, and speed. CABIN RATES, CURRENCY. STEERAGE RATES, CURRENCY. Outward, \$25. Return, \$45. Tickets to and from London, \$100. Early application must be made in order to secure a choice of state-rooms. Persons visiting the old country, or sending for their friends should remember that these rates are positively much cheaper than other first-class lines. Bank drafts issued for any amount, payable on demand in all parts of England, Ireland, Scotland, Wales, and the Continent of Europe. Apply to W. A. L. B. CO., Agents, No. 24 WALNUT ST., just above Second.

THE REGULAR STEAMSHIPS OF 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 Railroads. ALFRED L. TYLER, Vice-President No. C. RR. CO., PHILADELPHIA AND SOUTHERN REGULAR MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, LA. The JUNIATA will sail from New Orleans direct on Tuesday, July 11, at 8 A. M. The JUNIATA will sail from New Orleans, via Havana, on Wednesday, July 12, at 8 A. M. THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVESTON, INDIANOLA, ROCKFORD, LAYACUA, and BRADDOCK, and a note on the order of the Treasurer of New Orleans and St. Louis. Red river freights recharged at New Orleans without charge of commission.

WEEKLY LINE TO SAVANNAH, GA. The TORAWANA will sail for Savannah on Saturday, July 7, at 8 A. M. The WYOMING will sail from Savannah on Saturday, July 11, at 8 A. M. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Atlantic 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, N. C., on Tuesday, July 11, at 6 A. M. Returning, will leave Wilmington on Thursday, July 13, at 6 A. M. Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to 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. W. JAMES, General Agent, No. 130 S. THIRD STREET.

CLYDE'S STEAM LINES.—Office, No. 12 SOUTH WHARVES. PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE THROUGH FRIEGHT AIRLINE TO THE SOUTH AND WEST. Steamers leave every WEDNESDAY and SATURDAY "at noon," from FIRST WHARF above MARKET Street. Bills of lading signed after 12 o'clock on sailing day. THROUGH RATES to all points in North and South Carolina, via Seaboard Air-Line Railroad, connecting at Portsmouth, and at Lynchburg, Va., Tennessee, and the West via Virginia and Tennessee Air-Line, and Richmond and Danville Railroads. FREIGHTS HANDLED BUT ONCE and taken at LOWER RATES than by any other line. No charge for commissions, drayage, or any expense of transfer. Steamships insure at lowest rates. FREIGHTS RECEIVED DAILY. State-room accommodations for passengers. WM. P. PORTER, Agent, Richmond and City Point. T. F. CROWELL & CO., Agents, Norfolk.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE. THURSDAY LINE FOR CHARLESTON. The STEAMSHIP EMPIRE, Captain Hinckley, will sail on Thursday, June 29, at 3 P. M., noon, from Pier 8, North Wharves, above Arch Street. Through bills of lading to all principal points in South Carolina, Georgia, Florida, etc., etc. Rates of freight as low as by any other route. For freight or passage apply to the Pier, or above. WM. A. COURTENAY, Agent in Charleston.

FOR NEW YORK DAILY—VIA DELAWARE AND HANOVER CANAL. EXPRESS STEAMBOAT COMPANY. The CHEAP and QUICKEST water communication between Philadelphia and New York. Steamers leave DAILY from first wharf below MARKET Street, Philadelphia, and foot of WALL Street, New York. THROUGH IN TWENTY-FOUR HOURS. Goods forwarded by all the lines running out of New York, North, East, and West, free of commission. Freight received daily and forwarded on accommodating terms. JAMES HEND, Agent, No. 119 WALL STREET, New York.

NEW EXPRESS LINE TO ALEXANDRIA, GEORGETOWN, AND WASHINGTON, D. C., Chesapeake and Delaware Canal, connecting with Orange and Alexandria Railroad. Steamers leave regularly every SATURDAY at noon, from First Wharf above MARKET Street. Freight received daily. H. B. ELDRIDGE & CO., Agents, Alexandria, D. C.

DELAWARE AND CHESAPEAKE TOW-BOT COMPANY. Barges towed between Philadelphia, Baltimore, Hagerstown, Delaware City, and intermediate points. CAPTAIN JOHN LAUGHLIN, Superintendent. OFFICE, No. 12 SOUTH WHARVES, PHILADELPHIA.

WILLIAM P. CLYDE & CO., AGENTS For all the above lines, No. 12 SOUTH WHARVES, Philadelphia, where further information may be obtained.

LORILLARD STEAMSHIP COMPANY. FOR NEW YORK. SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON. INSURANCE ONE-EIGHTH OF ONE PER CENT. No bill of lading or receipt signed for less than dry cargo, and no insurance effected for less than one dollar premium. For further particulars and rates apply at Company's office, Pier 35 East River, New York, or JOHN F. OHLE, PIER 12 NORTH WHARVES, etc.

FOR NEW YORK, VIA DELAWARE AND HANOVER CANAL. SWITZERS TRANSPORTATION COMPANY. DESPATCH AND SWIFTEST LINES. The steamers of this company leave daily at 12 M. and 5 P. M. Through in twenty-four hours. Goods forwarded to any point free of commission. Freight taken on accommodating terms. Apply to WILLIAM M. BAIRD & CO., Agents, No. 123 South DELAWARE Avenue.

SHIPPING.

FOR SAVANNAH, GEORGIA, THE FLORIDA RIVER, AND THE SOUTH AND SOUTHWEST. GREAT SOUTHERN FREIGHT AND PASSENGER CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD. FOUR STEAMERS A WEEK. TUESDAYS, THURSDAYS, AND SAT. SAN SALVADOR, Captain Nicholson, from Pier No. 8 North River. WM. R. GARRISON, Agent, No. 5 Bowling Green. MONTGOMERY, Captain Fairclough, from Pier No. 12 North River. A. LOWDEN, Agent, No. 32 West Street. LEO, Captain Dearborn, from Pier No. 16 East River. MURRAY, FERRIS & CO., Agents, Nos. 61 and 63 South Street. GENERAL BARNES, Captain Malory, from Pier No. 36 North River. LIVINGSTON, FOX & CO., Agents, No. 58 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. Through rates and bills of lading in connection with Central Railroad of Georgia, sailing in connection with the Atlantic and Gulf Railroad. GEORGE YONGE, Agent A. & G. R. R., No. 22 Broadway. Agent C. R. R., No. 22 Broadway.

THE ANCHOR LINE STEAMERS SAIL EVERY SATURDAY AND WEDNESDAY to and from Glasgow and Derry. Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, Denmark, etc., as safely, speedily, comfortably, and cheaply as by any other route of line. "BETA" STEAMERS. ANGLO-AMERICAN, IOWA, TYRAN, BRITANNIA, IOWA, TYRAN, EUROPA, BRITANNIA, From Pier North River, New York, at noon. Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry. First cabins, \$25 and \$17, according to location. Cabin tickets reduced rates, can be bought here, securing best accommodations, \$150. Intermediate, \$25; steerage, \$25. Certificates of reduced rates, can