SPIRIT OF THE PRESS.

EDITORIAL OPINIONS OF THE LEADING JOURNALS UPON GUBRENT TOPICS-COMPILED EVERY DAY FOR THE 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 gamester 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 convenances by blowing a hole through a piece of property to which he had no longer any claim. The snicides of the present day exhibit equal deliberation and an equally confused perception of legal and moral obligation. Several men of late have taken the last relics of their scanty fortunes and effected an insurance upon their lives, and then have killed themselves for the benefit of their families. In all cases so far the courts have held the companies liable for the amount of the insurance, regarding suicide as an accident of insanity, and one among the accidents against which this provident measure is designed to guard. If, however, these affairs exhibit a tendency to reproduce themselves too frequently, it may well be seriously considered whether some legislation is not necessary to restrict the responsibility of the companies, so that an institution so useful and so beneficial shall not become

an encouragement to self-slaughter. 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. He took the precaution to insure his life for \$5000 for the benefit of his wife, and then went through to the end of his means. On the last day of his life he asked his wife for some money. After remonstrating with him for his course of life she gave him five dollars, with which he trudged away to the den where his happiness had been squandered, and played for some time with unusual success; but at last the coil was tightened upon him, and he was penniless. 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 offsets "a show-case, some bed-linen, and the large dolls." "Now I see," he cries, "what a loving and good wife is. I 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, our whole capital would have been but \$300. This is an alternative in the face of which there is no possibility of hesitation. Although his heart is bleeding at the separation, it would not be possible to resist such a bargain. 'Zum letzten Male, lebt wohl! lebt wohl! I have paid the rent up to the 14th of July." With this strange letter in his pocket he went gay as to excite the surprise of his family. He had swallowed poison, and was as excited as a child at the prospect of his journey; he died apparently without regret.

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. An Arkansas gentleman tersely expressed this distorted view of the case when, declining the overtures of an agent, he said he "had played about every game there was on the cards, but wouldn't go into a thing where he had got to die to win." There is no other idea in the wretched mind of poor Spears, as he prepares to perfect his title to that five thousand dollars, which he considers his own. His death is only a necessary formula to enable him to draw the money.

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 twelvemonth—young metaphysicians taking poison for purposes of discovery, lovers who fear separation killing themselves with no settled arrangements for housekeep ing 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 new German empire has really undertaken to ne-gotiate with Earl Granville for 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 Holstein, 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 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 effinities 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 posi-

tion 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. kobert Lowe, in a striking speech on the apparent safety and the possible peril of England. If it is in some respects a foible 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 selemn traditions of English culture and English society as disrespectfully as Sir David Brewster treated the North Pole, his Australian experience and his cosmopolite 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 enduring England of which they are citizens, in view of the gathering clouds along the European horizon. He made a very felicitous comparison between the condition of England and of Europe at the close of the war of the American Revolution and at the close of the Franco-Prussian war. "Upon the conclusion of Mr. Pitt's commercial treaty of 1785 with the France of Louis XVI," said Mr. Lowe, "everything seemed as if England was entering on an era of prosperity." But what England really was entering on at that time were the long and terrible wars with the French republic and the French empire-neither of them then so much as dreamed of by the wisest statesmen of the world.

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 magnifi-cent triumphs of the elder Pitt, confirmed to her in 1762 by the peace of Fontainebleau. 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 Fontainebleau that 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 1785 we find the great English Minister openly saying in the House of Com-mons 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 "selfextinguished in Europe," and upon the strength of this verdict had recommended "the speedy reduction of the English war

Mr. Lowe, however, has reasons to offer for his warning fresher and more striking even than any reference to the shortsightedess of wise men as proved by the past. bids England take beed 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, made manifest 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 correspondent 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

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 for years past vessels have been fitted up for the ostensible purpose of trading with the South Sea Islands, but in reality for kidnap-ping the the fimple-minded Polynesians and delivering them into bondage. There is a great demand for labor among the Queensland planters, and they are willing, it is de-clared, to pay a good price for the wretched islanders thus wickedly obtained. Of course,

it does not answer to call these people slaves.
The 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 \$2500, with two sureties, to pre-vent kidnapping; and a further bond of \$50 for each immigrant, to return him to his country at the end 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 set 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 slavetrader, irons 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 have 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

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 Onio, will be paid at the American Exchange National Bank, in the City of New York, from the 1st to the 16th proximo, and thereafter at our office in this city.

The transfer books will be closed for one month

The transfer books will be closed for one month from the 15th inst.

Columbus, Ohio, June 12, 1871.

JAMES H. (FODMAN, Auditor of State.
ISAAC B. SHERWOOD, Sec. of State.
FRANCIS B. BOND, Attorney-General.
Commissioners of Sinking Fund of State of Ohio.

STATE OF SOUTH CAROLINA, TRE SURY DEPARTMENT. COLUMBIA, S. C., June 1, 1871.

COLUMBIA, S. C., June 1, 1871.

The Interest maturing July 1, 1871, upon the Bonds of the State of South Carolina, will be paid in gold on and after July 1, at the Banking House of H. H. 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. 6 17 30t NILES G. PARKER, State Treasurer.

BATCHELOR'S HAIR DYE \_THIS SPLENdid Hair Dve is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—
"Des metcontain Lead nor any Vitalic Poison to ininverte. 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 27 mwf;

STATE OF ILLINOIS, TREASURER'S OF-PICE, SPRINGFIELD, May 25, 1871.
The interest which will become due upon Stock of the State of Illinois on the first Monday of July, 1871, will be paid at the American Exchange National Bank, in the City of New York, from the 3d to the 17th days, inclusive of July, proximo, ERASTUS N. BATES,

PILES .- DR. GUNNELL DEVOTES HIS time to the treatment of Piles, blind, bleeding, or itching. Hundreds of cases deemed incurable without an operation have been permanently cured. Best city reference given. Office, No. 21 N. ELEVENTH Street.

DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street. Patients treated gratuitously at this institution

JOUVEN'S KID GLOVE CLEANER restores soiled gloves equal to new. For sale by all druggists and fancy goods dealers. Price 25

DR. F. R. THOMAS, No. 911 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas.

IOE. 66 TORICE OF ICE LOW BROUGH TO SATISFY "BE SURE KNICKERBOCKER IS ON THE KNICKERBOCKER ICE COMPANY.

THOS. E. CAHILL, President,
E. P. KERSHOW, Vice-President.
A. HUNT, Treasurer.
E. H. CORNELL, Secretary.
T. A. HENDRY, Superintendent.
Principal Office,
No. 435 WALNUT Street, Philadelphia.
Branch Offices and Depote. Branch Offices and Depots, North Pennsylvania Railroad and Master street, Ridge Avenue and Willow street. Willow Street Wharf, Delaware avenue, Twenty-second and Hamilton streets. Ninth Street and Washington avenue. Pine Street Wharf, Schuylkill.

Half bushel or forty pounds, 20 cents each de-

WATOMES, JEWELRY, ETO.

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:-TRANSLATION. "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.

"GUSTAV BROKER,

"First Manufacturer of Regulators,

"Freiburg, Germany.

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

PROPOSALS. PROPOSALS FOR MATERIALS TO BE SUPPLIED TO THE NAVY VARDS UNDER THE COGNIZANCE OF THE BUREAU OF CONSTRUCTION AND

NAVY DEPARTMENT. BURBAU 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.

REPAIR

The proposals must be addressed to the 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.

To prevent confusion, and facilitate the opening 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 partles deal in and intend to bid for, together with instructions to bidders, giving the forms of pro-

posal, of guarantee, and of certificate of guaran-

tors, with printed forms of offer, will be fur-

nished to such persons as desire to bid, on ap-

plication 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 have a copy of the schedules of the other yards, 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; and, by direction of the Department, bids or offers will be received only from parties who are bona fide dealers in, or manu-facturers of, the articles they offer to furnish. The guarantors must becertified 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, or any which it may deem exorbitant.

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 of the station designated in the contract, 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 Treasury.

The classes of this Bureau are numbered and

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. 7, Yellow Pine Logs; No. 8, 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 Logs; No. 12, White Pine Mast Timber; No. 13, White Pine Plank Boards—Sugar Pine Boards at Mare Island Yard; No. Sugar Pine Boards at Mare Island Yard; No. 15, White Ash, Elm, Beech-White Ash, Redwood at Mare Island Yard; No. 16, White Ash Oars: No. 18, Black Walnut, Mahogany, Ash Oars; No. 18, Black Walnut, Mahogany, Maple, Cherry; No. 22, Cypress, Cedar; No. 23, Black Spruce; No. 24, White Oak Staves and Headings; No. 25, Lignumvitæ; No. 30, Ingot Copper; No. 32. Wrought Iron, round and square, No. 33, Wrought Iron, flat; No. 34, Iron, plate; No. 35, Steel; No. 37, Iron Spikes; No. 38, Iron Wrought No. No. 39, Iron Cut Nails; No. 49, Lead pure Nails; No. 39, Iron Cut Nails; No. 42, Lead, pipe, sheet; No. 43, Zinc; No. 44, Tin; No. 45, Soider; No. 48, Locks, Hinges, Bolts, of brass and iron; No. 49, Screws, of brass and iron; No. 50, Files No. 51, Augers; No. 52, Tools for ship stores 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, Spirits Turpentine; No. 63, Sperm and Lard Oil; No. 64, Tallow, Soap; No. 65, Fish Oil; No. 68, Glass; No. 69, Brushes; No. 70, Dry Goods for upholstering; 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. Leather, pump rigging, lacing; No. ing; No. 78, Leather, pump rigging, lacing; No. 80, Junk; No. 85, Anthracite Coal; No. 86, 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, 18, 22, 32, 33, 39, 44, 48, 49, 50, 51, 52, 53, 54, 56, 58, 59, 60, 63, 68, 69, 70, 71, 73, 74, 78, 85, 87, 88.

CHARLESTOWN. Nos. 1, 7, 13, 15, 16, 18, 22, 24, 25, 32, 33, 34, 35, 37, 38, 39, 43, 43, 44, 48, 49, 50, 51, 52, 53, 54, 56, 58, 60, 63, 64, 65, 68, 69, 70, 71, 73, 74, 77, 78, 82, 85, 87, 88. BROOKLYN.

Nos, 1, 7, 11, 13, 15, 16, 18, 23, 23, 24, 25, 82, 33, 37, 42, 51, 53, 54, 56, 57, 58, 59, 60, 63, 68, 69, 70, 71, 73, 74, 80, 85, 86, 88.

PHILADELPHIA. Nos. 1, 7, 9, 82, 83, 63, 71, 85, 87. WASHINGTON.

Nos. 1, 7, 9, 18, 15, 18, 32, 23, 24, 32, 39, 48, 50, 53, 58, 59, 60, 63, 70, 71, 73, 77, 85, 87. MARE ISLAND.

Nos. 2, 8, 9, 13, 15, 18, 22, 32, 33, 34, 35, 37, 38, 39, 43, 44, 48, 49, 50, 51, 53, 54, 56, 57, 58, 59, 60, 63, 64, 65, 68, 69, 70, 71, 73, 74, 77, 87, 88, 89.

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, SATUR DAY, July 15. 1871, for building a One and One Half (1%) Story Stone Lodge, at the Culpeper Court House (Va.) National Cemetery.

Separate bids for building this Lodge of brick are also buying.

Sealed Proposals will also be received at the office at the same time, for building a Stone or Brick Wall and Iron Railings, with one double and one single fron gate, around the Fredericksburg (Va.) National Cemetery. Gemetery.

Bidders for the Stone or Brick Wall, and Iron Railings, will be required to specify the price per linear foet, and no bid will be received that does not

The rubbish resulting 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 successful bidder.

Plans, specifications, and blank forms for bids will be furnished upon application to the understance.

HENRY C. HODGES, Major and Quartermaster U. S. A.

OOAL. OWEN & CO., COAL DRALERS, FILBERT STREET WHARP, SCHUYLEILL. \$10198

Showdon & RAUS COAL DEPOT, CORNER DILLWYN and WILLOW Streets.—Lehigh and Schuylkill COAL, prepared expressly for family use at the lowest cash prices. COTTON SAIL DUCK AND CANVAS, OF ALL Dumbers and brands, Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Feits, from thirty to seventy-gistinches, with Paulina, Beiting, Sail Twine, etc.

JOHN W. EVERMAN,

EC. 19 CHURCH Mirest ION Succession.

SHIPPING. FOR LIVERPOOL AND QUEENS

Steamers are appointed to sail as follows:

Only of New York, Saturday, July 18, at 2 P. M.
City of Brussels. Saturday, July 18, at 10 A. M.
Nemesis, Thursday, July 18, at 2 P. M.
City of London, Saturday, July 15, at 2 P. M.
And each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE

By Mail Steamer Sailing every Saturday.

Payable in gold.

Payable in curreacy.

First Cabin.

To London.

50 To London.

51 Steerage.

52 To London.

53 To Halifax.

15 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 JOHN G. DALE, Agent, No. 16 Broadway, N. Y.! Or to O'DONNELL & FAULK, Agents, No. 409 CHESNUT Street, Philadelphia.

AND NATIONAL AND 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 attained.
CABIN RATES, CURRENCY,

CABIN RATES, CURRENCY,
\$75 and \$65. First class Excursion Tickets, good for
twelve months, \$180. Early application must be
made in order to secure a choice of state-rooms.

STEERAGIE RATES, CURRENCY,
Outward, \$28. Prepaid, \$32. Tickets to and from
Londonderry and Glasgow at the same low rates.
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 at lowest rates Bank drafts issued for any amount, at lowest rates, payable on demand in all parts of England, Ireland, Scotland, Wales, and the Continent of Europe.

Apply to WALLER & CO., Agents,
No. 204 WALNUT St., just above Second.

THE REGULAR STEAMSHIPS ON THE PHI
LADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through
oilla of lading to interior points South and West in
connection with South Carolina Ralirend Company.

ALFRED L. TYLER,

Vice-President So. C. RE. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S RE-GULAR SEMI-MONTHLY LINE TO NEW OR-LEANS, LA The JUNIATA will sail for New Orleans direct

The JUNIATA will sail from New Orleans, via Havana, on - ... July - THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVES-TON, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red river freights reahipped at New Orleans without charge

WEEKLY LINE TO SAVANNAH, GA. The TONAWANDA will sail for Savannah on Saturday, July 1, at 8 A. M.

The WYOMING will sail from Savannah on Saturday, July 1.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in con-nection with the Central Railroad of Georgia, At-antic and Gulf Railroad, and Florida steamers, at

SEMI-MONTHLY LINE TO WILMINGTON, N. C. The PIONEER will sail for Wilmington, N.C., on \_\_\_\_\_, July \_\_\_, at 6 A. M. Returning, will leave Wilmington \_\_\_\_, July \_\_\_ Connects with the Cape Fear River Steamboat

Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points Freights for Columbia, S. C., and Augusta, Ga. taken via Wilmington at as low rates as by any

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